

Residential and Employment Site Assessments

Site Reference: 02BA	Not Deliverable or Developable
Site Reference: 06BA	Not Deliverable or Developable
Site Reference: 09BA	Not Deliverable or Developable
Site Reference: 10BA	Potentially Deliverable or Developable
Site Reference: 11BA	Not Deliverable or Developable
Site Reference: 12BA	Not Deliverable or Developable
Site Reference: 07CH	Not Deliverable or Developable
Site Reference: 09CH	Not Deliverable or Developable
Site Reference: 13CH	Not Deliverable or Developable
Site Reference: 14CH	Not Deliverable or Developable
Site Reference: 17CH	Potentially Deliverable or Developable
Site Reference: 18CH	Not Deliverable or Developable
Site Reference: 19CH	Potentially Deliverable or Developable for Employment
Site Reference: 21CH	Deliverable or Developable
Site Reference: 22CH	Not Deliverable or Developable
Site Reference: 23CH	Potentially Deliverable or Developable
Site Reference: 25CH	Not Deliverable or Developable
Site Reference: 27CH	Potentially Deliverable or Developable
Site Reference: 28CH	Not Deliverable or Developable
Site Reference: 30CH	Deliverable or Developable
Site Reference: 31CH	Deliverable or Developable for Residential or Employment
Site Reference: 32CH(b)	Potentially Deliverable or Developable for Residential or Employment
Site Reference: 33CH	Not Deliverable or Developable
Site Reference: 35CH	Not Deliverable or Developable
Site Reference: 36CH	Potentially Deliverable or Developable
Site Reference: 04DT	Potentially Deliverable or Developable
Site Reference: 07DT	Not Deliverable or Developable
Site Reference: 08DT	Not Deliverable or Developable
Site Reference: 12HY	Potentially Deliverable or Developable for Residential or Employment
Site Reference: 15HY	Not Deliverable or Developable
Site Reference: 17HY	Not Deliverable or Developable
Site Reference: 18HY	Not Deliverable or Developable
Site Reference: 10NH	Potentially Deliverable or Developable for Residential or Employment
Site Reference: 12NH	Not Deliverable or Developable
Site Reference: 13NH	Potentially Deliverable or Developable
Site Reference: 16NH	Potentially Deliverable or Developable

Site Reference: 27NH Not Deliverable or Developable
Site Reference: 30NH Not Deliverable or Developable
Site Reference: 36NH Not Deliverable or Developable
Site Reference: 41NH Not Deliverable or Developable
Site Reference: 48NH Potentially Deliverable or Developable
Site Reference: 50NH Not Deliverable or Developable
Site Reference: 54NH Potentially Deliverable or Developable
Site Reference: 64NH Potentially Deliverable or Developable for Residential or Employment
Site Reference: 70NH Not Deliverable or Developable
Site Reference: 73NH Potentially Deliverable or Developable
Site Reference: 74NH Deliverable or Developable
Site Reference: 02NW Not Deliverable or Developable
Site Reference: 03NW Not Deliverable or Developable
Site Reference: 07NW Potentially Deliverable or Developable
Site Reference: 09NW Not Deliverable or Developable
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Site Reference: 47PT Deliverable or Developable
Site Reference: 67PT Not Deliverable or Developable
Site Reference: 68PT Not Deliverable or Developable

Site Reference: 69PT Potentially Deliverable or Developable for Employment

Site Reference: 71PT Not Deliverable or Developable

Site Reference: 72PT Not Deliverable or Developable

Site Reference: 74PT Not Deliverable or Developable

Site Reference: 77PT Deliverable or Developable

Site Reference: 79PT Not Deliverable or Developable

Site Reference: 02PL Not Deliverable or Developable

Site Reference: 06PL Not Deliverable or Developable

Site Reference: 09PL Not Deliverable or Developable

Site Reference: 12PL Not Deliverable or Developable

Site Reference: 17PL Not Deliverable or Developable

Site Reference: 18PL Not Deliverable or Developable

Site Reference: 19PL Not Deliverable or Developable

Site Reference: 20PL Potentially Deliverable or Developable

Site Reference: 22PL Not Deliverable or Developable

Site Reference: 23PL Not Deliverable or Developable

Site Reference: 25PL Not Deliverable or Developable

Site Reference: 26PL Not Deliverable or Developable

Site Reference: 29PL Not Deliverable or Developable

Site Reference: 04RG Not Deliverable or Developable

Site Reference: 07RG Not Deliverable or Developable

Site Reference: 08RG Not Deliverable or Developable

Site Reference: 24RG Not Deliverable or Developable

Site Reference: 29RG Not Deliverable or Developable

Site Reference: 30RG Potentially Deliverable or Developable

Site Reference: 38RG Potentially Deliverable or Developable

Site Reference: 39RG Not Deliverable or Developable

Site Reference: 44RG Potentially Deliverable or Developable

Site Reference: 47RG Not Deliverable or Developable

Site Reference: 48RG Deliverable or Developable

Site Reference: 50RG Not Deliverable or Developable

Site Reference: 52RG Not Deliverable or Developable

Site Reference: 54RG Not Deliverable or Developable

Site Reference: 55RG Potentially Deliverable or Developable

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Site Reference: 60RG Potentially Deliverable or Developable

Site Reference: 61RG Not Deliverable or Developable

Site Reference: 64RG Potentially Deliverable or Developable

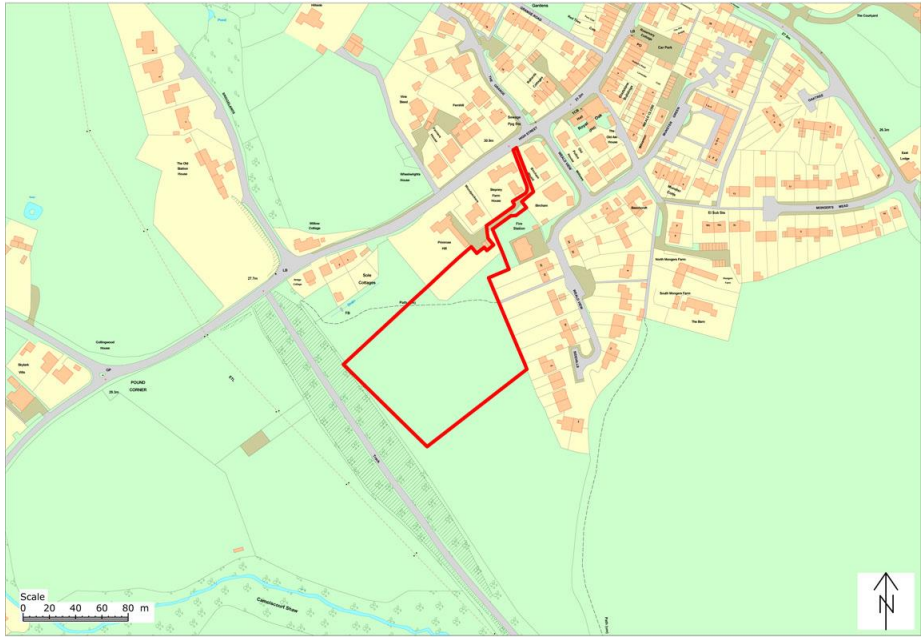
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Site Reference: 66RG Not Deliverable or Developable

Site Reference: 67RG Potentially Deliverable or Developable
Site Reference: 01SF Potentially Deliverable or Developable
Site Reference: 05SF Potentially Deliverable or Developable
Site Reference: 08SF Potentially Deliverable or Developable
Site Reference: 09SF Not Deliverable or Developable
Site Reference: 10SF Potentially Deliverable or Developable
Site Reference: 11SF Not Deliverable or Developable
Site Reference: 15SF Not Deliverable or Developable
Site Reference: 27SF Deliverable or Developable
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Site Reference: 11PT Not Deliverable or Developable
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Site Reference: 06WW Not Deliverable or Developable
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Site Reference: 35WW Potentially Deliverable or Developable
Site Reference: 36WW Not Deliverable or Developable
Site Reference: 37WW Potentially Deliverable or Developable
Site Reference: 39WW Potentially Deliverable or Developable
Site Reference: 40WW Potentially Deliverable or Developable

**Site Reference: 02BA
Land at Primrose Hill**

Not Deliverable or Developable

	Parish or Town		
	Barcombe		
	Site Area	1.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	An open field, believed to have been used for grazing. No present use.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	28 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield between the planning boundary of Barcombe Cross and the disused railway. ESCC Highways has confirmed that safe and suitable access cannot be provided to serve residential development on the site, with no known potential to improve visibility of the single-width driveway in supporting additional development. The site is not adjacent to other sites promoted for development which may enable access. Other key suitability constraints identified relate to potential ecology, heritage and landscape impacts which would need to be mitigated. The site is adjacent to identified priority habitats (deciduous woodland) along the railway and the Barcombe Cross Conservation Area. The site is crossed by existing Public Rights of Way which would need to be protected and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent the planning boundary of Barcombe Cross.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Gentle slope up towards the south away from the road. Former railway line to west forms defensible boundary.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The site is adjacent to priority habitats (deciduous woodland) along the railway. Adjacent woodland should be protected by ensuring development is offset in relation to root protection areas. None of the existing trees on or adjacent the site are protected under a Tree Preservation Order. ESCC Ecologist note protected reptile records on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services will be available adjacent or nearby. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified. There is a fire station adjacent however this is already surrounded by residential properties.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Barcombe Cross C of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small and medium scale residential development. The site falls within LCA C2 Barcombe, Plumpton and Cooksbridge Western Low Weald Landscape of the 2023 Landscape Character Study, which indicates that development should be limited in this LCA and designed to retain its rural character, including by avoiding development on higher, more visible areas of the LCA.
Historic Built Environment Constraints	The site does not contain any designated heritage assets. However, it is adjacent to Barcombe Cross Conservation Area to the north. ESCC Archaeologists also advises that there is medium potential for archaeological heritage within the area. The site falls outside of an Archaeological Notification Area. The site is in close proximity to a number of Grade II listed buildings including but none are within or immediately adjacent to the site. Further heritage assessments would be required to understand the development proposals impacts on the character and setting of the designated heritage assets and identify any potential mitigation measures.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	The site is within walking distance of bus stop on High Street, with limited services to Lewes and Cooksbridge train station.
Active Travel	Footpath to village available, no dedicated cycle path.
Public Rights of Way	Public Rights of Way across the site however these can be incorporated into the site layout through sensitive design.
Site Access	Existing vehicular access to the site is an existing single lane driveway serving the existing property from the High Street. Previously concluded by ESCC Highways that no safe access can be provided to the site.

Availability Assessment: Not Available

The site was unavailable for development in 2018. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Update
Phasing Requirements	Single Phase

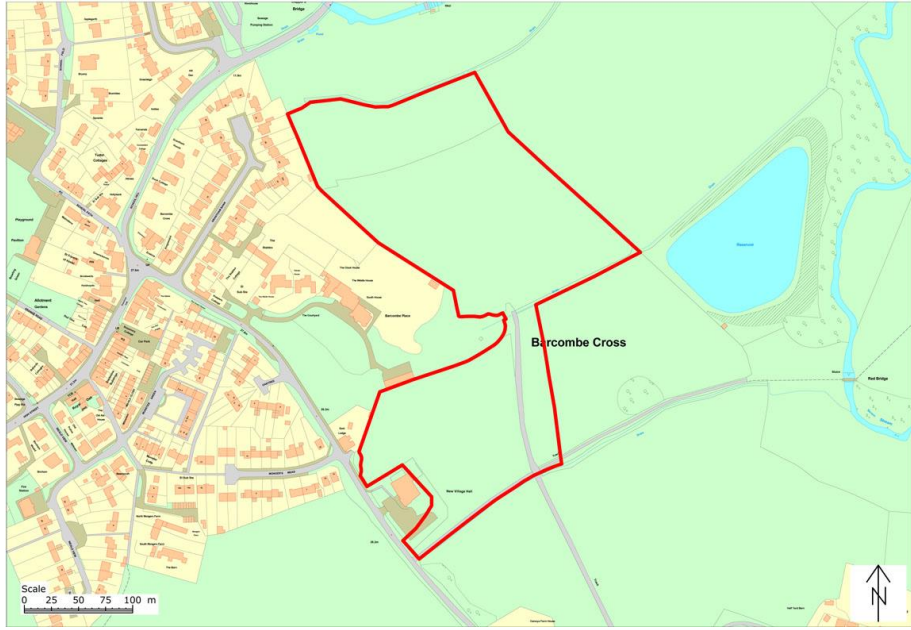
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified.

**Site Reference: 06BA
East of Barcombe Cross**

Not Deliverable or Developable

	Parish or Town		
	Barcombe		
	Site Area	4.75 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural land, adjacent village edge to the east/south. To the north of the village hall.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	107 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield located on the southeastern edge of Barcombe Cross. Landowners of the northern section of the site confirmed it to be unavailable for development within the plan period. A smaller extent of the site focused on the southern section north west of Barcombe Village Hall is considered separately as Site 09BA.

The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed as having a very high sensitivity to large-scale residential development unable to accommodate the relevant development without significant adverse character change or adverse visual effects and notes that development should be limited and designed to retain the rural character of LCA C2 Barcombe, Plumpton and Cooksbridge Western Low Weald. Development of the site would be contrary to the management strategy of this LCA.

The majority of the site is outside of walking distance from most village services and transport connections, with limited opportunities to provide self-supporting infrastructure. A small part of the site along the northern boundary is within Flood Zone 2 and 3, with additional areas along the existing ditch subject to low to

medium risk of surface water flooding, to be mitigated. The sequential test and a site-level exception test would need to be applied.

ESCC Highways stated that access could only be provided northeast of Barcombe Village Hall, which would require partial removal of the existing tree line along Barcombe Mills Road. It is unknown whether trees protected under the Tree Preservation Order may be impacted to provide adequate visibility splays. It is therefore unknown if suitable access could be achieved. Other key development considerations include potential impacts on the setting of the Barcombe Cross Conservation Area and adjacency to multiple trees protected under the Tree Preservation Order and deciduous woodland (priority habitats). A small part of the site is within an Archaeological Notification Area. The existing PRoW network runs along the southeastern boundary of the site which would need to be maintained and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is disconnected but adjacent to the adopted planning boundary of Barcombe Cross. Countryside policies apply.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The majority of the site is in Flood Zone 1 with a small part of the site (2%) within Flood Zone 2 and/or Flood Zone 3A. Approximately 8% along the existing ditch is subject to low to medium risk of surface water flooding which would need to be mitigated. Less than 1% of the site is also subject to flooding from reservoirs to the east on a wet day.
Land Contamination	None identified
Topography	Gentle slope.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The site is adjacent to a number of trees protected under the Tree Preservation Order and deciduous woodland (priority habitats) located along the western boundary. ESCC Highways recommended that access to the site would need to be from the north west of the Village Hall and may require substantial removal of the existing tree line along Barcombe Mill Road. Further investigation would be required to establish if adequate visibility splays could be secured without significant impacts on one or multiple protected trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Adjacent to site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed having a very high sensitivity to large-scale residential development and unable to accommodate the scale of development without significant adverse character change or adverse visual effects. The site falls within LCA C2 Barcombe, Plumpton and Cooksbridge Western Low Weald Landscape of the 2023 Landscape Character Study, which indicates that development should be limited in this LCA and designed to retain its rural character, including by avoiding development on higher, more visible areas of the LCA. The site is partially adjacent to the existing planning however the land slopes away from the development boundary to large open fields with exposed views to south and east. ESCC Landscape Architect states "Limited capacity close to the road and in a defined line of development related to this".
Historic Built Environment Constraints	The site does not contain any designated heritage assets. However, it is adjacent to Barcombe Cross Conservation Area and is partly located within the Archaeological Notification Area (post-medieval hamlet & WW2 remains). ESCC Archaeologist states that there is uncertain archaeological interest with no presently recorded heritage assets. Further heritage assessments and archaeological investigations may be required to understand the development impacts on the character and setting of the historic environment and identify appropriate mitigation measures.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Southern part of the site would be within walking distance of bus stop, with limited services to Lewes and Cooksbridge train station.
Active Travel	Pedestrian access from village as far as village hall, no dedicated cycle path.
Public Rights of Way	Public Rights of Way (BAR/14/1) runs parallel to the southeastern boundary of the site. Development of the site is likely to impact the nature of existing views from and character of the PRow to Mount Pleasant.
Site Access	ESCC highways stated that access would need to be north west of village hall where visibility would be acceptable and is within 30mph. Access via Grantham Bank would not be recommended due to gradients.

Availability Assessment: Not Available

Landowners of the northern section of the site confirmed it to be unavailable for development within the plan period. A smaller extent of the site focused on the southern section north west of Barcombe Village Hall is considered separately as Site 09BA. The site is in multiple ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Northern section owners have stated no intention to develop. Unknown on other section to the rear of the village hall. Unavailable in its entirety.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified.

Site Reference: 09BA Not Deliverable or Developable
Land north west of Barcombe village hall

	Parish or Town		
	Barcombe		
	Site Area	0.65 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA 2020 CfS			
Current or Last Use	Open agricultural field adjacent Barcombe Village Hall.		
Recent and Relevant Planning History	An application for 1 dwelling (new rectory) was refused in 1982 (LW/82/1319).		
Theoretical Residential Capacity	16 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield located on the southeastern edge of Barcombe Cross. The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed as having a high-medium sensitivity to small-scale and medium-scale residential development. The parcel is unlikely to be able to accommodate the relevant type of development overall or only in limited situations, without significant adverse character change or adverse visual effects. The assessment highlights that the southern part of the parcel, where this site is located, is separated from the settlement edge of Barcombe Cross by mature vegetation and has a strong relationship with rural landscape to the east of the parcel. Residential development on the site would therefore be inconsistent with the settlement pattern of Barcombe Cross.

ESCC Highways stated that access could only be provided northeast of Barcombe Village Hall, which would require the partial removal of the existing tree line along Barcombe Mills Road. It is unknown whether trees protected under the Tree Preservation Order may be impacted to provide adequate visibility splays. It is therefore unknown if suitable access could be achieved. However, this tree line presents a green corridor/buffer between the existing property adjacent and the village hall at the edge of the settlement as it

transitions to countryside. Its potential removal is likely to have an adverse impact on the character and visual amenity at the entrance to Barcombe Cross.

Other key development considerations include potential impacts on the setting of the Barcombe Cross Conservation Area and adjacency to multiple trees protected under the Tree Preservation Order and deciduous woodland (priority habitats). A small part of the site is within an Archaeological Notification Area.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent planning boundary on the south eastern edge of the Village. Existing development adjacent, including village hall to the south.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Gentle slope to the north-east
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The site is adjacent to a number of trees protected under the Tree Preservation Order and deciduous woodland (priority habitats) located along the western boundary. ESCC Highways recommended that access to the site would need to be from the north west of the Village Hall and may require substantial removal of the existing tree line along Barcombe Mills Road. Further investigation would be required to establish if adequate visibility splays could be secured without significant impacts on one or multiple protected trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Located adjacent. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified. Amenity of both existing and potential future residents considered good.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed having a high-medium sensitivity to small-scale and medium-scale residential development. The parcel is unlikely to be able to accommodate the relevant type of development overall or only in limited situations, without significant adverse character change or adverse visual effects. In particular, any development should be concentrated to the Road and not extend across the northern parcel of the Parcel. The assessment also highlight that the southern part of the parcel, where this site is located, is separated from the settlement edge of Barcombe Cross by mature vegetation and has a strong relationship with rural landscape to the east of the parcel. Development would therefore be inconsistent with the settlement pattern of Barcombe Cross. The site falls within LCA C2 Barcombe, Plumpton and Cooksbridge Western Low Weald Landscape of the 2023 Landscape Character Study, which indicates that development should be limited in this LCA and designed to retain its rural character, including by avoiding development on higher, more visible areas of the LCA.
Historic Built Environment Constraints	Adjacent to Barcombe Cross Conservation Area. Small corner to north of site within Archaeological Notification Area - post-medieval hamlet & WW2 remains.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No nearby train station. Bus stop is located within 420m of site with limited services to Lewes and Cooksbridge train station.
Active Travel	Site is connected by pavement to village centre services and facilities. No dedicated cycle path.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	ESCC highways state that access onto public highway would have to be from immediately north west of village hall with limited highway frontage. Trees are likely needed to be removed to obtain both access and visibility, some trees are protected which could result in inability to provide suitable access.

Availability Assessment: Available

The site is in multiple ownership but actively promoted for residential development by the landowners. The track that runs along the eastern boundary is private which may pose risks to availability depending on where access is to be taken from.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	Track that runs along eastern boundary is private. Depending on where access is to be taken from permission may be required.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability. The site is promoted for senior living and 1 & 2 beds for single person or couple with no dependents.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal or cumulative costs identified.

Site Reference: 10BA Potentially Deliverable or Developable
Land south of Barcombe Mills Road

	Parish or Town		
	Barcombe		
	Site Area	3.7 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural		
Recent and Relevant Planning History	The site is subject to a live planning appeal for outline application for 70 dwellings (LW/22/0459). Awaiting decision.		
Theoretical Residential Capacity	83 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	70 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield located on the southern edge of Barcombe Cross. Development of the site would impact upon the setting of the Grade II listed Monger's Farmhouse and divorce the building entirely from the agricultural environment. An Archaeological Notification Area (Post medieval hamlet & WW2 remains) is located partially adjacent to northern site boundary.

The site is open to views to the south and forms part of the wider countryside character. However, while this may impact the immediate landscape setting, this could be potentially mitigated with appropriate landscaping works to improve the landscape edge and wider rural setting of Barcombe as investigated in the recent planning application.

Development of the site may lead to the loss of Grade 2 Very Good Agricultural Land. Local ecology records indicate notable and protected species and rare plants. A small part of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific policies or allocations. Outside, but adjacent to, planning boundary
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of the site is also subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site. Smaller parcel of land being promoted within large field (10.78ha), no hedgerow or distinctive field features to indicated boundary. No onsite physical constraints.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No recorded protected species or habitats on or adjacent to site. ESCC state that local records show number of notable and protected species (bats, reptiles, brown hare, common toad and rare plants. No tree or woodland designations on are adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Predominantly Grade 2
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely to be available adjacent. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The site falls within LCA C2 Barcombe, Plumpton and Cooksbridge Western Low Weald Landscape of the 2023 Landscape Character Study, which indicates that development should be limited in this LCA and designed to retain its rural character, including by avoiding development on higher, more visible areas of the LCA.</p> <p>The landscape sensitivity of the site is considered in the recent planning application (LW/22/0459). The Officer Report notes that the proposed development would result in harm to the immediate landscape but an improvement to the wider landscape and rural setting of Barcombe. Significant change in the landscape would be limited to the immediate site area, provided suitable landscaping works are secured. The scale of the development would be comparable with existing development on the southern edge of Barcombe, which marks the edge of the existing planning boundary, and the large size of the site would allow for a sympathetic density and pattern of development to be accommodated.</p> <p>The site falls within Parcel Barcombe Cross C of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small and medium scale residential development. Any new development should respect and align adjacent to the existing settlement pattern of Barcombe Cross. The existing field pattern should be retained and protected as practicable and any reinstatement of historic field patterns explored. Reducing the scale of development to smaller scale and lower densities towards the southern part of the parcel would ensure a more sympathetic transition in scale to the wider landscape. The development should form an appropriate transition to the wider landscape.</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	The Grade II listed Monger's Farmhouse is located adjacent to the Site. The Officer Report on the recent planning application (LW/22/0459) considers that any development carried out on the site would impact upon the setting of the building which, being a former farmhouse, would be expected to be seen within a rural context. It also notes that the existing field system is considered to be important in maintaining the historic context of the Grade II Listed Building, given it was originally a farmhouse, and the proposed development would result in a suburbanisation of this setting and divorce the building entirely from the agricultural environment. Overall it is considered that the setting of the listed building would be subject to less than substantial harm. An Archaeological Notification Area (Post medieval hamlet & WW2 remains) located partially adjacent to northern site boundary.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within walking distance with limited services to Lewes and Cooksbridge train station.
Active Travel	Footpath runs as far south as the pedestrian access to the village hall to the north east of the site. No dedicated cycle path.
Public Rights of Way	The site does not intersect with the existing PRoW network.
Site Access	Site fronts directly on to adopted highway (Barcombe Mills Road). ESCC highways state that driver sightlines at access point will need to reflect actual speeds but likely to require extension of 30mph zone. Footways / crossing point to improve connectivity to village and bus services needed. All considered achievable.

Availability Assessment: Available

The site is in single ownership and actively promoted for residential use. No ransom strips identified.

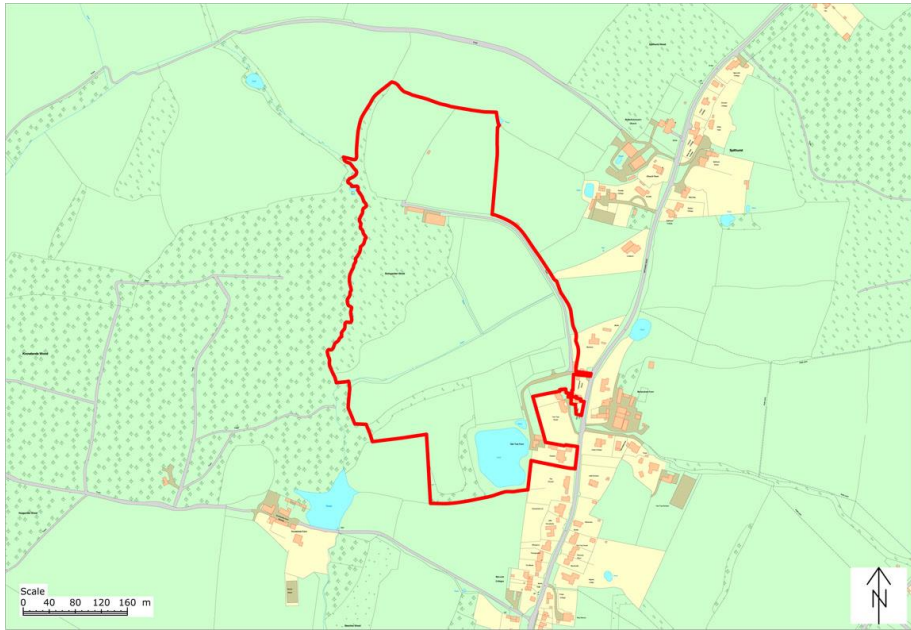
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal or cumulative costs identified.

Site Reference: 11BA Not Deliverable or Developable
Land West of Spithurst Lane

	Parish or Town		
	Barcombe		
	Site Area	16 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Open fields previously used for equestrian and grazing, some redundant buildings, mostly stables and a dairy building.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	160 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is predominantly greenfield located at Spithurst Road. There is existing residential development along Spithurst Road, with some properties to the rear of those fronting the road. The settlement is isolated with no local services and no footpath linking to Barcombe therefore residential properties would be solely reliant on the private car, development within this location would be considered unsustainable. The site is promoted for 20 dwellings and therefore not considered as a strategic site which may be capable of providing self-sustaining infrastructure.

The western part of the site consists of ancient woodland that is designated as a Local Wildlife Site and priority habitat, which reduces the developable area by at least 3 Ha. Further stand-off would be required from ancient woodland which is likely to further reduce the developable area of the site. The site is also adjacent to a tree protected under the Tree Preservation Order to the southeast. Part of the site is subject to low to medium risk of surface water flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is 1km north of Barcombe Planning Boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 13% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Generally flat site.
Environmental Constraints	The western of the site falls within the Knowlands Wood Local Wildlife Site. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The western part of the site is ancient woodland and priority habitats (deciduous woodland). Local record shows notable and protected species in the area (birds and plants). Ancient woodland should be protected by ensuring development is offset in relation to root protection areas, and an appropriate stand-off provided. This is being considered as part of the submitted proposals which proposes a modest capacity of 20 dwellings. The site is adjacent to a tree protected under the Tree Preservation Order to the southeast.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3 and Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No sewer evident in vicinity. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect: A small (20 units max.) landscape led and well designed development which is closely associated with the existing settlement could be acceptable.
Historic Built Environment Constraints	The Knowle adjacent the southeastern boundary is a Grade II Listed residential property. Unlikely development would have any significant impacts on setting of this building, given the proximity of the pond no development would likely be situated near this boundary. No conservation areas in surrounding area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus services with Spithurst, nearest available public transport in Barcombe outside walking distance. Site would be car dependant.
Active Travel	The site has no dedicated footpath from the site, or cycle path
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Existing access to the site from Spithurst Road, likely this would require widening for two way passing and visibility requirements.

Availability Assessment: Available

The site is in single ownership and actively promoted for residential use. No ransom strip identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase


Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal or cumulative costs identified.

**Site Reference: 12BA
Camoys Court Farm**

Not Deliverable or Developable

		Parish or Town		
		Barcombe		
		Site Area	1.2 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Functioning farm yard with barns and agricultural structures. With agricultural tenancy, applications indicated that the tenancy is due to expire at the end of April 2021.			
Recent and Relevant Planning History	LW/21/0090 Prior Approval granted for conversion of western barn to 5 dwellings.			
Theoretical Residential Capacity	19 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site consists of Camoys Farm House at Barcombe Mills Road, disconnected from the settlement of Barcombe Cross. The site is predominantly greenfield and consists of Grade 2 Very Good Agricultural Land. The Western Barn has been granted prior approval for conversion to 5 dwellings (LW/21/0090). There is existing vehicular access from Barcombe Mills Road, however ESCC Highways notes that further improvements would be required to support further development. The site is within walking distance of Barcombe Cross and its services, however the lack of pavement to facilitate active travel make the location isolated and likely to be car dependent. ESCC Highways notes that there are limited potential for footway provision at this part of Barcombe Mills Road.

The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed having a very high sensitivity to large-scale residential development and unable to accommodate the scale of development without significant adverse character change or adverse visual effects. ESCC Landscape Architect notes that only development within the brownfield areas (which has already been approved for conversion) could be acceptable.

The site includes a tree protected under the Tree Preservation Order along Barcombe Mills Road. Existing PRow runs along the southeastern boundary of the site which would need to be protected and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	0.3k from planning boundary of Barcombe
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	Agricultural use means contamination hazards could be present. Documents submitted with previous prior approval application suggest significant contamination is not anticipated but localised contaminants with the made ground cannot be discounted. Would require investigation if development is pursued.
Topography	Generally flat side, which has existing barns/agricultural buildings which would need to be removed.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Large Oak located near the western bar is protected by a TPO this and would need to be retained. Local ecology records indicate notable and protected species.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 2
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No sewer evident in vicinity. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified, development in the site would result in the loss of the farm yard. Residential unlikely to be acceptable adjacent to working farmyard.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Barcombe Cross B of the Landscape Sensitivity Study which is assessed having a very high sensitivity to large-scale residential development and unable to accommodate the scale of development without significant adverse character change or adverse visual effects. ESCC Landscape Architect notes that a small scale farmstead type development utilising the brownfield parts of the site only could be acceptable. This should not set a precedent for further development on this side of the village outside of the built up area boundary.
Historic Built Environment Constraints	No historic or built environment constraints identified on site.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop with services to Lewes and Cooksbridge are available within Barcombe. However no pedestrian footpath between the site and the village.
Active Travel	No footpath or dedicated cycle path from the site. Does not appear it would be possible to add a footpath, the road is narrow and the grass verge has considerable ditches either side. Unlikely any residents would wish on a regular basis to walk to Barcombe along the existing road.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	Existing PRow along the southeastern boundary of the site.
Site Access	Previous application has no ESCC Highways objection, considered access is sufficient for 2 way traffic and visibility splays are achievable.

Availability Assessment: Available

The site is actively promoted for residential use. It is in multiple ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2021 - Prior Approval
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Barcombe Cross's housing market is considered relatively strong with good demand and viability. Existing agricultural buildings would need to be removed which may have a minor impact on viability. The site may be subject to localised contaminants with the made ground which would require further investigation.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs of removal of existing buildings and contamination

Site Reference: 07CH Not Deliverable or Developable
Paddock @ Church Green

		Parish or Town	
		Chailey	
		Site Area	0.43 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Existing paddock, western edge of the settlement around St Peters Church.		
Recent and Relevant Planning History	LW/17/0757 - planning permission granted to extend the existing car park south towards the road.		
Theoretical Residential Capacity	10 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield previously used as a paddock. It does not relate to any existing planning boundaries but is adjacent to the historic building cluster and Church in Chailey Green. The site is within walking distance to the existing primary school and bus stops to larger settlements. However, it is currently accessed via a narrow private lane which may not be suitable to support residential development on site. The provision of a suitable access would need to take into account the existing PRoW along the southern boundary of the site.

The site falls within the Chailey Green Conservation Area. Its rural setting is integral to the character of the Conservation Area. The site is in close proximity to a number of Grade II* and Grade II listed building and positively contributes to the setting of the designated heritage assets. The site is within an Archaeological Notification Area where further investigations would be essential. The capacity of the site is likely to be below the LAA threshold with mitigation. No major landscape concerns given containment of the site.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Situated in 'Chailey Green' the historic centre of the parish, within the Chailey Green Conservation Area. Outside of the planning boundaries of Chailey.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified.
Topography	Flat site
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed capacity below 100 dwellings does not trigger the need to consult with Natural England.
Ecological Constraints	The site is bordered by semi-mature and mature trees to the north and western boundary, which would need to be surveyed. None of them are protected under the tree Preservation Order at present. No records of protected species or habitats on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3 and Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely available adjacent or nearby. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Residential neighbours, church and agricultural uses.
Within Setting of SDNP?	No
Landscape Sensitivity	Contained site, no wider landscape concerns.
Historic Built Environment Constraints	Situated within the Chailey Green Conservation Area. The rural setting is integral to the character of the conservation area. Within ANA. There are a number of listed buildings in the wider/surrounding area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 150m of the site with fairly frequent services to Lewes, Cooksbridge and Uckfield. No railway station nearby, but Cooksbridge accessible by bus.
Active Travel	There is a footpath along the A275, linking with the primary school. No dedicated cycle ways.
Public Rights of Way	Public Rights of Way along the southern boundary of the site which would need to be incorporated through sensitive design.
Site Access	Access road to the south is a private road. Road is narrow. Concern road not suitable for access.

Availability Assessment: Unknown

Unknown availability as the site has not been promoted recently. The site is currently accessed via a private road although publicly available information notes that it is likely to be in the same ownership as the site.

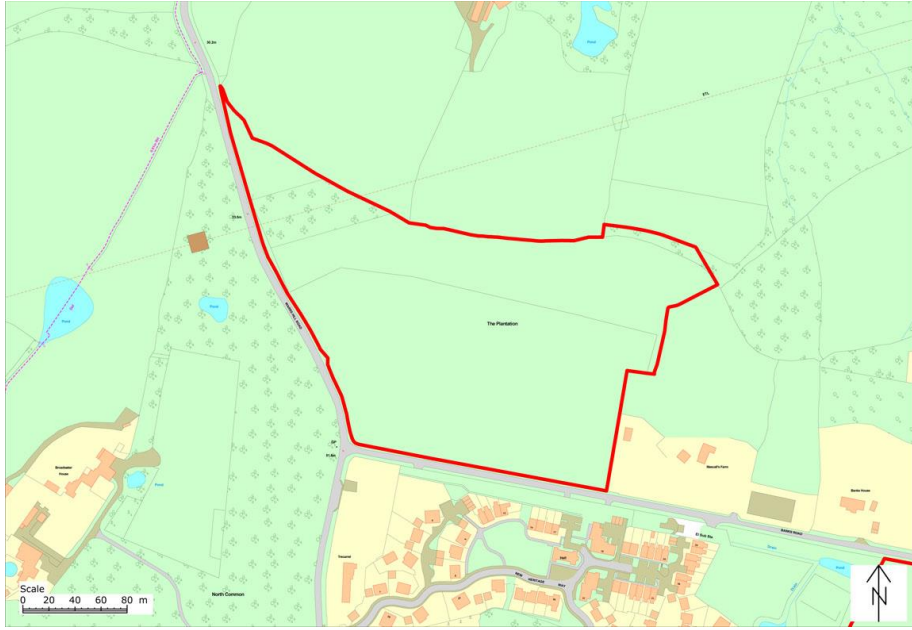
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	Private road access
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 09CH Not Deliverable or Developable
The Plantation, Warrs hill Road, North Chailey

		Parish or Town		
		Chailey		
		Site Area	5 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Existing woodland, north of residential development of New Heritage Way.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	75 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is woodland identified as priority habitats, adjacent to the Chailey Common SSSI and LNR. Development of the site would lead to significant harm to biodiversity, with likely significant direct and indirect impacts on the Chailey Green SSSI from the loss of connecting functional habitat, increased light pollution and recreational pressures.

The site is wholly outside and unrelated to existing settlements or adopted planning boundaries, with no services available within walking distance. Very limited public transport in this location and not accessible via a footpath which is likely to result in development being reliant on the private car.

The site is a prominent position at the junction of Banks Road and Warrs Hill Lane. Concerns over impact of development on wider landscape character given amount of tree removal required to facilitate development. Unknown if suitable access could be provided to support residential development of this scale as both adjacent roads, Banks Road and Warrs Hill Road are narrow lanes with no or limited opportunities for widening.

A small part of the site is subject to low to medium risk of surface water flooding. The site is also crossed by an overhead powerline which may reduce the developable area.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Woodland, outside and unrelated to existing settlement or planning boundary. The site predominantly consists of priority habitats where its loss may be contrary to Paragraph 179 and 180 of the NPPF.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known contamination issues
Topography	Woodland
Environmental Constraints	The site is woodland immediately adjacent to the Chailey Common SSSI and LNR. The site falls within the relevant SSSI Impact Risk Zone where any development on site would need to be consulted with Natural England. Residential development on site would require removal of the woodland which is likely to lead to a range of significant direct and indirect impacts on the SSSI, including the loss of connecting functional habitat, likely increase in light pollution and increased recreational pressure.
Ecological Constraints	The site is predominantly woodland identified as priority habitats (deciduous woodland) adjacent to the Chailey Common SSSI. It is also adjacent to a number of trees protected under the Tree Preservation Order along the southern boundary.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Partially within 7km. Development would be required to contribute or make provision for a SANG.
Availability of Utilities	Unknown but likely available nearby given other residential properties. The site is crossed by overhead powerlines to the northwest corner which may reduce the developable area of the site.
Bad Neighbours?	some residential and agricultural neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	Development of the site would result in significant tree removal, and the site is a prominent position at the junction of Banks Road and Warrs Hill Lane. Unknown if impacts on the open rural character could be mitigated through layout and design measures.
Historic Built Environment Constraints	No onsite or adjacent conservation areas or listed buildings, not currently within an ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	600m to bus stop on A275, no footpath on Banks Lane but footpath available on opposite side of A275 although no existing crossing. Bus services are very limited.
Active Travel	No footpath access from the site, nor dedicated cycle path. Both Banks Road and Warrs Hill Road are narrow rural lanes.
Public Rights of Way	The site does not intersect with the existing PRow network.

Suitability Issue	Suitability Assessment Comments
Site Access	No existing access to the site, unknown if suitable access would be achievable. Both Banks Road and Warrs Hill Lane are narrow rural lanes, unknown if they could sustain development of this scale.

Availability Assessment: Unknown

Unknown availability as the site has not been recently promoted. No ransom strips identified.

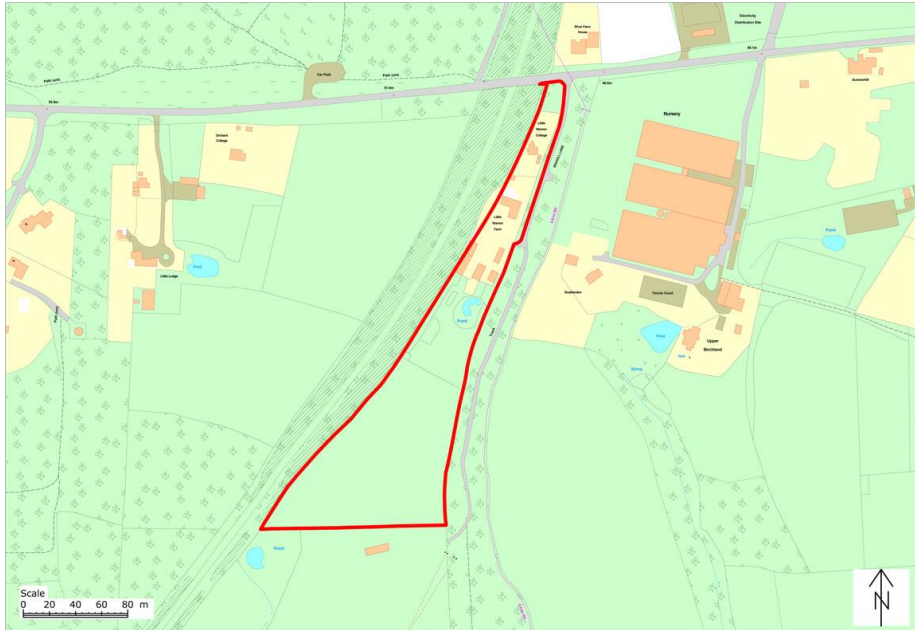
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. It is expected that development of the site would require highway improvements.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified. Some highway improvements would likely be required but this is not abnormal with a development of this scale.

Site Reference: 13CH Not Deliverable or Developable
The Warren, Fletching Common

		Parish or Town		
		Chailey		
		Site Area	1.91 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Existing residential garden and land to the south access by Redgill Lane appears to be a private access road.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	31 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is predominantly greenfield in an isolated location unrelated to any existing settlements. It does not relate to any other sites promoted and has limited potential to provide adequate self-sustaining infrastructure. Newick, the nearest settlement is outside of walking distance, and with no footpaths on Mill Lane. The nearest bus stops are 600m away from the site which provides hourly services to adjacent settlements. It is likely development on the site would be car dependant.

The site is currently accessed from Redgill Lane and it is unknown if appropriate access to support further residential development on site is achievable. ESCC Highways notes that improvements to existing access junction are likely to be required.

The site is in close proximity to Chailey Common SSSI and LNR, and is surrounded by identified priority habitats on three sides including deciduous woodland and good quality semi-improved grassland which forms a clear green infrastructure network with Chailey Common. Existing vegetation identified as priority habitats may need to be removed to facilitate access to the south of the site. Further ecological surveys would be required.

The site is adjacent to existing Public Rights of Way along Little Warren Farm to the eastern boundary which would need to be maintained and enhanced. The site is in close proximity to the Grade II listed Upper Birchlands but is relatively enclosed with limited visual relationship with the designated heritage asset. Further heritage assessments may be required.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing planning boundaries, no specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site is in close proximity to the Chailey Common SSSI. The site falls within the relevant SSSI Impact Risk Zone. The scale of residential development combined with its location outside of existing settlements would trigger the need to consult with Natural England. The site is wrapped around by existing woodland which forms a green infrastructure network with Chailey Common. Residential development on site may lead to indirect impacts on the SSSI including increased disturbance to habitats, light pollution and recreational pressure. Local Wildlife site to the south-west section of ancient woodland to the east.
Ecological Constraints	There are no protected trees identified on site. It is however wrapped around by priority habitats (including deciduous woodland and good quality semi-improved grassland) which forms a clear green infrastructure network and wildlife corridor with Chailey Common. Existing vegetation identified as priority habitats may need to be removed to facilitate access to the south of the site. Further ecological surveys would be required.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely available adjacent for existing properties. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Residential and agricultural neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	The site is relatively well contained by the existing trees on the boundaries.
Historic Built Environment Constraints	Upper Birchlands to the east is Grade II listed, unlikely to be significantly impacted by a small scale development.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 500m of a bus stop with an infrequent service to Lewes, Uckfield and Cooksbridge. No train station within walking distance of the site.
Active Travel	No footpaths on Mill Lane linking the link with any settlements. No cycle lanes.
Public Rights of Way	ProWs along the eastern boundary of the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Red Gill Lane is a private access road from Mill Lane, neither are particularly wide. Existing access junction likely to need upgrading for additional use as it is single lane.

Availability Assessment: Unknown

Unknown availability as the site has not been recently promoted. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified. Access will likely need upgrading but this is not abnormal for a development of this scale.

Site Reference: 14CH Not Deliverable or Developable
Starvecrow Farm, South Common

	Parish or Town		
	Chailey		
	Site Area	12.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural, isolated site, access comes from Balneath Manor Lane to southern edge of South Chailey, which is a private access to a number of dwellings within Balneath private estate.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	125 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield site wholly unrelated to an existing settlement. It is outside of walking distance from facilities in South Chailey or South Streety. There is no footpath along Balneath Manor Lane. Access is via a private road, unclear if site requires third party land/ agreement to access development. Ancient woodland adjacent to and through the site, buffer will be required to mitigate any potential impacts from new development. The site also contains priority habitats (deciduous woodland). Desktop analysis shows that suitable access to the majority of the site could not be achieved without partial removal of ancient woodland and deciduous woodland identified as priority habitat.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing planning boundary or settlement. Grade 4 Agricultural Land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. The site includes Ancient Woodland which cuts across the site north-south as well as along the southern boundary. It is also adjacent to ancient woodland to the north. Ancient woodland within the site and adjacent should be protected by ensuring development is offset in relation to root protection areas, and an appropriate stand-off provided.
Ecological Constraints	Records of protected reptiles on site. Adjacent LWS and Ancient woodland likely to provide habitats. Kiln Wood and Starvecrow Wood Ancient Woodland and LWS north of site. Ancient woodland continues south through the site and along southern boundary. No TPO designations. The site also priority habitats (deciduous woodland).
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	None on site but potentially available nearby. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Agricultural neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	The 2023 Landscape Character Assessment identifies the site to be in LCA C1 Wivelsfield, Newick and Chailey Western Low Weald and seeks to concentrate development to the existing settlement pattern. Development of the site is likely to be contrary to the management strategy of this LCA. The site does not fall within any parcels assessed as part of the Landscape Sensitivity Study.
Historic Built Environment Constraints	Balneath Manor to the south-west of the site is Grade II listed. Development could impact setting of the building.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop located at junction of Balneath Manor Lane and South Road, approximately 400m from centre of site. A very limited bus services to Lewes and Burgess Hill is available from bus stops adjacent to site. Nearest train station is Cooksbridge, accessible by bus.
Active Travel	Pavement along A275 to South Chailey. No footpath along Balneath Manor Lane. No dedicated cycle routes
Public Rights of Way	PRoWs along the southern boundary of the site.
Site Access	Access would be along a private road. The suitability of the existing junction and approach to the site is the main factor for consideration.

Availability Assessment: Unknown

The site is in multiple landownerships. Unknown availability has the site has not been promoted for residential development recently. Access along private road unknown.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified, but access along private road unknown.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. Unknown if access may be achievable and whether any improvements may be required.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	would likely require access improvements of unknown extent/costs

**Site Reference: 17CH
Land off of Mill Lane**

Potentially Deliverable or Developable

				Parish or Town	
				Chailey	
				Site Area	2.78 Ha
				Greenfield or Previously Developed: Greenfield	
				Proposed Development	
Residential					
Site Source					
2018 SHELAA					
Current or Last Use		Agricultural field immediately north of the existing settlement.			
Recent and Relevant Planning History		No recent or relevant planning history.			
Theoretical Residential Capacity	63 homes	Indicative Density	30 dph		
LAA Indicative Residential Capacity	62 homes				
LAA Indicative Employment Capacity	0 Ha				

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary and the existing settlement of South Chailey. It is connected to an allocated site CH03 Land at Mill Lane planned for up to 10 dwellings. The site is in a relatively accessible location within walking distance from existing bus stops and secondary school. ESCC highways state that access should be taken from Mill Lane and footways provided. The site appears to be in the same ownership to the allocated site CH03 which will be accessed from Mill Lane, subject to further confirmation.

The site is assessed as part of South Chailey C in the Landscape Sensitivity Study, which is identified to have a medium sensitivity to change. It notes that any new development in this parcel should avoid extending northwards due to coalescence sensitivities with South Street. Development of the site is likely to increase the risk of coalescence between the settlements. ESCC Landscape Architect states that there are limited potential for mitigation in this location due to the open landscape of the surrounding area, with little defensible boundary. The site partially falls within the Minerals Consultation Area.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area but immediately north of the planning boundary and existing residential properties. Grade 3 agricultural land. Identified on Defra Predictive BMV Land Assessment Map as area of low likelihood of BMV agricultural land.
Minerals and Waste Designations	The site partially falls within the Minerals Consultation Area.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	flat, raised from A275
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	None identified.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No services immediately available on site but available immediately adjacent to site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Agriculture and residential. Opposite of A275 is Chailey brickworks.
Within Setting of SDNP?	No
Landscape Sensitivity	Development would extend into the countryside, with little defensible boundary. Little scope for mitigation as would appear out of place in openness of surrounding area. The site falls within LCA C1 Wivelsfield, Newick and Chailey Western Low Weald. The management strategy for this LCA recommends that development should be concentrated to the existing settlement pattern. The site is assessed as part of South Chailey C in the Landscape Sensitivity Study, which is identified to have a medium sensitivity to change. It notes that any new development in this parcel should avoid extending northwards due to coalescence sensitivities with South Street.
Historic Built Environment Constraints	No designations. Not within existing ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Limited bus services to Lewes and Burgess Hill are available from bus stops adjacent to site. Nearest train station is Cooksbridge.
Active Travel	Pavement on one side of A275 and on Mill Lane
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Access would need to be provided from Mill Lane, through 05CH

Availability Assessment: Unknown

Unknown availability. No ransom strips identified. The site appears to be in the same landownership as the allocated site CH03 Land at Mill Lane which could potentially provide suitable vehicle and pedestrian access to the site.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Access would be required through 05CH. subject to further confirmation of land ownership.

Site Reference: 18CH Not Deliverable or Developable
The Pines, Warrs Hill Road

		Parish or Town	
		Chailey	
		Site Area	1.5 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Appears to be part of wider residential site.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	24 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield in an isolated location unrelated to existing settlements. It is in close proximity to existing dwellings at New Heritage Way but separated by deciduous woodland (priority habitats) and will not form a continuous development pattern. North Chailey is 1.1 km to the south of the site with limited services. Whilst a bus stop is available within maximum walking distance this has very limited services to surrounding settlements. North Chailey is 1.1 km to the south of the site with limited services. Given the location of the site, it is likely that residents would be reliant on the private car to access services. Considered the site is unsustainable and therefore unsuitable.

The site is currently accessed via a narrow private lane with no pavement, with limited potential for widening to provide appropriate access. ESCC Highways also raised concerns on the existing junction with A275 which would require improvements to facilitate development of this scale.

The site is in close proximity with Chailey Common SSSI and LNR with a connected green infrastructure network formed by priority habitats (deciduous woodland). The site also contains a small area of priority habitats (deciduous woodland). Ecological concerns would require further investigation.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing settlement or planning boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues
Topography	Flat
Environmental Constraints	The site is in close proximity to the Chailey Common SSSI. The site falls within the relevant SSSI Impact Risk Zone. The scale of residential development combined with its location outside of existing settlements would trigger the need to consult with Natural England. Residential development on site may lead to indirect impacts on the SSSI including increased disturbance to habitats, light pollution and recreational pressure.
Ecological Constraints	None identified. The site includes a small area identified as priority habitat (deciduous woodland) along the northern boundary and is adjacent to further woodland identified as priority habitat to the northeast, northwest and southeast adjoining Chailey Common. The site also includes semi-mature and mature trees along the boundary which may contribute to the strong green infrastructure network connecting to Chailey Common. Further ecological surveys would be required.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown but likely available nearby given other residential properties. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	some residential and agricultural neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is fairly contained by existing trees, reducing wider visual impact as set back from main roads.
Historic Built Environment Constraints	No onsite or adjacent conservation areas or listed buildings, not currently within an ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	700m to bus stop on A275, no footpath on access road but footpath available along the A275 although no existing crossing. Bus service is very limited.
Active Travel	Footpath access on A275 to North Chailey 1.1km south of the site. No dedicated cycle path.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Site is accessed by way of what appears to be a private road, which is narrow and not to standard. Existing junction with A275 would likely require widening/upgrading to facilitate development of this scale. unknown land ownership so unknown if this is achievable.

Availability Assessment: Unknown

Unknown availability. The site has not been recently promoted for development.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown


To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified. Some highway improvements would likely be required but this is not abnormal with a development of this scale.

Site Reference: 19CH

Potentially Deliverable or Developable for Employment

Chailey Brickworks

		Parish or Town		
		Chailey		
		Site Area	1.95 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Employment		
Site Source		2018 SHELAA		
Current or Last Use	Brickworks. Site contains buildings related to brick making use.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	47 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	1.17 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Suitable

The site is an established employment site located to the east of the A275 in South Chailey. It is within walking distance of existing bus stops and local shops at South Street, with further access to key facilities including health and secondary education in South Chailey. The site is in productive use and has no plans for alternative uses within the plan period. The ENA identifies that the cluster functions well and meets the current needs of Ibstock Brick Chailey. The adjacent car park (outside of the site) boundary) and vacant land located to the south of the site could present an opportunity for further development / intensification of industrial use.

The site falls within the Mineral Safeguarding Area. Given its developed nature it is unlikely to have further minerals resource for extraction but further consultation with ESCC would be required, particularly in relation to any impacts on the clay workings adjacent.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Adjacent to the existing planning boundary. Local Plan suggests future potential for B1 and B2 use if brickworks were to close. Core Policy 4 looks to resist the loss of existing land and premises.
Minerals and Waste Designations	The site falls within the Mineral Safeguarding Areas for land on minerals resources. Given its developed nature it is unlikely to have further minerals resource for extraction but further consultation with ESCC would be required, particularly in relation to any impacts on the clay workings adjacent.
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	Very likely to have contamination related to brickworks which will require remediation.
Topography	Gently sloping
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Protected species identified (grass snake). Existing use, however, has already degraded land and would have impacted on biodiversity. The site is in close proximity to TPO group which provides a buffer to the adjacent residential properties. Ancient woodland to the south east of the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3. The site is however previously developed land and therefore its intensification would not lead to the loss of the best and most versatile agricultural land.
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Utilities available on site related to existing use. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Wooded area and A275. Residential to south and south west.
Within Setting of SDNP?	No
Landscape Sensitivity	Landscape of site degraded from historic and current use. Surrounding area relatively well wooded giving an enclosed character.
Historic Built Environment Constraints	None identified
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site within 400m of bus stop. Limited bus services to Lewes and Burgess Hill are available from bus stops adjacent to site. Nearest train station is Cooksbridge, accessible by bus.
Active Travel	Footpath to South Street. No cycle routes. Public Right of Way runs through site. Will need to be incorporated or altered.
Public Rights of Way	PRoW across the site running east-west and along the southern boundary.
Site Access	Adjacent to A275 with reasonable junction.

Availability Assessment: Unknown

The site is not available for residential use within the plan period. The ENA identifies that the site has further opportunities for intensification but it is unknown whether it may be available for further development.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. The site has a high risk of contamination and is likely to require remediation if developed.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Remediation of land contamination

Site Reference: 21CH Deliverable or Developable
Land south of Fairseat House and west of Oxbottom Lane

		Parish or Town	
		Chailey	
		Site Area	2.2 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		Previous 2018 SHELAA Site and 2020 Cfs	
Current or Last Use	Residential garden land and vacant scrub at the corner of Station Road and Oxbottom Lane.		
Recent and Relevant Planning History	LW/21/1000 - Redevelopment of the site to provide 21 residential dwellings along with parking, open space and all necessary infrastructure. Refused in May 2023. Currently at appeal.		
Theoretical Residential Capacity	33 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	21 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is greenfield close to the settlement boundary of Newick, adjacent to an established cluster of dwellings on Lower Station Road. The site is within walking distance of existing bus stops, although outside of walking distances from services at Newick. The site is not subject to any known environmental designations. ESCC Highways considered that suitable access could be achieved via Oxbottom Lane through appropriate highway improvements.

The site has a strong sense of containment provided by the roads bordering the site and mature tree lines and hedgerow on the site boundary, including a TPO group and two TPO designations along south west corner. Development of the site would visually amalgamate with neighbouring residential development and would therefore not appear isolated or disruptive within the immediate landscape, providing that the existing landscape features are retained. Development of the site would not result in unacceptable coalescence between Newick and North Chailey given the presence and extent of existing ribbon development on Station Road and the maintenance of a landscaped gap between the east of the site and Newick, broadly consistent with the surrounding character. The effective screening of the site would also prevent the

development from having any unacceptable impact upon the setting of neighbouring Grade II Listed Buildings at Fir Tree Cottage and Holly Grove.

The site is subject to the risk of surface and groundwater flooding which would need to be mitigated. ESCC archaeologist highlights a medium potential archaeological interest. Habitat survey work indicated slow worm and grass snake present (in low numbers) and site foraged by common bat which would require appropriate mitigation.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside existing planning boundaries, situated between the settlements of Chailey North and Newick. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Gently slopes down north to south.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Existing vegetation likely to be providing habitats, will require survey. There are a number of trees and shrubs on this site. A group of trees along central part of southern boundary are protected by TPO Group designations. Two are protected by TPOs. It is likely that some vegetation will need to be removed for development. However, this has been taken into account in proposed dwelling yield proposed by promoter.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified. Predominately bounded by existing residential development.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>The site falls within Parcel Newick A of the Landscape Sensitivity Study, assessed as having a medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential and small-scale employment development. The Landscape Sensitivity Study notes that any new development should respect and align adjacent to the existing settlement pattern of Newick. Development should be concentrated in the northern part of the parcel, to the north of the public footpath which runs east to west, as this has a stronger relationship to the settlement edge of Newick. The field pattern should be protected. Newick Conservation Area Appraisal notes that the rural surrounding provides fine views out from the Conservation Area.</p> <p>The site is well contained due to the presence of mature boundary treatment. ESCC Landscape architect states that site is enclosed from wider countryside and that it is important to retain existing trees and hedges to help integrate any proposed development. The Officer Report for LW/21/1000 notes that development of the site, whilst not directly contiguous with any settlement boundary, would effectively amalgamate with well-established existing development and would not result in any unacceptable coalescence of Newick and North Chailey given the presence of the existing ribbon development on Station Road and the maintenance of a landscaped gap between the east of the site and Newick.</p>
Historic Built Environment Constraints	<p>No designations or allocations. Fir Tree Cottage to the north of the site is a Grade II Listed Building, consideration needs to be given to its setting. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.</p>
Impacts on Highways Network	<p>See LDC Shared Transport Evidence Base (STEB) 2023</p>
Public Transport	<p>Bus stop on Station Road immediately adjacent the site, layout submitted shows pedestrian access on the northern boundary to access these. Regular bus services to Lewes, Uckfield and Cooksbridge. Not within walking distance of train station.</p>
Active Travel	<p>Access arrangements considered under LW/21/1000 is considered to be of sufficient capacity to serve 21 dwellings. As there is no footway on Oxbottom Lane, pedestrian access would be provided from the north of the site where it could connect with the existing footway on the southern side of the Station Road/ Western Road which provides connectivity with Newick and North Chailey.</p>
Public Rights of Way	<p>The site does not intersect with the existing PRoW network.</p>
Site Access	<p>There is an existing field access to the site from Oxbottom Lane with potential for widening and improvement to meet ESCC Highways standards. This would require the removal of short sections of trees and hedgerow either side of the existing access. Oxbottom Lane would need to be widened between the site access and the A272 in order to allow suitable width for more frequent two-way uses. Access arrangements considered under LW/21/1000 is considered to be of sufficient capacity to serve 21 dwellings.</p>

Availability Assessment: Available

The site is actively promoted and available for residential development. No ransom strips have been identified.

Availability Issue	Availability Assessment Comments
Ownership	Developer submission.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	None

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 22CH Not Deliverable or Developable
Land north west of Millfield, Haywards Heath Road, North Chailey

		Parish or Town		
		Chailey		
		Site Area	0.8 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Garden land			
Recent and Relevant Planning History	LW/17/0051 - Outline application for erection of 7 dwellings submitted but not validated. LW/15/0885 Outline application for erection of 10 dwellings refused.			
Theoretical Residential Capacity	13 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is predominantly greenfield partially connected to the planning boundary of North Chailey. It contains an existing detached bungalow which is set back from the road. The site is within walking distance from local shops and bus stops. Lewes Road is supported by a segregated pavement to the north. The site is bounded by the Chailey Common SSSI and LNR on three sides. Natural England advises that residential development on the site has potential to adversely affect the features (including wet and dry downland heathland and acid grassland with associated invertebrates and breeding birds) of special interest of the adjacent SSSI on the refused planning application (LW/15/0885). No more recent information which demonstrates the site’s potential for mitigating the environmental impacts is available.

The site is positioned outside but in close proximity to the Chailey St George’s Conservation Area. ESCC Highways suggests that development of the site would require upgrades to Mill Lane to provide suitable access. This is likely to impact the character of the setting of the Conservation Area to the north and the setting of Chailey Windmill (Grade II listed building).

The site falls within North Chailey B of the Landscape Sensitivity Study. The parcel is assessed as having a medium-low sensitivity to small to medium scale residential development. The site is relatively well contained by boundary trees but has some intervisibility with surrounding distant views owing to the open landscape adjacent. Further development of the site is likely to detract the scenic quality and key views from Chailey Windmill and the Conservation Area to the north, and negatively impact the existing linear settlement pattern of North Chailey.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No specific Local Plan policies. Land adjacent to the Planning Boundary. Adjacent to SSSI.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues.
Topography	Flat. Regular shaped site.
Environmental Constraints	SSSI abuts site on western, northern and eastern boundaries. Previous application refused on grounds proposed development could compromise the continued vitality of the SSSI, biodiversity and protected species.
Ecological Constraints	Potential for some habitats within the mature trees and adjacent. Further survey work required. No tree/ hedge or woodland designations on or immediately adjacent to the site. Borders of site bounded by trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to site from existing residential development. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified. Residential use to south and south east.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within North Chailey B of the Landscape Sensitivity Study. The parcel is assessed as having a medium-low sensitivity to small to medium scale residential development. The site is relatively well contained by boundary trees but has some intervisibility with surrounding distant views owing to the open landscape adjacent. Further development of the site would need to be set within a strong landscape framework to restrict views from the wider landscape. It should also avoid detracting from the scenic quality and recreational receptors visiting Chailey Common, and respect key views including from Chailey Windmill to the north and the proximity to cultural heritage assets. Development of the site would also need to respect of the small-scale intricate pattern of the parcel, as well as being consistent with the existing linear settlement pattern.
Historic Built Environment Constraints	The site is positioned outside but in close proximity to the Chailey St George's Conservation Area. Development of the site would require upgrades to Mill Lane to provide suitable vehicular and pedestrian access, which is likely to impact the character of the setting of the Conservation Area to the north and the setting of Chailey Windmill (Grade II listed building).

Suitability Issue	Suitability Assessment Comments
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 300m walking distance of a bus stop. Nearest train station is Haywards Heath.
Active Travel	Site connected to village centre and bus stops via single pavement on north side of road. No designated cycle path.
Public Rights of Way	PRoWs along the eastern boundary of the site.
Site Access	ESCC highways state that if access is to be from Mill Lane (currently serving St Georges) which is a single track, it would need to be upgraded to serve two way traffic and service vehicles. It would also need to ensure the PROW is not obstructed.

Availability Assessment: Unknown

Unknown availability. The site appears to be in single ownership. No ransom strip identified however Mill Lane may require improvements to support the site.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	No ransom strip identified. If land is required to widen Mill Lane then potential for ransom strip issues to arise.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified. Access upgrades a potential cost if length of Mill Lane is to provided access.

**Site Reference: 23CH Potentially Deliverable or Developable
Land at Manor Farm Cottage, Balneath Gate, South Chailey, BN8 4AP**

		Parish or Town		
		Chailey		
		Site Area	1 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Paddock. Medium sized grass field.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	24 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	24 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is vacant greenfield adjacent to the planning boundary of South Chailey. It is within walking distance to existing bus stops in South Chailey but outside of the maximum walking distances from other key services in South Chailey or South Street.

The site is currently accessed via a private road off the A275 with no segregated pavements. It is adjacent to the existing Public Rights of Way to the south. It is unclear whether site may require third party land or agreement to create a suitable access. ESCC Highways state that junction widths and alignments need to be checked but are potentially achievable. The access width onto the A275 needs to be 5m as minimum width up to the site entrance to accommodate vehicles and passage of pedestrians/horses.

The site falls within Parcel South Chailey B of the Landscape Sensitivity Assessment, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The high-level guidance provided suggests that should development come forwards, it should be concentrated within the northern and western parts of the parcel, due to stronger physical and visual relationship with existing two storey built form within South Chailey, built form associated with Balneath Manor and the A275. The site

falls within the northern section of the parcel which is less sensitive to development. However, development of the site is likely to widen the otherwise linear settlement of South Chailey and increase the risk of coalescence between South Chailey and Balneath Manor. The site is adjacent to a tree-lined avenue and public rights of way to Balneath Manor which has some designed landscape attributes. The PRoW network through the northern part of the parcel should be retained with new development suitably offset to retain their amenity value.

The site is adjacent to ancient woodland to the northern boundary, which would need to be protected by ensuring development is offset in relation to root protection areas and an appropriate stand-off provided. The northern section of the site is also subject to low to medium risk of surface water flooding which would need to be mitigated. ESCC Archaeologist states that there is medium potential for historic environment which would need to be further investigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the planning boundary but adjacent to existing dwellings which in turn are adjacent the planning boundary. Within approx. 30m of planning boundary but not immediately adjacent. No site specific allocations. Countryside policies apply. Grade 4 Agricultural Land
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Over half of the site is subject to low to medium risk of surface water flooding. Stream follows northern boundary.
Land Contamination	No known contamination issues.
Topography	Flat site. No topographical or physical constraints identified.
Environmental Constraints	Kiln Wood and Starvecrow Wood Ancient Woodland and LWS north of site.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. Considered to have a likely neutral effect on immediate and local biodiversity. Large area (15.7ha) of Ancient Woodland located north of site. A buffer would be required.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site with no identified capacity constraints. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified. Not considered to impact on amenity of existing residents.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>ESCC Landscape Architect advises this area has a rural parkland character of a 20th century designed landscape on either side of the tree lined access drive to Balneath Manor. This part of S. Chailey has grown as ribbon development along the A275 and care is required to retain the defined edge of development to the countryside. The open character on both sides of this drive/bridleway/footpath is significant on this side of the village. In this context the boundary to the built up area should be maintained as the ancient track/ byway of South Street.</p> <p>The site falls within Parcel South Chailey B of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The high-level guidance provided suggests that should development come forwards, it should be concentrated within the northern and western parcels of the parcel, due to stronger physical and visual relationship with existing two storey built form within South Chailey, built form associated with Balneath Manor and the A275. The site falls within the northern section of the parcel which is less sensitive to development. However, development of the site is likely to widen the otherwise linear settlement of South Chailey and increase the risk of coalescence between South Chailey and Balneath Manor, although a settlement gap has not been identified. The site is adjacent to a tree-lined avenue and public rights of way to Balneath Manor which has some designed landscape attributes. The PRoW network through the northern part of the parcel should be retained with new development suitably offset to retain their amenity value.</p>
Historic Built Environment Constraints	No historic or built environment constraints identified. ESCC Archaeologist states that there is a medium (Amber) potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop located at junction of Balneath Manor Lane and South Road, approximately 200m from centre of site. Limited bus services to Lewes and Burgess Hill. Nearest train station is Cooksbridge.
Active Travel	By-way/ bridleway fronts site. Not certain whether access can be easily provided to potential ransom strip. No cycleway.
Public Rights of Way	PRoW along the southern boundary of the site.
Site Access	ESCC highways state 'This site is off Balneath Manor Lane which is a private access to a number of dwellings within Balneath private estate. The access connects onto the A275/South Road. The suitability of the existing junction and approach to the site is the main factor for consideration by highways. Its status is by-way and then a bridleway where it fronts the site as marked out. The access width onto the A275 needs to be 5m as minimum width up to the site entrance to accommodate vehicles and passage of pedestrians/horses.

Availability Assessment: Unknown

The site is in multiple ownership. The site has not been recently promoted for residential development. No ransom strips identified. Access rights would need to be confirmed.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	No ransom strip identified. Private lane; not sure arrangements of management and access rights.


Availability Issue	Availability Assessment Comments
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. It is unclear whether site may require third party land or agreement to create a suitable access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified with the development of the site. Potential for delivery ransom situation regarding access (private road).

Site Reference: 25CH Not Deliverable or Developable
Land rear of Hornbuckles Close

		Parish or Town	
		Chailey	
		Site Area	1.2 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2018 SHELAA	
Current or Last Use	Grazing land. Few sheds. Access from White Gates Close		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	29 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Chailey. The site falls within the South Chailey A parcel of the Landscape Sensitivity Assessment, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The recommendations state that should development come forward in this parcel, it should be focused to the southern section of the parcel, instead of the northern section where the site in concern falls within. Development of the site is likely to significantly alter the linear settlement character of the built up area beyond the defined boundary edge, with limited potential for mitigation. The site is in close range views from the existing PRow network and therefore has high recreational value seen within the context of two stroy properties current at South Chailey.

ESCC highways have previously confirmed that suitable access (2 way traffic plus 2m footpath) can be achieved from Whitegates Close. The site is within walking distance to existing bus stops at South Chailey. The site is in close proximity to ancient woodland and adjacent woodland to the northeast and southeast, which would need to be protected by ensuring development is offset in relation to root protection areas and

an appropriate stand-off provided. ESCC Archaeologist states that there is medium potential for historic environment.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent (northern corner) to existing planning boundary. No site specific allocations. Countryside policies apply. Adjacent to ancient woodland to the west. Grade 3 agricultural land. Identified on Defra Predictive BMV Land Assessment Map as area of low likelihood of BMV agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Stream runs along eastern boundary of tree belt which borders eastern edge of the site. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No identified contamination issues.
Topography	Relatively flat site. No identified on site physical constraints.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. Adjacent to ancient woodland which would require appropriate stand-off.
Ecological Constraints	Area of Ancient Woodland (Draper's Wood) adjacent south western boundary and in close proximity (20m) along western boundary. Proximity of woodland may mean potential impacts on nearby habitats. Should be mitigated with a buffer. No records of rare or protected species recorded on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services available adjacent to site. No identified capacity constraints. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Adjacent to residential properties
Within Setting of SDNP?	No
Landscape Sensitivity	<p>ESCC Landscape Architect states 'there is a defined boundary edge on the west side of the village which, in this location, is the linear woodland and stream which links to Drapers Wood in the south. The character of this site is of an open clearing within the woodland and this is probably how it became a paddock and it should remain open as GI on the edge of the village.'</p> <p>The site falls within the South Chailey A parcel of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The recommendations state that should development come forward in this parcel, it should be focused to the southern section of the parcel, instead of the northern section where the site concerned falls within. The site is in close range views from the existing PRoW network and therefore has high recreational value, however it is likely to be seen within the context of two storey properties current at South Chailey.</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	No historic of built environment designations or constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	300m to bus stop. Limited bus services to Lewes and Burgess Hill. Nearest train station is Cooksbridge.
Active Travel	Assuming access through Whitegate there is footpath access onto the A275 and into South Chailey. No dedicated cycle path.
Public Rights of Way	PRoW along the northwestern boundary of site.
Site Access	Previously demonstrated that suitable access (2 way passing traffic and 2m footpath) can be delivered.

Availability Assessment: Unknown

The site is in multiple ownership. It is previously promoted for residential development however its current availability is unknown and would require further investigation. Third party land may be required to facilitate access but promoter has undertaken further work with ESCC Highways which has confirmed that a suitable access can be achieved from Whitegates Close.

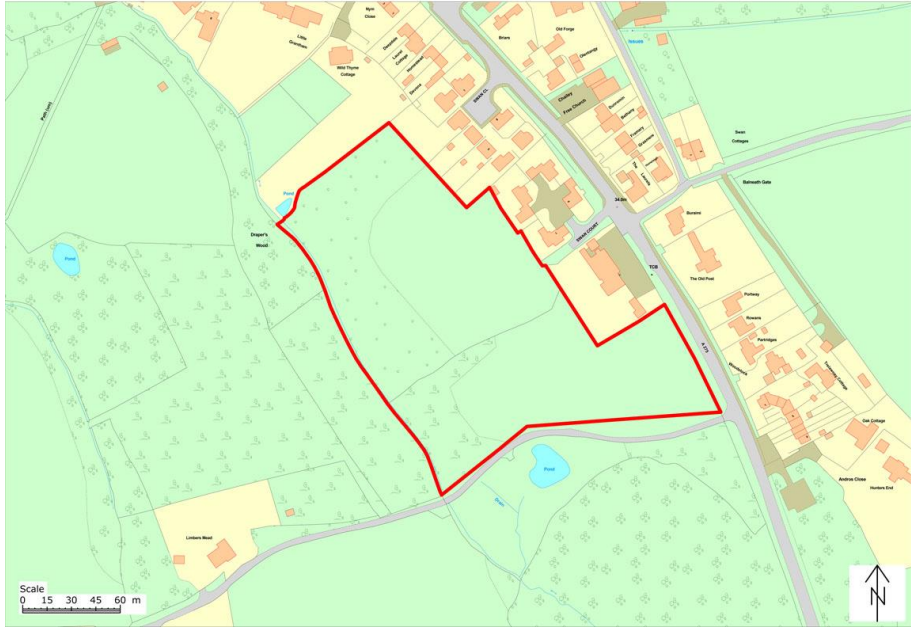
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified, however may need third party land for provision of suitable access.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. Third party land may be required to facilitate access but promoter has undertaken further work with ESCC Highways which has confirmed that a suitable access can be achieved from Whitegates Close.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential abnormal costs with achieving necessary widths for access.

**Site Reference: 27CH Potentially Deliverable or Developable
Land west of A275 (South Road), South Chailey**

	Parish or Town		
	Chailey		
	Site Area	2.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Two small open fields.		
Recent and Relevant Planning History	LW/22/0418 - Outline application for the erection of up to 56 dwellings (including 40% affordable housing), public open space, landscaping, and sustainable drainage systems and vehicular access point. Refused in April 2023.		
Theoretical Residential Capacity	56 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	56 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield at the southwestern edge of South Chailey, adjacent to the planning boundary. No onsite environmental or historical constraints, although ESCC Archaeologist indicates a medium to high area of heritage significance. Site is relatively well contained to the north, west and south by trees and woodland. LCS indicates that the site is within a landscape character area with low/ medium to negligible scope for change. ESCC landscape architect states that adequate buffers would need to be given consideration. The site falls within the South Chailey A parcel of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development.

ESCC Highways states that required sightlines should be achievable with some vegetation clearance. Acceptable subject to suitable access and provision of pedestrian crossing. Limited services available in village are approximately 1km away. Bus stop with services to Lewes is within walking distance. Grade II Listed building (Swan House) adjacent to south western boundary. Site layout should take into consideration the setting of the listed building. Local ecology records indicate notable and protected

species and suitable habitats on site. The eastern part of the site is subject to low to medium risk of surface water flooding which would need to be mitigated. PRoW runs along the eastern boundary of the site which should be incorporated through sensitive layout.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent to the planning boundary. No specific policies or allocations. Grade 3 agricultural land. Identified on Defra Predictive BMV Land Assessment Map as area of low likelihood of BMV agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Ordinary Watercourse runs north/south along western boundary. Condition and capacity should be considered if to be considered as discharge point. Approximately 30% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known contamination issues
Topography	Flat and regular shaped. No on site physical constraints.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. ESCC ecological officer notes that it is not designated for nature conservation interest but there is Ancient Woodland within 100m with good connectivity to site and therefore potential for transit.
Ecological Constraints	Recording of barn owl made in north east corner of site. ESCC ecological officer states local records of notable and protected species (bats, reptiles, invertebrates and plants) and suitable habitats for these on site. Boundary buffers should be retained. No protected trees/ hedgerows or woodland on or adjacent to site. However, site is bounded by trees to north and west, and partially along southern boundary. Ancient Woodland approximately 100 west of site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services available adjacent to site. No identified capacity constraints. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Adjacent to residential properties
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well contained to the west by existing woodland and boundary trees to the south. LCS indicates that the site lies largely within a landscape character area with low/ medium scope for change. Character area changes to the south and has negligible scope for change. ESCC landscape architect states "This site would have defined boundaries. Consideration would need to be given to adequate buffers to the countryside." The site falls within the South Chailey A parcel of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development.
Historic Built Environment Constraints	No historic or built environment constraints identified on site. Grade II listed building adjacent to the east of the site. ESCC Archaeologist states there to be a medium to high risk of heritage significance.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Limited bus services to Lewes and Burgess Hill from bus stops adjacent to the site. Nearest train station is Cooksbridge,
Active Travel	Footpath along A275 to South Chailey and bus stops on other side of road, crossing may be required. No dedicated cycle way.
Public Rights of Way	PRoW along the southern boundary of the site.
Site Access	Proposed access is to south west directly on to A275. ESCC highways state that sightlines required for 40mph zone, should be achievable with clearance of vegetation. Pedestrian link required to bus stops. Limited services within village.

Availability Assessment: Available

The site is in single ownership and is being actively promoted for residential development. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Application refused
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified

Site Reference: 28CH Not Deliverable or Developable
Buckles Wood Field, Banks Road

	Parish or Town		
	Chailey		
	Site Area	2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Historically agricultural uses.		
Recent and Relevant Planning History	Planning Application (LW/16/0637) for erection of 30 dwellings refused and dismissed at appeal.		
Theoretical Residential Capacity	32 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield in an isolated location unrelated to existing settlements. The eastern half of the site consists of deciduous woodland identified as priority habitats. The site is located in close proximity to the Chailey Common SSSI and LNR. The scale of residential development combined with its location outside of existing settlements would trigger the need to consult with Natural England. The eastern part of the site consists of priority habitats which connects to the wider green infrastructure to Chailey Common. Residential development on site may also lead to indirect impacts on the SSSI including increased disturbance to habitats, light pollution and recreational pressure.

Planning permission refused and appeal dismissed for development of the site for housing in 2016 (Ref: LW/16/0637), and no recent or additional information are available for consideration . The main concerns are the sustainability of the site given the location given it would lack good access to schools, shops, jobs and other key services by walking, cycling and public transport in order to reduce the need to travel by car. The site is wholly unrelated to an existing settlement, being over 1km north of Chailey North, and residents would likely to be reliant on a car for access to services. The previous application was also refused on the basis of the visual impact, the urbanised character incongruous with the characteristics of the rural location.

This was upheld at the appeal, where the inspector stated in their decision that the site would appear incongruous in this predominantly unspoilt and tranquil rural landscape and concluded that the development would not maintain or enhance the natural, locally distinctive and heritage landscape qualities and characteristics of the countryside.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing settlement or planning boundary. Grade 3 agricultural land. Identified on Defra Predictive BMV Land Assessment Map as area of moderate likelihood of BMV agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues
Topography	Flat
Environmental Constraints	The site is in close proximity to the Chailey Common SSSI. The site falls within the relevant SSSI Impact Risk Zone. The scale of residential development combined with its location outside of existing settlements would trigger the need to consult with Natural England. The eastern part of the site consists of priority habitats which connects to the wider green infrastructure to Chailey Common. Residential development on site may also lead to indirect impacts on the SSSI including increased disturbance to habitats, light pollution and recreational pressure.
Ecological Constraints	The eastern half of the site is identified as priority habitat (deciduous woodland).
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Partially within 7km. Development would be required to contribute or make provision for a SANG.
Availability of Utilities	Likely to be available nearby given adjacent development. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Adjacent to residential and agricultural uses.
Within Setting of SDNP?	No
Landscape Sensitivity	The previous application, Ref: LW/16/0637, was refused on the basis of the visual impact, the urbanised character incongruous with the characteristics of the rural location. This was upheld at the appeal, where the inspector stated in their decision that the site would appear incongruous in this predominantly unspoilt and tranquil rural landscape and concluded that the development would not maintain or enhance the natural, locally distinctive and heritage landscape qualities and characteristics of the countryside.
Historic Built Environment Constraints	Grade II Listed Church in New Heritage Way development, unlikely to be affected by development of this site given context of New Heritage Way. Not within existing ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	The previous application was refused on the grounds that the location was unsustainable, this was upheld at appeal. The inspectors decision states the development would not be located in a sustainable location as it would lack good access to schools, shops, jobs and other key services by walking, cycling and public transport in order to reduce the need to travel by car. There is a bus stop located on the A275 within 150m of the site, there is an existing footpath access on the opposite side of the A275, no existing crossing, and the service is very limited, less than hourly, monday-saturday.
Active Travel	There is a footpath along the A275 to North Chailey. No dedicated cycle ways.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	During the previous application it was shown that an access from the A275 to serve the development was achievable, necessary land to facilitate visibility splays is either in control of the land owner or is highway land.

Availability Assessment: Unknown

Unknown. The site was in single ownership but is not actively promoted for residential development since refusal of the planning application. No ransom strips identified. Land required for access improvements/visibility splays was shown during the last application to be in same ownership or highways land.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified. Land required for access improvements/visibility splays was shown during the last application to be in same ownership or highways land.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified

Site Reference: 30CH Deliverable or Developable
Land south of Broomfields, South Chailey

		Parish or Town		
		Chailey		
		Site Area	2.62 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Open fields in agricultural use			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	59 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	58 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of South Chailey. South Chailey has limited services, however the site is within walking distance of a bus stop, and secondary school. A suitable main access could be achieved from Mill Lane, with the existing farm track used as a supporting pedestrian and cycle access. Adequate visibility will need to be provided in line with current standards and it should be located so as not to conflict with access roads to housing on the opposite side of Mill Lane. This development site should be laid out so as to provide some frontage development to form an extension to the urban form and reinforce the 30mph limit. Suitable improvements to footway links and crossing facilities would be required to reach facilities/bus stops. Part of the existing hedgerow along the southern boundary is identified as priority habitats (deciduous woodland) and would require further ecological investigation.

The site is assessed as part of South Chailey C in the Landscape Sensitivity Study, which is identified to have a medium sensitivity to change. Potential landscape impacts could be partially mitigated by positioning development to respect the linear development pattern of South Chailey, with a strong landscape framework which supports the transition of South Chailey to the open countryside, subject to an

LVI A. Development of the site is unlikely to increase the risk of coalescence between South Street and South Chailey.

The site is adjacent to the existing PRow network with short distance views to the site against a residential backdrop, which would need to be retained with new development suitably offset to retain their amenity value. The adjacent TPO trees should also be protected and considered in future designs in relation to root protection areas. ESCC ecologist notes local records of protected and notable species including bats (several species), dormouse and GCN (within terrestrial range) which would need to be surveyed. The site includes a pond on site which is subject to low risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent planning boundary and existing development. Western end of existing settlement. Grade 3 agricultural land. Identified on Defra Predictive BMV Land Assessment Map as area of low likelihood of BMV agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues
Topography	No known contamination issues
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Local records of protected and notable species including bats (several species), dormouse and GCN (within terrestrial range). Pond on site and pond immediately west. Any development would need to be informed by an Ecological Impact Assessment and any impacts mitigated/compensated, with biodiversity net gain provided. No protected trees/hedgerows or woodland on or adjacent the site. TPO's adjacent the north-east boundary unlikely to be impacted by development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services will likely be available adjacent site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Adjacent to residential and agricultural uses.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>ESCC Landscape Officer states 'The site is very open and rural in character. It is contiguous with the agricultural landscape to the west. If it is considered acceptable the development would need to be low density and set in a strong landscape framework.' The site is of moderate landscape sensitivity and high visual sensitivity. There could be some scope to create a new defensible landscaped village edge. The proposed number would create a development of a density and scale which would not be in character with the semi-rural location. An LVIA would be required.</p> <p>The site is assessed as part of South Chailey C in the Landscape Sensitivity Study, which is identified to have a medium sensitivity to change. It notes that development should be designed to respect and fit in within the linear development pattern of South Chailey and respect and enhance the existing green infrastructure network.</p>
Historic Built Environment Constraints	No historic or built environment constraints on or adjacent the site. The site has no recorded heritage assets but unknown archaeological potential due to lack of investigation. This is a major development so any planning application should be submitted with the results of an archaeological desk-based assessment, with potential for predetermination fieldwork
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops immediately adjacent the site. Limited bus services to Lewes and Burgess Hill. Nearest train station is Cooksbridge,
Active Travel	Footpath on opposite side of Mill Lane into South Chailey. Limited services within South Chailey. No dedicated cycle way.
Public Rights of Way	PRow along the northern boundary of the site.
Site Access	<p>Situated on Mill Lane within the 30mph limit, the carriageway width fronting the site is approximately 5.5m and footways are present on the southern side. It appears that access could be proposed directly from Mill Lane or the current farm track to the north. It is unlikely that the farm track would be suitable as the main access but could serve as a useful non-car access. A suitable main vehicle access should be achievable from Mill Lane. Adequate visibility will need to be provided in line with current standards and it should be located so as not to conflict with access roads to housing on the opposite side of Mill Lane.</p> <p>Chailey Secondary School is located opposite and attracts traffic and on-street parking for temporary periods of the school day. The school AM peak travel hour would coincide with the residential AM peak. A Transport Assessment and Travel Plan would need to be provided with detailed assessment of the traffic impact. This development site should be laid out so as to provide some frontage development to form an extension to the urban form and reinforce the 30mph limit). Suitable improvements to footway links and crossing facilities would be required to reach facilities/bus stops.</p>

Availability Assessment: Available

The site is submitted to the Call for Sites and promoted as available for residential development within next 5 to 10 years. The site is multiple ownership. No ransom strip identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.

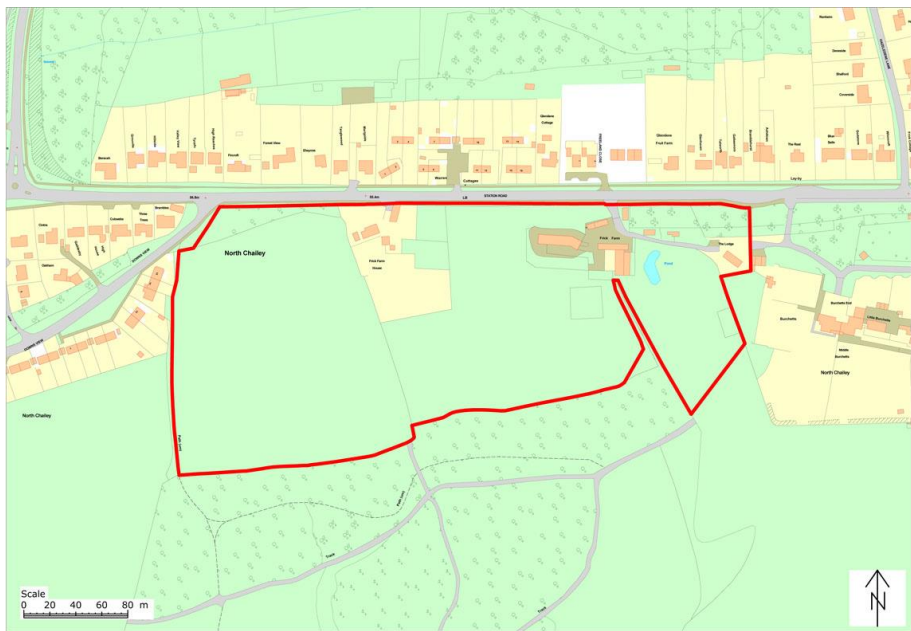
Availability Issue	Availability Assessment Comments
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Promoter indicates phasing would be dependent on the final number of units.

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market. No cumulative or abnormal cost identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified

Frick Farm

		Parish or Town		
		Chailey		
		Site Area	7.25 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Mixed Use		
Site Source		2020 CfS		
Current or Last Use	Commercial use to existing buildings, within wider farm land. Opposite existing residential properties on the northern side of Station Road.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	163 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	75 homes			
LAA Indicative Employment Capacity	4.35 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Suitable

The site is predominantly greenfield adjacent to the planning boundary of North Chailey. It is opposite linear residential development on the northern side of Station Road. Part of the site is currently in commercial and residential uses, including a good quality office premises above a retail shop converted from an agricultural barn. The site benefits from strategic road access via the A272.

The site is in a relatively sustainable location adjacent to an existing bus stop which provides access to neighbouring settlements. The site is also connected by footpaths to North Chailey and Newick. The site is within walking distance to existing local shops in Chailey but outside of walking distance from other services including the primary school. The site has an existing access from Station Road which could be used to support some level of intensification, and further points of access could be potentially created from Mill Road to support intensification of the site.

The site is predominantly parcel North Chailey C in the Landscape Sensitivity Study. It is assessed as having medium sensitivity to small and medium scale residential development, given that development is consistent with the existing development pattern of North Chailey and is well contained within a strong landscape framework from existing visual receptors. Sensitive intensification of the site is unlikely to be out of character of this part of South Chailey. The Landscape Sensitivity Study recommends that development should be avoided within the small-scale, intricate eastern part of the parcel. Any new development should also be consistent with the existing linear nature of North Chailey along the A272 in the northern part of the parcel. Development should therefore be avoided within the southern part of the parcel, which is also subject to appropriate stand-off from the ancient woodland.

The site includes a TPO group at the northern edge of the parcel which would need to be protected. The eastern part of the site also contains existing woodland identified as priority habitats. The site is adjacent to ancient woodland to the south, which would need to be protected by ensuring development is offset in relation to root protection areas and an appropriate stand-off provided. A small area of the site adjacent to the existing commercial buildings are subject to low risk of surface water flooding which would need to be mitigated.

The public footpath and route of the Chailey Link Walk on the western edge of the parcel should be protected and enhanced. The submitted proposals has not indicated the proposed mix of residential and commercial development.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent to the east of the planning boundary of north Chailey. Grade 3 agricultural land, Identified on Defra Predictive BMV Land Assessment Map as area of moderate likelihood of BMV agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows there are a number of surface water flow paths running along boundaries and through the site which may be associated with watercourses and should be considered. No known risk of flooding from key sources identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues
Topography	No known contamination issues
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed capacity does not trigger the need to consult with Natural England. The woodland to the south is Ancient Woodland and a designated Local Wildlife Site.
Ecological Constraints	Local records of protected species including bats. Woodland to the south of the site is ancient woodland. Group TPO designation on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services will likely be available on or adjacent site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Other commercial neighbours, residential to the north.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>ESCC Landscape Architect States: There could be some scope for development on the road side of this plot. A well defined boundary to built development would need to be established on the south side leaving a GI buffer between the development and Frick wood, as well as to the public footpath on the western boundary. A high quality development with buildings of a scale which fit in with the existing settlement could be acceptable. Existing boundary trees along the A272 would need to be protected. An LVIA would be required.</p> <p>The site is predominantly within parcel North Chailey C in the Landscape Sensitivity Study. It is assessed as having medium sensitivity to small and medium scale residential development, given that development is consistent with the existing development pattern of North Chailey and is well contained within a strong landscape framework from existing visual receptors.</p>
Historic Built Environment Constraints	No historic or built environment constraints on or adjacent the site. Not currently in an ANA. Site lies within a medieval and post-medieval farm complex and evidence of Roman settlement activity and Roman iron bloomery is also present. Medieval and post-medieval boundary banks are located in the wider area (Chailey Common and North Common). Archaeological potential yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop available within 100m of the site on Station Road. Regular bus services to Lewes and Burgess Hill and Uckfield. Nearest train station is Cocksbridge,
Active Travel	Footpaths to both Chailey North and Newick, no dedicated cycle paths.
Public Rights of Way	The public footpath and route of the Chailey Link Walk on the western edge of the parcel should be protected and enhanced.
Site Access	Submission does not indicate location of proposed increase in commercial floorspace but states it would be intended as an extension to the existing commercial buildings therefore likely to be utilising the existing access from Station Road, no known issues with intensification of the use of the access. Likewise no indication of area for residential. This could utilise the same access, or access to the western field from Downs View, this would require removal of trees but none are currently protected.

Availability Assessment: Available

The site is in single ownership and has been actively promoted for residential development through submissions to the Call for Sites. It is confirmed as available in the next 5 years by 2025. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	To be determined following future feasibility studies although the site would be intended as an extension to the existing commercial buildings on site though promoter considers it is likely to be delivered in a single phase.

Achievability Assessment: Potentially Achievable

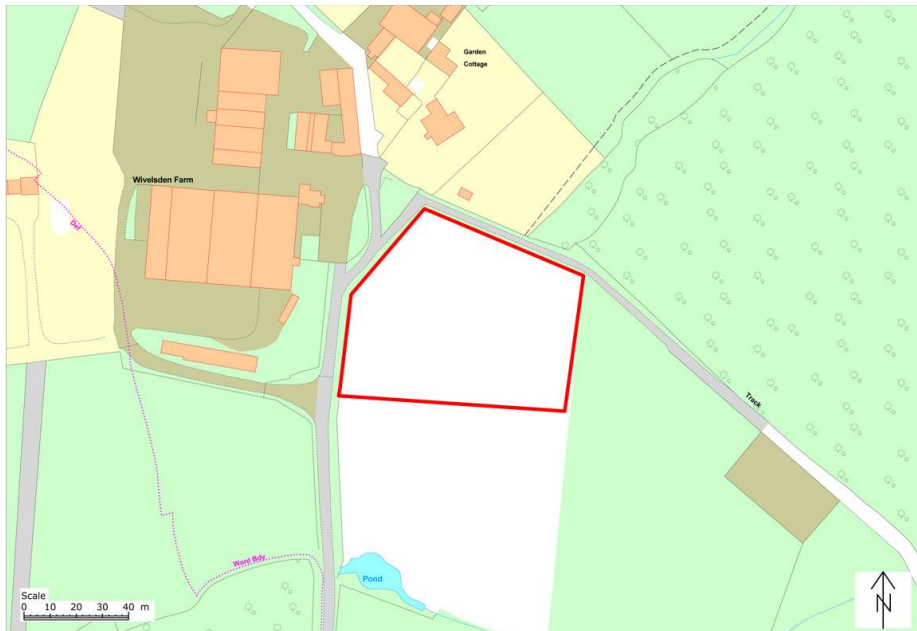
To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 32CH(b)

Potentially Deliverable or Developable for Residential or Employment

Land at Wivelsfield Farm, North Common Road

	Parish or Town		
	Chailey		
	Site Area	0.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Employment		
Site Source			
2020 CfS			
Current or Last Use	Existing working farm with commercial/business units in a cluster at the end of an access road from North Common Road.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	0 homes	Indicative Density	0 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0.30 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable for economic uses

Employment Suitability: Potentially Suitable

The site is greenfield adjacent to an existing cluster of commercial / business units. The main concern will be from the impact of buildings on the wider landscape. Unknown if existing access can sustain further economic uses. The site is opposite to ancient woodland across the lane, which would need to be protected by ensuring development is offset in relation to root protection areas and an appropriate stand-off provided. The site is within the SSSI Impact Risk Zone where industrial uses which would lead to air pollution would need to be consulted with Natural England. Existing PRoWs run along the northern and eastern boundary of the site which would need to be sensitively incorporated as part of the site layout.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to an existing settlement. Within cluster of commercial units at Wivlesden Farm EC05 of the Chailey NP encourages business development where it is in keeping with the character of the area and amenities of the neighbouring properties, it does not cause or exacerbate severe traffic problems and will promote sustainable transport. Grade 3 Agricultural Land, Defra predictive best and most versatile land shows area is between moderate and low likelihood of BMV land. Would require more investigation if loss of agricultural land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows some potential for surface water flooding to the south of the site. No known risks of flooding from key sources identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	None flat site
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone where economic uses which would lead to air pollution would need to be consulted with Natural England.
Ecological Constraints	Bats recorded on the site, further investigation required. The site is in close proximity to Ancient Woodland opposite the road.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available adjacent. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Commercial neighbours with some residential.
Within Setting of SDNP?	No
Landscape Sensitivity	These sites are of moderate landscape and visual sensitivity. An LVIA would be required.
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation areas. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Mesolithic activity is recorded in the wider area. A number of post-medieval buildings and farmsteads in the wider area and one that may have Saxon origins based on root origin of it's name (Wivelsden Farm - 'Wifel's den' -swine pasture). Archaeological potential yet to be determined. Applicant should submit a desk-based heritage impact assessment with their application if application qualifies as a major development.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus stops or train station within walking distance of the site.
Active Travel	No footpaths from the site, and no cycle paths.
Public Rights of Way	Existing PRoWs run along the northern and eastern boundary of the site which would need to be sensitively incorporated as part of the site layout.

Suitability Issue	Suitability Assessment Comments
Site Access	Existing access road, appears to be private, from North Common Road to the cluster of business/commercial units. Unknown but considered likely this would be acceptable for additional capacity given its width it is two way, though the road is windy to both the north and south so unknown if sufficient visibility splays.

Availability Assessment: Available

The site is promoted for development and is confirmed as available within 5 years. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Cluster of commercial/business units appears to be successful. Results of Economic Needs Assessment would ascertain if this type of proposal is needed.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 33CH Not Deliverable or Developable
Northfields, East Grinstead Road

		Parish or Town	
		Chailey	
		Site Area	0.3 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source			
2020 CfS			
Current or Last Use	Part of residential curtilage, garden land with number of small buildings.		
Recent and Relevant Planning History	LW/02/2101 Outline application for 2 dwellings refused.		
Theoretical Residential Capacity	5 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to existing residential properties facing A275. It is outside of the planning boundary in Chailey. A small scale development, not be out of character with the ribbon development may be acceptable but this would take the site under the LAA threshold. The site is connected to a continuous pavement along the A275 and is within walking distance to existing bus stops. A larger development not facing the road would be out of character here. Further work required to show suitable access and visibility splays. Just under 1km to North Chailey, footpaths provided. Walking distance to bus stop with limited services. Likely site would be car dependant.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing settlement or planning boundary. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows limited potential risk of surface water and ground water flooding. No known risks of flooding from key sources identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues
Topography	No known contamination issues
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed capacity does not trigger the need to consult Natural England.
Ecological Constraints	Adjacent ancient woodland to the eastern boundary.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely to be available nearby given adjacent development. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Residential neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	Plot is adjacent existing residential properties facing A275, which forms a ribbon of development along this part of the A275. ESCC Landscape Architect states: The small scale development proposed would not be out of character with the ribbon development settlement character in this location.
Historic Built Environment Constraints	No listed buildings on or adjacent the site. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Prehistoric activity is recorded in the wider area. A number of post-medieval buildings and farmsteads in the wider area. Medieval and post-medieval boundary banks are located in the wider area (Chailey Common, Land End Common and North Common) Archaeological potential yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 450m of existing bus stop. Bus service is very limited.
Active Travel	Footpath along A275 towards North Chailey 950m to the south of the site.
Public Rights of Way	The site does not intersect with the existing PRoW network.
Site Access	No existing access to this plot, access to the existing residential property is to the south of the site submitted. There are a number of residential access in the area. A275 is subject to the NSL and unknown if visibility splays would be achievable south given bend in the road, however the site boundary is set back by footpath and narrow verge. Further work required to show suitable access and visibility splays.

Availability Assessment: Available

The site is available for residential development within the next 5 years. It is single ownership and promoted for development. No ransom strip identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

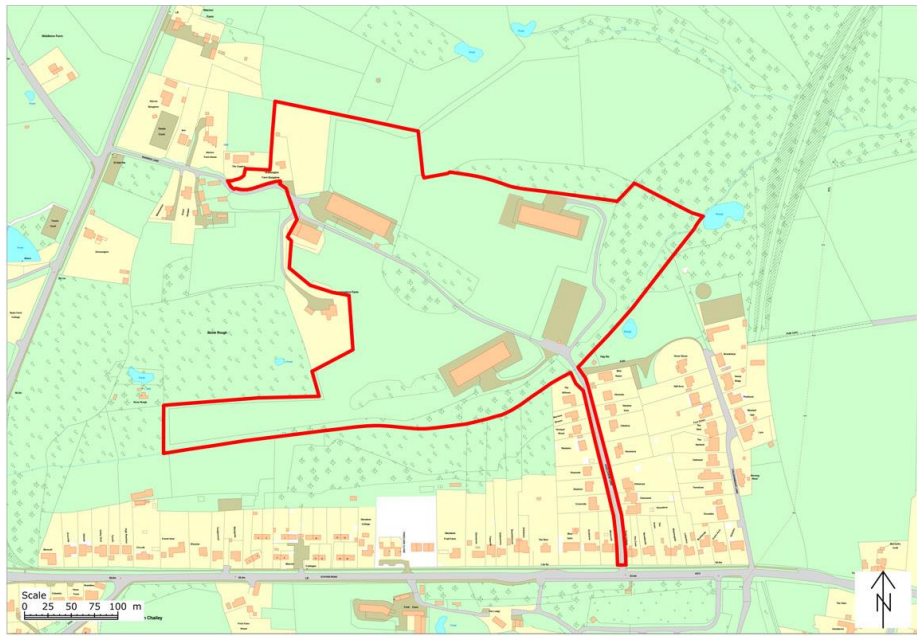
Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified

**Site Reference: 35CH
Grassington Farm**

Not Deliverable or Developable

		Parish or Town		
		Chailey		
		Site Area	10.5 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Existing organic egg farm, with existing barns.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	158 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is currently accessed via Warren Lane from the south and west, however both existing accesses are narrow with limited or no potential for significant improvements to support the scale of development on site. Without further evidence to show access is achievable for development, this site is considered unsuitable for development at present.

The site has no facilities or services within walking distance, bus stops on Station Road are potentially outside of walking distance from parts of the site.

The site is in close proximity to the Chailey Common SSSI. The site falls within the relevant SSSI Impact Risk Zone. The scale of residential development proposed would trigger the need to consult with Natural England. The centre and southern boundary of the site contains ancient woodland and deciduous woodland identified as priority habitat which would reduce the developable area of the site.

The site is assessed as having a medium landscape sensitivity to small and medium scale residential development. Warren Farm House to the north east of the site is Grade II listed, and therefore the development impacts on the setting of the heritage asset would need to be considered. The southern part of the site is subject to low to medium risk of surface water flooding which would need to be mitigated. PRow cuts across the site from the northeast to southwest and would need to be incorporated as part of the site layout.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside and not adjacent to the existing planning boundaries. Site is to the north of existing residential development north of A272 separated by an area of woodland. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. Draft Stage 1 SFRA shows that approximately 15% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	Small section of the site is shown as historic landfill. Would require further investigation.
Topography	Eastern side of the site is lower and raises to the west.
Environmental Constraints	The site is in close proximity to the Chailey Common SSSI. The site falls within the relevant SSSI Impact Risk Zone. The scale of residential development proposed would trigger the need to consult with Natural England. The eastern part of the site consists of priority habitats which connects to the wider green infrastructure to Chailey Common. Residential development on site may also lead to indirect impacts on the SSSI including increased disturbance to habitats, light pollution and recreational pressure.
Ecological Constraints	Records of bats in the surrounding area. Section of Ancient Woodland within the site, also adjacent further sections of Ancient Woodland to the west and south. Further undesignated woodland through out the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown but likely available on site or nearby. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site is assessed as Parcel North Chailey D in the Landscape Sensitivity Study. The parcel is assessed as having a medium sensitivity to small and medium-scale residential development, due to reasons including the woodland and vegetation pattern across the parcel and the importance of this to be retained.
Historic Built Environment Constraints	Warren Farm House to the north east of the site is Grade II listed, consideration needs to be given to its setting. Not currently within an ANA, Archaeological potential needs to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Majority of the site would be within 650m of bus stops on Station Road providing limited services to Lewes, Newick and Cooksbridge.
Active Travel	Neither Hazeldene nor Warren Lane have pedestrian footpaths. However from Station Road there is footpath access to Newick and North Chailey.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	PRoW cuts across the site from the northeast to southwest.
Site Access	Two existing points of access. Warren Lane from the A275 which is a single lane providing access to the farm and a small number of dwellings. Hazeldene Lane is also a narrow lane. Possible potential for widening as has existing grass verge, but still unlikely to be wide enough for two way vehicles, therefore without further evidence to show access is achievable for the scale proposed then considered not suitable for development.

Availability Assessment: Available

The site is single ownership and is promoted for residential development. No ransom strip identified however improved access to Hazledene Road is likely to require land outside of the promoted ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified, however could be requirement for improved access to Hazeldene Road
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

Small section of the site is shown as historic landfill and would require further investigation.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Some costs with provision of access, utilities etc. Would require cessation of the current use.

**Site Reference: 36CH
Land off Station Road**

Potentially Deliverable or Developable

		Parish or Town	
		Chailey	
		Site Area	1.85 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
Residential			
Site Source			
2023 Submission			
Current or Last Use	Grazing		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	30 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	29 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially Suitable
Employment Suitability: Not Assessed

The site is greenfield outside of the planning boundary of Newick and Chailey. It is opposite to a cluster of residential development to the south of Station Road, and is adjacent to existing low density residential dwellings to all directions. It is adjacent to existing bus stops which provides hourly services to Newick and Lewes, although outside of walking distances from services at Newick. The site is not subject to any known environmental designations. The site is not currently connected to a continuous pedestrian network, and a suitable crossing may be required from the south of Station Road. The site may contribute to the landscape character of Station Road and the perceived separation between Chailey and Newick which would need to be further investigated. The site is opposite Fir Cottage, a Grade II listed building, and would require further heritage assessments to understand its contribution to the setting of the designated heritage asset.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside existing planning boundaries, situated between the settlements of Chailey North and Newick. No specific policies or allocations.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Relatively flat
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No known ecological constraints. However, the site contains a strip of mature trees which should be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent the site
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	The site is not assessed in the Landscape Sensitivity Study. It may contribute to the rural transition character of Station Road.
Historic Built Environment Constraints	No designations or allocations. Fir Tree Cottage to the south of the site is a Grade II Listed Building, consideration needs to be given to its setting.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus Stops on Station Road immediately adjacent to the site.
Active Travel	Not consulted with ESCC Highways. The site is not currently connected to a pedestrian network and a suitable crossing from the south of Station Road is likely to be required.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Not consulted with ESCC Highways. The site's existing farm access from Station Road is likely to be appropriate for improvement to support residential development.

Availability Assessment: Available

The site is actively promoted and available for residential development. No ransom strips have been identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Chailey is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 04DT Potentially Deliverable or Developable land lying to the rear of Wintons Farm, Folders Lane, Burgess Hill

	Parish or Town		
	Ditchling		
	Site Area	8.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Man made fishing lakes and adjacent vacant pasture.		
Recent and Relevant Planning History	Planning Application DM/22/3049, currently under consideration in Mid Sussex, proposes a potential access point to Site 04DT which connects to the existing and proposed road, cycle and pedestrian network, as well as the current bus network and local services.		
Theoretical Residential Capacity	128 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	127 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site consists of man made lakes and vacant pasture currently in an isolated location. It is however adjacent to the planned location of growth at Burgess Hill allocated for 300 dwellings in the Mid Sussex District Council Site Allocations Development Plan 2022 (SA13 Land East of Keymer Road and South of Folders Lane, Burgess Hill). The submitted full planning application (DM/22/3049), currently under consideration, proposes a potential access point to Site 04DT which connects to the existing and proposed road, cycle and pedestrian network, as well as the current bus network and local services. The site is potentially suitable for comprehensive landscape-led development with SA13 (Mid Sussex) and land to the north of 40DT (outside of the Lewes Plan Area).

The site is subject to medium to high risk of surface water flooding which would need to be further investigated and mitigated. Other key constraints identified includes potential impacts on archaeology, landscape and the setting of the South Downs National Park. Existing trees should be retained where appropriate to provide screening.

The net development capacity in this location should consider its relationship with Burgess Hill and the South Downs National Park. It is unknown at this stage whether the existing lakes may be filled as part of the comprehensive development (3.9 Ha).

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. The adjacent site to the west, within Mid Sussex District is allocated for residential development of up to 300 homes.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 18% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No identified environmental designations.
Ecological Constraints	Given that this is a managed space there are unlikely to be significant ecological impacts although there is greater potential within the wooded areas. Full survey will be required. The retention of existing trees would be preferable.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Some utilities already on site. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Agriculture, no identified bad neighbours.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site lies adjacent to the South Downs National Park. There is the potential for impact upon the landscape given the scale of the proposal. Retention of existing trees would improve screening.
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus or rail stop within 400/800m, unclear if the adjacent allocation could allow access through to Burgess Hill.
Active Travel	No pedestrian/cycle links currently but unknown access to the site.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	There does not appear to be a current direct road access to the site. Unclear if access could be provided from the adjacent allocated site.

Availability Assessment: Unknown

Unknown intentions for development at this time. The site is in single ownership. The site has not been actively promoted for development recently and therefore it is unknown whether it may be available for development within the plan period. It was promoted separately to 06DT previously.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. The location is considered to have a relatively buoyant and stable housing market. Costs associated with infilling of lakes if that was undertaken may impact viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with infilling of lakes if that was undertaken.

Site Reference: 07DT Not Deliverable or Developable
Land lying off of common Lane, Ditchling

		Parish or Town	
		Ditchling	
		Site Area	1.3 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
Residential			
Site Source		2018 SHELAA	
Current or Last Use	Buildings - wine business - plant nursery. Appears all in current use.		
Recent and Relevant Planning History	LW/16/0681 - development of Winery, associated buildings and landscaping		
Theoretical Residential Capacity	21 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is a recently upgraded winery in an isolated location. While it is adjacent to Land to the south of Folders Lane under construction, residents would be reliant on the private car given the lack of connection north and lack of footpath access along the B112. The existing commercial access is also unsuitable for cumulative residential development given its narrow nature. Other key constraints identified includes potential impacts on archaeology, setting of the South Downs National Park and risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. Immediately adjacent the boundary with the SDNP.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No designations. LWS within 200m to the east of the site, and SSSI within 400m east of the site.
Ecological Constraints	This is a brownfield site and the introduction of gardens could improve biodiversity.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Some utilities already on site. Need for contribution towards upgrading sewage treatment works as part of wider urban extension. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Agriculture.
Within Setting of SDNP?	Yes
Landscape Sensitivity	On its own this site lies within the countryside and while there are trees surrounding the site, which is in existing commercial use and contains existing buildings, there would still be an impact upon the landscape. As it is highly screened it is not considered that it would impact upon openness.
Historic Built Environment Constraints	No designations. ESCC states that there is high potential for archaeological implications as the site falls within or immediately adjacent to an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus or rail stop within 400/800m. Nearest bus stop is at the junction of Folders Lane and the B1112 700m away with no pavement access. Limited bus service available to Burgess Hill, Plumpton and Wivelsfield.
Active Travel	No pedestrian/cycle links.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	There is a lane serving the commercial uses, it would not be suitable for cumulative residential development given the narrowness, the lane does appear relatively recently refurbished.

Availability Assessment: Unknown

Unknown availability. Recent upgrades to the site suggest no intention to redevelop for alternative uses in the short term.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	At the present time there appears to be a ransom strip.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. The location is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified but would require relocation of the winery.

Site Reference: 08DT Not Deliverable or Developable
Land off Fragborrow Lane 1

		Parish or Town		
		Ditchling		
		Site Area	0.5 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Woodland			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	8 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site entirely comprises of Priority Habitat (Deciduous Woodland) where its loss is unavoidable if developed. Its woodland nature could provide significant biodiversity and ecological benefits and its present use provides a soft edge to the development site north, within Mid Sussex's boundary. Its isolated location would result in unsustainable development if developed on its own. There appears no link through to the northern site to access. Other key constraints identified relates to potential impacts on archaeology, landscape and the setting of the South Downs National Park.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. Close proximity to the SDNP boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No designations. LWS within 200m to the east of the site, and SSSI within 400m east of the site.
Ecological Constraints	The site is wholly consists of deciduous woodland (Priority habitats). Given the wooded nature there is a high potential for biodiversity and ecological issues to result for the development of this site. A full survey would be required.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Some utilities present on adjacent site but considered that full infrastructure would be required to be delivered. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	Agriculture, dwellings, horticulture.
Within Setting of SDNP?	Yes
Landscape Sensitivity	On its own this site lies within the countryside and the woodland pocket adds to the character of the area. Thus there would be an impact upon the landscape. There is however, potential for the boundary trees to be retained to minimise any adverse impacts.
Historic Built Environment Constraints	No designations. ESCC states that there is high potential for archaeological implications as the site falls within or immediately adjacent to an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus or rail stop within 400/800m. Nearest bus stop is at the junction of Folders Lane and the B1112 650m away with no pavement access. Limited bus service available to Burgess Hill, Plumpton and Wivelsfield.
Active Travel	No pedestrian/cycle links.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	No access has been identified for the site and while there is a lane serving the adjacent commercial uses, it would not be suitable for cumulative residential development given the narrowness, the lane does appear relatively recently refurbished.

Availability Assessment: Unknown

Unknown at this time. There appears to be a ransom strip which may impact access to the site.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	At the present time there appears to be a ransom strip.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. The location is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 12HY Potentially Deliverable or Developable for Residential or Employment
Land at McBeans Nursery, Resting Oak Hill, Cooksbridge, BN7 3QB

	Parish or Town		
	Hamsey		
	Site Area	1.28 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Employment		
Site Source			
2018 SHELAA			
Current or Last Use	Existing plant nursery, with buildings covering majority of the site.		
Recent and Relevant Planning History	Subject to live planning application (LW/22/0688).		
Theoretical Residential Capacity	20 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0.77 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable for employment uses

Employment Suitability: Potentially Suitable

The site is predominantly greenfield consisting of an existing nursery . It is promoted for mixed use development including residential dwellings and Class E(g) economic uses, and available for development. The site is unrelated to an existing settlement, with no local facilities or services within walking distance. The bus stops in close proximity are served with very limited services to surrounding settlements. The site is therefore likely to be car dependant and an unsustainable location for residential development. The site is adjacent to existing small scale economic uses along the A275, with limited identified environmental constraints. The site is potentially suitable for small scale employment uses. The site is served by an existing narrow lane which may need to be upgraded. A small part of the site is subject to low to medium risk of surface water flooding which would need to be mitigated. Unknown achievability given existing business and costs associated with removal of the nursery.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the planning boundary. The closest settlement is Cooksbridge which is approx. 1.2k to the south.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	No onsite physical constraints to development
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No designations, existing commercial activity on site so unlikely would be high value ecology. No protected trees on or adjacent the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Unknown but there is existing buildings and a single property on site, and other residential properties nearby.
Bad Neighbours?	Some form of commercial activity adjacent.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Existing buildings on site, and site is fairly well contained with existing field boundaries.
Historic Built Environment Constraints	No historical designations on or adjacent the site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	There is a bus stop directly outside the site on the A275 with a limited service to Cooksbridge and Lewes.
Active Travel	There is an existing footpath linking the site to Cooksbridge
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Existing access serving the business from the A275, the access lane to the site is single lane which may require widening.

Availability Assessment: Available

The site is actively promoted for development. It is in multiple ownership. NO ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

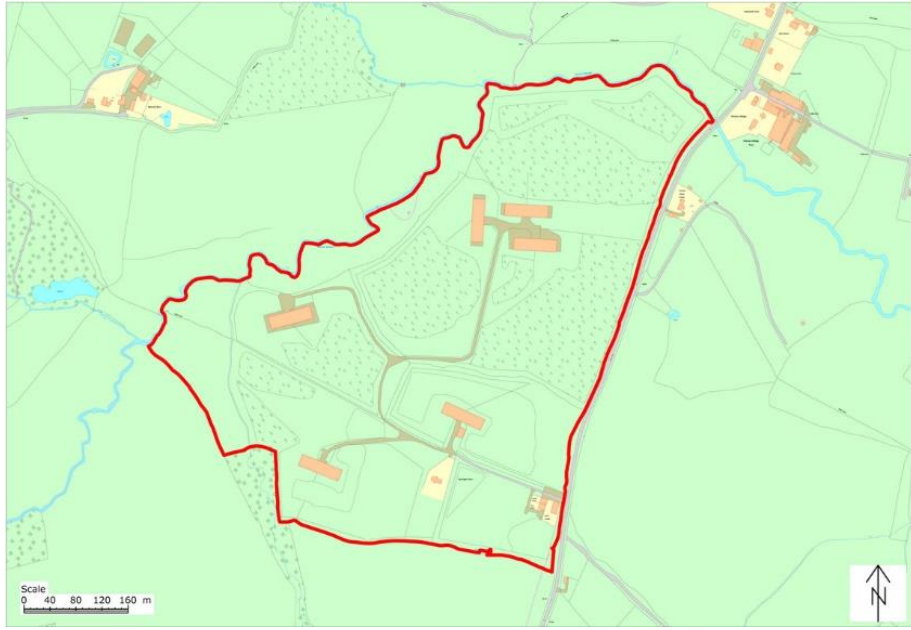
Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Local housing market considered to have a relatively buoyant and stable housing market. Unknown achievability given existing business and costs associated with removal of nursery.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with removal of existing buildings

**Site Reference: 15HY
Springles Farm**

Not Deliverable or Developable

		Parish or Town		
		Hamsey		
		Site Area	36 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Existing operational egg farm			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	360 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site consists of an existing egg farm including barns converted to residential dwellings. The site is isolated with no footpath, or public transport links. It is in an unsustainable location for strategic residential development. The site is not of an size which could provide adequate self-sustaining infrastructure as a new settlement.

Significant landscape concerns as the site is of a high landscape and visual sensitivity in an area typical of the Western Low Weald character area with many of the representative key characteristic of the LCA. Development outside of the existing settlement pattern and on higher grounds are also contrary to the development guidelines in the Landscape Character Assessment. Existing PRoWs across the site in the southern part from east to west which would need to be considered.

The site is partially in Flood Zone 3A (22%). The sequential test and site level exception test would need to be applied. The draft Stage 1 SFRA shows that approximately 40% of the site is subject to low to medium risk of surface water flooding. The LLFA also notes that parts of the site have potential for groundwater

flooding which would need to be mitigated. The site is adjacent to an ancient woodland to the southeast where appropriate stand-off would be required.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside defined planning boundaries. The closest settlements are Barcombe Cross approximately 1.6km to the east, and Cooksbridge which is 2.8m to the south.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is partially in Flood Zone 3A (22%). The sequential test and site level exception test would need to be applied. Consultation with LLFA shows surface water flow paths run along boundaries and through the site. The draft Stage 1 SFRA shows that approximately 40% of the site is subject to low to medium risk of surface water flooding. The LLFA notes that parts of the site have potential for groundwater flooding.
Land Contamination	None identified
Topography	No onsite physical constraints to development
Environmental Constraints	Ancient woodland to the south of the site, appropriate buffers could be provided.
Ecological Constraints	Ancient woodland to the south. No other TPO's or hedgerow designation. No known habitat designations. Existing woodland could provide potential habitats, reports indicate stat species on site including birds, butterflies and plants.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Predominantly Grade 3 and partly Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown but likely to be utilities nearby
Bad Neighbours?	Agricultural neighbours
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect states - The area is of high landscape and visual sensitivity with a rural character. This area is typical of the Western Low Weald character area with many of the representative key characteristic of the LCA. The site falls within LCA C1 Wivelsfield, Newick and Chailey Western Low Weald of the Landscape Character Assessment. The LCA notes that development be concentrated to existing settlement pattens and should be avoided on higher ground. Development on the site would be contrary to the development guidelines for this LCA.
Historic Built Environment Constraints	Holmans Bridge Cottage is grade II listed and situated to the north east of the site on the opposite side of Town Littleworth Road, Unlikely to be impacted directly by development on this site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No public transport within walking distance of the site
Active Travel	No footpaths from the site.
Public Rights of Way	Existing PRoWs across the site in the southern part from east to west which would need to be considered.

Suitability Issue	Suitability Assessment Comments
Site Access	Existing access from Town Littleworth Road but this is single access and would require improvements. Visibility is restricted to the north given bend in the road.

Availability Assessment: Available

The site is actively promoted for residential development and is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	YES

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Local housing market considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 17HY Not Deliverable or Developable
Land east of A275, Old Hamsey Brickworks, South Chailey

		Parish or Town	
		Hamsey	
		Site Area	1.7 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2020 CfS	
Current or Last Use	Agricultural on northern section, southern field is unused.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	27 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

This site is isolated, unrelated to an existing settlement and without any facilities/services within walking distance. There is a very limited bus service in this location. The adjacent development is to provide upgrading to the bus stops which may encourage its use, but it is likely that the site would remain car dependant. The site has no direct access from the A275 which is separated from the developable area of the site by an existing ancient woodland which would need to be retained and protected with appropriate stand-off. A suitable access could only be potentially created via the adjacent sites under a different land ownership. Current plans for the approved adjacent schemes does not provide a suitable vehicular access to the site. Without further evidence which shows an appropriate access, the site is not suitable for residential development at present. ESCC Landscape Architect notes that the site is of moderate landscape sensitivity. Parts of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside defined planning boundaries. The closest settlement is South Chailey 1km to the north of the site. Cooksbridge is 2.4km to the south.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows potential for surface water flood along the stream to the west of the site. The draft Stage 1 SFRA shows that approximately 16% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	No onsite physical constraints to development
Environmental Constraints	The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England. The eastern part of the site consists of ancient woodland which separates the site from the existing road network. An appropriate buffer would be required.
Ecological Constraints	Existing ancient woodland on site could provide potential habitats. Stat species identified in general proximity of the woodland.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4.
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site. No identified constraints to extending to, and accommodation of additional capacity.
Bad Neighbours?	Residential and Agricultural neighbours
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect - The proposed number is high for a rural location. The site is of moderate landscape sensitivity and low visual sensitivity. The woodland area between the open fields and the road is included, if the area were considered suitable for development this tree buffer would need to be retained and protected. A new access would probably be required onto the A275 and this would require significant loss of trees to create sightlines. The site falls within LCA C1 Wivelsfield, Newick and Chailey Western Low Weald of the Landscape Character Assessment. The LCA notes that development be concentrated to existing settlement patterns and should be avoided on higher ground. The site is adjacent to an existing cluster of development at this location.
Historic Built Environment Constraints	No historical designations on or adjacent to site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	There is a bus stop directly outside the site on the A275 with a limited service to Cooksbridge and Lewes.
Active Travel	The S106 for residential development adjacent the site (Ref: LW/14/0712) required a new footway along the A275 between the access and the existing footway to the north.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	There is existing access from the A275, the site would need to have access across 14HY to avoid impact on the Ancient woodland, different ownership therefore unclear if this is feasible.

Availability Assessment: Available

The site is actively promoted for residential use. It is in single ownership. No appropriate access have been identified at present from adjacent sites.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Would likely need access over 14HY under other ownership.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	As the site could be suitable for some self-build development, this aspect could form its own phase.

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Local housing market considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified. Unknown achievability of access.

Site Reference: 18HY Not Deliverable or Developable
Land South of Beechwood Lane

	Parish or Town		
	Hamsey		
	Site Area	1.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	No public access to northern part, southern field has public right of way across. Old saw yard, forge and two other disused barns, comprises a coppiced woodland and old wood yard, southern part of the site is grassland.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	19 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The majority of the site falls within the South Downs National Park, outside of the Plan Area. This assessment therefore only considers the northern section of the site within the Lewes Plan Area. The site is in a relatively accessible location to local services within Hamsey with footpath access. The site is also currently well screened and therefore helps mitigate potential landscape impacts on the setting of the South Downs National Park. However, this part of the site consists of trees wholly identified as priority habitats (deciduous woodland). Development of the site would lead to significant harm to biodiversity. The site is also allocated as a Local Green Space in the made Hamsey Neighbourhood Plan. The site is therefore unsuitable for residential development.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside but adjacent the planning boundary of Hamsey. The site is allocated in the Hamsey Neighbourhood Plan as a Local Green Space. The northern wooded part is not accessible to the public but allocation LGS1 states it is enjoyed from the adjacent playing fields at Beechwood Rural Park. The southern field forms allocation LGS2 and is public ally accessible with a footpath leading from Beechwood Rural park to the A275
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	Hamsey Neighbourhood Plan allocates the site as Local Green Space. The proposal is to enhance the habitat of the southern grassland, the submitted documents state that potential to enhance the lowland meadow habitat a locally and nationally rare habitat to the existing deciduous woodland existing in the northern section of the site.
Ecological Constraints	Potential for habitats in woodland. The northern section is wholly identified as priority habitats (deciduous woodland). An Ecology Report has been submitted which states that the site is currently of low ecological value dominated by regenerating mixed woodland rather than high quality deciduous woodland and poor hedges forming boundaries. There are a number of trees and shrubs on this site. None are covered by a TPO. No other designations. Trees should be retained to provide buffer. A tree report has been submitted which states that many of the trees required to be removed are young infill growth, many of which are Ash or Sycamores. The report also states there is evidence on site of Ash Dieback in the younger Ash population.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	There are unlikely to be utilities on site although there will be some adjacent.
Bad Neighbours?	Residential and Agricultural neighbours
Within Setting of SDNP?	Yes - southern field is within SDNP
Landscape Sensitivity	Site lies partly within the National Park. This wooded pocket defines the edge of the settlement beyond which is open countryside. Development on this site would require retention of a boundary screen. The proposal is for only a small quantum of dwellings which reduces impact upon the landscape. The site falls within Parcel Cooksbridge C of the Landscape Sensitivity Assessment, which is assessed as having a high-medium sensitivity to small-scale residential development due to the TPOs within the parcel and woodland block.
Historic Built Environment Constraints	No designations or allocations. Building of local interest within 20m. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Railway station within 400m. Bus stop within 400m.
Active Travel	There is a new footpath on the opposite side of Beechwood Lane to the site which would link to the main road.
Public Rights of Way	Public Rights of Way across the southern field outside of the Plan Area.
Site Access	Access via Beechwood Lane, a narrow country road. Existing informal access point into site which would need upgrading. Unlikely that significant works would be required. Newly constructed pavement potentially reduces scope to widen road as required.

Availability Assessment: Available

The site is in multiple ownership and is actively promoted for residential use. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Local housing market considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified

Railway Quay

	Parish or Town		
	Newhaven		
	Site Area	4.65 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential Employment		
Site Source			
2018 SHELAA			
Current or Last Use	Port uses - mainly open hard standing relating to port, but also a number of buildings		
Recent and Relevant Planning History	Development Principles SPD in June 2004 for a minimum of 200 dwellings and economic land uses.		
Theoretical Residential Capacity	174 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	TBC - note 48NH homes		
LAA Indicative Employment Capacity	2.79 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Potentially Suitable

The site is currently an operational port located at the east bank of the River Ouse, assessed as average quality industrial land. It is in a highly accessible location adjacent to Newhaven Town Railway Station, the A259 and the entrance to the ferry terminal. It has excellent accessibility to most local services in Newhaven town. The site is located within the Newhaven Enterprise Zone (Railway Quay). It is identified to have potential for the creation of highly visible commercial units and the potential for a cultural area to be defined, showcasing the strong creative and design businesses in a prominent location within the town. Development of the site provides opportunities to enhance the waterfront setting and improve the short distance views from the Newhaven swing bridge and along the A2589 flyover, and long distance views from Castle Hill and Newhaven Fort. The site includes two Grade II listed buildings which would need to be retained and incorporated into a scheme, potentially through restoration to promote Newhaven's maritime heritage.

Redevelopment of the site would need to demonstrate that it is surplus to the existing operational requirements subject to consultation with ESCC. It also falls under the Minerals and Waste Consultation Zones.

The site is previously developed land within Flood Zone 3b subject to increased risk of flooding under climate change scenarios. The site is also subject to risks of groundwater and surface water flooding which would need to be mitigated. Development of the site would need to consider the vulnerability of the proposed uses and how the associated risk could be mitigated. The site is adjacent to the existing railway where the potential adverse noise impact would need to be mitigated. The site is located within the SSSI Impact Risk Zone where any proposed increase in air pollution from industrial processes would need to be consulted with Natural England.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Allocated in 2003 Local Plan (policy NH21) for mixed-use development but only if surplus to Port Requirements. inc. over 200 residential units, this was superseded at adoption of LPP2. Site is outside the neighbourhood plan area. The Port Masterplan makes no mention of residential development as part of 'railway quay' which is proposed for mixed use centred around principles of a transport interchange, retail and maritime related activities.
Minerals and Waste Designations	The site falls within the Mineral and Waste Consultation Zones
Flood Zone	The site is previously developed land predominantly in Flood Zone 3b. It is expected that the areas within Flood Zone 3 will significantly increase under climate change scenarios. The site is also subject to risks of groundwater and surface water flooding.
Land Contamination	Potential for contamination associated with Port uses. Scoping work will need to be undertaken.
Topography	Flat
Environmental Constraints	The site is located within the SSSI Impact Risk Zone, where any industrial/agricultural development that could cause air pollution (incl: industrial processes, livestock & poultry units with floorspace > 500m ² , slurry lagoons & digestate stores > 200m ² , manure stores > 250t) would need to be consulted with Natural England.
Ecological Constraints	No ecological designations or reports of protected species on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Industrial and Port related uses nearby - adjacent to railway line.
Within Setting of SDNP?	No
Landscape Sensitivity	The site is brownfield with little or no landscape value. The site provides opportunities to enhance water front setting. The site has short distance views from the Newhaven swing bridge and along the A2589 flyover, and is visible in long distance views from Castle Hill and Newhaven Fort.
Historic Built Environment Constraints	Two Grade II listed buildings on the site - the carpenters shop and the Stena workshop buildings. Both would need to be retained and incorporated into a scheme. The listed buildings are currently in a poor state of repair.

Suitability Issue	Suitability Assessment Comments
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Adjacent to Newhaven Town train stations and also nearby to bus stops with regular service
Active Travel	Existing pedestrian access and also near to identified cycle routes (albeit this section is on-road) Adjacent to National Cycle Route 2
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Site has existing access from Railway Approach.

Availability Assessment: Unknown

The site is currently used as an operational port. Unknown availability and development intentions at present. Recent NPP Newhaven Port Masterplan does not, in its Railway Quay proposals, identify residential use. This is supported by recent planning proposals (see also Site 48NH) Consequently, it is considered unlikely the site will come forward for residential use. The site is potentially available for commercial uses.

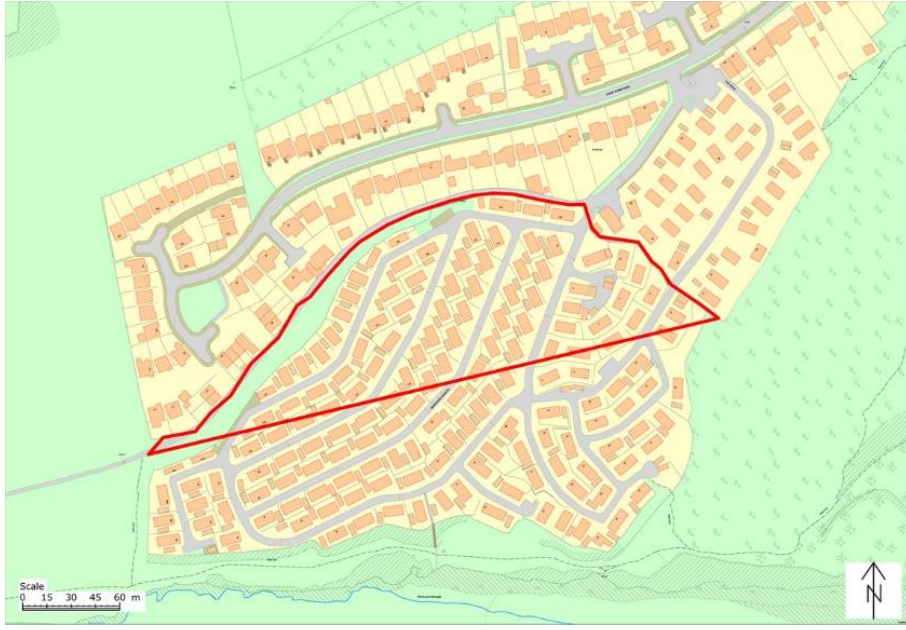
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Site is currently in existing use as an operational port. No promotion for residential use. Port plan indicated commercial use of the site and does not include residential development.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. The site is used as an operational port for many years with potential risks of contamination of controlled waters. Other key significant viability constraints relate to the need for appropriate flood defence, relocation of port uses and the potential repair required of existing listed buildings.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	Part of site is within the Newhaven Enterprise Zone (Railway Quay).
Cumulative or Abnormal Delivery Costs	Significant brownfield site with potential for abnormal costs associated with Contamination, Flood Defence schemes, moving port uses and listed buildings.

Site Reference: 12NH Not Deliverable or Developable
Downland Park, Court Farm Road, Newhaven

	Parish or Town		
	Newhaven		
	Site Area	2 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Existing Residential/Holiday/Mobile Home Site		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	80 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Existing caravan park. Shoreline Management Plan shows area of shoreline to be 'No active Intervention' with the long term plan to manage the realignment of the coastline. The long term risk of cliff erosion would need to be further investigated. The site is located within the SSSI Impact Risk Zone (Brighton to Newhaven Cliffs) where residential development of 10 units or more would need to be consulted with Natural England. Adjacent to LWS and Castle Hill Local Nature Reserve. Prominent site on hill side, development will need to be designed to respect this. Existing PRoWs run across the site which would need to be incorporated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Allocated for residential to replace previously damaged/destroyed mobile homes (in 1986 storm). Up to 67 residential units - appears built out.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. A small part of site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Some steep slopes
Environmental Constraints	The site is located within the SSSI Impact Risk Zone where residential development of 10 units or more would need to be consulted with Natural England. Local Nature Reserve and Site of Nature Conservation Interest in close proximity of eastern part of site. Vulnerable to fcoastal change, the Shoreline Management Plan shows the site is in an area of 'No active intervention'. The long term plan for the Newhaven Harbour to Peacehave Heights is to manage the realignment of the coastline.
Ecological Constraints	No ecological designations or reports of protected species on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site or adjacent
Bad Neighbours?	Residential uses adjacent
Within Setting of SDNP?	No
Landscape Sensitivity	Prominent site on hill side - development will need to be designed to respect this. However, it is a currently developed site (albeit small scale).
Historic Built Environment Constraints	None identified. Not currently in an ANA, but in close proximity to existing ANA, therefore Archaeological potential yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops nearby on Court Farm Road have a regular service.
Active Travel	Existing pedestrian access and also near to identified cycle routes (National Cycle Route 2 on road section along Gibbon Road)
Public Rights of Way	Multiple PRowS runs across the site.
Site Access	ESCC: See 21NH - In principle there would be no objection to housing at his location subject to suitable access road configuration and appropriate parking provision.

Availability Assessment: Not Available

Security of tenure under Mobile Homes Act 1983 means that it appears that the site is unlikely to become wholly available for permanent residential within the horizons of the Plan.

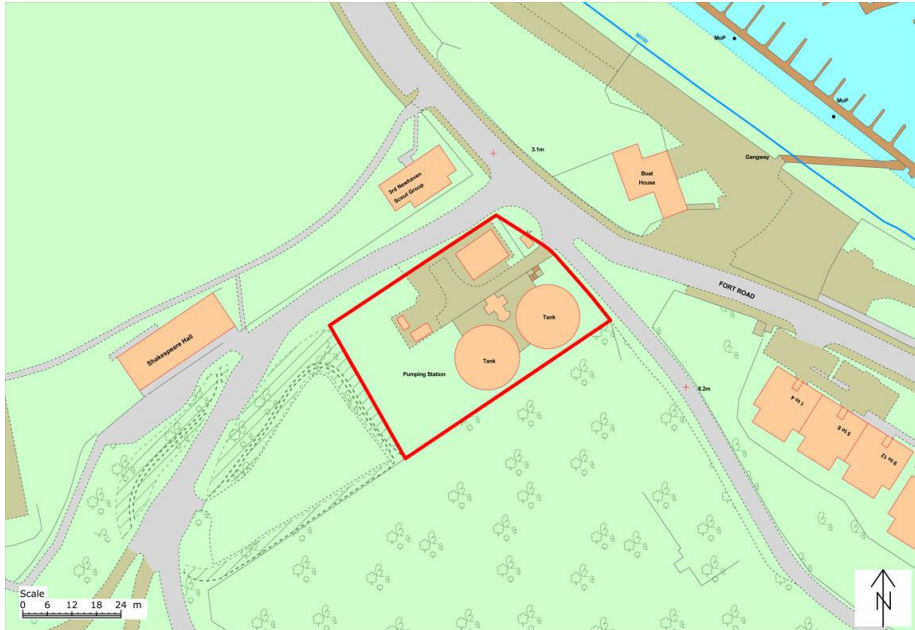
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Potentially ransom strips with tenants holding onto plots/not willing to sell
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None if vacant possession achieved. All required infrastructure in place.

**Site Reference: 13NH Potentially Deliverable or Developable
Southern Water Pumping Station Site, Fort Road, Newhaven**

		Parish or Town		
		Newhaven		
		Site Area	0.2 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Mainly disused pumping station site, previously developed land opposite and adjacent to newly developed housing. On the lower slopes of Castle Hill			
Recent and Relevant Planning History	Adjacent LW/19/0926			
Theoretical Residential Capacity	9 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	6 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is a disused water pumping station at Castle Hill, adjacent to the planning boundary of Newhaven. It is within walking distance of local shops and bus stops, but outside of walking distances from other services and train stations. It is adjacent to Newhaven Marina currently under consideration for a mixed-use development (LW/19/0926) including 3,500 sqm of commercial floorspace.

The site currently detracts from the local landscape character, however its development may impact upon the openness of Castle Hill, which would need to be further investigated. Previous review concluded that the concerns over impact on the adjacent Scheduled Ancient Monument could be resolved through reducing capacity to 6 and sensitive design. The site is subject to groundwater flooding, and part of the site is also located within Flood Zone 3. Redevelopment of the previously developed land for residential use may increase its vulnerability to flood risk which would need to be considered.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside but adjacent the existing planning boundary, no specific allocations or policies.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, with approximately 16% of the site in Flood Zone 2 and 3A. It is expected that the areas within Flood Zone 3A will increase to approximately 40% under climate change scenarios. The site is also subject to groundwater flooding.
Land Contamination	Potential for contamination associated with previous sewage pumping uses. Scoping work will need to be undertaken.
Topography	Slight slope
Environmental Constraints	The site falls within the SSSI Impact Risk Zone however the proposed capacity does not trigger the need to consult with Natural England. Near to the Castle Hill Nature Reserve.
Ecological Constraints	No ecological designations or reports of protected species on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Marina and Fort Road recreation ground - Newhaven fort also nearby
Within Setting of SDNP?	No
Landscape Sensitivity	Landscape sensitivity as site is at entrance to the fort and may impact upon openness of Castle hill if developed further. However, site does currently detract from the landscape.
Historic Built Environment Constraints	The site is at the main pedestrian/vehicular entrance to Castle Hill and Newhaven Fort and is very prominent. Newhaven Fort is also a SAM.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station (1.4km). Bus stops nearby on Fort Road/Court Farm Road have a regular service.
Active Travel	Existing pedestrian access and also near to identified cycle routes (National Cycle Route 2 on road section along Gibbon Road)
Public Rights of Way	Adjoining the site.
Site Access	Existing access.

Availability Assessment: Unknown

Disused pumping station previously promoted for residential development, but identified as fully operation in 2018 SHELAA. No recent contact with Southern Water which indicates the availability of the site. No ransom strips identified.

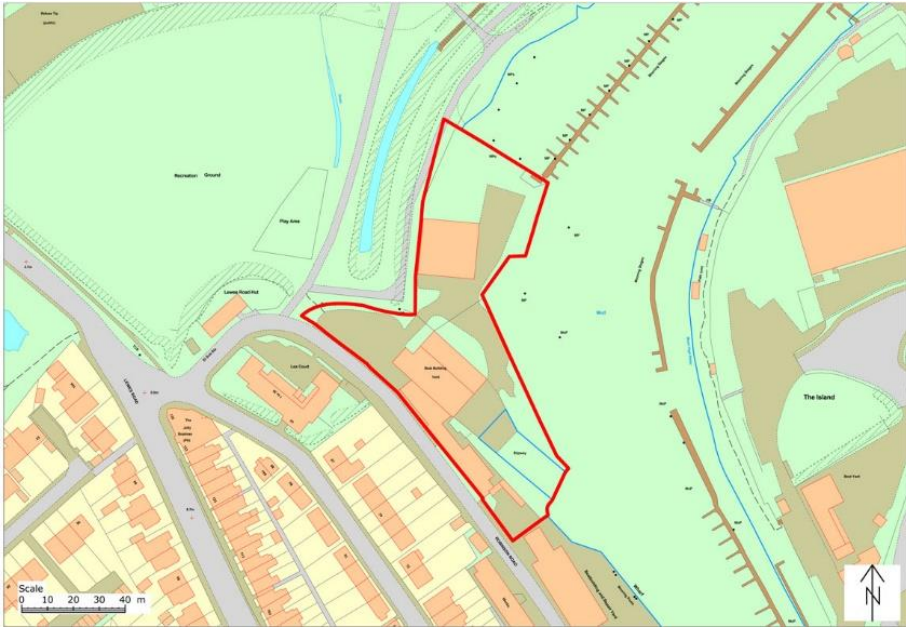
Availability Issue	Availability Assessment Comments
Ownership	Southern Water
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential abnormal costs for likely land contamination and decommissioning of pumping works.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential abnormal costs for likely land contamination and decommissioning of SW pumping works

Site Reference: 16NH Potentially Deliverable or Developable
The Old Shipyard, Robinson Road, Newhaven

		Parish or Town		
		Newhaven		
		Site Area	0.64 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Vacant boatyard			
Recent and Relevant Planning History	Planning permission (LW/14/0686) granted for 66 units (outline). Appears to have lapsed with no implementation. Current application LW/19/0858 for same number of units.			
Theoretical Residential Capacity	26 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	66 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is brownfield in a sustainable location at the edge of Newhaven, within walking distance of town centre services, bus stop and train station. The site is currently a vacant boatyard. The loss of employment land used by the marine sector would need to be considered. The site previously had planning permission (LW/14/0686) for 66 dwellings which has now lapsed. Current application LW/19/0858 is for the same number of units. The site has limited landscape value however it contributes to the setting of the South Downs National Park as an important gateway leading up to the Ouse, and would require sensitive design. Adjacent to LWS. The site is previously developed land within Flood Zone 3 It is subject to risk of groundwater flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	About half in the existing planning boundary, loss of the employment space should be considered against Core Policy 4. Policy E4 of the Newhaven Neighbourhood Plan seeks to retain and/or protect land and premises used by the marine sector.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 3. The draft Stage 1 SFRA notes that 47% of the site is in Flood Zone 3B (Functional Floodplain). Under climate change allowances, it is expected that the areas in Flood Zone 3 is likely to increase. The site is also predominantly subject to groundwater flooding. The sequential and site-level exception test would need to be applied.
Land Contamination	Potential for contamination associated with years of boatbuilding activity
Topography	Flat
Environmental Constraints	Adjacent to LWS
Ecological Constraints	Adjacent LWS with number of habitats
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Recreation ground and residential. Boatyard adjacent could be a bad neighbour in terms of impact on residential amenity.
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site is located within parcel Newhaven A of the Landscape Sensitivity Study, which is assessed as having a very high sensitivity to change for all form of development due to factors including the ecological value of the parcel as a designated local wildlife site and recreational value as a country park. It is not advised that development should come forwards on the parcel. Strong sense of place by proximity to the South Downs National Park and the parcel forms an important view from the South Downs National Park to the north and west.</p> <p>ESCC Landscape Architect comments: brownfield site of little/no landscape value - potential to enhance waterfront setting. SDNP states on current application that the site is located at an important gateway location for the National Park - with both the Sussex Ouse, Way and Egrets Way leaving the built-up area at this point to lead up the Ouse to the wider SDNP beyond.</p>
Historic Built Environment Constraints	No historic designations identified, although ESCC identified high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within walking distance (990m) of Newhaven Town Station and nearby stops with a regular service.
Active Travel	Existing pedestrian access and cycle routes along Ouse path
Public Rights of Way	PRoWs along the southern boundary of the site.

Suitability Issue	Suitability Assessment Comments
Site Access	ESCC: There are current uses on site including retail/storage/boatyard. Robinson Road provides parking on street for the nearby residential properties on Elphick Road. There is sufficient carriageway width and a footway on the east side. The road is unadopted with highway rights and there would be scope to formalise the construction and bring up to highway standards. The public right of way in form of a footpath should be noted.

Availability Assessment: Available

The site actively promoted for development. It is in single ownership. No ransom strips identified. Currently subject to planning application pending consideration (LW/19/0858).

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Outline planning application (LW/19/0858) for 66 dwellings. Potential abnormal costs associated with Contamination and Flood Defence schemes.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Small brownfield site with potential for abnormal costs associated with Contamination and Flood Defence schemes.

Site Reference: 27NH Not Deliverable or Developable
Site 4 - East of Fairholme Road, Denton

		Parish or Town		
		Newhaven		
		Site Area	0.182 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Horse Paddock (agriculture)			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	8 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Denton. It is within walking distance of bus stops and local convenience store, but otherwise relatively isolated. ESCC highways states access is currently unadopted highway, with the potential for gradient issues. Road needs upgrading to achieve required widths and visibility unknown if this is achievable. No pavements currently linking the site with the wider area. The site forms a gateway into the South Downs National Park and is unlikely to be able to accommodate residential development of 5 or more dwellings without significant adverse landscape impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundary. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	slopes slightly from Northeast to Southwest
Environmental Constraints	In close proximity to the South Downs National Park. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Small number of trees on site which may need to be removed - although these are not subject to any designation
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No utilities on site dwellings adjacent to the site are served.
Bad Neighbours?	Residential. No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site is relatively contained to the north but has intervisibility with the South Downs National Park and to the south. It falls within Parcel Newhaven E of the Landscape Sensitivity Study. The parcel is assessed as having a high-medium sensitivity to residential development which forms a gateway into the South Downs National Park. The parcel is unlikely to be able to accommodate the relevant type of development overall or only in limited situations, without significant adverse character change or adverse visual effects. Development should avoid the mature vegetation within the western part of the parcel and existing land uses within the central part.
Historic Built Environment Constraints	No historic designations identified - ESCC identified medium potential for constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops adjacent on Seaview Road with regular service.
Active Travel	Existing pedestrian access and opportunity for on road cycling
Public Rights of Way	Byway along the southern boundary.
Site Access	Access existing along Fairholm Road - but is a single poorly surfaced track. Site can be accessed by Fairholme Road/ Crest Road. Fairholme Road is in a poor condition, while Crest Road is essentially track. Parking would need to be provided on site as the Fairholme Road is not currently wide enough to have on-street parking on both sides. ESCC highways state access is currently unadopted highway, with the potential for gradient issues. Road needs upgrading to achieve required widths and visibility.

Availability Assessment: Unknown

Unknown availability. The site is in multiple ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Abnormal costs associated with highways improvement required.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with upgrade to roads/pavements.

	Parish or Town		
	Newhaven		
	Site Area	0.57 Ha	
	Greenfield or Previously Developed: Part Brownfield / Part Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Open space and children's play park. Garage block in north-eastern corner.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	23 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is a play park allocated for recreation / leisure use under Policy R1 of the Newhaven Neighbourhood Plan (made in 2019) (Western Road Amenity Area), within the existing built up area of Newhaven. It is in a sustainable location within walking distance of School, local convenience store, and bus stop. The remaining garage area of the site is unable to accommodate residential development above the LAA threshold (5 or more dwellings). The site is steep sloped and would require significant engineering for any development. Existing PRowS run across the site connecting Western Road and Hanson Road. The site is subject to risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary of Newhaven. Allocated by Policy R1 as Recreation and Leisure Space.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. A small part of site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Very severely sloping - would require significant engineering for any development.
Environmental Constraints	No designations and not adjacent.
Ecological Constraints	None identified to garage site. Potential for biodiversity impacts on open space. Some trees on site which may need to be removed
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No utilities on site dwellings adjacent to the site are served.
Bad Neighbours?	Residential and open space/recreation.
Within Setting of SDNP?	No
Landscape Sensitivity	Pocket green space - but currently surrounded by other residential uses. Garage site could accommodate a small development with limited wider landscape impacts given context.
Historic Built Environment Constraints	No historic designations identified - ESCC identified medium potential for constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops nearby on Gibbon Road with regular service.
Active Travel	Existing pedestrian access and also near to identified cycle routes (National Cycle Route 2 on road section along Gibbon Road)
Public Rights of Way	PRoWs across the site.
Site Access	Existing access from Western Road to the garage site, would likely need upgrade as is a steep slope.

Availability Assessment: Unknown

Unknown availability. The site is owned by LDC. No ransom strips identified.

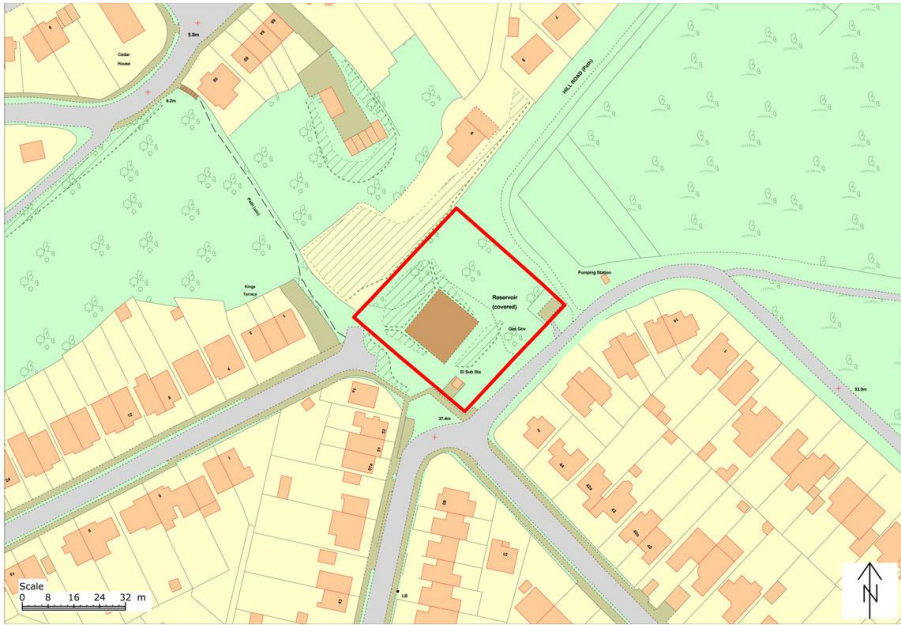
Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential abnormal costs associated with garage removal.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No major cost factors identified, however would require removal of the garages.

**Site Reference: 36NH Not Deliverable or Developable
Land at Denton (covered reservoir)**

	Parish or Town		
	Newhaven		
	Site Area	0.21 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Covered reservoir - is in active use.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	9 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is a reservoir at the edge of Denton. It is within walking distance to some services and bus stops. The site is close proximity to the South Downs National Park but is relatively well contained. Development would result in loss of trees and biodiversity impacts, unlikely to deliver 5 or more dwellings while respecting the landscape and settlement character. Prominent hill side location. Adjacent conservation area. Possibility of contamination, and potential costs associated with existing use.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside but adjacent the existing planning boundary, no specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	Possibility of land being contaminated associated with previous use, survey necessary.
Topography	Sloping site, may need some regrading
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England. Adjacent SDNP.
Ecological Constraints	Scrub land - potential for some impact upon existing ecology. Trees on site may require removal to facilitate development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site.
Bad Neighbours?	Residential/wooded area
Within Setting of SDNP?	Yes
Landscape Sensitivity	Is an small open site, prominent on slope.
Historic Built Environment Constraints	No historic designations identified,. Conservation Area to the north. Not currently in ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops nearby on Denton Road and Seaview Road with regular service.
Active Travel	Existing pedestrian access and potential for on-road cycling
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from Station Road / Fairholme Road via The Crescent which is unmade and unadopted.

Availability Assessment: Not Available

The site is confirmed to be unavailable for development in 2018 and no further information has been submitted which indicates that the site may become available within the plan period. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Not currently available
Phasing Requirements	Single Phase


Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Abnormal costs associated with remediation of existing use.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Possibility of contamination, and abnormal costs associated with existing use.

**Site Reference: 41NH
Meeching Down**

Not Deliverable or Developable

	Parish or Town		
	Newhaven		
	Site Area	7.4 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Open space, partly tree/scrub covered		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	2678 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

Site forms a Local Wildlife Site and is allocated Local Green Space in the Newhaven Neighbourhood Plan therefore unsuitable.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent the existing planning boundary of Newhaven. Site is allocated as a Local Green Space in the Newhaven Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Sloping down to A259 north.

Suitability Issue	Suitability Assessment Comments
Environmental Constraints	Site is a LWS and allocated Local Green Space.
Ecological Constraints	Given LWS status, development would have a negative impact on biodiversity.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely available adjacent.
Bad Neighbours?	Residential neighbours, and community hospital to the east. Noise from the road (A259) may be an issue.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site falls within Parcel Peacehaven and Telscombe Cliffs B of the Landscape Sensitivity Study. It is as assessed as having a very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	No historical or built environmental constraints. Not currently in ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site within 400m of bus stops on A259 with regular service between Brighton and Eastbourne and Northdown Road with services to Lewes.
Active Travel	Existing footpath on A259 northern side, access by traffic light crossing. Footpaths east and South to town centre. No dedicated cycle routes.
Public Rights of Way	PRoWs across the site.
Site Access	unknown how access would be proposed. There are existing vehicular access' to the site, such as via The Highway but this would likely require upgrade.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

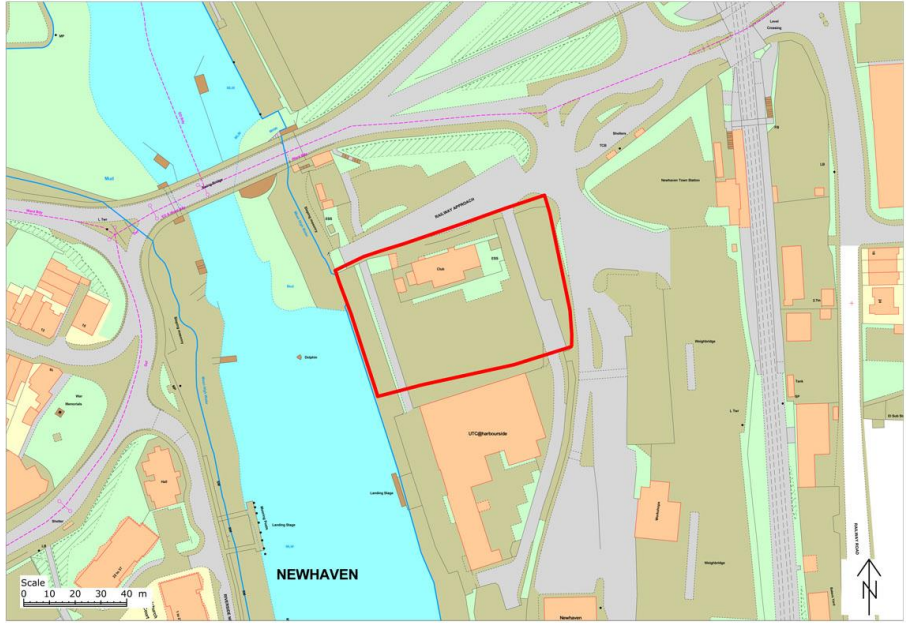
Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 48NH
Land at Railway Quay**

Potentially Deliverable or Developable

		Parish or Town		
		Newhaven		
		Site Area	0.46 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Railway Quay currently holds car ferry terminal buildings			
Recent and Relevant Planning History	LW/20/0702 - Granted planning permission for the creation of a community hub on part of the site until 2025.			
Theoretical Residential Capacity	18 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	16 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is brownfield situated within a highly sustainable location within Newhaven town. It is adjacent to Newhaven Town Railway Station, the A259 and the entrance to the ferry terminal. It has excellent accessibility to most local services in Newhaven town. The site is located within the Newhaven Enterprise Zone (Railway Quay). It is identified to have potential for the creation of highly visible commercial units and the potential for a cultural area to be defined, showcasing the strong creative and design businesses in a prominent location within the town. Main concerns are contamination and flood risk although both considered to be resolvable. North of Listed buildings, opportunities to enhance setting through development. The site falls under the Minerals and Waste Consultation Zone. Overall site is considered suitable for residential development. Part of site (north) occupied by Railway Club facility - unknown at this stage if/ when it will be relocated. Part of site (south) is occupied by community hub/cafe shipping containers (Ref: LW/20/0702). Should the site come forward on its own, consideration should be given to its interface with the port in relation to residential amenity and noise.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	NH21 of 2003 Local Plan allocated the site for residential, B1, D2, A3 or factory outlet in the event that becomes surplus to Port uses. This policy was superseded on adoption of LPP2. Site is outside the neighbourhood plan area. However, it is considered that an element of housing is possible on part of the site.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 3, of which 76% of it falls under Flood Zone 3B (Functional Floodplain). The draft Stage 1 SFRA indicates the area within Flood Zone 3 is likely to expand to 100% under climate change scenarios. The site is subject to groundwater flooding.
Land Contamination	Potential for contamination associated with previous and adjacent industrial uses.
Topography	Flat
Environmental Constraints	No constraints identified
Ecological Constraints	No known or identified biodiversity/ ecological issues. Redevelopment may help improve green networks, encouraging local species and habitats back to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site.
Bad Neighbours?	Land located between railway and River Ouse. Access to Port ferry, disturbance from lorries and cars.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well located within town for development. Contained by existing industrial uses, railway and River. Redevelopment of site may help enhance area which has vacant or dilapidated buildings/land. ESCC landscape architect states that quayside development could be an enhancement to the area but 3 storey maximum to be in character.
Historic Built Environment Constraints	Listed buildings in north west corner of site. Design will need to be sensitive to setting. Opportunities to enhance setting.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within walking distance of bus stops and railway station.
Active Travel	Pavements to north of site connect to town centre services and facilities. No dedicated cycleway.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site has existing access from Railway Approach.

Availability Assessment: Unknown

The site is promoted for residential development. It is in single ownership and no ransom strips identified. Currently occupied by community hub, allowed with limited permission until 2025. It is unknown if the railway club will be relocated. Therefore not currently available, could be available in future.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Currently occupied by community hub, allowed with limited permission until 2025. Therefore not currently available, could be available in future.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential abnormal costs associated with flood risk and contamination.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	Yes - within Newhaven Enterprise Zone
Cumulative or Abnormal Delivery Costs	Some contamination remediation works likely to be required. Also area of flood risk.

Site Reference: 50NH Not Deliverable or Developable
Land north of Holmdale Road

		Parish or Town		
		Newhaven		
		Site Area	0.79 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Grass Field, occasionally grazed.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	32 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the South Downs National Park and the planning boundary of Denton. It is within walking distance of bus stops and local convenience store, but otherwise relatively isolated. ESCC highways states access is currently unadopted highway, with the potential for gradient issues. Road needs upgrading to achieve required widths and visibility unknown if this is achievable. No pavements currently linking the site with the wider area. The site forms a gateway into the South Downs National Park and is unlikely to be able to accommodate residential development without significant adverse landscape impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside but adjacent to the existing planning boundary. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	No known issues.
Topography	Moderate southern slopes. No identified physical feature constraints.
Environmental Constraints	In close proximity to the South Downs National Park. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Site is located in close proximity to (approx. 200m) to LWS. No onsite constraints.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	available adjacent to site from existing residential development.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	ESCC landscape architect states that urban area already intrusive in open downland. This area forms buffer to SDNP and should not be developed. Landscape character and visually sensitive landscape. It falls within Parcel Newhaven E of the Landscape Sensitivity Study. The parcel is assessed as having a high-medium sensitivity to residential development which forms a gateway into the South Downs National Park. The parcel is unlikely to be able to accommodate the relevant type of development overall or only in limited situations, without significant adverse character change or adverse visual effects. Development should avoid the mature vegetation within the western part of the parcel and existing land uses within the central part. The landscape strategy should enhance the parcel of land as a gateway into the South Downs National Park.
Historic Built Environment Constraints	No historical or built environment constraints identified.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop approximately 400m from site (Denton Road).
Active Travel	Adopted roads to south west have pedestrian links. PROW 10 (restricted bridleway) along northern boundary.
Public Rights of Way	Byway along Palmerston Road.
Site Access	Proponent suggests access from Homdale Road which is currently unadopted and a track with no pavement. Would require upgrade and pavements

Availability Assessment: Available

The site is actively promoted for residential development. The site is single ownership. Development of the site is reliant on access from either Holmdale Road or Palmerston Road which are both private unadopted roads. Proponent states they have legal rights to upgrade Holmdale Road to provide access to the site.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Reliant on access from either Holmdale Road or Palmerston Road which are both private unadopted roads. Proponent states they have legal rights to upgrade Holmdale Road to provide access to the site.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential costs associated with road/pavement upgrade given the scale of upgrade to Holmdale Road.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified. However, access to site will require either Holmdale or Palmerston Road being upgraded as part of development.

Site Reference: 54NH Potentially Deliverable or Developable
Newhaven Delivery Office (Royal Mail) 62 High Street, Newhaven, BN9 9QU

		Parish or Town		
		Newhaven		
		Site Area	0.1 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Royal Mail Delivery Unit and retail unit.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	9 homes	Indicative Density	100 dph	
LAA Indicative Residential Capacity	9 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is previously developed land currently used as a post delivery office. It is located within a highly accessible location within the town centre and Enterprise Zone of Newhaven, Considering the site's surrounding development context, the site is considered to be appropriate for medium to high density development with a capacity above the LAA threshold. No environmental or heritage constraints identified. The site is adjacent to a protected tree which would need to be considered. The site is located within the AQMA which would require appropriate mitigation, including provision of suitable footways on both sides of the road. The site is suitable for mixed use development with residential development on the upper floors.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the planning boundary for Newhaven. Within Town Centre, identified as secondary retail frontage in Newhaven Neighbourhood Plan, Policy TC1 supports residential development on upper floors.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of site is subject to low to medium risks of surface water flooding.
Land Contamination	Not considered to be within an area of contamination.
Topography	No topographical constraints. Flat site and regular shape.
Environmental Constraints	No known environmental constraints.
Ecological Constraints	No rare or protected species recorded on site. Likely to have a neutral impact on local biodiversity / ecology. site is adjacent to a TPO designation (Sycamore). Could be retained.
Within Air Quality Management Area?	Within
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Services already provided on site.
Bad Neighbours?	No bad neighbours identified. Residential and commercial neighbours. Adjacent to ring road though with noise and air pollution concerns.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is considered to have potential to complement surrounding area. No impacts likely on surrounding landscape due to town centre location.
Historic Built Environment Constraints	Within an archaeological notification area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	within walking distance of bus stops and train station (Newhaven town).
Active Travel	Site benefits from pedestrian access to nearby services and areas.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Current access is from the rear via North Lane, past bus drop off area and public car park. Access will need to be widened which may impact on existing pedestrian provision. Has existing pavement on one side only.

Availability Assessment: Unknown

. Unkown availability. The site is previously stated as available ithe future. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential costs associated with road/pavement upgrade given the scale of upgrade to Holmdale Road.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	Yes - within the Newhaven Enterprise Area
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 64NH Potentially Deliverable or Developable for Residential or Employment
Unit 1 Newhaven Workshop, Transit Road**

	Parish or Town		
	Newhaven		
	Site Area	0.52 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential Mixed Use		
	Site Source		
2018 SHELAA			
Current or Last Use	Derelict pub, prefab huts used for Sea and Army Cadets.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	21 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	20 homes		
LAA Indicative Employment Capacity	0.32 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Potentially Suitable

The site is brownfield largely free of environmental/ historical designations on or adjacent to site, in a relatively sustainable location. Potential to improve pedestrian links on Transit Road. New development, of high quality could improve local built environment, however, cumulative concerns over, flood risk, potential contamination and adjacent existing land uses would need to be considered. The site is predominantly in Flood Zone 3 and is likely to be subject to increased flood risk under climate change scenarios. It is also subject to risk of groundwater flooding which would need to be mitigated. Potential for residential development or part of mixed use scheme.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary of Newhaven. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 3, with the remaining area in Flood Zone 2. The draft Stage 1 SFRA indicates that the area within Flood Zone 3 is likely to expand to 100% under climate change scenarios. The site is subject to groundwater flooding.
Land Contamination	Potential for contamination given surrounding historic land uses
Topography	Flat site. Railway line to the west of boundary. Long narrow site.
Environmental Constraints	No designations located on or adjacent to site.
Ecological Constraints	No records of protected species or habitats on or adjacent to site. Opportunity to enhance local biodiversity. No protected trees/ woodland or hedges on or adjacent to site
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site
Bad Neighbours?	Industrial units to the east, railway line along western boundary and Port passenger berth to the west.
Within Setting of SDNP?	No
Landscape Sensitivity	Site within urban area. New development, of high quality could improve local built environment.
Historic Built Environment Constraints	No historic constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	690m from bus stop interchange and 630m to train station.
Active Travel	Transit Road has no pavements, potential for improved pedestrian access to Beach Road.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site has access on to Transit Road. Two options on to Beach Road.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

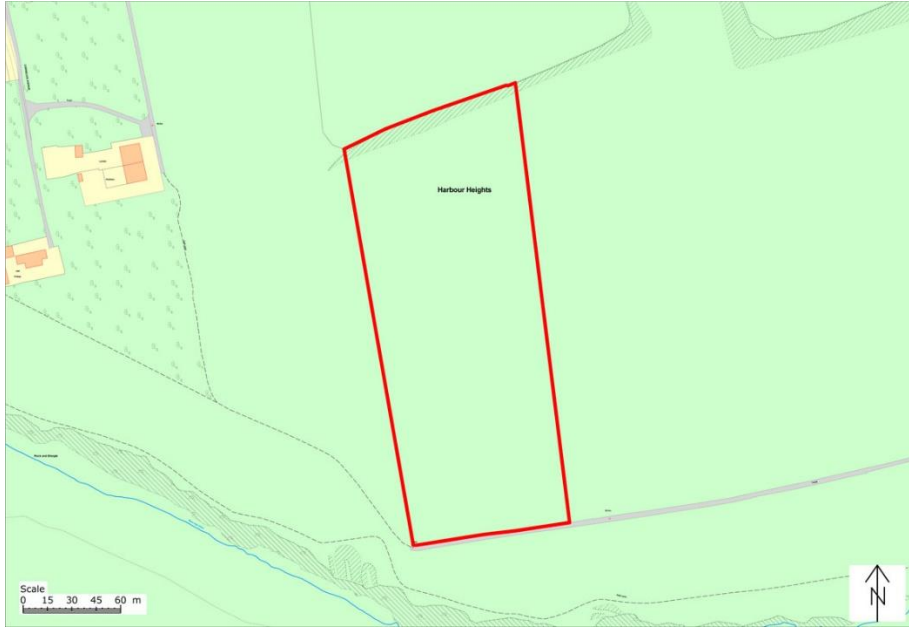
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Further investigation on potential land contamination would be required.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal or cumulative constraints identified to date. However, further investigations into potential land contamination needed.

Site Reference: 70NH Not Deliverable or Developable
Land to the west of Harbour Heights Newhaven

	Parish or Town		
	Newhaven		
	Site Area	3.6 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Open countryside		
Recent and Relevant Planning History	Included in application LW/19/0378 which covers the adjacent allocation.		
Theoretical Residential Capacity	135 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield in the open countryside to the west of the Harbour Heights allocation. Main concerns are landscape, this area is of very high visual and landscape sensitivity and is part of the remaining open cliff top between Peacehaven and Newhaven. Biodiversity impacts. Shoreline Management Plan shows area of shoreline to be 'No active Intervention' with the long term plan to manage the realignment of the coastline, needs consideration of Climate Change/cliff erosion. Archaeological potential yet to be determined. Major surface water flow path through and adjacent the site.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the existing planning boundary of Newhaven, however site is adjacent allocation SP7 of LPP1 which amounts to 20hectares allocated for a mixed use development including employment and 400 dwellings.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows there is a major surface water flow path that runs along the southern boundary of the site and another that runs through the site. The draft Stage 1 SFRA shows that approximately 30% of the site is subject to low to medium risk of surface water flooding. The sequential test and site-level exception test would need to be applied.
Land Contamination	None identified
Topography	Open countryside, slightly sloped
Environmental Constraints	No on site designations. SSSI to the south. Vulnerable to coastal change, the Shoreline Management Plan shows the site is in an area of 'No active intervention'. The long term plan for the Newhaven Harbour to Peacehaven Heights is to manage the realignment of the coastline.
Ecological Constraints	Records of protect birds on site. Would require investigations given context of the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available nearby,
Bad Neighbours?	Open countryside and residential uses adjacent.
Within Setting of SDNP?	No
Landscape Sensitivity	This area is of very high visual and landscape sensitivity and is part of the remaining open cliff top between Peacehaven and Newhaven. The amenity and visual value of the open clifftop has been compromised by the development of the Newhaven Heights residential park. Further development on the clifftop would be very damaging to the local landscape character, sense of place and views. It falls within Parcel Peacehaven and Telscombe Cliffs B of the draft Landscape Sensitivity Study, which is assessed as having a very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	No on site or adjacent heritage assets. Not currently in an ANA (as a result of no fieldwork having been undertaken). Site lies in very close proximity to 2 ANAs relating to prehistoric activity including burials and prehistoric activity on Woolwich Beds geology. The surrounding downland landscape contains quite substantial evidence hunter-gatherer, settlement, agricultural land use and funerary activity spanning the Mesolithic, Neolithic, Bronze Age, Iron Age to Roman, medieval and post-medieval periods. Evidence of Mesolithic, Neolithic, Bronze Age and Roman activity exist in the wider area. Archaeological potential yet to be determined, but likely to be high. Applicant should submit a desk-based heritage impact assessment.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Not within walking distance of train station. Bus stops nearby on Court Farm Road and by Seahaven Academy whether they are within walking distance depends on the road/walkways that come forward with the adjacent allocation, or whether the adjacent development would provide additional bus stops.
Active Travel	No existing footpath or cycle access, but these would be required through the adjacent allocation.
Public Rights of Way	PRoWs adjacent.
Site Access	Site would be accessed through the existing allocation, therefore no access issue.

Availability Assessment: Available

The site is available and actively promoted for residential development. It is in multiple ownership.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	Submission on LW/23/0380 appears to show this part of the site owned with part of the adjacent. The allocation is under multiple ownership though so could be impacts on achievability of access.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Likely to be a later phase of the comprehensive development of Harbour Heights and Meeching Quarry sites (allocated sites for housing and commercial)

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified

**Site Reference: 73NH Potentially Deliverable or Developable
Land at rear of White Hart, High Street**

		Parish or Town		
		Newhaven		
		Site Area	0.03 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		Lapsed Planning Permission		
Current or Last Use	Vacant land to rear of high street			
Recent and Relevant Planning History	LW/13/0023 - Approved three storey building comprising 8 flats. Lapsed			
Theoretical Residential Capacity	1 home	Indicative Density	50 dph	
LAA Indicative Residential Capacity	8 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

Sustainable site in town centre location. It is previously subject to a planning permission (LW/13/0023) for 8 flats. Would likely need to be car free to achieve footprint given small site. AQMA needs consideration. The site is partly subject to risk of surface water flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary. Air Quality Management Area.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. Approximately 14% of the site at the southeastern corner is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site

Suitability Issue	Suitability Assessment Comments
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No records of protected species on site.
Within Air Quality Management Area?	Within
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Will be available adjacent
Bad Neighbours?	Town centre uses, no bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well located within built up area. Development would be seen in context of surrounding urban area.
Historic Built Environment Constraints	No on site designations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 160m of the site, train station within 600m of the site.
Active Travel	Town centre location.
Public Rights of Way	ProWs along the eastern boundary of the site.
Site Access	Existing vehicular access from Dacre Lane but likely site would need to be car free given limited site area.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Unknown intentions, previous consent lapsed.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Previous consent lapsed with no commencement, no further applications. Could say viability issues.

**Site Reference: 74NH
2 South Way**

Deliverable or Developable

		Parish or Town	
		Newhaven	
		Site Area	0.04 Ha
		Greenfield or Previously Developed: Brownfield	
		Proposed Development	
		Residential	
Site Source			
Current Planning Application			
Current or Last Use	Vacant land, previously developed, building was removed around 2011/2012, adjacent the ring road.		
Recent and Relevant Planning History	LW/20/0360 under consideration for 13 flats and office space.		
Theoretical Residential Capacity	2 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	13 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

Sustainable town centre location with good access to services. The site is not subject to any known environmental designations. No identified showstopper constraints.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary. Adjacent the Air Quality Management Area.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat site, existing building already removed

Suitability Issue	Suitability Assessment Comments
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No records of protected species on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site
Bad Neighbours?	Residential and commercial neighbours, no bad neighbours identified. Though adjacent road noise would require mitigation
Within Setting of SDNP?	No
Landscape Sensitivity	Within built up area of Newhaven, no wider landscape impact concerns.
Historic Built Environment Constraints	Within an ANA. No adjacent listed buildings or conservation areas.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops within 100m of the site, 650m to Newhaven Town train station
Active Travel	Footpaths available to the town centre opposite, no dedicated cycle paths.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Current application Ref: LW/20/0360 has no off street parking, but based on the sustainable location, with travel choices available and a travel plan submitted ESCC Highways have raised no objection to the current application.

Availability Assessment: Available

The site is available and actively promoted for development.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Current planning application indicates that the site is achievable.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Building has already been demolished.

		Parish or Town	
		Newick	
		Site Area	1.3 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2018 SHELAA	
Current or Last Use	Grazing/paddocks.		
Recent and Relevant Planning History	LW/22/0857		
Theoretical Residential Capacity	31 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is predominantly greenfield adjacent and connected to the planning boundary of Newick. It is in a relatively accessible location within walking distances from existing local services and bus stops. The site contains a substantial area of deciduous woodland (priority habitat) to be retained which significantly reduces its developable area. The site could only be accessed via Jackies Lane, a narrow lane with limited potential for improvement to provide segregated and safe pedestrian access. In addition, the site contributes to the character of Jackies Lane in providing a sense of leaving the village and being within the countryside. While the potential landscape impacts may be partly mitigated through a landscape-led scheme, existing evidence shows that it would remain out of character to the lane. The site is close proximity to the Conservation Area and may contribute to its setting. Further archaeological survey may also be required. The site is subject a live planning application (LW/22/0857) for the erection of an office building.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA. Environment Team notes that there are surface water issues.
Land Contamination	None identified
Topography	Slightly Sloping
Environmental Constraints	No onsite designations. Local Wildlife Site to the north, not bordering the site.
Ecological Constraints	The site includes priority habitats (deciduous woodland to the south) which should be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Predominantly Grade 3, with a small part of the site falls within Grade 4.
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Agriculture, few residential
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The character of the area is fairly wooded. Low density residential development abuts the site. LDC state: "When moving past existing houses south of Jackies Lane have the sense of leaving the village and being wholly within the countryside, especially as no development to the north and that the road narrows further. Strengthening northern boundary may alleviate some of the visual impact but still consider development will be out of character with the lane."</p> <p>The Landscape Character Study 2023 notes that LCA 1 Wivesfield, Newick and Chailey Western Low Weald has a highly rural and tranquil character overall due to its land use and enclosure from mature vegetation, with oclaised references to villages via church towers. It recommends developemnt to avoid on higher ground or the setting of the AONB. Development should be concentrated to existing settlement pattern, and avoid coalescence. Development should also consider the cumulative impacts on landscape character.</p> <p>The site falls under Parcel Newick B of the Landscape Sensitivity Study. medium sensitivity to small-scale and medium-scale residential development. Some potential to accomodate the relevant type of development without significant adverse landscpae or visual effects. Parcel likely to form part of the visual setting of the High Weald AONB. The Newick (The Green) Conservation Area Appraisal notes the trees within the conservation area which provide an attractive setting, which lies partially within and adjacent to the parcel. A lack of remoteness and tranquillity, proximity to the residential edge of Newick. High medium-sensitivity to large-scale residential development owing to potential alteration of the existing field pattern and existing settlement pattern and scale of Newick.</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	No designations or allocations - although does lie adjacent to conservation area. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	500m to bus stop, outside ideal but within maximum distance, runs a limited service to Uckfield and Lewes. No railway station nearby.
Active Travel	No pavements along Jackie's Lane with no opportunity of improvement.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from Jackie's Lane - a narrow country road. This will reduce capacity of site. Assessment work needed on visibility.

Availability Assessment: Unknown

Unknown as no recent contact with landowners. No ransom strips identified. Past information shows that the site is owned by 2 owners under one freehold title.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Planning Permission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

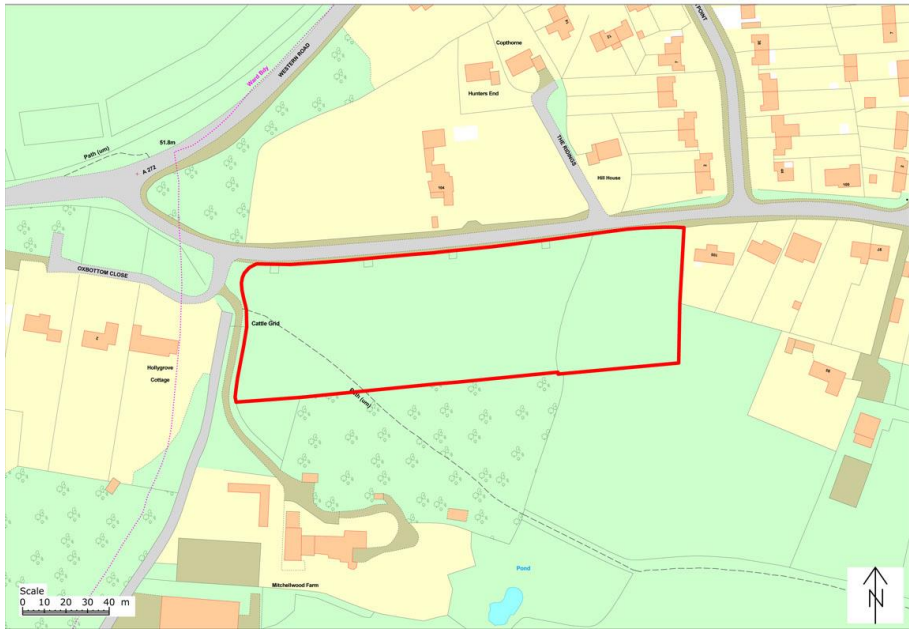
To be considered in LDC Whole Plan Viability Assessment. The site has no suitable pedestrian access at present. No other site-level delivery constraints identified. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 03NW

Not Deliverable or Developable

Land off Allington road, Newick

		Parish or Town		
		Newick		
		Site Area	1.3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Paddock/agriculture			
Recent and Relevant Planning History	LW/14/0703 - Planning permission refused and dismissed at appeal for development of the site (03NW and 16NW) for 50 residential dwellings.			
Theoretical Residential Capacity	31 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield located on the western fringe of Newick. It currently provides a gap between Newick and development along Lower Station Road. Planning permission refused and dismissed at appeal (LW/14/0703) for development of the site (03NW and 16NW) for 50 residential dwellings. Development of the site would link with the Chailey Parish border and the properties to the east effectively linking the villages and removing the green space between which offers a visual break along Allington Road. Main concerns are the impact on the landscape and the coalescence of Newick with North Chailey. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA. Approximately a quarter of the eastern part of site is within 7km zone. The site contains multiple individual trees protected under the Tree Preservation Order which would need to be retained. Existing PRowS across the site would need to be retained and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary, but adjacent, and within countryside policy area. No specific allocations or policies.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	There is likely to be habitats within the adjacent woodland and trees surrounding the site which may result in ecology on the site. Ecological study required. There are TPO trees within the site which layout of a scheme could likely accommodate.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Western corner would be within 7km.
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Residential/agriculture/wooded area
Within Setting of SDNP?	No
Landscape Sensitivity	<p>Inspectors decision on the larger development stated that the introduction of housing development on the northern paddock would not (in his mind) look out of place but with the loss of the central woodland it would lack any strong containing feature. However, development of the site would link with the Chailey Parish border and the properties to the east effectively linking the villages and removing the green space between which offers a visual break along Allington Road.</p> <p>The site falls within Parcel Newick A assessed as having a medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential and small-scale employment development in the Landscape Sensitivity Study. Any new development should respect and align adjacent to the existing settlement pattern of Newick. Development should be concentrated in the northern part of the parcel, to the north of the public footpath which runs east to west, as this has a stronger relationship to the settlement edge of Newick. Development should be avoided within the various playing fields and recreational facilities in the eastern part of the parcel and orchard. The field pattern should be protected. Newick Conservation Area Appraisal notes that the rural surrounding provides fine views out from the Conservation Area.</p>
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop but not within 800m of railway station
Active Travel	Pavements available into village centre. No cycle.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	PRoWs run across the site
Site Access	A new access off Allington Road would be required. No issues raised in previous application over access to the site, therefore achievable.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Unknown availability following appeal decision.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

	Parish or Town		
	Newick		
	Site Area	0.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Unused grassed area.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	5 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	5 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is well related to the built form of the village. ESCC landscape architect indicates need for development to define village edge. Site adjacent Conservation Area, needs consideration of its setting and site is within an ANA (post-medieval settlement). Access potential from an existing estate road and facilities within the settlement are within walking distance. Only vehicular access appears to be from Alexander Mead, unknown achievability. Highway issues relating to the intensification of use of the junction of Newick Hill and A272. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the defined planning boundary but adjacent, no specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA notes that the site may be subject to low to medium risk of surface water flooding along the southern boundary.
Land Contamination	None identified
Topography	Gently sloping and site irregular in shape which may reduce capacity.
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	As a greenfield site, there may be some ecology. A survey is required.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Residential and agriculture, no bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within parcel Newick B, assessed as having a medium sensitivity to small scale residential development with some potential to accommodate development in defined situations without significant adverse landscape or visual effects. The Landscape Sensitivity Study states that any new development proposed should respect and align adjacent the existing settlement pattern of Newick.
Historic Built Environment Constraints	No designations or allocations - although does lie adjacent to conservation area. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Via the PROW the bus stops at the Green are within 160m of the site. Via formal footpaths of Alexander Mead Bus Stops are 350m. Buses runs a limited service to Uckfield and Lewes. No train station within vicinity of the site.
Active Travel	Pavements available into village centre. No dedicated cycle paths.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Access from existing residential close - Alexander Mead. This is not ideal and detailed transport assessment required to assess this issue.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified. Unknown achievability of access.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown


To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Greenfield site - no major cost factors identified. Access needs to be fully investigated but not considered prohibitive at this time.

Site Reference: 09NW

Not Deliverable or Developable

Land South of Allington Road, Adjoins SW corner of Primary school playing field with Oxbottom Lane

	Parish or Town		
	Newick		
	Site Area	10.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agriculture, open fields to the south of Newick.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	158 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

This site does not lie immediately adjacent to planning boundary of Newick and therefore would form an island development in the countryside if developed alone. The sites to the north which would link with the planning boundary are also considered in the LAA. The area to the south of Allington Road is of high landscape and visual sensitivity as it is an open slope facing the countryside to the south. These open fields form a buffer between the village edge and the countryside to the south. Development would extend into the countryside beyond the existing east-west Public Rights of Way of the site and would have a significant and harmful effect on the character and appearance on the surrounding area and the village of Newick. The site contains Ancient Woodland to the south where appropriate stand-off would be required. The site is subject to risk of surface water flooding. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area, no specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA notes a small part of the site may be subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	The site includes ancient woodland on southern boundary. There are a number of trees and hedgerows on site. None have a TPO but some would require removal to accommodate access points.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	North-west corner would be within 7km. Development would be required to contribute or make provision for a SANG.
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Agriculture/school playing field. No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	This site does not lie immediately adjacent to village boundary and therefore would form an island development in the countryside if developed alone. The sites to the north which would link with the planning boundary are considered for development also which would potentially overcome this issue. However projecting development this far south of the settlement would significantly impact upon the landscape which even with screening would be difficult to mitigate. The site is assessed under Parcel Newick A in the Landscape Sensitivity Study. The parcel is of high sensitivity to larger scale development which would be required to extend into the southern part of the parcel which is less consistent with the existing settlement pattern and scale.
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop with 400m of site. No train station within 800m
Active Travel	No existing pavement linking site with main road. There is a footpath to the west which links to High Street and north to Cricketfield.
Public Rights of Way	PRoWs across the site.
Site Access	The site has no existing means of access so further investigation into a suitable access would be required.

Availability Assessment: Unknown

Site 09NW - Land South of Allington Road, Adjoins SW corner of Primary school playing field with Oxbottom Lane

Newick

Unknown availability. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Potentially although landowner shows two access points which appear to be under his ownership.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

		Parish or Town	
		Newick	
		Site Area	1.2 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2018 SHELAA	
Current or Last Use	Existing dwelling and large residential garden.		
Recent and Relevant Planning History	LW/19/0385 - Planning permission refused and appeal dismissed for development of 9 self build dwellings.		
Theoretical Residential Capacity	29 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield partially within and adjacent the existing planning boundary of Newick, to the south of the settlement with good access to village services. Recent refusal of planning permission (Ref: LW/19/0385) and dismissed appeal for development of the part of the site closest the road. Main concern is impact on the character of the village and the wider landscape impacts. The area to the south of Allington Road is of high visual sensitivity as it is an open slope facing the countryside to the south. These open fields form a buffer between the village edge and the countryside to the south. Development would extend into the countryside and would have a significant and harmful effect on the character and appearance on the surrounding area and the village of Newick. Existing trees on site are identified as priority habitat (traditional orchards). The site also contains or is adjacent to multiple individual trees protected under the Tree Preservation Order which would need to be retained. Works required to facilitate a shared access to the site would result in loss of trees and vegetation to Allington Road. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Existing property on the site is within the planning boundary, majority of the site falls outside. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA notes a small part of the site may be subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat regular shaped site
Environmental Constraints	Falls within the Ashdown Forest 7km exclusion zone. Mitigation in form of provision of SANGs required. No on site or adjacent ecological designations.
Ecological Constraints	Part of the site is identified as priority habitats (deciduous woodland). 1 tree on site with TPO and other trees on site which should be retained if possible.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Residential, recreation ground, Agriculture. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The existing bungalow forms part of the established character of the southern side of Allington Road, a ribbon development of substantial dwellings adjacent the road with large plots to the rear. Whilst enclosed by a hedge the site is open and largely absent from development. This is one of a number of field type sites that stretch beyond the dwellings of Allington Road and form a transition between the village and the countryside.</p> <p>The previous application for development of the part of the site closest the road was refused and the appeal dismissed on the basis that the proposal would be significantly harmful to the landscape character of the area. The development of the site in its entirety would extend development into the open countryside this would have a significant and harmful effect on the character and appearance of the surrounding area and the village of Newick.</p> <p>The site falls within Parcel Newick A which is assessed as having a-medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential development. Any new development should respect and align adjacent to the existing settlement pattern of Newick.</p>
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 150m of site, bus services to Lewes and Uckfield. Nearest train station is Uckfield

Suitability Issue	Suitability Assessment Comments
Active Travel	Pavement along main road into village centre
Public Rights of Way	PRoW along the southern boundary of the site.
Site Access	Previous application proposed use of existing crossover and access, with widening to meet requirements of a shared access, it was shown in the previous application that necessary visibility splays are achievable.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

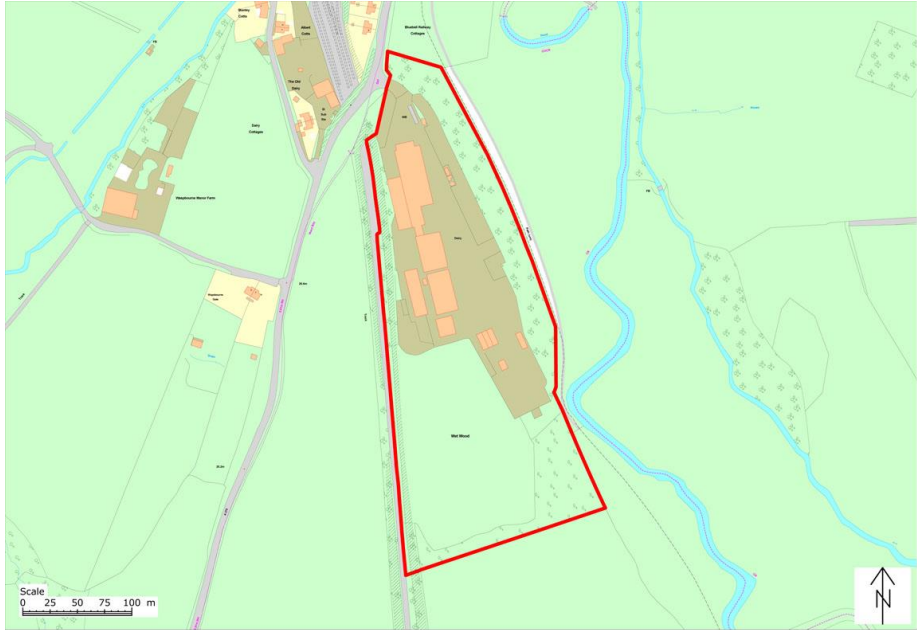
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2019 planning application
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Former Woodgate Dairies

	Parish or Town		
	Newick		
	Site Area	3.3 Ha	
	Greenfield or Previously Developed: Brown and Greenfield		
	Proposed Development		
	Residential Employment		
Site Source			
2018 SHELAA			
Current or Last Use	Industrial units occupied adjacent railway line, tree coverage to the south.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	50 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	1.98 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Suitable

The site is an existing employment land in close proximity to the High Weald AONB. Southern part of the site is Ancient Woodland and covered by group TPO. Main concerns are isolated location, there are no services within walking distance, no public transport and there is no pedestrian link to the site. This would result in an isolated car dependant development, which is not sustainable for residential development. Intensification of the employment use could be suitable, however the site is fairly well developed, not considered capacity for extension within LAA threshold.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is an industrial estate, the employment use being protected by CP4 of LPP1.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 1 with approximately 27% of the site to the east within Flood Zone 2 and 3. The draft Stage 1 SFRA also shows that the site is subject to risk of flooding from surface water and reservoir.
Land Contamination	Potential for some land contamination related to industrial uses
Topography	Gently sloping east.
Environmental Constraints	This site is in close proximity to the High Weald AONB. The site falls within a SSI Impact Risk Ozone where any industrial development that could cause air pollution and any residential development of 50 or more dwellings would need to be consulted with Natural England.
Ecological Constraints	Southern part of the site is Ancient Woodland- and/or covered by a group TPO.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3 and Grade 4
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Available on site.
Bad Neighbours?	Industrial uses and opposite site. Mostly agricultural or woodland uses that surround site.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is quite contained by the adjacent woodland.
Historic Built Environment Constraints	None identified
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Adjacent bus stop runs Saturdays only for the Bluebell Railway. Not within 800m of a train station.
Active Travel	No designated cycle path or pavements.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access could be utilised.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Unknown
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Brownfield site, covered with large building, would have demolition costs.

Site Reference: 17NW Potentially Deliverable or Developable Land at R&K Autos/ 15 Church Road

		Parish or Town		
		Newick		
		Site Area	0.2 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Existing car sales and garages building which covers the majority of the plot.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	5 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	5 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is previously developed land within the planning boundary of Newick. Within walking distance of facilities and services, including public transport. No known on site environmental constraints. Contamination from existing uses will require further investigation. Site lies between two conservation areas, with site frontage along important views as indicated in Conservation Area Appraisal. Site sits within existing built up area with only open views to north east. ESCC landscape architect notes the importance of retaining boundary trees, this would help limit views out/ into site. Development would need to consider setting of nearby Conservation Area and Listed Buildings, as well as the close proximity of surrounding residential properties. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Existing employment site, however appears it was Class B1 which is now Class E, lessening the protection as the employment use could be lost anyway. Within the Planning Boundary of Newick.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA notes a small part of the site may be subject to low to medium risk of surface water flooding.
Land Contamination	None identified, but could be likely due to uses, would require further investigation.
Topography	Surrounded by residential properties at close proximity, would need to consider the impact on amenity of the neighbouring properties.
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No rare or protected species recorded on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Available on site.
Bad Neighbours?	Residential neighbours. There is a neighbouring property immediately at the rear of the existing building, impact on their amenity will need to be considered through design.
Within Setting of SDNP?	No
Landscape Sensitivity	No wider landscape implications given containment of the site within the existing village.
Historic Built Environment Constraints	Outside but close to the boundary with The Green Conservation Area. Consideration would need to be given to the setting of the CA and the nearby Listed Buildings.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 160m of bus stops at The Green. Buses runs a limited service to Uckfield and Lewes. There is no train station within Newick
Active Travel	Pavements linking with the village. No cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing site access, if off street parking is provided then an access to serve the development is likely achievable.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified. The site is identified as 'available in the future' in previous SHELAA.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market. Potential costs associated with demolition and remediation.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Brownfield site - costs associated with removal of existing buildings and potential contamination from uses.

Site Reference: 20NW

Not Deliverable or Developable

Land rear of 45 Allington Road

		Parish or Town	
		Newick	
		Site Area	1.3 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2018 SHELAA	
Current or Last Use	Residential curtilage and nursery		
Recent and Relevant Planning History	LW/18/0993 Outline Planning permission for 16 dwellings refused. Appeal dismissed. Planning permission for the erection of 4 bungalows (LW/22/0071) granted September 2023.		
Theoretical Residential Capacity	31 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent the existing planning boundary, to the south of Newick with good access to village services. Previous refusal of planning permission and dismissed appeal for development of the site (LW/18/0993). Main concern is impact on the character of the village and the wider landscape. The area to the south of Allington Road is of high visual sensitivity as it is an open slope facing the countryside to the south. These open fields form a buffer between the village edge and the countryside to the south. Development would extend into the countryside and would have a significant and harmful effect on the character and appearance on the surrounding area and the village of Newick. The site has been granted planning permission for 4 bungalows, below the LAA threshold. Other key constraints include the presence of TPO trees, SANG provision required and Public Rights of Way across site which would need to be retained and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Part of the site (access) would be within the planning boundary, but the site to be developed would be outside but against the existing southern planning boundary of Newick. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No contamination issues identified.
Topography	Regular shaped site. Flat.
Environmental Constraints	Site within 7km Ashdown Forest zone. Mitigation considered achievable through SANGs provision.
Ecological Constraints	The site includes two TPO trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Site not serviced but available adjacent to site.
Bad Neighbours?	None identified. Residential to north of site, playing fields to east of site.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>ESCC landscape architect states - Sites south of Allington Lane need to be considered together as to release one would make the rest vulnerable along with the other plots along the south side of the road. A new defined edge to the village in the form of a substantial tree belt at least 20m deep would create this separation between the village and countryside and screen long views into the area. Inspectors decision on LW/18/0993 stated that the land contributed positively to the character and appearance of the Low Weald and the proposed development did not reflect the character and appearance of the ribbon development on the southern side of Allington Road and would be harmful to the character and appearance of the village. The Inspector concluded that the development would have a significant and harmful effect on the character and appearance of the surrounding area and the village of Newick.</p> <p>The site falls within Parcel Newick A which is assessed as having a medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential and small-scale employment development in the Landscape Sensitivity Study. Any new development should respect and align adjacent to the existing settlement pattern of Newick. Development should be concentrated in the northern part of the parcel, to the north of the public footpath which runs east to west, as this has a stronger relationship to the settlement edge of Newick. Development should be avoided within the various playing fields and recreational facilities in the eastern part of the parcel and orchard. The field pattern should be protected. Newick Conservation Area Appraisal notes that the rural surrounding provides fine views out from the Conservation Area.</p>
Historic Built Environment Constraints	No historic or built environment constraints identified.

Suitability Issue	Suitability Assessment Comments
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 300m of site, bus services to Lewes and Uckfield. Nearest train station is Uckfield
Active Travel	Pavement along Allington Road, no dedicated cycle path.
Public Rights of Way	PRoW across the site
Site Access	Access is achievable and there is a PROW through the site to be considered within any layout.

Availability Assessment: Available

The site is actively promoted for residential development. No ransom strips identified. It is in multiple ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 23NW
Land north of Goldbridge Road**

Potentially Deliverable or Developable

		Parish or Town		
		Newick		
		Site Area	0.8 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Grazing land			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	19 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	19 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the Newick planning boundary. It is opposite sites allocated for residential development (HO3 and HO4) under the made Newick Neighbourhood Plan. Unknown achievability of vehicle access with suitable sightlines. Pedestrian crossing would be required to access footpath on opposite side of carriage way. Within walking distance of local shop, primary school and public transport (bus stop). Adjacent to The Green Conservation Area. The Conservation Area Appraisal refers to the landscape setting as integral to the character of the conservation area with views out across open fields (specifically north east from Goldridge Road). There are also a number of Listed Buildings within the Conservation Area. Archaeological potential needs to be determined. The site falls within Parcel Newick B which is assessed to be of medium sensitivity to small-scale and medium-scale residential development in the Landscape Sensitivity Study. Consideration would need to be given to its impact on the nucleated settlement character of Newick and whether appropriate landscape buffer to the rural open countryside could be provided.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent the Newick planning boundary. No specific policies or allocations. Grade 3 Agricultural Land, DEFRA predictive BMV Land map shows the site in an area of moderate to high likelihood of BMV land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No issues identified
Topography	relatively flat. Regular shape.
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	No sensitivities identified. Neutral impact on biodiversity.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	available adjacent to site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The site falls within Parcel Newick B which is assessed to be of medium sensitivity to small-scale and medium-scale residential development in the Landscape Sensitivity Study. Some potential to accommodate the relevant type of development without significant adverse landscape or visual effects. Parcel likely to form part of the visual setting of the High Weald AONB. The Newick (The Green) Conservation Area Appraisal notes the trees within the conservation area which provide an attractive setting, which lies partially within and adjacent to the parcel. A lack of remoteness and tranquillity, proximity to the residential edge of Newick. High medium-sensitivity to large-scale residential development owing to potential alteration of the existing field pattern and existing settlement pattern and scale of Newick.</p> <p>ESCC landscape architect states that the character of Newick is of a nucleated village centered around the village core. In order to preserve that character and the character of the surrounding countryside development should not be allowed to spread along the A272 or other country lanes.</p>
Historic Built Environment Constraints	Small section along western boundary covered by Archaeological Notification Area. Further investigation required. Western boundary of site adjacent to The Green Conservation Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops at The Green within 100m. Limited services to Lewes, Haywards Heath and Uckfield.
Active Travel	Site has existing pedestrian links along south side of Goldbridge Road to shops at The Green. No dedicated cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Existing unmade field access from Goldridge Road. Unlikely this would have sufficient visibility splays given adjacent property. New access likely required.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 24NW Potentially Deliverable or Developable Land at 104 Allington Road, Newick

		Parish or Town	
		Newick	
		Site Area	0.47 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Residential curtilage, garden land.		
Recent and Relevant Planning History	LW/19/0129 - Planning permission refused for 5 dwellings.		
Theoretical Residential Capacity	11 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	5 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is at the edge of the settlement, and provides a transition between the settlement and the rural surroundings. Planning permission was refused in 2019 for development of the site for 5 dwellings, an appeal was also dismissed (Ref: LW/19/0129). Access is achievable. Walking distance of local shop at Newick Drive, and Primary School, outside walking distance of services at The Green. Public transport (bus stop) within walking distance of the site with limited services to larger settlements. Main concerns are impact on the character and appearance of the area. Assessed as potentially suitable as opportunity to address previous reasons for refusal and assess if impacts on the character of the area can be mitigated through design, density and layout of scheme. TPO group and individual trees across the site reduces capacity, trees should be retained. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific development policies. The site is situated outside the planning boundary but adjacent.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No contamination constraints identified. No objection raised to previous application by ESCC Highways.
Topography	Relatively flat site with no identified on site physical constraints bar the trees
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Woodland adjacent to site may contain habitats. No records of protected species on site but records show Lesser Smoothcap (moss) on site. Would require investigation. Seven TPO designations along north eastern and south eastern boundary of site. Woodland TPO group designation along northern, western and southern boundary of site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Eastern half of the site would be within 7km
Availability of Utilities	available at property on site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	Application refused for development of 5 residential properties on the site, and dismissed at appeal. The Appeal Inspector stated that development of the site would represent a substantial increase of built form and associated development at the site and cause the site to appear as part of the settlement of Newick rather than a transitional part of the urban fringe. The site is relatively well contained but the Appeal Inspector stated that whilst the effect of the development would be relatively localised due to the topography and vegetation of the surrounding area this does not diminish the effect of the development from those vantage points where it would be seen and concluded development of the site in such a manner would have an unacceptable effect on the character and appearance of the surrounding area. The site falls within Parcel Newick A of medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential and small-scale employment development in the Landscape Sensitivity Study. Any new development should respect and align adjacent to the existing settlement pattern of Newick.
Historic Built Environment Constraints	No constraints identified.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Approximately 100m from bus stop. Limited services to Lewes, Haywards Heath and Uckfield.
Active Travel	Site has existing pedestrian links along Allington Road to primary school and shops at The Green.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Existing access from Allington Road for existing access. Plan submitted shows additional two access' to serve the site. This is as proposed in the previous planning application to which ESCC Highways no objection subject to conditions.

Availability Assessment: Available

The site is available and actively promoted for development. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2019 planning application
Phasing Requirements	Single Phase

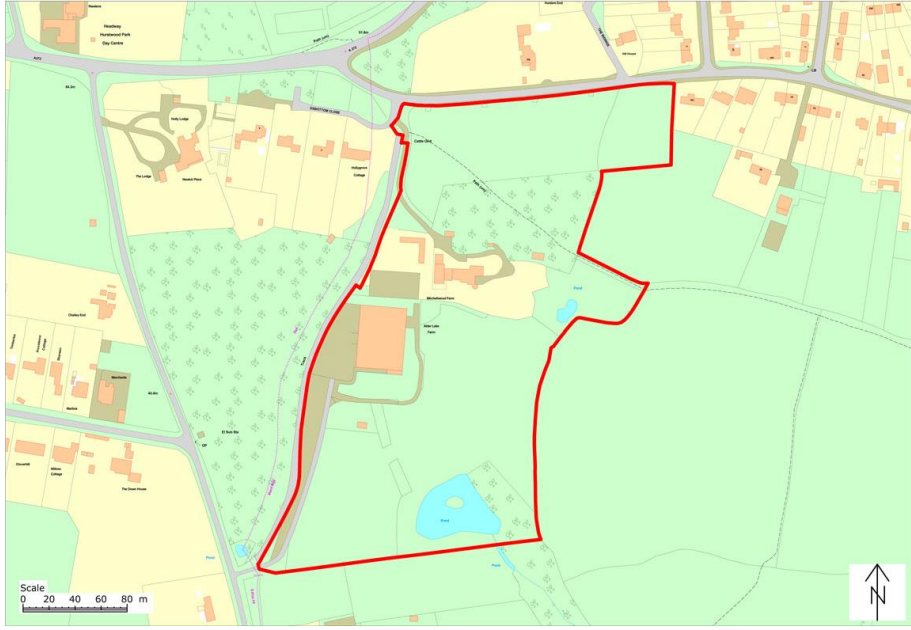
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 26NW
Land at Mitchelswood Farm**

Not Deliverable or Developable

		Parish or Town		
		Newick		
		Site Area	6.61 Ha	
		Greenfield or Previously Developed: Part Brownfield / Part Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Paddock, agricultural uses, woodland and scrub.			
Recent and Relevant Planning History	LW/14/0703 - Planning permission refused and dismissed at appeal for development of the site for 50 residential dwellings.			
Theoretical Residential Capacity	149 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield located on the western fringe of Newick. It currently provides a gap between Newick and development along Lower Station Road. Planning permission refused and dismissed at appeal (LW/14/0703) for development of part of the site at the northern section for 50 residential dwellings. The Inspector concluded that the development of the site for housing would lead to serious and substantial harm to the local landscape. The area to the south of Allington Road is of high visual sensitivity as it is an open slope facing the countryside to the south. These open fields form a buffer between the village edge and the countryside to the south. Development would extend into the countryside and would have a significant and harmful effect on the character and appearance on the surrounding area and the village of Newick. Development of the site would link with the Chailey Parish border and the properties to the east effectively linking the villages and removing the green space between which offers a visual break along Allington Road. Full development of the site is likely to exacerbate the significant adverse landscape impacts.

Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA. Approximately a quarter of the eastern part of site is within 7km zone.

The site contains multiple individual trees protected under the Tree Preservation Order and woodland identified as priority habitat which would need to be retained. Existing PRoWs across the site would need to be retained and enhanced. The site is subject to risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA notes a small part of the site may be subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Woodland is a constraint on the site as it covers a large section of the site and its loss would be detrimental.
Environmental Constraints	The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Large area of woodland within the site identified as priority habitat, referred to in the appeal decisions by the Inspector as a dominant landscape feature and also an important feature of the surrounding area. The Inspector states that whilst the trees individually are not of special value but their value is collective. The loss of the woodland would be detract significantly from the character of the landscape/area.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Eastern corner would be within 7km.
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Residential/agriculture/wooded area
Within Setting of SDNP?	No
Landscape Sensitivity	The Inspectors decision on the previous appeal stated that development extending beyond the northern paddock would stretch away from the village, over the edge of the slope and into the countryside. This would be highly prominent given elevated position. The Inspector concluded that in this case the visible presence of the development of this nature would be incongruous and Intrusive and cause substantial visual harm to the character and appearance of the landscape. This site extends even further into the countryside and is therefore considered unsuitable in landscape impact terms. The site falls within Parcel Newick A of the Landscape Sensitivity Study, which is assessed as having a high sensitivity to larger scale development which would be required to extend into the southern part of the parcel which is less consistent with the existing settlement pattern and scale.
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop but not within 800m of railway station
Active Travel	Pavements available into village centre. No cycle.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	PRoWs across the site.
Site Access	A new access off Allington Road would be required. No issues raised in previous application over access to the site, therefore achievable.

Availability Assessment: Unknown

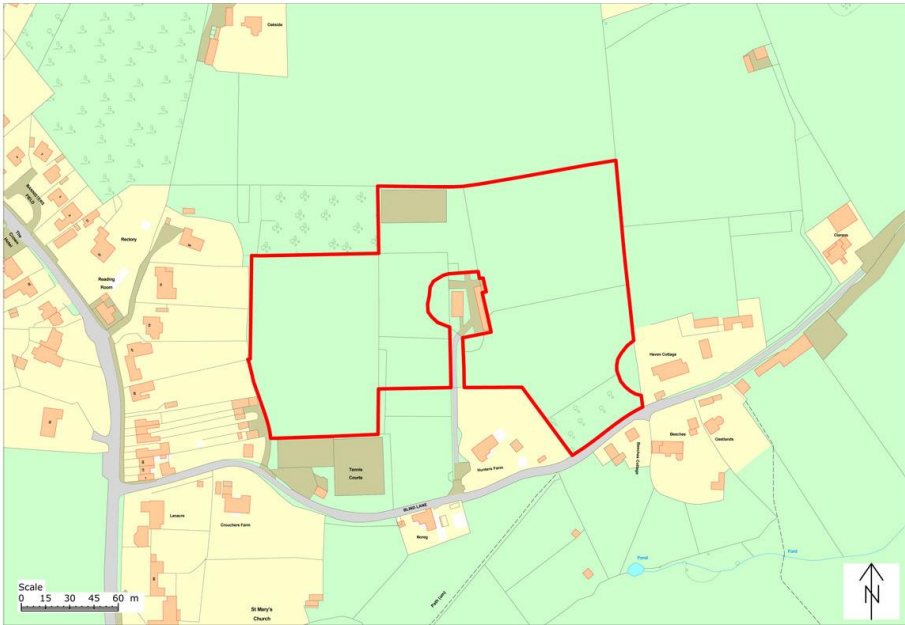
Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Unknown availability following appeal decision.
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

		Parish or Town		
		Newick		
		Site Area	3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Fields used for grazing/paddocks			
Recent and Relevant Planning History	Physically access could be achieved via approved planning permission of 27NW			
Theoretical Residential Capacity	68 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	35 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Newick. It is adjacent to 27NW which has planning permission for residential development. It is within walking distance from services in Newick, including primary school and access to public transport (bus). Blind Lane unlikely to be acceptable for vehicular access for this scale of development and therefore access of the site would need to be secured from 27NW. The site is assessed to be of high-medium landscape sensitivity to residential development. ESCC Landscape Architects suggest that a well designed landscape led development could be acceptable. Proposals would need to create wooded landscape buffers and restore lost field structure. Reducing the scale of development to smaller scale and lower densities towards the southern and eastern parts of the parcel would ensure a more sympathetic transition in scale to the wider landscape. An LVIA would be required. The site is adjacent to the Newick Church Road Conservation Area and would need to be considered. Development of the site may lead to the loss of Grade 1 Agricultural Land subject to detailed site surveys.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	To the east of Newick, adjacent the planning boundary, to the north of the site are allocations. Existing development to the east. Grade 3 Agricultural Land, DEFRA predictive BMV Land map shows the site in an area of moderate to high likelihood of BMV land. Would require further investigation.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Draft Stage 1 SFRA and consultation with the LLFA shows a surface water flow path on the site.
Land Contamination	None identified
Topography	Open slightly sloping fields/paddocks.
Environmental Constraints	No environmental designations on or constraints on or adjacent to site. Falls within the Ashdown Forest 7km exclusion zone. Mitigation in form of provision of SANGs required, considered achievable. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No designations on or adjacent site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 1 and Grade 3 (Subject to site survey)
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Unserviced but available near to site.
Bad Neighbours?	Residential neighbours to the east. Fields to the north are allocated for residential development. No bad neighbours identified.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>ESCC Landscape Architect states: The area is of moderate landscape and low visual sensitivity. A well designed landscape led development could be acceptable. Proposals would need to create wooded landscape buffers and restore lost field structure. The proposed number and resulting density may be out of character with the surrounding low density development in this location which is outside the village envelope. An LVIA would be required. To reduce the impact on the open countryside given the appeal decision on the site to the north, the potentially developable site area is considered that immediately south of the existing allocated site. To extend further East is considered to detrimentally impact on the countryside.</p> <p>The site falls within Parcel Newick C which is assessed to be of high-medium sensitivity to small-scale and medium-scale residential development in the Landscape Sensitivity Study . Any development should respect and fit into the existing pockets of small-scale development within a robust vegetation structure. The existing field pattern should be retained where possible. Development should be avoided within existing sports facilities. Development should be concentrated in the northern part of the parcel, near to the settlement edge of Newick and the A272, to reflect the existing settlement pattern. Reducing the scale of development to smaller scale and lower densities towards the southern and eastern parts of the parcel would ensure a more sympathetic transition in scale to the wider landscape. Development should be avoided in the south-western part of the parcel, in and adjacent to the Conservation Area.</p>
Historic Built Environment Constraints	Newick Church Road Conservation Area borders the site to the west and includes those properties fronting Church Street. The Conservation Area includes a number of listed buildings, including 51-55 Church Road adjacent the boundary which is a Grade II listed terrace, and Burnt House a Grade II Listed dwelling.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stops at The Green which runs a limited service to Uckfield and Lewes. There is no train station within Newick
Active Travel	Church Lane has a footpath to the village, no dedicated cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	There is access to the site from Church Road via Blind Lane, this is a narrow country lane though and unlikely it would be suitable for this scale of development. Access may need to be taken from the allocated site to the north.

Availability Assessment: Available in the future

The site is available in the future (by April 2035) for residential development. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

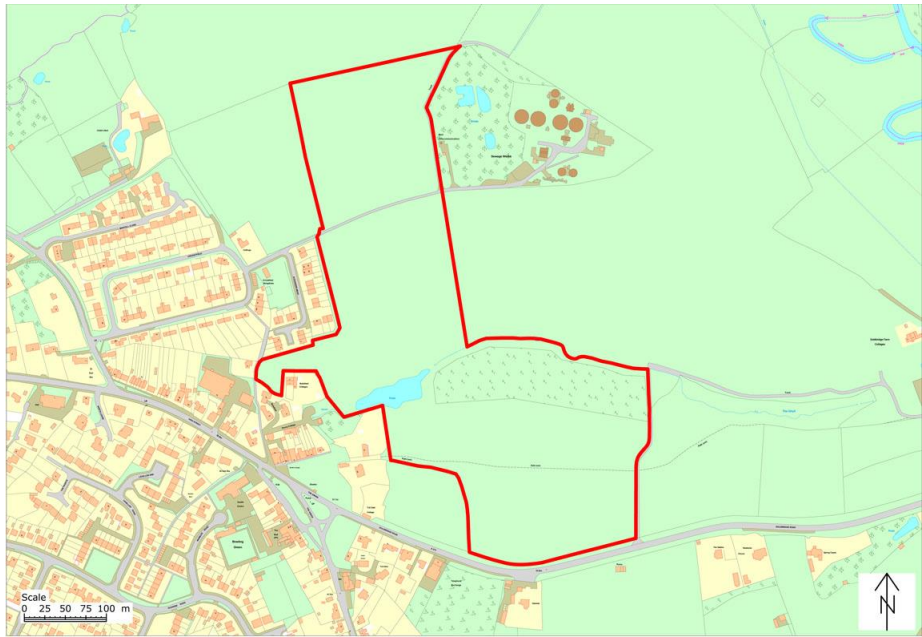
Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs of development identified at this stage, however access would likely be needed from the allocation to the north.

**Site Reference: 29NW
Goldbridge Farm**

Not Deliverable or Developable

		Parish or Town		
		Newick		
		Site Area	10 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Farmland			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	225 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Newick. Unknown achievability of vehicle access with suitable sightlines if considering access from Goldbridge Road. Within walking distance of local shop and public transport (bus stop). Site is in a visually sensitive location due to open views to the north. Adjacent to The Green Conservation Area. The Conservation Area Appraisal refers to the landscape setting as integral to the character of the conservation area with views out across open fields (specifically north east from Goldridge Road). Development would extend into the countryside detracting from the character of the village. There are also a number of Listed Buildings within the Conservation Area. The site falls within Parcel Newick B which is assessed to be of high-medium sensitivity to large scale residential development in the Landscape Sensitivity Study. Large scale residential development in this area would detract from the contained nucleated character of Newick and would conflict with the existing settlement pattern. It would also encroach on the character of the Ouse Valley corridor. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA. Ancient Woodland to the east, woodland on site should be retained, ecological investigation required.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	To the east of the existing settlement north of Goldbridge Road. Settlement boundary does not include Alexander Mead. The site would border the planning boundary in places. Grade 3 Agricultural Land, DEFRA predictive BMV Land map shows the site in an area of moderate to high likelihood of BMV land. Would require further investigation.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA and the draft Stage 1 SFRA shows surface water flow path across centre of the site around the pond area.
Land Contamination	Section of site is recorded as historic landfill, and adjacent to sewage works, impacts of both would need to be considered.
Topography	Open field, slightly sloped.
Environmental Constraints	No environmental designations on or constraints on or adjacent to site. Falls within the Ashdown Forest 7km exclusion zone. Mitigation in form of provision of SANGs required, considered achievable. The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	No designations, however multiple records of statutory and notable species on and around the site. Existing trees, woodland and hedgerows likely to accommodate habitats. Further work would be needed. There is a significant area of tree planting on the site, but it does not appear this is protected by any designation. Adjacent woodland to the east is designated Ancient Woodland. As is Goldbridge Wood to the north of the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Unserviced but available near to site.
Bad Neighbours?	residential neighbours to the east. Sewerage plant to the west may be an issue.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Newick B of the Landscape Sensitivity Study, which is assessed as having a high-medium sensitivity to large-scale residential development owing to potential alteration of the existing field pattern and existing settlement pattern and scale of Newick. . ESCC Landscape Architect states that this area is of high landscape and visual sensitivity. There are long views across this open landscape from public areas. Development in this area would detract from the contained nucleated character of Newick and would conflict with the existing settlement pattern. It would also encroach on the character of the Ouse Valley corridor.

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	The Green Conservation Area borders the site partially to the west. The Conservation Area Appraisal refers to the landscape setting as integral to the character of the conservation area with views out across open fields (specifically north east from Goldridge Road). The view from Goldridge Road to the east is noted as a key view, and it states that the most important views out of the conservation area which have an impact on its setting are those which look towards the surrounding countryside, showing Newicks position within a rural landscape. The Conservation Area also contains a number of listed buildings. Cuttings, Cricketfield a grade II listed building is situated adjacent the western boundary of the site to the north. Any development would need to have consideration of the setting of these building and the conservation area. Not within an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken) with the exception of a 20th century quarry. Site lies beyond historic core of Newick but numerous dispersed post-medieval buildings and a few farmsteads exist in the wider area. Archaeological potential yet to be determined. Applicant should submit a desk-based heritage impact assessment with their application.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 200m of bus stops at The Green by footpath from Alexander Mead access with limited services to Uckfield and Lewes. There is no train station within Newick.
Active Travel	Footpaths to village, Goldbridge Road has footpath access to Newick only on the southern side, unclear that a footpath on northern side would be achievable given location of Tollgate Cottage. Suitable crossing would need to be provided to access the southern footpath.
Public Rights of Way	PRoWs across the site.
Site Access	There is access to the site from Alexander Mead, which has an existing two way access from Cricket Field with pavement on one side (south). There is no existing access from Goldbridge Road which may not be achievable given the bend in the road and impact on visibility splays. There is a public right of way through the site from Alexander Mead, this could be accommodated in a development

Availability Assessment: Available

The site is available and actively promoted for residential development. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase


Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 31NW
Land to West of Newick Park**

Not Deliverable or Developable

	Parish or Town		
	Newick		
	Site Area	20 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural field		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	200 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield unrelated to an existing settlement, without footpaths to services nor any public transport in walking distance, therefore unsustainable isolated site for residential development. Open landscape with long views make mitigation of impacts on the landscape unlikely to be achievable for residential or employment development. Concerns over development impact on adjacent listed buildings and parkland. Unknown access feasibility for scale of development proposed. May be suitable for provision of renewable energy generation if landscape impacts, and impacts on setting of listed building can be mitigated (specifically in relation to solar generation). Development of the site may lead to the loss of Grade 3 Agricultural Land.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing planning boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1, but adjacent to Flood Zone 2 and 3 (0.05%). Consultation with the LLFA and the draft Stage 1 SFRA show a number of surface water flow paths along boundaries and through the site, with limited potential for groundwater flooding.
Land Contamination	None identified
Topography	Slightly sloping
Environmental Constraints	No environmental designations on or constraints on or adjacent to site. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England. To the south of the site the woodland is designated ancient woodland, buffer would be achievable.
Ecological Constraints	No ecological designations or reports of protected species on site. No TPO designations on site, woodland to the south is Ancient Woodland.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown if services will be available near the site.
Bad Neighbours?	Some residential neighbours to the north, no bad neighbours identified, in terms of the residential development. The proposed employment land could be detrimental to existing properties, would require careful consideration of location, density and type of employment use.
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect: This area is of very high visual and landscape sensitivity as it is an elevated site of open landscape with long views across the countryside to the south downs. A key characteristic of this part of the Low Weald. Proposed business development would be particularly difficult to mitigate due to building scale.
Historic Built Environment Constraints	Newick Park is a Registered Park and Garden. Newick Park is Grade II* listed building, there are also numerous Grade II listed outbuildings. Group of listed buildings also situated to the west of the site on Ridgeland Lane.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Nearest bus stop is at The Green in Newick 1.6km from the site. Buses runs a limited service to Uckfield and Lewes. There is no train station within Newick
Active Travel	No footpaths into Newick, no footpath on Cornwall's Bank.
Public Rights of Way	None.
Site Access	Couple of existing field access' from Cornwall's Bank, unknown if road and access' would be suitable for this scale of development given rural nature.

Availability Assessment: Available

The site is available for development. The site is in single ownership. No ransom strips identified

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 33NW
Land at Cricketfield, Newick**

Potentially Deliverable or Developable

		Parish or Town		
		Newick		
		Site Area	2.3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Agricultural field			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	52 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	51 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield located to the northwest of Newick. No environmental designations on site, Records of protected birds, reptiles and bats on site. Archaeological potential yet to be determined. Development of the site may impact the setting of the Grade II listed property (Cuttings, Cricketfield) located to the south-west corner of the site subject to further heritage assessments. An extension to the built up boundary in this location could provide an opportunity to create a new defensible village edge. The density required to accommodate 50 dwellings may result in a development which is not in character with the neighbouring residential areas, therefore capacity may need to be reduced. Within walking distance of bus stops, slightly outside walking distance for primary school. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA. Existing Public Rights of Way along the southern boundary of the site which leads to the open countryside should be retained and enhanced. Existing powerlines across the site would need to be considered, and may reduce the developable area of the site.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	South-western corner would border the planning boundary. Grade 3 Agricultural Land, DEFRA predictive BMV Land map shows the site in an area of moderate to high likelihood of BMV land. Would require further investigation.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Open field, slightly sloped.
Environmental Constraints	No environmental designations on or constraints on or adjacent to site. Falls within the Ashdown Forest 7km exclusion zone. Mitigation in form of provision of SANGs required, considered achievable. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Records of protected birds, reptiles and bats on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Within 7km
Availability of Utilities	Unserviced but available near to site.
Bad Neighbours?	Residential neighbours. No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Newick B assessed as having a medium sensitivity to small-scale and medium-scale residential development in the Landscape Sensitivity Study. ESCC Landscape Architect states: A minor extension to the built up boundary in this location could provide an opportunity to create a new defensible village edge. Development should not extend further east than Alexander Mead. The density required to accommodate 50 dwellings may result in a development which is not in character with the neighbouring residential areas. A buffer would be required to create a defensible boundary with the wider countryside.
Historic Built Environment Constraints	The property to the south-west corner of the site is Cuttings, Cricketfield a Grade II listed dwelling and development could impact the setting of that building. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Site lies beyond historic core of Newick but numerous dispersed post-medieval buildings and a few farmsteads exist in the wider area. Archaeological investigations immediately to the west recovered an assemblage of worked flint of uncertain date but no features of archaeological interest. Archaeological potential yet to be determined. Applicant should submit a desk-based heritage impact assessment with their application.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 200m of bus stops at The Green by footpath from Alexander Mead access. Buses runs a limited service to Uckfield and Lewes. There is no train station within Newick

Suitability Issue	Suitability Assessment Comments
Active Travel	Footpaths to village, Goldbridge Road has footpath access to Newick only on the Southern Side, unclear that a footpath on northern side would be achievable given location of Tollgate Cottage. Suitable crossing would need to be provided to access the southern footpath.
Public Rights of Way	PRows along the site boundary.
Site Access	There is an existing gate from Alexander Mead to the field but a formal access would need to be constructed. Consider it likely an access is achievable.

Availability Assessment: Available

The site is available for development. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Developer submission.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market. Existing powerlines across the site may reduce the developable of the site or impact viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 34NW

Not Deliverable or Developable

Land rear of 89-95 Allington Road

	Parish or Town		
	Newick		
	Site Area	2.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Equestrian, residential gardens, residential property, outbuildings.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	56 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the Newick planning boundary. The area to the south of Allington Road is of high landscape and visual sensitivity as it is an open slope facing the countryside to the south. These open fields form a buffer between the village edge and the countryside to the south. Development would extend into the countryside to the rear and would have a significant and harmful effect on the character and appearance on the surrounding area and the village of Newick. Proposed access through existing tracks are unsuitable to support the scale of development. Residential development within 7km of the Ashdown Forest would be required to provide mitigation of recreational pressure on the SPA. Within walking distance of primary school, post office and bus stops.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent the planning boundary to the south of Newick. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows a small surface water flow path that flow down the south west site of the site. This has not been identified in the draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Slightly slopes north to south. Site is regular in shape.
Environmental Constraints	No onsite or adjacent designations. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Records of protected birds on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Approximately 2/3 within the 7Km zone
Availability of Utilities	Available adjacent to site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the LCA. Development would extend into the countryside to the rear and would have a significant and harmful effect on the character and appearance of the surrounding area and the village of Newick.</p> <p>The site falls within Parcel Newick A which is assessed to be of a medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential and small-scale employment development. Any new development should respect and align adjacent to the existing settlement pattern of Newick. Development should be concentrated in the northern part of the parcel, to the north of the public footpath which runs east to west, as this has a stronger relationship to the settlement edge of Newick. ESCC Landscape Architect notes that the area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the LCA. Development would extend into the countryside to the rear and would have a significant and harmful effect on the character and appearance of the surrounding area and the village of Newick.</p>
Historic Built Environment Constraints	No onsite or adjacent heritage assets.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 150m of site, bus services to Lewes and Uckfield. Nearest train station is Uckfield
Active Travel	Pavement along Allington Road, no dedicated cycle path.
Public Rights of Way	PRoWs adjacent.

Suitability Issue	Suitability Assessment Comments
Site Access	Submission includes one dwelling (89) to the west of an existing access track to the site, assumingly the proposal is this would provide the access for vehicles to the site, does not appear that the existing track could be widened sufficiently to provide access for multiple properties. Also existing access between 93 and 97 again this is narrow and unlikely to be suitable for access to multiple properties.

Availability Assessment: Available

The site is available for development. No ransom strips identified.

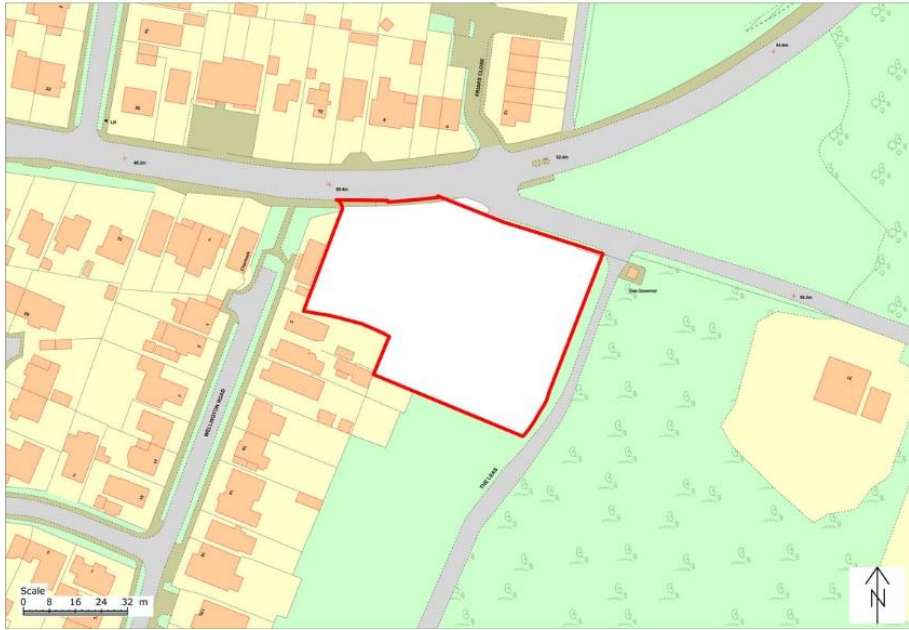
Availability Issue	Availability Assessment Comments
Ownership	Developer submission.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newick is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 19PT Deliverable or Developable
Motel, 1 South Coast Road**

		Parish or Town	
		Peacehaven	
		Site Area	0.42 Ha
		Greenfield or Previously Developed: Brownfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Site was a petrol station and motel which was demolished around 2009/2010. Site remained vacant for a number of years and since 2017 has been hoarded. Existing access from South Coast Road at the junction with the Highway.		
Recent and Relevant Planning History	Subject to live planning application LW/23/0276 for 10 C3 and 22 C2/C3 supported housing accommodation.		
Theoretical Residential Capacity	17 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	32 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is previously developed land within the planning boundary of Peacehaven. Whilst a number of services are available in Peacehaven, the site is outside walking distance given its edge of town location, however there is public transport adjacent the site (bus stops). No showstopper constraints identified. Previous planning permission for 25 dwellings (LW/12/0240) now lapsed. The site is currently subject to a live planning application for 10 dwellings and 22 dwellings of supported housing accommodation (LW/23/0276). Existing PRoWs along the northern and eastern boundary of the site would need to be considered.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the Peacehaven Planning boundary. No specific policies or allocations.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat in parts, slopes gently south.
Environmental Constraints	No on site or adjacent designations.
Ecological Constraints	None identified. The site falls within a SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Residential, no bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	None - brownfield site of little/no landscape value currently given vacant/derelict appearance.
Historic Built Environment Constraints	No historic designations identified.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops nearby on South Coast Road (A259) with frequent services.
Active Travel	Existing pedestrian access and potential for cycling on quiet roads. South Coast Road has no dedicated cycle lane.
Public Rights of Way	PRoWs along the northern and eastern boundary.
Site Access	Existing Access from South Coast Road. No known issues with access.

Availability Assessment: Available

The site is actively promoted for residential development. No ransom strips identified.

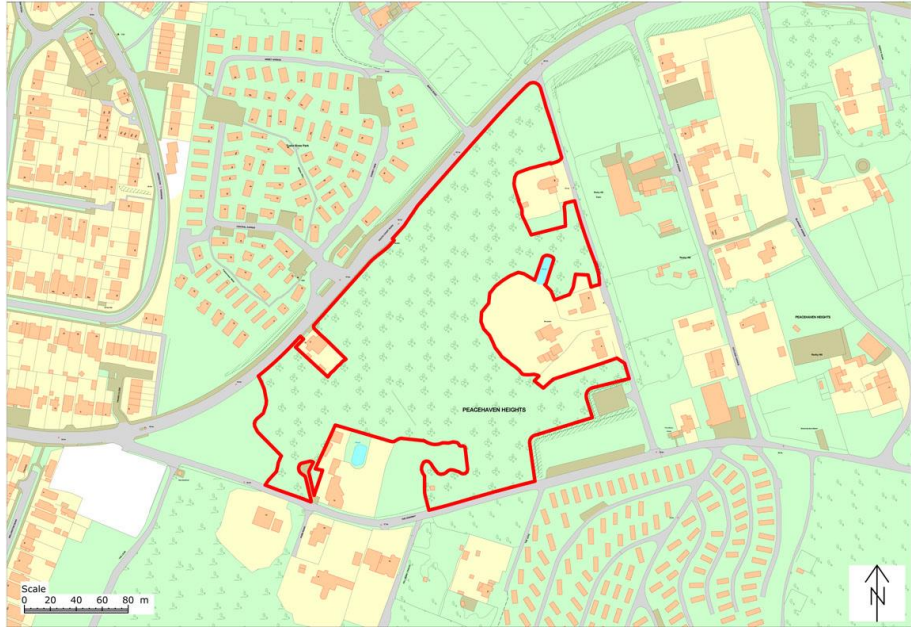
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential costs associated with remediation as the site was used as a petrol station.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Site is cleared ready for development.

Site Reference: 30PT Not Deliverable or Developable
Land at Friars Bay estate and Peacehaven Heights Estate

		Parish or Town		
		Peacehaven		
		Site Area	2.27 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Scrub, plotland, unused sites.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	85 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is made up of a large number of individual plots, including some landlocked with no apparent access. It is unclear how development would be delivered and achieved. Site is also accessed by unmade roads which are not suitable for pedestrian or vehicular access. Outside of walking distance to many services/facilities available in Peacehaven but site is walking distance from bus stops on South Coast Road. The site is of very high landscape sensitivity to development, located in a prominent undeveloped gap between Peacehaven and Newhaven. Development of the site would have a significant impact on the landscape in this location. ESCC identify very high archaeological risk of the site which would require further investigation. The site is predominantly priority habitats (good quality semi improved grassland). The site is subject to risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No allocation
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. The draft Stage 1 SFRA shows that approximately 10% of the site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Sloping to the north down to South Coast Road.
Environmental Constraints	The site is adjacent to the Brighton and Newhaven Cliffs designations, with the southern part of the site designated as a Local Wildlife Site. The site is located within the SSSI Impact Risk Zone where all development proposals outside of the existing settlement would need to be consulted with Natural England.
Ecological Constraints	The site is wholly identified as priority habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Connections to services required. Potential for SUDs
Bad Neighbours?	Caravan Park, Some scattered residential
Within Setting of SDNP?	No
Landscape Sensitivity	Site is an open site within the countryside but is not designated. Quite a prominent location on Peacehaven Heights viewable from A259, but is currently scrubland. It falls within Parcel Peacehaven and Telscombe Cliffs B of the Landscape Sensitivity Study. The parcel is of very high sensitivity to small-scale and medium-scale residential due to the functional value of this parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	No historic designations identified. ESCC identify very high archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops adjacent on South Coast Road with frequent services.
Active Travel	On National Cycle Route 2, but road is unsurfaced and not suitable for pedestrian access (unlit and rough terrain)
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Some plots adjacent to existing track, others are not and have no access and therefore are landlocked with no prospect of access being created (due to legal/ownership issues). Existing track road, will need substantial upgrading for this scale of development (resurfaced and lighting) - and it is unclear on the legal recourse enabling this to be done.

Availability Assessment: Unknown

Unknown availability. The site is made up of individual plots. Unknown potential for ransom strips.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Existing access is along The Highway - not adopted and may require significant works. Unknown potential for ransom strip.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential cost associated with access. National data shows potential of a historic landfill on site which would need to be investigated.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with upgrades to roads to serve development would be abnormal and would impact upon development viability at this scale.

Site Reference: 33PT Not Deliverable or Developable
Land lying to the South of Blakeney Avenue, Peacehaven

	Parish or Town		
	Peacehaven		
	Site Area	1.05 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Scrub, unused land		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	42 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield wholly identified as priority habitats entirely within a Local Wildlife Site. The site is of very high landscape sensitivity to development, located in a prominent undeveloped gap between Peacehaven and Newhaven. Development would have a significant impact on the landscape character at this location and ecology and biodiversity. Site is also accessed by unmade roads which are not suitable for pedestrian or increased vehicular access. Outside of walking distance to any services/faculties available in Peacehaven but site is walking distance from bus stops on South Coast Road.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site outside of existing planning boundary. No specific polices or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Gentle Sloping
Environmental Constraints	Within a LWS.
Ecological Constraints	Site is within LWS and is identified as priority habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No utilities on site, may be available in the area nearby.
Bad Neighbours?	Caravan Park, some scattered residential
Within Setting of SDNP?	No
Landscape Sensitivity	Site is an open site within the countryside. Designated LWS. Potential landscape impacts as site is so open. It falls within Parcel Peacehaven and Telscombe Cliffs B of the Landscape Sensitivity Study. The parcel is of very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	No historic designations identified. ESCC identify very high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops are within walking distance (450m), but not accessible from the site due to the lack of surfaced roads suitable for pedestrian access.
Active Travel	On National Cycle Route 2, but road is unsurfaced and not suitable for pedestrian access (unlit and rough terrain)
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing track road, will need substantial upgrading for this scale of development (resurfaced and lighting).

Availability Assessment: Unknown

Unknown availability. Unknown potential for ransom strips. The site is in single ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Existing access is along Plotlands road - not adopted and may require significant works. Unknown potential for ransom strip.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential coast associated with access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with upgrades to roads to serve development would be abnormal and would impact upon development viability at this scale.

**Site Reference: 37PT Potentially Deliverable or Developable
Land South coast Road Peacehaven between Lincoln Avenue and Cairo Avenue**

	Parish or Town		
	Peacehaven		
	Site Area	0.12 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
	Site Source		
2018 SHELAA			
Current or Last Use	Small area of open space and bus stop fronting South Coast Road.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	5 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	5 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield within the planning boundary of Peacehaven. The site is located in a residential area and is considered suitable for residential development in principle. It is adjacent to existing bus stops and is within walking distance to existing services. No environmental or historic designations on or adjacent to site. It is unclear if a suitable access could be achieved. Potential access off Lincoln Avenue is narrow with no scope for widening. Further investigation would be required to establish if a suitable access could be created from the A259, or if the site has potential as a car-free development.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated within the existing planning boundary of Peacehaven and Teslcombe. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. The draft Stage 1 SFRA shows that a small part of the site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Flat regular shaped site
Environmental Constraints	No environmental designations or constraints on or adjacent to site. The site falls within the SSSI Impact Risk Zone however the proposed capacity does not trigger the need to consult Natural England.
Ecological Constraints	Adjacent to LWS (across road). No protected tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities adjacent to site
Bad Neighbours?	Residential neighbours, however consideration would need to be given to outlook and light to the existing surrounding properties which have a variety of windows in all elevations adjacent the site.
Within Setting of SDNP?	No
Landscape Sensitivity	Is a small open space but is not of major landscape sensitivity.
Historic Built Environment Constraints	No historic designations identified. ESCC identify medium archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops adjacent on South Coast Road with frequent services.
Active Travel	Existing pedestrian access and central location to encourage walking. Potential for on road cycling (close to NCR2).
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Assuming the access which currently serves Lincoln Court is intended to serve the proposed site there would be highway concern due to the inadequate width. It would be recommended that the access be a minimum of 4.5m so that 2 vehicles may pass one another without hindrance or obstruction. There should also be adequate parking provision for this site and Lincoln Court. Unknown if suitable access is achievable.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Unknown if access is achievable.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Greenfield site - no major cost factors identified. Significant concerns over achievability of access due to existing surrounding properties limiting access widths and proximity of existing road junctions if new access on to south coast road provided.

Site Reference: 39PT Not Deliverable or Developable
Land adjacent to 22 & 30 Cliff Park Close

	Parish or Town		
	Peacehaven		
	Site Area	0.43 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Playground/MUGA now closed, accessed from Chichester Close. Mostly covered in trees/scrub.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	17 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is a disused play area located within the existing planning boundary of Peacehaven. It is adjacent to existing estates at Download Avenue, but outside of walking distance of key services and public transport in Peacehaven. Part of the site is within the South Downs National Park. Development of the site would need to consider its landscape impacts on the setting of the SDNP as an existing buffer to the countryside. Identified surface water drainage issues. Topography of site would require significant ground works and unknown achievability of access from Chichester close.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Greenfield site within the existing planning boundary to north-east of Peacehaven. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 10% of the site is subject to low to medium risks of surface water flooding. LDC Environment identify that this site suffers from surface water flooding almost yearly - with the topography of the site meaning flooding of up to 3-4m.
Land Contamination	None identified
Topography	Part of the site is a very steep slope/ bowl - would need major groundwork's
Environmental Constraints	No on site designations, adjacent SDNP boundary- small part of original submission, north of site is within National Park Boundary.
Ecological Constraints	Potential for some negative impact upon biodiversity - potential existing habitats - but no impact specifically identified without further investigation. Significant number of trees on site which would need to be removed - although these are not subject to any designation
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban / Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities adjacent to site
Bad Neighbours?	Residential and garages. No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Adjacent to National Park and Mature trees on site. Consideration needs to be given to a buffer to the countryside to the north.
Historic Built Environment Constraints	No historic designations identified. No archaeological risk identified
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Not within walking catchment of bus stop (nearest is circa 600m away on South Coast Road)
Active Travel	Existing pedestrian access and potential for on road cycling (close to NCR2).
Public Rights of Way	None
Site Access	Unknown achievability of access via Chichester Close due to topography.

Availability Assessment: Unknown

Unknown availability. The site is in LDC ownership. No ransom strips identified

Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential costs associated with groundworks and surface water mitigation.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Would require significant ground works for a small site. Also identified surface water issues.

Site Reference: 40PT Not Deliverable or Developable
Land at Old Estate Laneway, Phyllis Avenue, Near Telscombe Road, Peacehaven

	Parish or Town		
	Peacehaven		
	Site Area	0.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Currently vacant and unused scrubland.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	9 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The whole site is covered by trees which are subject of a Group TPO, as they would need to be removed to allow development to occur the site is not suitable. In addition, the site is landlocked and no apparent access available.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the planning boundary, north of Peacehaven. Saved Local Plan 2003 Policy PT19 states planning permission will not be granted for uses detracting from immediate natural setting and character of routes. PT20 states planning permission will be granted for horse keeping and leisure/recreation.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 7% of the site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No designations, but near to National Park. Policy PT19 highlights the nature constraints on this site.
Ecological Constraints	Potential for some negative impact upon biodiversity - potential existing habitats - but no impact specifically identified without further investigation.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities adjacent to site
Bad Neighbours?	Residential neighbours.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Adjacent to National Park and mature trees on site (TPO).
Historic Built Environment Constraints	No historic designations identified. ESCC identify high archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops within walking distance on Telscombe Road with regular service.
Active Travel	No pedestrian access currently.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site is landlocked and no apparent access available with the exception of access across 3rd party land with potential for ransom strip.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. Potential for ransom strips.

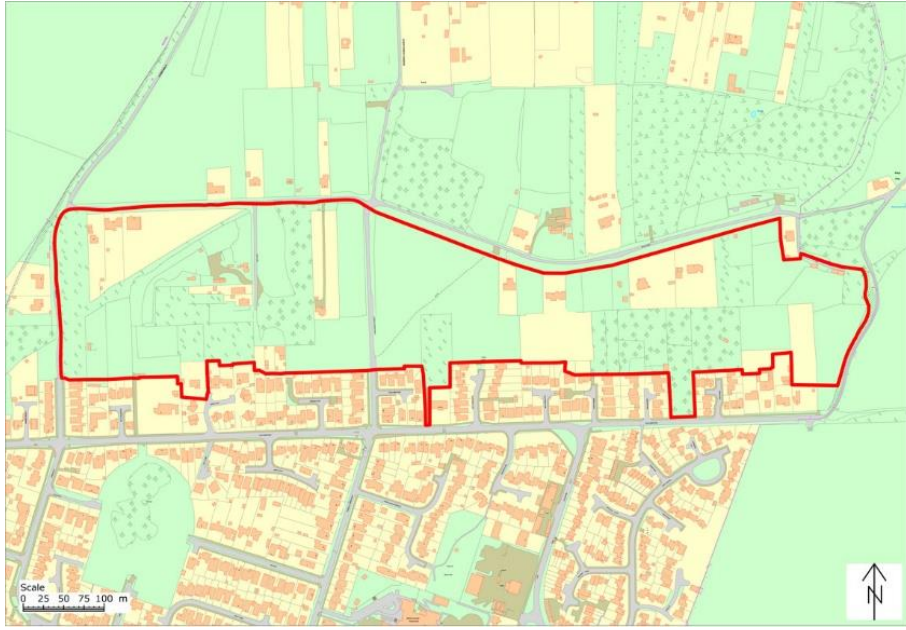
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	No existing access to site. Adjacent site (where access may come from) has been filtered and is in different ownership. Access across 3rd party land and potential for ransom strip
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 41PT Not Deliverable or Developable
Land on the South Side of Valley Road

	Parish or Town		
	Peacehaven		
	Site Area	17.53 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	A mixture of scrub land, agricultural land and scattered homes.		
Recent and Relevant Planning History	None		
Theoretical Residential Capacity	438 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Greenfield site to the north of Peacehaven. A number of group TPO's across the site. Major surface water flow across the site may reduce capacity. Significant works to the existing highways network is likely to be required to facilitate development and provide pedestrian/cycle access. The area to the south and north of Valley Road forms a landscape buffer between the built up area of Peacehaven and the SDNP. The site is assessed as Parcel Peacehaven and Telscombe Cliffs C in the Landscape Sensitivity Study. The Landscape Sensitivity Study considers that medium-scale and large-scale residential development is not practical in this location. The Parcel is assessed as having a high-medium sensitivity to small-scale residential development. It is unlikely to be able to accommodate small-scale residential development overall or in limited situations, without significant adverse character change or adverse visual effects.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is adjacent to the adopted planning boundary of Peacehaven. Saved Local Plan 2003 Policy PT19 states planning permission will not be granted for uses that detract from the immediate natural setting and character of routes and PT20 states planning permission will be granted for horse keeping and leisure/recreation. Saved Policy PT21 safeguards part of the site (at Roderick Avenue North) for informal open space. Land at Valley Road was allocated in RES3 of the 2003 Local Plan for 113 dwellings, this policy was superseded by the adoption of LPP1.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows a major surface water flow path that runs through the site. The draft Stage 1 SFRA shows that approximately 9% of the site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Significant slopes on parts of site.
Environmental Constraints	No designations. Close to the SDNP boundary and Policy PT19 highlights the nature constraints on this site.
Ecological Constraints	Potential for some negative impact upon biodiversity with potential impacts on existing habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Limited availability on site albeit potential connections are likely to be available at the boundary with the existing built up area.
Bad Neighbours?	None identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	Prominent site which is part of Valley Area. The area to the south and north of Valley Road forms a landscape buffer between the built up area and the SDNP. The site is assessed as Parcel Peacehaven and Telscombe Cliffs C in the Landscape Sensitivity Study. The Landscape Sensitivity Study considers that medium-scale and large-scale residential development is not practical in this location. The Parcel is assessed as having a high-medium sensitivity to small-scale residential development. It is unlikely to be able to accommodate small-scale residential development overall or in limited situations, without significant adverse character change or adverse visual effects. All new development would need to be located within pockets of land between existing built form within the parcel.
Historic Built Environment Constraints	No historic designations identified. ESCC identify high archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023.
Public Transport	Not within walking distance of train station. Bus stops within 400m of most parts of the site on Telscombe Road with regular service.
Active Travel	Existing pedestrian access (albeit no paths) and near to both on-road and off road cycle routes. Roads will need to be upgraded to incorporate lit pedestrian/cycle access to area.
Public Rights of Way	Adjoining the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Site access is currently a single lane chalk road which would need upgrading.

Availability Assessment: Unknown

Unknown availability, site is in multiple ownerships.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	Potential for some form of ransom strip due to high number of owners.
Most Recent Evidence of Intention to Develop	2018 SHELAA
Phasing Requirements	Multiple phases.

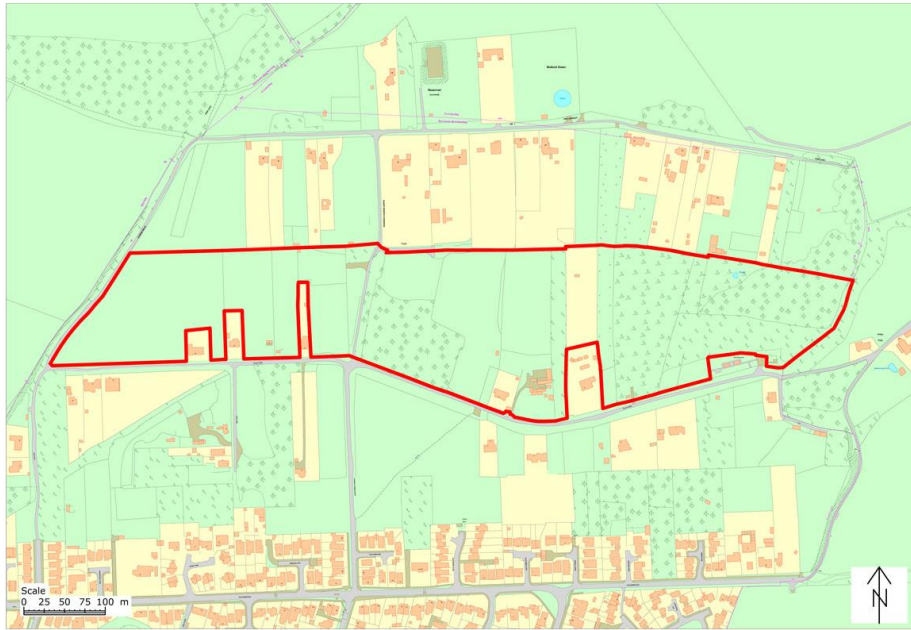
Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential high costs associated with road infrastructure and utilities. Topography of land also a constraint.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Peacehaven housing market is reasonably buoyant.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential high costs associated with road infrastructure and utilities. Topography of land also a constraint.

**Site Reference: 43PT
North of Valley Road**

Not Deliverable or Developable

	Parish or Town		
	Peacehaven		
	Site Area	8 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Scrubland, grazing and sporadic residential development.		
Recent and Relevant Planning History	None		
Theoretical Residential Capacity	300 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

This is a greenfield site, north of Peacehaven, made up of a number of individual plots north of Valley Road. A number of group TPO's across the site, which would need to be retained. Part of the site is within a Local Wildlife Site. Valley Road is unadopted and not constructed to adoptable standard, no footways are present and would require significant upgrade. Adverse impacts of development on the landscape is a significant concern. The area to the south and north of Valley Road forms a landscape buffer between the built up area and the SDNP. The site is assessed as Parcel Peacehaven and Telscombe Cliffs C in the Landscape Sensitivity Study. The Landscape Sensitivity Study considers that medium-scale and large-scale residential development is not practical in this location. The Parcel is assessed as having a high-medium sensitivity to small-scale residential development. It is unlikely to be able to accommodate small-scale residential development overall or in limited situations, without significant adverse character change or adverse visual effects.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is adjacent to the adopted planning boundary of Peacehaven. Saved Local Plan 2003 Policy PT19 states planning permission will not be granted for uses that detract from the immediate natural setting and character of routes and PT20 states planning permission will be granted for horse keeping and leisure/recreation.. . PT21 land - safeguarded for open space. Land at Valley Road was allocated in RES3 of the 2003 Local Plan for 113 dwellings, this policy was superseded by the adoption of LPP1.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that less than 1% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified.
Topography	Fairly steep south east facing slopes. Steeper valley sides in east of valley
Environmental Constraints	No designations, but adjacent to SDNP boundary.
Ecological Constraints	Eastern edge of site falls within Halcombe Farm LWS which contains some species rich chalk grassland areas.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Limited availability on site albeit potential connections are likely to be available at the boundary with the existing built up area.
Bad Neighbours?	Agricultural uses adjacent. Within site some horse grazing. Residential area to south and sporadically with Valley Road area.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Prominent site which is part of Valley Area. The area to the south and north of Valley Road forms a landscape buffer between the built up area and the SDNP. The site is assessed as Parcel Peacehaven and Telscombe Cliffs C in the Landscape Sensitivity Study. The Landscape Sensitivity Study considers that medium-scale and large-scale residential development is not practical in this location. The Parcel is assessed as having a high-medium sensitivity to small-scale residential development. It is unlikely to be able to accommodate small-scale residential development overall or in limited situations, without significant adverse character change or adverse visual effects. All new development would need to be located within pockets of land between existing built form within the parcel.
Historic Built Environment Constraints	No historic designations identified. . ESCC Archaeologist identified high archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023.
Public Transport	Most of the site is within 400m bus stops on Telscome Road, with regular services. Not within 800m of train station. Nearest train station is in Newhaven.
Active Travel	No pavements within site or dedicated cycle routes.
Public Rights of Way	Adjoining the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Site access is currently a single lane chalk road which would need upgrading. Due to the scale of the site modelling would be required to assess the capacity and impact on the local roads.

Availability Assessment: Unknown

Unknown availability, site is in multiple ownerships.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	Potential for some form of ransom strip due to high number of owners.
Most Recent Evidence of Intention to Develop	2018 SHELAA
Phasing Requirements	Multiple phases.

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential high costs associated with road infrastructure and utilities. Topography of land also a constraint.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Peacehaven housing market is reasonably buoyant.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential high costs associated with road infrastructure and utilities. Topography of land also a constraint.

Site Reference: 45PT Not Deliverable or Developable
Piddinghoe Avenue Car Park

	Parish or Town		
	Peacehaven		
	Site Area	0.14 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Car park adjacent South Coast Road, with access via Piddinghoe Avenue.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	6 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is previously developed land within walking distance of most key services within Peacehaven. It is currently used as a car park serving local shops and services. It is registered as an Asset of Community Value. No showstopper constraints identified. Part of the site is subject to risk of surface water flooding to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated within the existing planning boundary of Peacehaven and Telscombe. No specific allocations or policies. Site is registered as an Asset of Community Value.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 18% of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Flat, regular shaped site
Environmental Constraints	No ecological / environmental constraints on or adjacent to site. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No rare or protected species are recorded on or adjacent to site. No protected tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available adjacent to site. No identified constraints to extending to and accommodation of additional capacity.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	No landscape impacts given context of the site.
Historic Built Environment Constraints	No historical designations on or adjacent to site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 150m of the site, with frequent services to Brighton and Eastbourne (route 12). Nearest train station is located in Newhaven town.
Active Travel	Pavement adjacent to site connects site to shops and other services and facilities.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site has existing access on to Piddinghoe Avenue, then South Coast Road.

Availability Assessment: Not Available

The site is not available for development.


Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	The 2015 Peacehaven Car Park survey showed the car park was over sized for the parking function it fulfils and that it could be rationalised or reduced. However there has been no decision to redevelop or open up the site to other uses.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 46PT Not Deliverable or Developable
Steyning Avenue Car Park

		Parish or Town	
		Peacehaven	
		Site Area	0.15 Ha
		Greenfield or Previously Developed: Brownfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Car park adjacent South Coast Road, with access via Steyning Avenue. Residential use to the south, commercial uses to the east fronting South Coast Road.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	7 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is previously developed land currently used as a car park with good access to local services and facilities. It is located within the planning boundary of Peacehaven. No showstopper constraints identified.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated within the existing planning boundary of Peacehaven and Telscombe. No specific allocations or policies. Site is registered as an Asset of Community Value.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified

Suitability Issue	Suitability Assessment Comments
Topography	Flat, regular shaped site
Environmental Constraints	No ecological / environmental constraints on or adjacent to site. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No protected tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available adjacent to site. No identified constraints to extending to and accommodation of additional capacity.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	No landscape impacts given context of the site.
Historic Built Environment Constraints	No historical designations on or adjacent to site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop is adjacent to site, with frequent services to Brighton and Eastbourne (route 12). Nearest train station is located in Newhaven town.
Active Travel	Pavement adjacent to site connects site to shops and other services and facilities.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site has existing access on to Steyning Avenue, then South Coast Road.

Availability Assessment: Not Available

The site is not available for development.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Not currently available.
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.

Achievability Issue	Achievability Assessment Comments
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 47PT Deliverable or Developable
Land at Cornwall Avenue, Peacehaven**

		Parish or Town		
		Peacehaven		
		Site Area	0.4 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Vacant land adjacent to the existing allotments.			
Recent and Relevant Planning History	Recent application refused (Ref: LW/22/0859).			
Theoretical Residential Capacity	18 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	18 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield within the planning boundary of Peacehaven. it is currently allocated as an extension to the allotment site to the south (Saved Local Plan 2003 Policy PT18). The site is not currently used as an allotment. Existing allocation is proposed to be retained within the draft Peacehaven and Telscombe Neighbourhood Plan. The site is Grade 2 Agricultural Land. Bus stop within walking distance, along South Coast Road with frequent bus services to Newhaven and Brighton. Not within walking distance of main shopping centre but local convenience shops approximately 350m (Ashington Gardens). ESCC highways state that access from Montreal Close would be only feasible option.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site within the existing planning boundary of Peacehaven. Saved 2003 Local Plan Policy PT18 safeguards this site for an extension of allotment site to the south.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No issues identified.
Topography	Flat, regular shaped site. No onsite physical constraints.
Environmental Constraints	No identified environmental constraints
Ecological Constraints	No on site records, given overgrown nature would require some investigations.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 2
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC landscape architect states that the loss of allotments (allocation) may be an issues in terms of provision of multifunctional green infrastructure. Otherwise no impacts identified.
Historic Built Environment Constraints	Adjacent (south and east) to an Archaeological Notification Area. Slight overlap to eastern boundary.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop of south coast road with services to Newhaven (nearest train station) and Brighton.
Active Travel	PROW 8 (footpath) runs north/south to the east of site along Cornwall Avenue. Pavement along Seaview Avenue, west of site. No pavement connecting the site with Arundel Road on Cornwall Avenue. No dedicated cycle routes.
Public Rights of Way	PRoW along the eastern boundary of the site.
Site Access	Access proposed from Montreal Close in recent application (Ref: LW/22/0859).

Availability Assessment: Available

The site is available for development. It is in single ownership. No ransom strips identified.

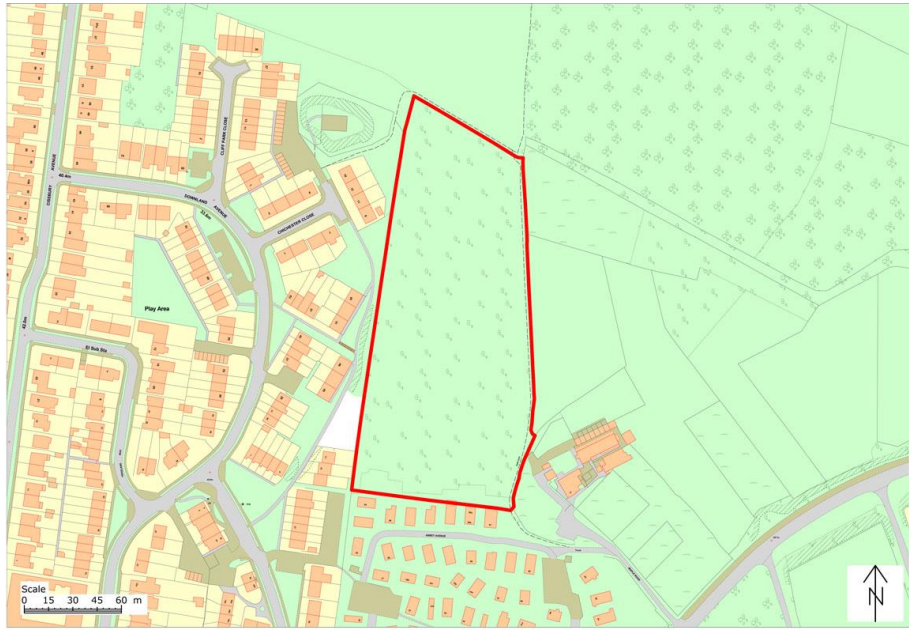
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	No ransom strip identified. Access proposed from Montreal Close over which rights have been reserved.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 67PT Not Deliverable or Developable
Land adjacent to Tudor Rose Mobile Park Home, South Coast Road, BN10 8UR

	Parish or Town		
	Peacehaven		
	Site Area	2.1 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Vacant scrubland.		
Recent and Relevant Planning History	LW/15/0631 - Outline planning permission refused for erection of up to 63 dwellings.		
Theoretical Residential Capacity	79 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield at the urban edge of Peacehaven, adjacent to the planning boundary. Currently scrubland. Site is within walking distance of local shop (Ashington Gardens). Bus stop approx. 240m from site with regular services to Newhaven and Brighton. Shared access with Caravan Park on to A259 could be achievable, preference is for a shared access road with Maple Road. The site falls within Parcel Peacehaven and Telscombe Cliffs B which is of very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. The site is in a sensitive location adjacent to the South Downs National Park, with north facing slopes looking into the SDNP, albeit longer views from site are limited to the northwest. Development would further erode the gap between Peacehaven and Newhaven. Planning application (LW/15/ 0631) for up to 63 units refused.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No specific development policies. Not allocated for development.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. The draft Stage 1 SFRA shows that approximately 2% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No contamination issues identified.
Topography	Land gently slopes up north to south. Development at southern end may therefore be prominent from distant views.
Environmental Constraints	No identified environmental constraints onsite. Northern boundary adjacent to SDNP. Peacehaven Golf Course LWS (matrix of woodland, scrub and tall herb) within close proximity.
Ecological Constraints	No rare or protected species recorded on site. Scrubland is likely to be providing habitats - further surveys needed. No tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site with no identified capacity constraints.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Edge of town location between Peacehaven and Newhaven. Site is prominent location with potential wide distant views, although fairly well screened from immediate views. ESCC Landscape Architect states that the area is part of the important green gap between Newhaven and Peacehaven. There are views to the area from the adjacent SDNP and development of this area would increase the impact of the urban area in these views. The site falls within Parcel Peacehaven and Telscombe Cliffs B which is of very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted in the Landscape Sensitivity Study include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	No historic constraints identified. ESCC archaeologist suggests a medium (Amber) potential for historic environment potential.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 400m of site. Regular services to Brighton and Newhaven for connection to trains.
Active Travel	Public footpath borders eastern boundary. Pavement along northern edge of A259 with cycle path.
Public Rights of Way	PRows along the site boundary.
Site Access	ESCC highways state that if a new access road is being provided, sharing should be considered, especially if the road intends to be adopted. Absent on the A259 is a pedestrian refuge to cross to the other side of the A259 to reach bus stop Brighton bound.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

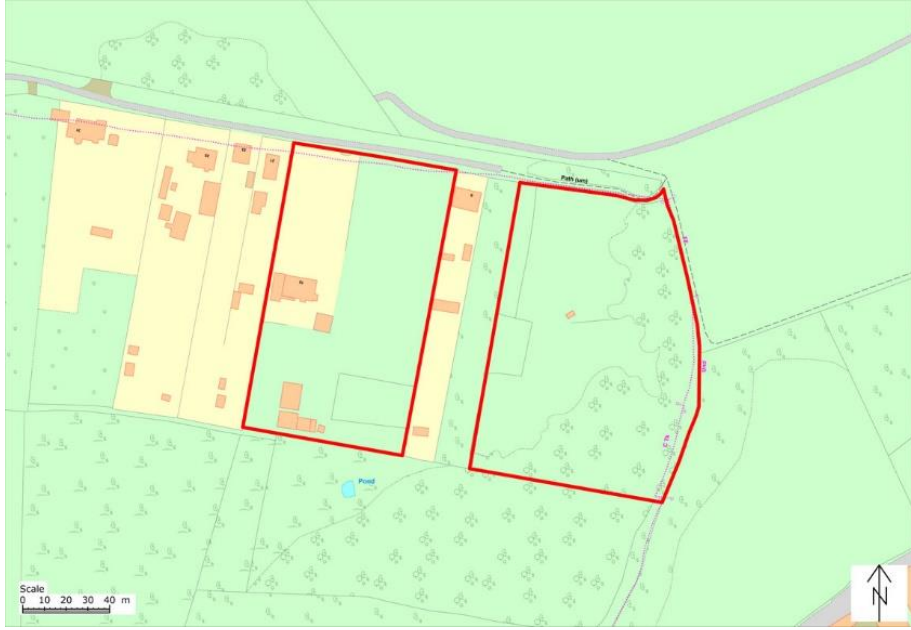
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	No ransom strip identified. Proponent suggests relocation of access road for mobile park home site to create joint access. Not clear if in same ownership.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal or cumulative costs to development identified at this stage, although new access will be a cost to consider.

Site Reference: 68PT Not Deliverable or Developable
19 The Lookout, Peacehaven

		Parish or Town		
		Peacehaven		
		Site Area	2.23 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Dwelling, outbuildings and grazing.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	33 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is predominantly greenfield located adjacent at the northern edge of Peacehaven, adjacent to the South Downs National Park. The eastern part of the site is designated as a Local Wildlife Site and is unsuitable for residential development. The eastern part of the site contains an existing residential dwelling and its gardens, adjacent to other residential dwellings to the east and west. The site falls within Parcel Peacehaven and Telscombe Cliffs C assessed in the Landscape Sensitivity Study, which has a high-medium sensitivity to small-scale residential development and is unlikely to be able to accommodate the relevant type of development overall or only in limited situations, without significant adverse character change or adverse visual effects. It is unclear at present whether the Lookout could be upgraded, including the provision of footways, to support further and sustainable residential development at this location. The site is adjacent to an existing PRow which would need to be maintained and enhanced. The site at present is poorly located to existing services in Peacehaven.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the planning boundary to the north of Peacehaven. Site within 2003 LDLP retained site allocations PT19 (Uses that detract from natural setting will not be permitted) and PT20 (Horsekeeping, recreational and leisure uses permitted).
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Western site is relatively flat, eastern site is sloped, north west to south east - increasing in south east corner. Parcels are regular shaped with no onsite physical features.
Environmental Constraints	Eastern parcel of site is located within the Halcombe Farm LWS (Unimproved species rich calcareous grassland with areas of dense scrub).
Ecological Constraints	Eastern parcel of site is located within the Halcombe Farm LWS (Unimproved species rich calcareous grassland with areas of dense scrub).
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Would need to be provided - potential issues identified for The Valley Area around sewage, with additional pumping necessary or SUDs systems
Bad Neighbours?	None identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site is assessed as Parcel Peacehaven and Telscombe Cliffs C in the Landscape Sensitivity Study. The Parcel is assessed as having a high-medium sensitivity to small-scale residential development. It is unlikely to be able to accommodate small-scale residential development overall or in limited situations, without significant adverse character change or adverse visual effects. All new development would need to be located within pockets of land between existing built form within the parcel.
Historic Built Environment Constraints	No historical designations on or adjacent to site. Site is not within an ANA but has archaeological potential particularly for evidence of prehistoric settlement activity being on Downland slope below Bullock Down. Appropriate archaeological desk-based assessment and evaluation trial trenching advised to understand risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Nearest bus stop is located approximately 1.26km on Telscombe Road. Nearest train station is located in Newhaven 7.82km, accessible by bus.
Active Travel	The site is not connected by pavement or cycle path to surrounding services/ facilities. Public footpath 3a runs along northern boundary of site.
Public Rights of Way	PRoWs along the northern and eastern boundary.

Suitability Issue	Suitability Assessment Comments
Site Access	County highways authority state that 'The Lookout is unadopted and is not constructed to an adoptable standard. No footways present and site is very reliant on the private car. Any accumulation of housing in this location other than replacement dwellings should warrant improvements to general access to these properties so that an undesirable precedent is not set. Site is not in an accessible location.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. Unclear access rights.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified but understood that tracks within Valley Road area are within a different ownership. Unclear what access rights there are.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Unknown achievability of access

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs associated with provision of infrastructure and upgrading/ improvements to roads.

Land at Hoyle Road

	Parish or Town		
	Peacehaven		
	Site Area	0.6 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential Employment		
	Site Source		
2020 CfS			
Current or Last Use	Used as open storage site, within an industrial area with surrounding industrial uses.		
Recent and Relevant Planning History	LW/16/0387 - Planning permission granted for use of the land for open storage. This permission was temporary until September 2021.		
Theoretical Residential Capacity	24 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0.36 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Suitable

Site is within an industrial area, loss of the site to residential could compromise the industrial area, and result in a low level of amenity for future residents. Mixed use is unsuitable for the same reasons. Archaeological potential high. The site would be suitable for employment uses. The site is subject to risk of surface water flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is within the existing planning boundary. Saved planning policy PT6 of the Local Plan 2003 allocates the site for Industrial/Warehouse units for B1 and B8 uses. The employment use would also be protected by Core Policy CP4 of LPP1.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. Consultation with LLFA shows area of site (south-east corner) at risk of surface water flooding. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	Shown as contaminated, factory or works, unspecified.
Topography	Flat site.
Environmental Constraints	None identified.
Ecological Constraints	Of low ecological value given existing uses.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available adjacent to site. No identified constraints to extending to and accommodation of additional capacity.
Bad Neighbours?	Industrial neighbours, introducing residential in this area could impact on the sustainability of the other industrial uses.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well contained within the existing built up area of Peacehaven. No wider landscape concerns.
Historic Built Environment Constraints	No historical designations on or adjacent to site. Site is not within an ANA but has archaeological potential particularly for evidence of prehistoric settlement activity being on Downland slope below Bullock Down. Appropriate archaeological desk-based assessment and evaluation trial trenching advised to understand risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	800m to bus stops on South Coast Road, frequent services Brighton and Eastbourne (Route 12). 600m to bus stops at Meridian Centre. Nearest train station is located in Newhaven.
Active Travel	Footpath on Greenwich Way linking site with wider area. No dedicated cycle paths.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access to the site from Hoyle Road/Greenwich Way.

Availability Assessment: Available

The site is available for development. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Potentially were it to be a mixed use development.

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 71PT Not Deliverable or Developable
Land Adjacent to Cresta Road

	Parish or Town		
	Peacehaven		
	Site Area	3.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Overgrown land, scrub.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	131 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield between Peacehaven and Newhaven, bordered by the cliff edge and the A259. The site is predominantly identified as priority habitats, with the southern part of the site designated as a Local Wildlife Site. The site is of very high landscape sensitivity to residential development, located in a prominent undeveloped gap between Peacehaven and Newhaven. Further development on the clifftop would also be very damaging to the local landscape character, sense of place and views. Development of the site may also impact the Brighton and Newhaven Cliffs SSSI. Site is outside of walking distance of any amenities of Peacehaven, and whilst within walking distance of public transport (bus) with no footpath access on south side of A259 and no safe crossing point to access eastern bus services it is likely the site would be car dependant and therefore unsustainable. Concerns over condition of Cresta Road, and size of junction with A259. Access from The Highway may be possible but this is also unmade and would require upgrade. Archaeological potential high and includes a legally protected archaeological heritage asset.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundary. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows there is a surface water flow path that runs through the southern part of the site. The draft Stage 1 SFRA shows that approximately 12% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Site slopes down to the north to the A259.
Environmental Constraints	The site south of the Highway is within a LWS (Peacehaven Cliffs - Cliff habitat). To the north opposite the site is a further LWS at Peachaven Golf Course. Vulnerable to coastal change, site is to the cliff edge, the Shoreline Management Plan identifies this as an area of 'No active intervention'. The SMP sets out the preferred plan for this area of the coast is to manage the realignment of the coastline. Therefore the site is at risk of coastal change/erosion.
Ecological Constraints	Records of protect birds in the area. Potential for existing habitats across the site. The site is identified as priority habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown available, should be available adjacent as other properties.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The area extending towards the cliff edge is of high visual and landscape sensitivity. The amenity and visual value of the open clifftop has been compromised by the development of the Rushy Hill caravan park. There are long views across the open area and where plot land development has already extended to the south of The Highway it is intrusive and highly visible from a wide area of the open cliff and the edge of Newhaven. Further development on the clifftop would be very damaging to the local landscape character, sense of place and views. The site falls within Parcel Peacehaven and Telscombe Cliffs B which is very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	Site lies within an ANA relating to Peacehaven Heights a burial mound and WW2 defences. A Scheduled Ancient Monument (SAM) (burial mound - bowl barrow dating to Late Neolithic to the Late Bronze Age periods) lies within the site. Evidence of Mesolithic, Neolithic, Bronze Age and Roman, medieval, post-medieval activity and WWII defensive features exist in the wider area. Archaeological potential high and includes a legally protected archaeological heritage asset. Applicant should submit a desk-based heritage impact assessment.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Within 100m of a bus stop on A259 with frequent services. However there is no refuge or crossing point to access the eastbound bus service.
Active Travel	No footpath on southern part of A259 other than between Cresta Road and Blakeney Avenue. Footpath and cyclepath on northern side but no safe crossing point/refuge. Therefore walking to access Peacehaven is unlikely. Potential for access for pedestrians on The Highway through the middle of the site, this is not suitable to cycling due to being largely unmade.
Public Rights of Way	PRoWs across the site.
Site Access	Existing access to the site from the A259 via Cresta Road. The junction of which is narrow and unlikely to be acceptable for increased use. Cresta Road is also unadopted and unmade. There is possibility of access via The Highway which runs through the middle of the site, but again this is unmade and unsuitable for additional vehicles. Significant works to improve access would likely be required.

Availability Assessment: Available

The site is available for development. The site is in single ownership. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified, however improvements will be required to the road and unknown if this is achievable.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with upgrades to roads to serve development would be abnormal and would impact upon development viability at this scale.

Site Reference: 72PT Not Deliverable or Developable
Land to the north east of Lower Hoddern Farm Housing Development

	Parish or Town		
	Peacehaven		
	Site Area	2.3 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Employment		
Site Source			
2020 CfS			
Current or Last Use	Agricultural Land		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	86 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not suitable

The site is greenfield located to the east of an existing allocation which is under construction. This adjacent permission established a new boundary to the development at this edge of Peacehaven. Further extension of development would have an adverse impact on the landscape and character of this open area which is assessed to be of very high landscape sensitivity. The site falls within the SSSI Impact Risk Zone where all industrial development that could cause air pollution would need to be consulted with Natural England. Archaeological potential high. Access may be possible through the adjacent residential development but unlikely this would be suitable for heavy goods or vehicles associated with industrial uses. The site is Grade 2 Agricultural Land.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundary, but adjacent an existing allocation which is currently under construction. Grade 2 Agricultural Land.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat, regular shaped site
Environmental Constraints	The site falls within the SSSI Impact Risk Zone where all industrial development that could cause air pollution would need to be consulted with Natural England.
Ecological Constraints	Records of protected species in the wider area.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 2
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site. No identified constraints to extending to and accommodation of additional capacity.
Bad Neighbours?	Residential and agricultural, no bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Development here would extend the newly established development boundary and be intrusive from the SDNP. It would also have an adverse impact on the Peacehaven Millenium open space and amenity area. The site falls within Parcel Peacehaven and Telscombe Cliffs A of the Landscape Sensitivity Study. The Parcel has very high sensitivity to medium-scale and large-scale residential development as it forms an important gap between the settlement edge of Peacehaven and the South Downs National Park to the east and north. The parcel is very susceptible to change and the parcel is unable to accommodate the relevant type of development without significant adverse character change of adverse character change or adverse visual effects.
Historic Built Environment Constraints	Hodderm Farm to the north of the site is Grade II Listed, consideration would need to be given to the setting. Site lies in an ANA relating to Mesolithic and Neolithic activity, along with Bronze Age, Iron Age and Roman occupation. Numerous archaeological findings have been made over the last 10+ years on adjacent housing developments and on the B&H wastewater treatment works revealing a landscape of hunter-gatherer, settlement, agricultural land use and funerary activity spanning the Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age to Roman and post-medieval periods. Evidence of such activity has recently been investigated immediately adjacent to this proposed development site. Similar evidence of multi-period activity spans a wide area around Peacehaven. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 300m of bus stops on Pelham Rise with regular services.
Active Travel	Pedestrian links to Pelham Rise though neighbouring housing development linking with wider area. No dedicated cycle routes.
Public Rights of Way	PRoWs along site boundary

Suitability Issue	Suitability Assessment Comments
Site Access	No existing vehicular access, this would need to be taken from the site to the east, then to Pelham Rise. Unlikely that the residential roads of the adjacent development will be suitable for business and distribution vehicles.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in multiple ownership, all aware of submission.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	No known ransom strip. Though access would be required through adjacent site.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

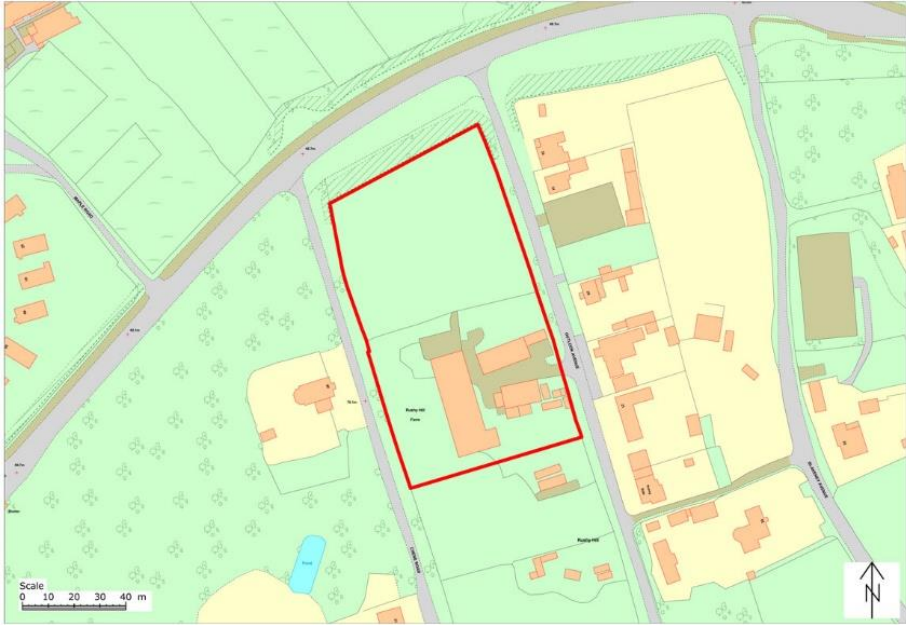
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 74PT
Rushey Hill Farm**

Not Deliverable or Developable

	Parish or Town		
	Peacehaven		
	Site Area	0.85 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Previously agricultural with several delapidated barns, however proponent states it has been unused for a number of years. A few scattered residential uses, agricultural and equestrian uses.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	34 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield outside of the planning boundary of Peacehaven. The site is of very high landscape sensitivity to residential development, located in a prominent undeveloped gap between Peacehaven and Newhaven and in an elevated position from the A259. It is not within walking distance of any facilities or services within Peacehaven, and no pedestrian links make the site unsustainable. Bus stop within walking distance but unmade road unsuitable for pedestrians/cyclists. Road improvements would be required for increase in use, unknown if this is achievable or viable for a development of this scale. The site is predominantly identified as priority habitats where its development may lead to significant biodiversity harm.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundary. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified, but potential with previous uses.
Topography	Slightly sloping north, then sloped to A259.
Environmental Constraints	No designations on or adjacent the site. The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	The site is predominantly consists of priority habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown availability on site, should be available adjacent.
Bad Neighbours?	Some scattered residential, no bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Open area between Newhaven and Peacehaven, visible from the A259. ESCC Landscape Architect states - Some limited development could be acceptable in this location. Consideration would need to be given to the precedent that this would set for further infill in the area and the risk of coalescence with Newhaven. A defined edge to development would need to be established to the east and south. The site falls within Parcel Peacehaven and Telscombe Cliffs B of the Landscape Sensitivity Study. It is of very high sensitivity to small-scale and medium-scale residential due to the functional value of the parcel between the settlements of Peacehaven and Newhaven. Other key factors noted include a strong sense of place, coastal landscape and wooded edges enhancing the scenic composition of the view.
Historic Built Environment Constraints	Not currently in an ANA (as a result of no fieldwork having been undertaken). Site lies close to 2 ANAs relating to: Peacehaven Heights a burial mound and WW2 defences; and Peacehaven Heights Neolithic and Roman sites. Evidence of Mesolithic, Neolithic, Bronze Age and Roman, medieval, post-medieval activity and WWII defensive features exist in the wider area. Archaeological potential yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 150m of bus stop on A259 with frequent services, however there is no refuge or crossing point to access the eastbourne bus service.
Active Travel	Site is accessed via an unadopted and unmade road, not suitable for cycling or pedestrian access. No footpath along A259 to Peacehaven on the southern side. Footpath with cycle path on northern side but no crossing point with refuge.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access to the site from Outlook Avenue, which leads to the A259. Outlook Avenue is unmade and unadopted, it is not suitable for increased use without upgrading. Would need to show the junction with the A259 is suitable for increased traffic.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in single ownership

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified, however improvements will be required to the road and unknown if this is achievable.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase


Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with upgrades to roads to serve development would be abnormal and would impact upon development viability at this scale.

**Site Reference: 77PT
Lower Hoddern Farm**

Deliverable or Developable

	Parish or Town		
	Peacehaven		
	Site Area	0.8 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Existing paddock to the rear of a pair of semi detached residential properties.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	32 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	15 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Peacehaven. It is adjacent to Lower Hoddern Farm currently under construction. It is within walking distance of primary school, convenience store and public transport (bus stop). It falls within the setting of the South Downs National Park but there are limited wider landscape impacts given containment of the site and surrounding development. Hoddern Farm to the north of the site is Grade II Listed, consideration would need to be given to the setting. Archaeological potential is high. Trees should be retained. Access to be clarified, consideration to be given to neighbouring uses and impact on amenity of future residents. The site has existing access adjacent the existing properties to Pelham Rise which would required upgrading and widening. Existing PRoWs along the northern boundary should be retained and enhanced.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the existing planning boundary but adjacent. No specific policies or allocations.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. Consultation with the LLFA shows there is a surface water flow path that runs through the southern side of the site. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat, regular shaped site
Environmental Constraints	No on site or adjacent designations.
Ecological Constraints	No rare or protected species are recorded on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site.
Bad Neighbours?	Industrial uses to the north/east, consideration of noise impacts should be given to the layout and design, but there are other residential neighbours.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site is contained by existing trees and development form wider open views. Therefore landscape impact is limited. ESCC Landscape Architect states - High quality landscape led development would be a natural extension to the permitted allocation. The site falls within Parcel Peacehaven and Telscombe Cliffs A of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale residential development given that the development is limited to 30 dwellings or below. Not in an elevated position.
Historic Built Environment Constraints	Hodderm Farm to the north of the site is Grade II Listed, consideration would need to be given to the setting. Site lies in an ANA relating to Mesolithic and Neolithic activity, along with Bronze Age, Iron Age and Roman occupation. Numerous archaeological findings have been made over the last 10+ years on adjacent housing developments and on the B&H wastewater treatment works revealing a landscape of hunter-gatherer, settlement, agricultural land use and funerary activity spanning the Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age to Roman and post-medieval periods. Evidence of such activity has recently been investigated immediately adjacent to this proposed development site. Similar evidence of multi-period activity spans a wide area around Peacehaven. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Adjacent bus stops on Pelham Rise with regular service between Brighton and Newhaven.
Active Travel	Footpaths on Pelham Rise to link the site with wider area. No dedicated cycle paths.
Public Rights of Way	PRoWs along the northern boundary
Site Access	Site has existing access adjacent the existing properties to Pelham Rise, this would need upgrading and widening to serve residential properties. A new access on the western boundary would result in the loss of trees.

Availability Assessment: Available

The site is available for residential development. It is in multiple ownership. No ransom strips identified.

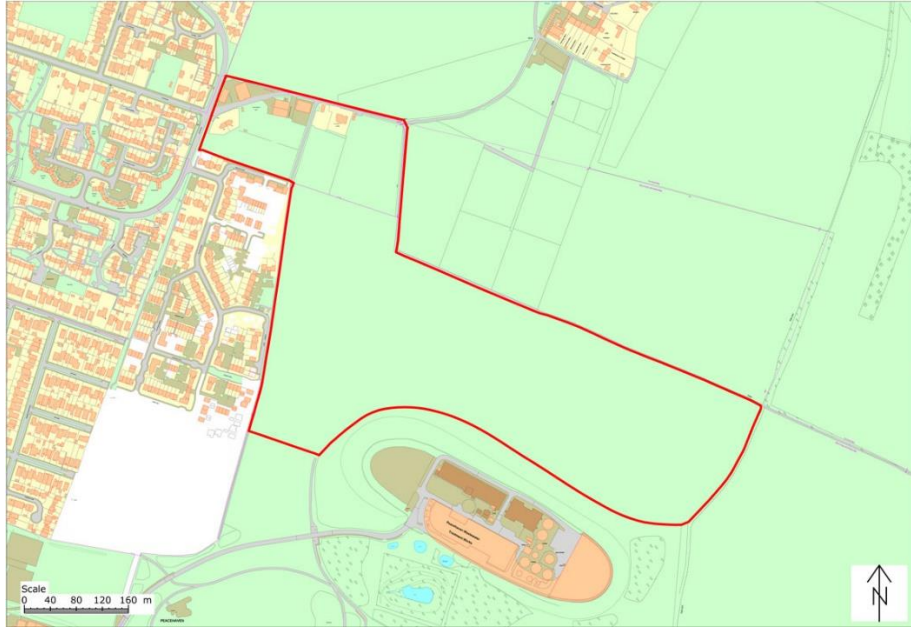
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified assuming existing access can be utilised.
Most Recent Evidence of Intention to Develop	Submitted as available within the next 5 years by 2023
Phasing Requirements	

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 79PT Not Deliverable or Developable
Land east of Chalkers Rise

		Parish or Town		
		Peacehaven		
		Site Area	23.3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		Call for Sites		
Current or Last Use	Agricultural			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	583 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield located to the north and east of an existing allocation under construction. This adjacent permission established a new boundary to the development at this edge of Peacehaven. Further extension of development would have an adverse impact on the landscape and character of this open area, which is assessed to be of very high landscape sensitivity. Hodder Farm to the north of the site is Grade II Listed, consideration would need to be given to the setting. Archaeological potential is high. The site is Grade 2 Agricultural Land. Part of the site falls within the South Downs National Park outside of the plan area. Considerations should be given to surrounding development including the Peacehaven Waste Water Treatment Works.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the existing planning boundary but adjacent. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	Unknown
Topography	Slightly sloping
Environmental Constraints	Part of the site is located within the SDNP
Ecological Constraints	No on site designations
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 2
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site
Bad Neighbours?	Adjacent to Wastewater Treatment Works
Within Setting of SDNP?	Yes
Landscape Sensitivity	Development here would extend the newly established development boundary and be intrusive from the SDNP. It would also have an adverse impact on the Peacehaven Millenium open space and amenity area. The site falls within Parcel Peacehaven and Telscombe Cliffs A of the Landscape Sensitivity Study. The Parcel has very high sensitivity to medium-scale and large-scale residential development as it forms an important gap between the settlement edge of Peacehaven and the South Downs National Park to the east and north. The parcel is very susceptible to change and the parcel is unable to accommodate the relevant type of development without significant adverse character change or adverse visual effects.
Historic Built Environment Constraints	Hodder Farm to the north of the site is Grade II Listed, consideration would need to be given to the setting. Site lies in an ANA relating to Mesolithic and Neolithic activity, along with Bronze Age, Iron Age and Roman occupation. Numerous archaeological findings have been made over the last 10+ years on adjacent housing developments and on the B&H wastewater treatment works revealing a landscape of hunter-gatherer, settlement, agricultural land use and funerary activity spanning the Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age to Roman and post-medieval periods. Evidence of such activity has recently been investigated immediately adjacent to this proposed development site. Similar evidence of multi-period activity spans a wide area around Peacehaven. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 300m of bus stops on Pelham Rise with regular services.
Active Travel	Pedestrian links to Pelham Rise through neighbouring housing development linking with wider area. No dedicated cycle routes.
Public Rights of Way	PRoWs along site boundary
Site Access	Unknown suitability and achievability of access through neighbouring site.

Availability Assessment: Available

The site is available for residential use.

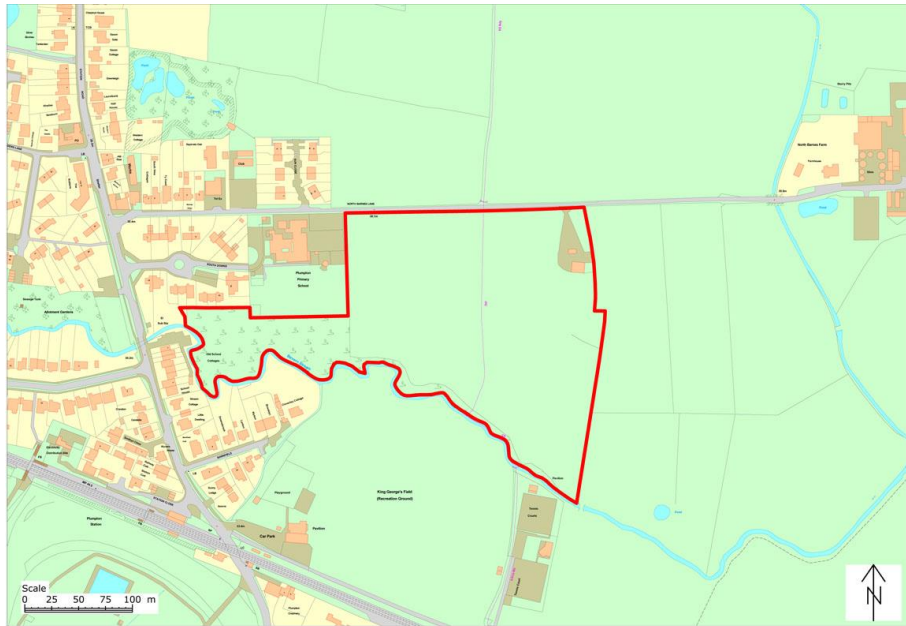
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None

Site Reference: 02PL Not Deliverable or Developable
Rear of Plumpton Primary School, North Barnes Lane

		Parish or Town		
		Plumpton		
		Site Area	5.3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Agricultural.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	119 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent but disconnected from the planning boundary of Plumpton Green. While within walking distance of local services and facilities, North Barnes Lane and the associated highways junction is unsuitable to support the scale of development proposed and would require substantial improvements with limited potential for widening. The site falls within Parcel Plumpton Green E of the Landscape Sensitivity Assessment, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. Significant adverse landscape impacts would depend on if any new development was consistent with the settlement pattern of Plumpton Green and sympathetic to the setting of the South Downs National Park. ESCC Landscape Architect notes that the site protrudes into the open countryside and away from the edge of the settlement boundary. Potential screening of the development will not reduce the impact upon the openness and the site is not marked by any defensible boundaries. Part of the site is in Flood 3. The site is also subject to risk of surface water flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the existing planning boundary, adjacent the school which is also outside the boundary. No specific policies or allocations. Countryside policies apply.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 16% of the site along the southern boundary is in Flood Zone 2 and 3A. A sequential test and site-level exception test would need to be applied. Approximately 30% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No land contamination issues identified.
Topography	Flat site
Environmental Constraints	No onsite or adjacent designations. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. TPO's around Old School Cottages and a number along the stream which are not protected.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely that utilities would be available nearby given existing development.
Bad Neighbours?	Primary school located immediately to the west of the site. Potential for impacts on resident amenity at play times, however this will be intermittent and only during term time.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Plumpton Green E of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The parcel may have some potential to accommodate development in some defined situations without significant adverse landscape effects but this would, depend on any new development remaining consistent with the settlement pattern of Plumpton Green and being sympathetic to the setting of the South Downs National Park. ESCC Landscape Architect notes potential for unacceptable landscape impacts, as site protrudes into the open countryside and away from the edge of the settlement boundary. Potential screening of the development will not reduce the impact upon the openness and the site is not marked by any defensible boundaries.
Historic Built Environment Constraints	None or adjacent the site. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 550m of Plumpton Train Station. Within 300m of bus stop. Limited services to Lewes and Haywards Heath and surrounding villages.
Active Travel	Site not connected to village by footways or cycle ways.
Public Rights of Way	PRoWs along the northern boundary (North Barnes Lane).

Suitability Issue	Suitability Assessment Comments
Site Access	Access would be taken from North Barnes Lane via a new access point. North Barnes Lane is a private road and public bridleway, and would require substantial improvement to increase the traffic currently authorised to access it. Unknown if a pedestrian access could be provided north of Old School Cottages to cut walking distance to train station.

Availability Assessment: Unknown

Unknown availability, part of the site is promoted for residential development. The site is in multiple ownership. No ransom strips identified.

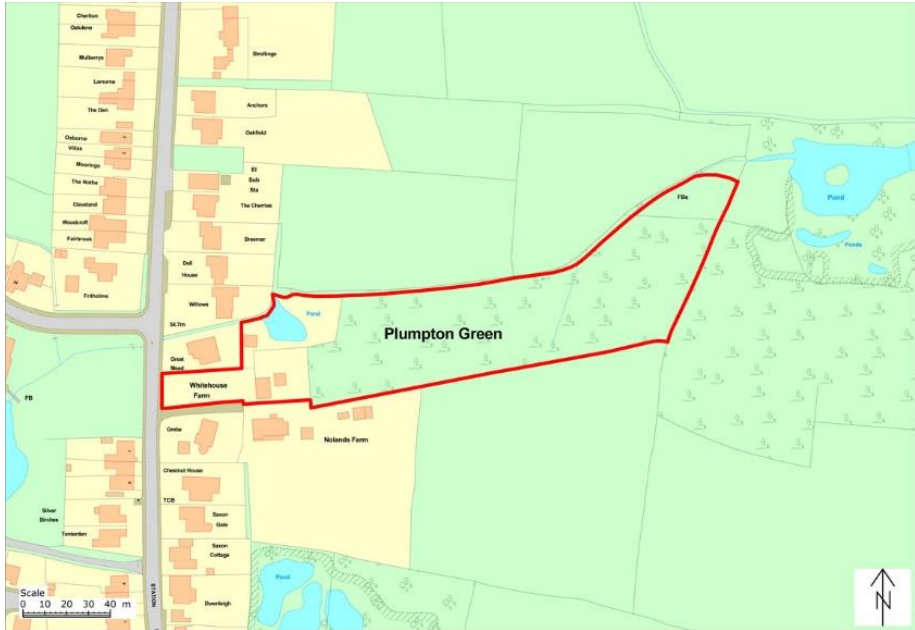
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market. Potential abnormal costs associated with road improvements.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Junction and road improvements to North Barnes Lane

Site Reference: 06PL Not Deliverable or Developable
Land east of Station Road and East of the White House, Plumpton Green

		Parish or Town	
		Plumpton	
		Site Area	1.3 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Dwelling, curtilage and potentially some pasture		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	31 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Plumpton Green. It is adjacent to a number of allocated residential sites under development to the north. Concerns over landscape impact could potentially be overcome if development is in line with the allocated site to the north and does not project further into open countryside. It is unclear if the site could be accessed from the adjacent allocation or via Station Road, and whether a safe vehicular access is achievable. The site includes a Grade II listed building which would need to be considered in relation to the value and setting of designated heritage assets. The site is subject to surface water flooding which would need to be mitigated. Trees and hedgerows are present along the boundary and within the site which would need to be surveyed. A tree is protected under the Tree Preservation Order between White House Farm and Grebe.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside but adjacent the planning boundary. No site specific policies or allocations

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 27% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No ecological/ environmental constraints on or adjacent to site.
Ecological Constraints	Potential existing habitats particularly within the trees and hedgerows. Survey work will be required. Trees and hedgerows are present along the boundary and within the site. TPO's on trees between White House Farm and Grebe. Layout of scheme can work around most of trees but some may need to be removed.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities adjacent to site
Bad Neighbours?	Residential, agricultural
Within Setting of SDNP?	No
Landscape Sensitivity	This site protrudes into the open countryside and away from the edge of the settlement boundary. Development should not project further into the countryside than the allocated site to the north, Oakfield. The site falls within Parcel Plumpton Green E of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development, dependant on any new development remaining consistent with the settlement pattern of Plumpton Green and being sympathetic to the setting of the South Downs National Park. Development should be concentrated to the western part of the parcel, near to the PRoW which passes through the parcel and adjacent to the settlement edge of Plumpton Green. Retain field patterns. High-medium sensitivity to large scale residential development.
Historic Built Environment Constraints	Site includes a grade II Listed Building. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within 250m. Limited services to Lewes and Haywards Heath and surrounding villages. Within 600m of train station, within maximum walking distance.
Active Travel	Pavement along Station Road. No cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Suggested access would be shared with existing dwelling. Concern this would not be acceptable given impact on listed building and limited space for upgrading. Unknown achievability of safe access for increased use.

Availability Assessment: Not Available

The site is confirmed to be unavailable for development.

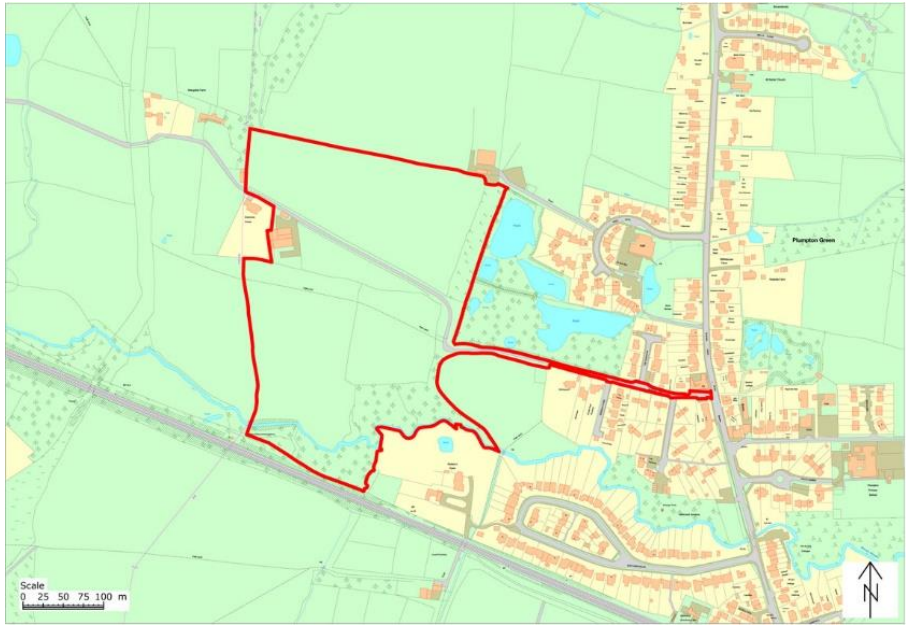
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Unavailable
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 09PL Not Deliverable or Developable
Land west of Riddens Lane

	Parish or Town		
	Plumpton		
	Site Area	7.62 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural land. Area of open countryside with farm track leading to farm builds.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	114 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield in close proximity but disconnected from the planning boundary of Plumpton Green. The site falls within Parcel Plumpton Green A of the Landscape Sensitivity Study, and is assessed to be of a high-medium sensitivity to large-scale residential development. Development of the site would significantly alter the linear settlement pattern of Plumpton Green, protruding into the open countryside. Whilst existing hedges break up the site there is little existing screening and any mitigation screening is likely to appear out of place. The site is currently accessed via Riddens Lane, which has limited potential for widening to provide suitable vehicular access and footpaths for the scale of development proposed. ESCC Highways also raises concern on the junction capacity at Riddens Lane and Station Road. Other key constraints relate to archaeology, risk of fluvial and surface water flooding and biodiversity (including priority habitats).

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the existing planning boundary, though south-eastern corner would adjoin the settlement at the Riddens Lane allocated site. No site specific allocations, countryside policies apply.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, however less than 10% of the site along the southern boundary is in Flood Zone 2 and 3A. A sequential test and site-level exception test would need to be applied. Approximately 17% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Relatively flat site. No physical constraints
Environmental Constraints	No on site designations. North-western corner borders Biddens Wood designated Ancient Woodland.
Ecological Constraints	Protected species (grass snakes and bats) recorded at site. The site includes priority habitats (deciduous woodland). No designations within site. Adjacent ancient woodland to far north west corner.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Possible available on site from existing property and from existing adjacent development
Bad Neighbours?	Residential and agricultural uses adjacent. Railway line to the south, although not immediately adjacent - separated by existing screening.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site falls within Parcel Plumpton Green A assessed to be of high-medium sensitivity to large-scale residential development reflecting the scale and form of the linear settlement pattern of Plumpton Green and importance of retaining vegetation within the parcel. A sensitive development that remains consistent with the existing settlement pattern and retains the parcel boundaries and green infrastructure network on and surrounding the parcel as practicable is critical to the mitigation of landscape impacts. Key factors include intervisibility with the South Downs National Park to the south and within the High Wealds Area of Outstanding Natural Beauty to the north at a distance. Functional value of the vegetation and northern parcel functions as a landscape gap between the linear settlement of Plumpton Green and clustered properties to the north, as such retaining the existing settlement pattern. The site protrudes into the open countryside. While existing hedges break up the site, there is little existing screening and any mitigation screening is likely to appear out of place.
Historic Built Environment Constraints	No listed buildings on site or adjacent. Not in vicinity of a conservation area. ESCC archaeologist identifies high risk of potential historic environment.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop and within 800m of train station. Limited services to Lewes and Haywards Heath and surrounding villages.
Active Travel	Pavement along Station road but not along Riddens Lane to site. No dedicated cyclepath.
Public Rights of Way	PRoWs across the site.

Suitability Issue	Suitability Assessment Comments
Site Access	ESCC highways state that the site has existing poor access road and unsuitable junction of Riddens Lane and Station Road. Public Rights of Way runs through site, will need to be incorporated or altered.

Availability Assessment: Unknown

Unknown availability. The site is in multiple ownership. No ransom strips identified. Part of the site is actively promoted for development.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market. Unknown achievability of access.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	upgrading of access road from Riddens Lane to provide minimum width and pavement.

Site Reference: 12PL Not Deliverable or Developable
Land West of Riddens Close

	Parish or Town		
	Plumpton		
	Site Area	0.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Private residential Gardens.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	8 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site consists of three residential plots within the planning boundary of Plumpton Green. It is within walking distance of services within Plumpton and public transport, including bus stops and Plumpton train station. The site is currently accessed via Riddens Lane, which has limited potential for widening to provide suitable vehicular access and footpaths to support increased traffic. Access would also need to avoid TPOs adjacent to Ridden Close. The site is adjacent to PRowS along its western boundary connecting to the open countryside. The southern part of the site is in Flood Zone 3a. Part of the site is also subject to risk of surface water flooding which would need to be mitigated. Existing boundary trees should be retained.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Falls outside but adjacent the planning boundary. No site specific allocations. Countryside policies apply.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 1, however less than 10% of the site is in Flood Zone 2 and 3a. A sequential test and site-level exception test would need to be applied. Approximately 13% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	None identified
Ecological Constraints	Records of Great Crested Newts on the site, slow worms and protected birds, frogs and butterflies. Would require further investigation. 2 TPOs on site. Trees and hedgerows adjacent to site should be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent.
Bad Neighbours?	Residential uses neighbour site.
Within Setting of SDNP?	No
Landscape Sensitivity	Well contained site. Boundary trees and hedges should be retained.
Historic Built Environment Constraints	No listed buildings on site or adjacent. Not in vicinity of a conservation area. Not within an Archaeological notification area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop and 800m of train station. Limited services to Lewes and Haywards Heath and surrounding villages.
Active Travel	Pavement along Station Road but not along Riddens Lane. No cycle routes.
Public Rights of Way	None
Site Access	Access from Riddens Lane and Riddens Close. Both are narrow tracks and potentially unsuitable for increased traffic. Access will need to avoid TPOs adjacent to Riddens Close

Availability Assessment: Not Available

The site is not fully available for development. Redevelopment of the site as isolated plots is likely to deliver less than 5 dwellings (net) below the LAA threshold. The site is in multiple ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	Central plot does not wish to develop. Without this central plot whole site is not deliverable.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 17PL Not Deliverable or Developable
Land at Woodley House, South Road

		Parish or Town	
		Plumpton	
		Site Area	4 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2018 SHELAA	
Current or Last Use	Residential and farmland		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	60 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield unrelated to any existing settlement, no services within walking distance and no existing footpaths, therefore isolated and car reliant. Ancient woodland borders north boundary which would require appropriate stand-off areas. Previously considered suitable access could not be provided as required sightlines for this stretch of derestricted road (60mph) is not possible.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside and unrelated to existing planning boundaries, no specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified.

Suitability Issue	Suitability Assessment Comments
Topography	Regular shaped site and flat.
Environmental Constraints	No onsite or adjacent designations.
Ecological Constraints	Site is bordered by ancient woodland to north.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site
Bad Neighbours?	Fields and woodland adjacent to site.
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect states that: To release this plot may set a precedence for developing large gardens and farm building groups in countryside. Site is otherwise contained by woodland to north and west with limited views to east.
Historic Built Environment Constraints	Small part of NW corner of site has an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of bus stop or train station.
Active Travel	No formal pedestrian links from site, other than PROW west of site. No cycle path either.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	ESCC highways states that South Road is derestricted, actual speeds unknown. Visibility at the existing access is restricted and does not have sightlines for 60 mph. Unlikely to be supportive of 20 units if the access is already substandard for a single unit.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 18PL Not Deliverable or Developable
Land at Inholmes Farm, Station Road

		Parish or Town		
		Plumpton		
		Site Area	2.45 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Previously agricultural and grazing land but now vacant.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	37 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield in close proximity to, but detached from, the planning boundary of Plumpton Green. It is outside of walking distance from local services or facilities. The closest bus stops are approximately 350m away from the closest point of the site, with limited services to Lewes and Haywards Heath. Plumpton Green is served by an existing train station which is outside of walking distance from the site. The site currently functions as a landscape gap between the linear settlement of Plumpton Green and clustered properties to the north. Its open pastoral character is distinctly countryside and of value as green infrastructure and unimproved meadow. Development of the site would contribute to the coalescence between settlements, and extend westwards beyond the existing built up area, protruding into the countryside. Other key constraints relate to potential biodiversity impacts. ESCC highways state that 30mph will need to be extended to achieve sightlines. Footways would also need to be extended to connect to village services.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific allocations. Countryside policies apply. Outside and not adjoining the planning boundary, separated by field/access to farm and LAA site 19PL.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA. Pond in south east corner of site adjacent to road. May be required to remain for drainage.
Land Contamination	No known land contamination issues.
Topography	Flat and relatively regular shaped site. No identified onsite physical constraints.
Environmental Constraints	No ecological or environmental constraints identified.
Ecological Constraints	Protected species (birds) recorded on or adjacent to site. No tree or hedge designations. Trees by boundary with road. Hedges border site with hedge and tree line containing smaller field adjacent to road which may need to be partially removed if larger site to be considered for development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Proponent indicates that all utilities are available to the site.
Bad Neighbours?	Site is adjacent to Inholmes Farm. Potential for some impact on residents if high movement of agricultural vehicles.
Within Setting of SDNP?	No
Landscape Sensitivity	Landscape Sensitivity Study indicates that the site falls within Parcel Plumpton Green A, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development, depending on creating a sensitive development that remains consistent with the existing settlement pattern and retains the parcel boundaries and green infrastructure network on and surrounding the parcel as practicable. The site currently functions as a landscape gap between the linear settlement of Plumpton Green and clustered properties to the north. Development of the site would contribute to the coalescence between settlements, and extend westwards beyond the existing built up area, protruding into the countryside. ESCC Landscape Architect states that the open pastoral character of this landscape is distinctly countryside and of value as green infrastructure and unimproved meadow and the gap between the edge of the village and the smaller settlement around Inholmes Farm is significant and should be retained to prevent sprawl and coalescence.
Historic Built Environment Constraints	No historic or built environment constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	350m to closest bus stop (Fountain Inn) with very limited services to Lewes and Haywards Heath and surrounding villages. 1.4km to Plumpton train station.

Suitability Issue	Suitability Assessment Comments
Active Travel	Not connected by footways to cycle ways. Footway on Station Road would need to be extended to the site, unknown achievability.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	ESCC Highways advise that to achieve driver sightlines at a new access point, the 30 mph speed limit will need to be extended northwards to contain the site frontage and beyond at an agreed distance with the local highway authority. No footways immediately outside the site, these are available once within the 30 mph speed limit. Footways would therefore need to connect from these sites to the existing provision.

Availability Assessment: Unknown

Unknown availability. The site is however considered available during the preparation of the Plumpton Neighbourhood Plan. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Owners made it available for consideration by Parish Council in preparing their neighbourhood plan, however not taken forward. No submission directly to LAA, no recent contact with owners.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 19PL Not Deliverable or Developable
Land south of Inholmes Farm, Station Road

		Parish or Town		
		Plumpton		
		Site Area	0.8 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Vacant field.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	13 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield located at the northern edge of Plumpton Green adjacent to the planning boundary. This area is assessed as having a medium landscape sensitivity to residential development. The site is relatively well related to the existing settlement pattern and could potentially accommodate small to medium scale residential development. Development of the site would reduce the landscape gap between the linear settlement of Plumpton Green and the cluster of dwellings to the north, which would need to be appropriately mitigated such as through establishing a landscaped edge. The provision of access should also consider the existing vegetation on site. The site is not within walking distance of local services or facilities. It is within walking distance to existing bus stops which provides limited services to Lewes and Haywards Heath. Plumpton Green is served by a train station, which is not within walking distance of the site. ESCC highways state 30mph will need to be extended to achieve sightlines. Footways should also be extended to connect to village services.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific allocations. Countryside policies apply. Outside the planning boundary, north of the existing settlement, would not connect with boundary or existing residential properties.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA. Pond in south east corner of site adjacent to road. May be required to remain for drainage.
Land Contamination	No land contamination issues identified.
Topography	Site gently slopes south towards the village. Regular rectangular shaped site. No onsite physical constraints identified.
Environmental Constraints	No ecological or environmental constraints identified. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Protected species (birds) recorded on or adjacent to site. No tree or hedge designations. Hedges border site. A section of hedge will need to be removed to gain access, remainder will form border of site and can be incorporated in layout.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	utilities available adjacent to site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	Landscape Sensitivity Study indicates that the site falls within Parcel Plumpton Green A, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development, depending on creating a sensitive development that remains consistent with the existing settlement pattern and retains the parcel boundaries and green infrastructure network on and surrounding the parcel as practicable. ESCC Landscape Architect advises that the open pastoral character of this landscape is distinctly countryside and of value as green infrastructure and unimproved meadow. The gap between the edge of the village and the smaller settlement around Inholmes Farm is significant and should be retained to prevent sprawl and coalescence.
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site is 300m to closest bus stop (Fountains Inn) with very limited services to Lewes and Haywards Heath and surrounding villages. 1.2km to Plumpton train station.
Active Travel	Not connected by footways to cycle ways. Footway on Station Road would need to be extended to the site, unknown achieveability.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	ESCC Highways advise that to achieve driver sightlines at a new access point, the 30 mph speed limit will need to be extended northwards to contain the site frontage and beyond at an agreed distance with the local highway authority. No footways immediately outside the site, these are available once within the 30 mph speed limit. Footways would therefore need to connect from these sites to the existing provision.

Availability Assessment: Not Available

The site was previously made available for consideration by the Parish Council in preparing the Plumpton Neighbourhood Plan however submission to the Call for Sites has confirmed that the site is not available for development within the plan period.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 - No intention to develop
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 20PL Potentially Deliverable or Developable
Land north of old police station, Station Road**

		Parish or Town	
		Plumpton	
		Site Area	2.23 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source			
2018 SHELAA			
Current or Last Use	Open field. Grazing field.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	50 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	50 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed**

The site is greenfield located at the northern edge of Plumpton Green adjacent to the planning boundary. This area is assessed as having a medium landscape sensitivity to residential development. The site is relatively well related to the existing settlement pattern and could potentially accommodate small to medium scale residential development. Development of the site would reduce the landscape gap between the linear settlement of Plumpton Green and the cluster of dwellings to the north, which would need to be appropriately mitigated such as through establishing a landscaped edge. The provision of access should also consider the existing vegetation on site. The site falls outside of the walking distance from local services or facilities. It is within walking distance to existing bus stops which provides limited services to Lewes and Haywards Heath. Plumpton Green is served by a train station outside of the site's walking distance. ESCC highways state 30mph will need to be extended to achieve sightlines. Footways should also be extended to connect to village services.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific allocations. Outside but adjacent the planning boundary. Countryside policies apply. Grade 3b Agricultural Land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA. Proponent suggests that there will be a new drainage pond suggesting that there are known potential surface drainage issues. Natural slope of land will aid this.
Land Contamination	No land contamination issues identified.
Topography	Site slope gently south toward the village. Regular shaped site. No onsite physical constraints identified.
Environmental Constraints	No ecological or environmental constraints identified on or adjacent the site. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Ducks/ Geese/Swans recorded near to western boundary of site. No rare or protected species recorded on or adjacent to site. Limited ecology anticipated by proponent. Mature oaks along eastern boundary and some located in site. Could be retained as part of layout. No protected or designated trees or tree groups on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Proponent indicates that most utilities are available nearby and suggests that some localised pipe diameter upgrades may be needed.
Bad Neighbours?	Site is adjacent to Lentridge Farm. Potential for some impact on residents if high movement of agricultural vehicles.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Plumpton Green B of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development. The study advises that should development come forwards, it should be concentrated in the southern part of the parcel (where the site is located), as this has the strongest relationship with the existing settlement pattern. Utilisation of existing access to avoid removal of existing vegetation network. ESCC Landscape Architect states "The open pastoral character of this landscape is distinctly countryside and of value as green infrastructure and unimproved meadow. The gap between the edge of the village and the smaller settlement around Inholmes Farm is significant and should be retained to prevent sprawl and coalescence."
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	300m to closest bus stop (Fountain Inn) very limited services to Lewes and Haywards Heath and surrounding villages. 1.26km to Plumpton train station.
Active Travel	No footpath currently to the site. It ends at the northernmost house of the village on the western side of Station Road. Footpath would need to be extended to the site.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	ESCC Highways advise that to achieve driver sightlines at a new access point, the 30 mph speed limit will need to be extended northwards to contain the site frontage and beyond at an agreed distance with the local highway authority. No footways immediately outside the site, these are available once within the 30 mph speed limit. Footways would therefore need to connect from these sites to the existing provision.

Availability Assessment: Unknown

Unknown availability. The site was previously made available for consideration by the Parish Council in preparing the Plumpton Neighbourhood Plan. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Owners previously made it available for consideration by Parish Council in preparing their neighbourhood plan, but not taken forward. No recent contact with owners.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 22PL Not Deliverable or Developable
Land south of railway, Plumpton Lane

	Parish or Town		
	Plumpton		
	Site Area	2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Land currently used as grazing.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	32 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield located outside of the planning boundary of Plumpton Green. Whilst it is relatively well located for public transport and services within the village, there is no footpath connection to Plumpton Green and ESCC Highways has raised concerns over safe access given the speed and curve of the road. The site is unrelated to the village core and the existing development south of the railway, out of character with the existing settlement pattern of Plumpton Green. Other key constraints relate to risk of surface water flooding and potential archaeological sensitivity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside the planning boundary. No site specific allocations. Countryside policies apply.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 20% of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Land Contamination	No land contamination issues identified.
Topography	Flat site.
Environmental Constraints	No ecological or environmental constraints identified. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No protected or designated trees or tree groups on or adjacent to site. Hedges and tree lines form borders of site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities will be available adjacent.
Bad Neighbours?	No bad neighbours identified immediately adjacent to site. Northern boundary of site is approximately 80m from the railway line which may impact on the amenity of residents.
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site falls within Parcel Plumpton Green D of the Landscape Sensitivity Study which is assessed as having a medium sensitivity to small-scale residential development and high-medium sensitivity to medium-scale and large-scale residential development. This would largely depend on any new development respecting the existing settlement pattern of Plumpton Green and retaining the field boundaries and green infrastructure network on and surrounding the parcel.</p> <p>ESCC Landscape Architect states "The site would be of moderate to high landscape character sensitivity to new development as a large field in a countryside setting and with a weak landscape structure as the historic landscape structure has been lost to some extent. It would appear from the air photograph that this large field would once have been subdivided into smaller plots with defined field boundaries. The proposal to develop a strip along the west side of the field would go against the grain of the historic landscape field patterns. The site is of moderate to high visual sensitivity as there are views across the area from the surrounding residential properties and the road. There would be views into the area from the SDNP which lies to the south and east and from public footpaths. The site is outside the core development of the village, which lies to the north of the railway. The proposed ribbon development strung out along the lane to the south would not be in character with the pattern of the existing settlement. The introduction of houses with associated garden paraphernalia and fences would urbanise this open rural setting".</p>
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval). Requires archaeological evaluation to understand potential impacts and risks.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	290m to closest bus stop (Plumpton train station). 350m to Plumpton train station. Within walking distance but no footpath until the level crossing.

Suitability Issue	Suitability Assessment Comments
Active Travel	No current pedestrian cycle paths connecting site. Footpath commences at the level crossing.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	ESCC highways state that 'No suitable footway or crossing point from site frontage towards the village centre. Speed limit changes in close proximity to the site from 30 mph to derestricted (60Mph. Bus stops and train station is within 100m but no safe footway connection; approx. 1km to local shop and PH. Visibility sightlines need to be based on speed survey as speeds variable due to speed limit change and approach to level crossing. Possible need to increase 30mph speed restriction zone to include this development site. Footway connection essential for this site to link to village services and should be explored from a safety point of view.'

Availability Assessment: Not Available

The site is confirmed as unavailable for development within the plan period.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 - No intention to develop
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 23PL Not Deliverable or Developable
Land at Plumpton Racecourse, Plumpton, BN7 3AL

		Parish or Town	
		Plumpton	
		Site Area	0.5 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source			
2018 SHELAA			
Current or Last Use	Over flow car Park for race course.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	8 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is currently used as an over flow car park for the racecourse, detached from the built up area of Plumpton Green. It is in close proximity to the railway station and bus stops, however services are only available via a stepped access footbridge which is not accessible all year round. The current site access is also identified as unsuitable to support further development due to restricted visibility. The site falls within Parcel Plumpton Green C of the Landscape Sensitivity Study, which is assessed as having a high-medium sensitivity to development, owing to potential impacts on the setting of the South Downs National Park inconsistency with the linear settlement pattern of Plumpton Green. The current southern settlement boundary is clearly defined by a railway line. Development of the site would detract from the local landscape character. Other key constraints relate to risk of surface water flooding and potential archaeological sensitivity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the planning boundary, on the southern side of the train tracks within the grounds of the race course. No site specific policies. Site was promoted for housing through the Plumpton Parish Neighbourhood Plan however it was withdrawn because safe pedestrian access could not be provided at the railway crossing.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Over half of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site, regular shape
Environmental Constraints	No ecological or environmental constraints identified. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	Records of protected birds, reptiles and hedgehogs adjacent the site. No protected tree designations on or adjacent to site. Hedges along western site boundary - could be retained in development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown availability given site is not adjacent other uses/buildings with services
Bad Neighbours?	Site is located in north west corner of racecourse track. Potential for noise disturbance on race days.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site to the south of the railway is isolated from the rest of the built up area. This would potentially detract from local character and views. The site does need to be considered in the context of the racecourse infrastructure. The site falls within Parcel Plumpton Green C of the Landscape Sensitivity Study, which is assessed as having a high-medium sensitivity to all types of development owing to the setting of the South Downs National Park and inconsistency with the linear settlement pattern of Plumpton Green. The current southern settlement boundary is clearly defined by a railway line. Development of the site would fundamentally alter the existing settlement pattern.
Historic Built Environment Constraints	No historical designations on or adjacent to site. County Archaeologist states that there is uncertain archaeological interest with no presently recorded heritage assets. Requires archaeological evaluation to understand potential impacts and risks.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site is located in close proximity to Railway station (200m) and bus stop (280m) however services only available via footbridge, which is not accessible all year round and only provides stepped access. Bus Stop via East View Fields increasing walking distances to 400m still within walking distance of the site. Existing footbridge has no ramped access.
Active Travel	Site not currently connected by pavement or path to surrounding services, although Public Footpath 17a runs adjacent to site and into village to the north. Footbridge is not accessible all year round due to conditions and is not ramped. No dedicated cycle routes.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	PRows along the site boundary.
Site Access	Access would be shared with the Racecourse's southern main entrance. Needs upgrading to enable additional users of access road. County highways state that the site is not acceptable in terms of accessibility for non-car mode of transport and the access is unsuitable to serve further vehicle traffic due to the restricted visibility.

Availability Assessment: Unknown

Unknown availability. The site is in multiple ownership. No ransom strips identified. Part of the site is actively promoted for development.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	access is currently indicated to be through Racecourse.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

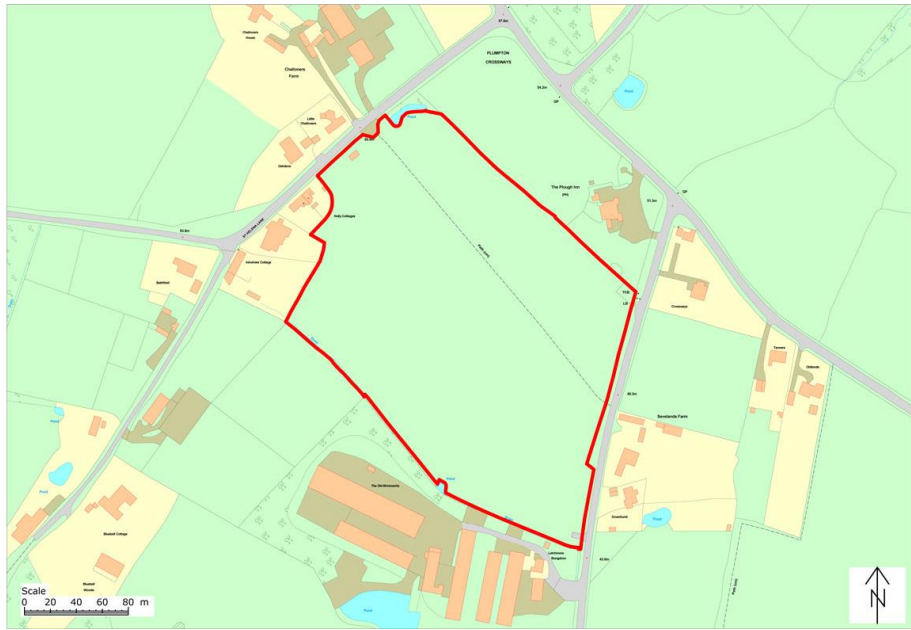
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 25PL
Finns Farm, Plumpton**

Not Deliverable or Developable

		Parish or Town		
		Plumpton		
		Site Area	5.66 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential Employment		
Site Source		2020 CfS		
Current or Last Use	Agricultural field, currently put to pasture.			
Recent and Relevant Planning History	LW/21/0503 - Equestrian facility for the treatment and recuperation of race/sports horses. Approved in April 2022.			
Theoretical Residential Capacity	85 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not suitable

The site is not contiguous with or adjacent to an existing settlement. The site is adjacent the existing business/industrial use at Old Brickworks, but is not within walking distance of services within Plumpton and no footpath links the site with the existing settlement, making the site car dependant. There is an existing adjacent bus stop providing access to services in wider settlements but with a limited service. Landscape impact concerns, moderate to high landscape and high visual sensitivity as it is open to views from the road and public footpath, elevation of the site makes it more visible and harder to mitigate in longer views. Landscape impact and isolation make the site unsuitable for both residential and employment uses or mixed uses. The site falls within the SSSI Impact Risk Zone where industrial or agricultural uses that will lead to air pollution would need to be consulted with Natural England. Part of the site has planning permission (LW/21/0503) for an equestrian facility.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside the planning boundary, some 650m north of Plumpton Green. Part of the site around the existing access is allocated for 5 permanent Gypsy and Traveller pitches under policy GT01 of LPP2.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 8% of the site is subject to low to medium risks of surface water flooding.
Land Contamination	None identified
Topography	Sloping site, low point on southern border, sloping northwards. Land raised approximately 9m over the site.
Environmental Constraints	No ecological/ environmental constraints on or adjacent to site. The site falls within the SSSI Impact Risk Zone where all industrial or agricultural development that could cause air pollution would need to be consulted with Natural England.
Ecological Constraints	No rare or protected species identified on or adjacent the site. No protected tree designations on or adjacent to site. Hedges and trees on site boundaries- could be retained in development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown availability.
Bad Neighbours?	Adjacent the existing Old Brickworks industrial site but no bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site is elevated increasing visual impact. The area is of moderate to high landscape and high visual sensitivity as it is open to views from the road and public footpath.
Historic Built Environment Constraints	Not within an ANA and no known archaeological remains within the site. Evidence of land use, settlement and activity from at least the Roman period onwards in wider landscape. Archaeological potential yet to be determined. No listed buildings or Conservation Areas in vicinity.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	There is a bus stop at the northern corner of the site on Station Road with very limited services to Lewes and Haywards Heath and surrounding villages. Plumpton train station is 1.75km to the south of the site, served by the bus.
Active Travel	No pavements or cycleways connecting the site with any surrounding settlements or services. Existing PROW across the site.
Public Rights of Way	PROWs across the site.
Site Access	Existing vehicular access from Station Road, this was deemed acceptable for the allocation of the G&T site. There are also field access further north on Station Road and off St Helena Lane.

Availability Assessment: Available

The site is available for development. It is in single ownership. No ransom strips identified.

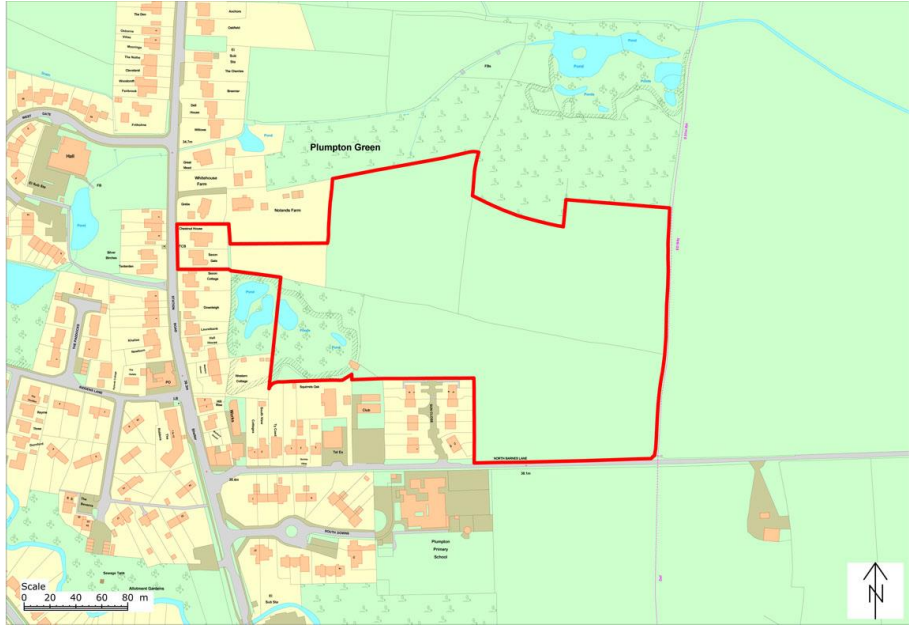
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Recent permission for equestrian development.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market. No abnormal costs identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability. Demand/market for employment land needs to be considered following updated EDNA evidence.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 26PL Not Deliverable or Developable
Nolands Farm, Plumpton

		Parish or Town	
		Plumpton	
		Site Area	5 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
Site Source		2020 CfS	
Current or Last Use	Two residential properties fronting Station Road with residential gardens. Fields to the rear, with small area of woodland and two ponds.		
Recent and Relevant Planning History	Planning Permission (LW/21/0262) for 89 dwellings granted at appeal in 2022.		
Theoretical Residential Capacity	75 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The majority of the site has planning permission for 89 dwellings (LW/21/0262). Further residential development on the remaining western part of the site, beyond the proposed landscape buffer, is considered unsuitable owing to significant impacts on the settlement pattern of Plumpton Green, landscape character and protrusion into the open countryside. Other constraints identified relate to the risk of surface water flooding. Unknown if the proposed access could support further development.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside but adjacent the planning boundary. No site specific policies or allocations
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. Consultation with LLFA shows surface water flow path across the site, and potential for surface water flooding around the area of the pond. This is supported by the draft Stage 1 SFRA which shows that approximately 3% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	Pond are shown as potentially contaminated from clay brick and tile manufacture, layout would avoid this area so not considered capacity reducing necessarily.
Topography	Flat site and regular shape.
Environmental Constraints	No ecological/ environmental constraints on or adjacent to site.
Ecological Constraints	Rare and protected species (Great Crested Newt, Slow Worm and Grass snake) recorded on site. Ponds also identified as Habitat of Principal Importance. Records indicated in proximity of ponds - should be retained. One TPO south by the ponds which could be retained, TPO's north of the proposed access which should also be retained. Hedgerows and trees on field boundaries should be incorporated into layout.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely available adjacent or nearby
Bad Neighbours?	Residential and agricultural neighbours. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Plumpton Green E of the Landscape Sensitivity Study. It is assessed as having a medium sensitivity to small-scale and medium-scale residential development, dependent on new development being achieved consistent with the settlement pattern of Plumpton Green and being sympathetic to the setting of the South Downs National Park. Development should be concentrated to the western part of the parcel. Retain field patterns. High-medium sensitivity to large scale residential development.
Historic Built Environment Constraints	Not currently in an ANA. Site has already been assessed by means of a desk-based assessment and geophysical survey. The results suggest that the site does not contain nationally significant remains. However there do appear to be areas of the site that do contain potential remains, which will require further investigation if planning consent is granted (see comments submitted under LW/17/0885). White House Farm to the north of the site is Grade II listed, layout needs to consider the setting of the listed building. No conservation areas in vicinity.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	From the centre of the site bus stops within 300m walking distance, train station within 650m, both within walking distance of the site. A further pedestrian access to North Barnes Lane may reduce distances further. Very limited services to Lewes and Haywards Heath and surrounding villages.
Active Travel	Pavements on western side of station road. No dedicated cycle path.
Public Rights of Way	PRows along the site boundary.

Suitability Issue	Suitability Assessment Comments
Site Access	Development would need to be subject to TA, suitable off site highways works to include access, footway links and improvements to transport.

Availability Assessment: Available

The site is available and actively promoted for residential development. The site is in multiple ownership, all aware of submission. No ransom strips identified. The majority of the site has planning permission for 89 dwellings.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2022 permission for the majority of the site.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 29PL Not Deliverable or Developable
The Rectory and Land to the East, Station Road

		Parish or Town		
		Plumpton		
		Site Area	3.53 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Existing property, The Rectory and land to the east forming grazing/paddock.			
Recent and Relevant Planning History	Application granted for allocated site to the south for erection of 20 residential dwellings (LW/17/0873) this included proposed access from that site to this neighbouring allocation.			
Theoretical Residential Capacity	53 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Plumpton Green. It is adjacent to an allocated residential development to the west, which has planning permission for 20 dwellings (LW/17/0873). The majority of the site is within maximum walking distances of the services available in Plumpton Green, potential that some of the site would fall outside of walking distance to the primary school depending on layout and access through neighbouring allocation. The site could be potentially accessed via the neighbouring allocation however it is unknown if this could serve the scale of development proposed. Main concern is landscape impact as the extension of Plumpton Green beyond the allocation would intrude into the open countryside, out of character with the surrounding area and significantly change the linear settlement pattern of Plumpton Green. Other key constraints identified relate to risk of surface water flooding and potential biodiversity impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Part of the site is allocated for residential development of up to 20 dwellings by policy 5.3 of the PPNP. The site is outside but adjacent the planning boundary to the east of the village.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. Consultation with LLFA shows a number of surface water flow paths through the site. There is a Ordinary Watercourse though the middle of the site, which has potential for surface water flooding. This is supported by the draft Stage 1 SFRA which shows that approximately 18% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site with numerous trees and hedges.
Environmental Constraints	No ecological/ environmental constraints on or adjacent to site.
Ecological Constraints	Records of bats in the surrounding area. This site is adjacent to priority habitats (deciduous woodland) to the north and south. There are TPO's on trees in the Rectory grounds which should be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely available adjacent or nearby
Bad Neighbours?	Residential and agricultural neighbours. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect states: A defensible eastern boundary needs to be established for the village in order to prevent intrusion into the wider countryside. It is recommended that this does not extend beyond a north south boundary in line with the eastern boundary of the school and other recent developments. In this context the entire areas of 26PL, 29PL and 30PL would extend too far into the countryside. If the western parts of these sites were to be developed the eastern fields of the land holdings could be retained as multifunctional GI and a buffer to the countryside. The site falls within Parcel Plumpton Green E of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development, depend on any new development remaining consistent with the settlement pattern of Plumpton Green and being sympathetic to the setting of the South Downs National Park. Development should be concentrated to the western part of the parcel.
Historic Built Environment Constraints	Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). This area has been a focus for human activity / occupation from at least the Roman period onwards. Archaeological finds recovered nearby the site also indicate the area was visited by seasonal hunter / gatherer groups. Recent investigations immediately south of the site has partially exposed a Late Iron Age/Early Roman enclosure with evidence for a number of timber structures within. This evidence is likely to extend into the site. Archaeological potential yet to be determined. No listed buildings adjacent, however the church along with the cemetery, rectory and gardens form an important historic centre to the village.

Suitability Issue	Suitability Assessment Comments
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Centre of allocation is within 350m of a bus stop, the furthest point within 700m. Very limited services to Lewes and Haywards Heath and surrounding villages. Within 750m of Plumpton Train Station, furthest point within 1km. Within maximum walking distances of public transport.
Active Travel	Pavements on western side of station road. No dedicated cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	The preference, as set out in the Plumpton Parish Neighbourhood Plan would be for access through the neighbouring allocated site, which has been agreed through planning permission LW/17/0873.

Availability Assessment: Available

The site is available and actively promoted for residential development. It is in single ownership. Access could be achieved via adjacent site which provides an access point to the site.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Potential if access is proposed through neighbouring site.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Plumpton Green is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 04RG Not Deliverable or Developable
Land east of Chamberlain's Lane

		Parish or Town	
		Ringmer	
		Site Area	2.06 Ha
		Greenfield or Previously Developed: Predominantly Greenfield - small area of brownfield (10% for storage)	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Predominantly grazing field with some commercial open storage.		
Recent and Relevant Planning History	Dismissed at appeal twice - latest in LW/22/0104 in February 2023 for an outline planning application for 68 residential units for 04RG and land to the south of 04RG.		
Theoretical Residential Capacity	46 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield opposite Broyleside. It is adjacent to an allocated employment land to the east (07RG) and planned development for 100 dwellings at Land at Broyle Gate Farm (01RG). An outline planning application for 68 residential units on 04RG and land to the south of 04RG was considered at appeal in February 2023 (LW/22/0104), which identified significant landscape and heritage constraints that could not be appropriately mitigated. The Inspector concluded the proposed development, in outline form, would have a significant adverse effect on the character and appearance of the area and surrounding countryside, including the setting of the South Downs National Park. The surrounding development context has been taken into account in the Inspector's decision.

In particular, concerning the northern part of the site where 04RG is located, development of the site would harmfully consolidate development on the southern side of Lewes Road and lead to the loss of the important green gap which presently contributes to the rural settings of Ringmer and Broyle Side. The resulting loss of this gap between the villages, would be evident in views from the National Park, negatively

impacting the landscape and settlement pattern of this rural area. The irreversible change of use of the agricultural land on the site and the visual intrusion caused by proposed built forms would cause permanent harm to the open and rural setting of the Southdown Hunt kennel complex adjacent 04RG, detriment to the special interest of the Grade II Southdown Hunt Kennels, but also to the significance of the Magazine and former Barracks Hospital as non-designated heritage assets. Other key constraints identified relate to potential impacts on biodiversity and the risk of fluvial and surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. Broyleside planning boundary is opposite the site. Adjacent an allocated employment land site in the RNP.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 18% of the site is in Flood Zone 2 and 3A. A sequential test and site-level exception test would need to be applied. Approximately 7% of the site is also subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. The site is in close proximity to the South Downs National Park.
Ecological Constraints	Hedgerows and trees enclose the site. The majority of these would not need to be removed. Potential for biodiversity in trees along boundaries.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Utilities not currently available on site. Some utilities may be available immediately adjacent. Wider range of utilities should be available at nearby employment site.
Bad Neighbours?	Agriculture/residential - employment opposite and adjacent, rural in nature. Adjacent Kennel site could potentially cause noise issues.
Within Setting of SDNP?	Yes

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>Landscape sensitivity of the site has been considered in detail as part of the recent appeal (LW/22/0104) for an outline planning application for 68 residential units at 04RG and land to the south of 04RG. The Inspector concludes the proposed development, in outline form, would have a significant adverse effect on the character and appearance of the area and surrounding countryside, including the setting of the South Downs National Park.</p> <p>The Inspector Report notes that the largely undeveloped nature of the site and the mature vegetation assist in preserving a clear form of separation between Ringmer and Broyle Side. The site forms part of an area of pastoral land and thus maintains a strong association within its rural surroundings, which is typically made of a geometry of largely level fields, with occasional areas of woodland, that is characteristic of Eastern Low Weald. The South Downs National Park forms a strong topographic backdrop of the site. The site contributes to the setting of the South Downs National Park, as it maintains a separation between Ringmer and Broyle Side, and forms part of expansive views from the scrap foothills and open downs across the Low Weald. Development of site would have a significant urbanising effect to the landscape, which would detract from the character of its rural setting and could not be suitably mitigated by the retained hedging along the outer boundaries.</p> <p>The site falls within Parcel Broyle Side D assessed in the Landscape Sensitivity Study, and is considered to be of medium sensitivity to small-scale and medium-scale residential development, provided that the character of the view to and from the SDNP is protected. Should development come forward it should be focused in the northern part of the parcel, with views to the SDNP screened.</p>
Historic Built Environment Constraints	<p>The site is in close proximity to Grade II listed Southdown Hunt Kennels. The significance and impact of residential development of the site on its setting has been considered in detail through a recent appeal (LW/22/0104) for an outline planning application for 68 residential units at 04RG and land to the south of 04RG. The Inspector concludes that the irreversible change of use of the agricultural land on the site and the visual intrusion caused by proposed built forms would cause permanent harm to the open and rural setting of the Southdown Hunt kennel complex, detriment to the special interest of the Grade II listed building, but also to the significance of the Magazine and former Barracks Hospital as non-designated heritage assets. ESCC states that there is high potential for archaeological implications as the site falls within or immediately adjacent to an Archaeological Notification Area.</p>
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m
Active Travel	Pavements in place into village centre. No cycle routes.
Public Rights of Way	Existing PRow along the eastern boundary of the site.
Site Access	Existing access into the site is from Chamberlains Lane, which is narrow and partly unmade, however the access from Lewes Road would appear sufficient for two way traffic.

Availability Assessment: Available

The site is actively promoted for residential development. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2022 Planning application
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 07RG Not Deliverable or Developable
The Kennels, Laughton Road

		Parish or Town	
		Ringmer	
		Site Area	1.5 Ha
		Greenfield or Previously Developed: Part Brownfield / Part Greenfield	
		Proposed Development	
Residential		Site Source	
2018 SHELAA		Current or Last Use	
Kennels and private residence		Recent and Relevant Planning History	
No recent or relevant planning history.		Theoretical Residential Capacity	36 homes
		Indicative Density	30 dph
LAA Indicative Residential Capacity		0 homes	
LAA Indicative Employment Capacity		0 Ha	

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is promoted for residential use, however it is now allocated as employment land in the made Ringmer Neighbourhood Plan, and therefore unsuitable for residential development within the plan period. Key constraints identified includes heritage sensitivity, access and potential landscape impacts which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. Site is an employment allocation (EMP8) within the made Ringmer Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. The site is in close proximity to the South Downs National Park.
Ecological Constraints	Hedgerow/trees to the southern and western boundary. Potential for biodiversity in trees at southern and western boundaries. These trees would not need to be removed.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Utilities current available on part of the site
Bad Neighbours?	Agriculture/residential. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls outside the National Park. Housing development on this site would result in a more built up character to this currently semi-rural site with open fields to the south. However, there is development on and adjacent to this site and the impact could be reduced through design. The site falls within Parcel Broyle Side D assessed in the Landscape Sensitivity Study as medium sensitivity to small-scale and medium-scale residential development. The assessment states that development should be focused in the northern part of the parcel, with screened views, avoiding coalescence or perception of coalescence between Ringmer and Broyle Side and Neaves Lane.
Historic Built Environment Constraints	No designations. The site includes a Grade II Listed Building. ESCC states that there is high potential for archaeological implications as the site falls within or immediately adjacent to an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stop. No railway station within 800m
Active Travel	Pavements in place into village centre. No cycle routes.
Public Rights of Way	None
Site Access	Existing access into the site from the B2124. This would need to be upgraded. Secondary narrow access to rear of site linking with Neaves Lane.

Availability Assessment: Not Available

The site is no longer available for housing as it is now an employment allocation within the made Ringmer Neighbourhood Plan.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Site no longer available for housing as it is now an employment allocation within the made Ringmer neighbourhood plan.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 08RG Not Deliverable or Developable
Land adjoining Fingerpost Farm, Ringmer

		Parish or Town		
		Ringmer		
		Site Area	1.6 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Playing field and park (with play equipment).			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	38 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site consists of a number of residential dwellings and an existing playing field adjacent to the planning boundary of Broyleside. Bus stop is adjacent and site is located 900 m from the village centre. The recent open space strategy found the open space / equipped play area to be of high quality. The site is therefore considered unsuitable for residential development as this would result in the loss of the recreational area. The site falls within Parcel Broyle Side A considered in the Landscape Sensitivity Study, of high-medium sensitivity to small and medium-scale residential development. The site forms part of a green gap between the settlements of Ringmer and Broyleside. While surrounded by residential units to the north and east, development of the site would contribute to the visual and physical coalescence between the two settlements. Other key constraints identified relate to heritage sensitivity, potential ecological impacts, risk of surface water flooding and access.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is existing playing field, outside but adjacent the planning boundry of Ringmer, adjacent Broyleside. Policy 7.2 of the Ringmer Neighbourhood Plan states that development would only be permitted where any harm to the site is outweighed by the community need for the proposed use. The recent open space strategy found the site to be of good quality and medium value.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Given the grounds are maintained, there are unlikely to be any significant biodiversity impacts although a survey should be undertaken for the hedge and tree boundaries. There are multiple TPO trees along the site's eastern boundary.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities adjacent to site.
Bad Neighbours?	New residential to north, employment opposite to south. Employment is typically office and small industrial. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	Broyle Side A: high-medium sensitivity to small and medium-scale residential development given the functional value of the southern part of the parcel between the settlements of Ringmer and Broyleside. Defined situations limited to the northern side. The extent of development would depend on the retention on mature field edge vegetation in limiting the visual and physical connection between settlements as well as respecting the existing linear settlement form.
Historic Built Environment Constraints	The site is adjacent to the Grade II listed Fingerpost Farmhouse. ESCC states that there is high potential for archaeological implications as the site falls within or immediately adjacent to an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Adjacent to bus stop on main road with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m
Active Travel	Pavements in place into village centre. No cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Narrow access into the site from Broyle Lane. This would need to be improved but is likely to be achievable.

Availability Assessment: Not Available

LDC Parks team confirmed that the site is not available for development.

Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Land currently in use.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 24RG
Glebe Land, Ham Lane**

Not Deliverable or Developable

		Parish or Town	
		Ringmer	
		Site Area	0.65 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Agriculture/open paddock		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	10 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is a low lying greenfield outside the planning boundary of Ringmer. It is relatively well screened by existing boundary trees, however development of the site would extend the village into the open countryside with unacceptable impacts upon the landscape character of Ringmer and the setting of the South Downs National Park immediately opposite. The site is assessed as part of Parcel Ringmer A in the Landscape Sensitivity Study, which is assessed to be of high-medium sensitivity to small and medium-scale residential development. The site also have no potential for providing pedestrian access to the village, which would likely make it car dependent. Other key constraints identified relate to heritage sensitivity, impacts on the highway network and risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No allocation or specific policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. Stream located along west boundary. The draft Stage 1 SFRA shows that approximately 27% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination issues identified.
Topography	Flat
Environmental Constraints	Adjacent South Downs National Park. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	An ecological survey will be required - habitats may be present in trees. A small hedgerow bounds the site to the north.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No utilities on site, but there is a small residential development adjacent to site.
Bad Neighbours?	Surrounded predominantly by other agricultural uses. A small cluster of dwellings lie to the east. No identified bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site falls within Parcel Ringmer A in the Landscape Sensitivity Study, which is assessed to be of high-medium sensitivity to all types of development and very high sensitivity to large scale residential, owing to its location next to the South Downs National Park and logistics of where development could go on the parcel to respond to the existing settlement pattern. Development of the site would extend the village into the countryside and on balance would have an unacceptable impact upon the landscape.
Historic Built Environment Constraints	Norlington Farmhouse to the east of the site adjacent Norlington Lane is Grade II listed, development would be some way from this, but consideration needs to be given to the setting of the listed building. ESCC states that there is high potential for archaeological implications as the site falls within an Archaeological Notification Area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site is approximately 500m from nearest bus stop (Lewes Road) with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	No pavement access into the village. No cycle route. Unlikely a footpath along Ham Lane would be achievable given its width.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Ham Lane is relatively narrow, 30 miles hour zone starts at the site, this may require extending. No existing access into the site. Would need a new access junction. Visibility potentially difficult and may not be achieved - further highway assessment requirement. Would require removal of existing hedge/trees.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership.

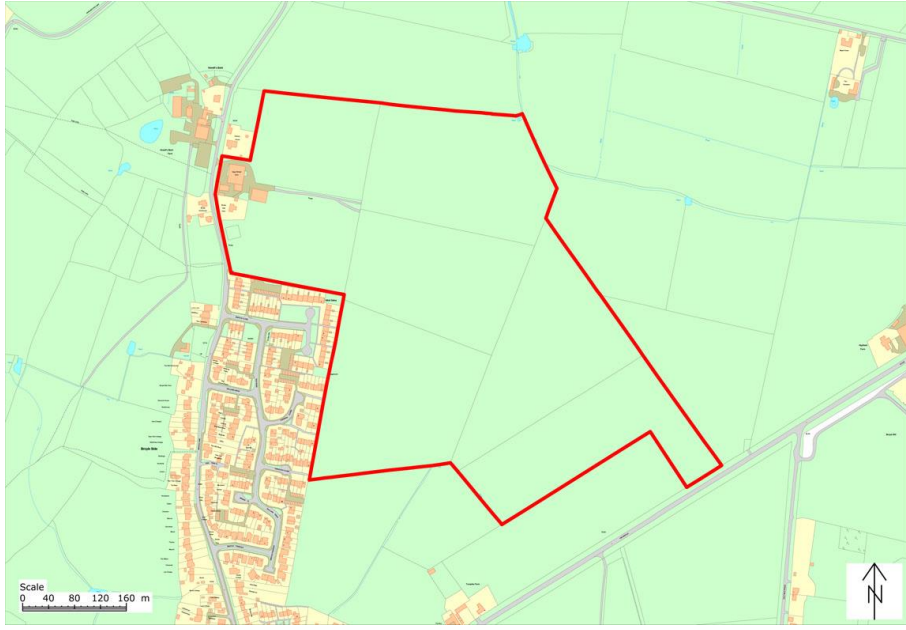
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 29RG Not Deliverable or Developable
Land north and east of Broyle Side

	Parish or Town		
	Ringmer		
	Site Area	28.8 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural farmland		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	432 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Broyleside. It is within walking distance from existing bus stops, but outside of walking distance from existing services and facilities located in Ringmer. The site fronts onto Broyle Lane and the B2192, however further investigation would be required to identify suitable access to facilitate the scale of development proposed. The site has high intervisibility to the north, east and west due to its open character and rising landform to the north. The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity, and has a medium sensitivity to small and medium scale residential development. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement. Full development of the site at a strategic scale is likely to have significant adverse impact on the rural character of the Broyle Side. The potential for partial development of the site to the south is considered through a separate submission as 64RG. Other key constraints identified includes potential ecological impacts, archaeological sensitivity, risk of surface water flooding and potential highway impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated to the east of Broyle Side. The site is outside but adjacent in parts the settlement boundary and existing development. Links with 30RG to the south which would link with the existing settlement.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Approximately 7% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Open fields
Environmental Constraints	The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	There are local records of notable and protected birds species. No protected tree designations on the site, adjacent to south of the site are a small group of protected Oak and Hawthorn.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available adjacent or nearby.
Bad Neighbours?	None identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site has high invisibility to the north, east and west due to the open character of the parcel and rising landform to the north. The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity Study. It is assessed of having a medium sensitivity to small and medium scale residential development. Development would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the vilalge from the east to retain the rural character and include appropriate mitigation through softening settlement edge and reducing scale of massing along eastern edge. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement.</p> <p>ESCC landscape architect states potential to improve urban edge, albeit on a smaller scale than currently promoted, through bold landscaping and only acceptable if development would enhance the character of landscape surrounding the site through tree and hedge planting of surrounding fields to restore historic character.</p>
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation areas. Archaeological Notification Area to the southern side of B2192. Reported by Parish Council that unexpected finds within the ANA as part of investigation of 48RG may extend into this site. Further investigation would be required.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops on Broyle Lane, with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	No public footpath along B2192, there is footpath access Broyle Lane. No dedicated cycle paths on either road.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Unknown access point. Site links Broyle Lane and B2192. Would require work to show access can be facilitated for the scale of development.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Likely to be delivered in two phases.

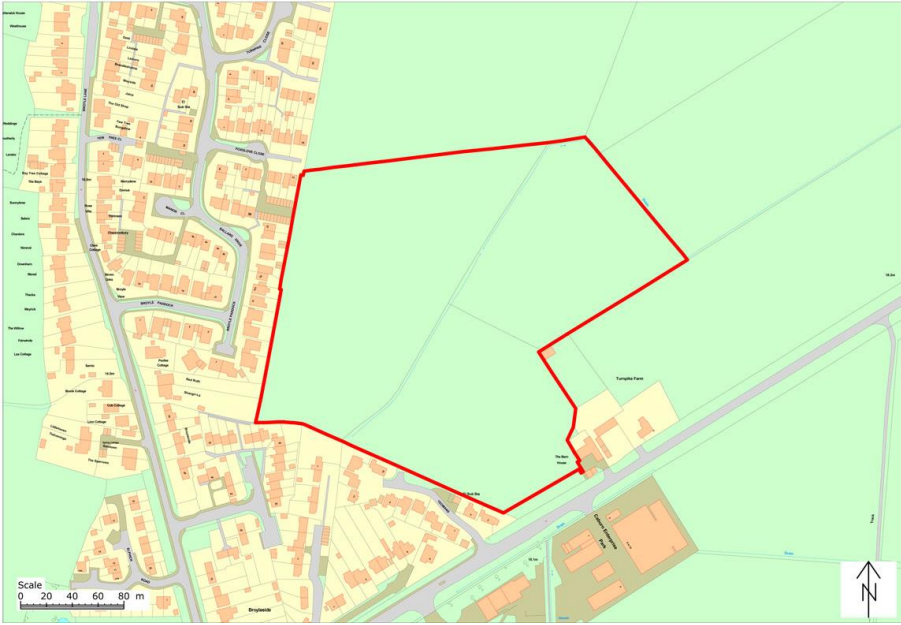
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 30RG
Land east of Broyle Side

Potentially Deliverable or Developable

	Parish or Town		
	Ringmer		
	Site Area	6.17 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
	Site Source		
2018 SHELAA			
Current or Last Use	Existing farm land to the east of Broyle Side		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	139 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	110 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Broyleside. It is in close proximity to existing bus stops but is not currently connected to existing footpaths. The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity, and has a medium sensitivity to small and medium scale residential development. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement. ESCC landscape architect states, "Potential to improve urban edge through landscaping and this has potential to enhance the character of landscape surrounding the site to restore historic character. Development of the site would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the village from the east to retain the rural character and include appropriate mitigation through softening settlement edge and reducing scale of massing along the eastern edge." The southern part of the site is in Flood Zone 3. Other key constraints identified includes potential ecological impacts, archaeological sensitivity and potential highway impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated to the east of Broyle Side, between existing development and Lewes Road B2192. The site is outside but adjacent the settlement boundary to the south/east.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 15% of the site along the south and extends to the centre is within Flood Zone 2 and 3A. A sequential test and site-level exception test would need to be applied. Approximately 25% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site
Environmental Constraints	The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	There are local records of notable and protected birds species. No protected tree designations on the site, adjacent to south of the site are a small group of protected Oak and Hawthorn.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available adjacent or nearby.
Bad Neighbours?	None identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity Study. It is assessed of having a medium sensitivity to small and medium scale residential development. Developmen would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the vilalge from the east to retain the rural character and include appropraite mitigation through softening settlement edge and reducing scale of massing along eastern edge. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement.</p> <p>ESCC landscape architect states potential to improve urban edge through bold landscaping and only acceptable if development would enhance the character of landscape surrounding the site through tree and hedge planting of surrounding fields to restore historic character.</p>
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation areas. Archaeological Notification Area to the southern side of B2192. Reported by Parish Council that unexpected finds within the ANA as part of investigation of 48RG may extend into this site. Further investigation would be required.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Bus stops on Broyle Lane, swith regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m. Unclear if access would be able to be provided to Broyle Lane via the existing roads adjacent which would reduce distance to the bus stop. Bus stop via B2192 would be 400m and no footpath, longer from northern part of the site.
Active Travel	No footpath or cycleway along B2192
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Unknown access point. A new access from B2192 would require loss of mature street trees. Unknown if another access on this side would be acceptable given existing two access' in this location. Access would be prior to the change from 40 to NSL. Unknown if access would be acheivable from Yeomans Close, this is relatively narrow and unlikely to sustain significant increase in traffic.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

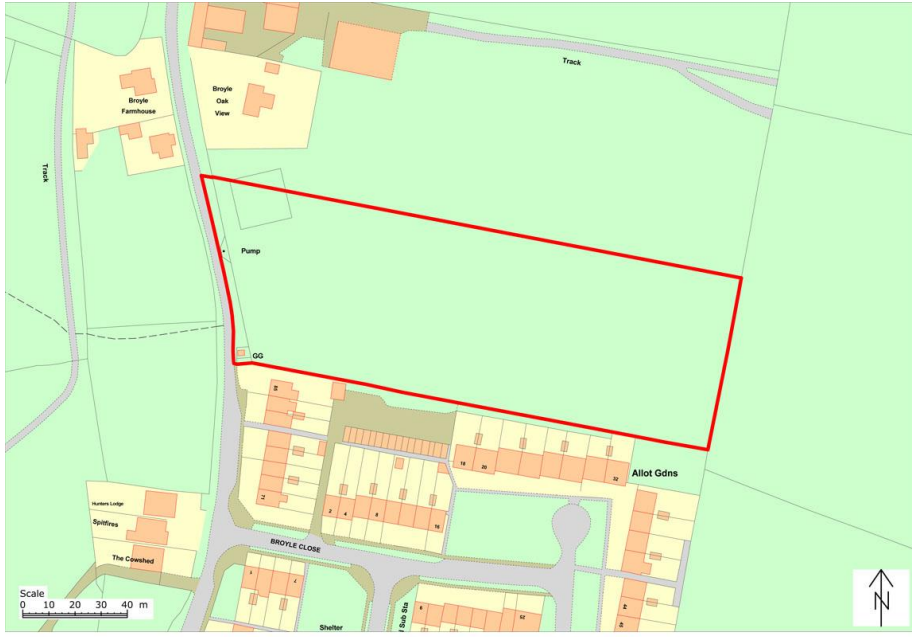
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 38RG Potentially Deliverable or Developable
Land south of Upper Broyle Farm**

		Parish or Town	
		Ringmer	
		Site Area	1.2 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural.		
Recent and Relevant Planning History	LW/20/0784 - Agricultural notification for engineering works to improve a parcel of land to allow it to be cultivated. Part of the site. Whilst not restricting it indicates that the site may not be available for development.		
Theoretical Residential Capacity	29 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	28 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially Suitable
Employment Suitability: Not Assessed**

Landscape impacts and sustainability are main concerns. Site is not within walking distance of local services although they are accessible by bus from Broyle Lane. Site likely to be car dependent. Access is considered achievable, extension to pedestrian footpath would be required on Broyle Lane but location of electrical substation may hinder this. The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity Study. It is assessed of having a medium sensitivity to small and medium scale residential development. Development would need to consider the existing settlement pattern of Broyle Side and be integrated in views on the approach to the village to retain the rural character and include appropriate mitigation through softening settlement edge and reducing scale of massing. Development would need to be within a defined new landscaped village edge, retaining existing oaks. No onsite physical or environmental constraints.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific allocations. Countryside policies apply. Site is outside but adjacent the existing planning boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No land contamination issues identified.
Topography	Flat and regular shaped site. No other on site physical constraints to development identified.
Environmental Constraints	The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to (smaller) site. No likely impacts on local ecology considered. No protected or designated trees or tree groups on or adjacent to site. Site is bordered by maintained hedges. Half a dozen trees sporadically located along eastern boundary.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available from adjacent residential development.
Bad Neighbours?	Farm to the north of site, although not immediately adjacent.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity Study. It is assessed of having a medium sensitivity to small and medium scale residential development. Development would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the village from the east to retain the rural character and include appropriate mitigation through softening settlement edge and reducing scale of massing along eastern edge. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement.</p> <p>ESCC Landscape Architect advises there is scope to conserve and enhance the local landscape in this area. This area could have some potential for development with a very well defined new edge to the village created by bold woodland planting on the boundary with the countryside. The existing oak trees would need to be retained and protected.</p>
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium (Amber) potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within walking distance of bus stop with regular services to Brighton, Lewes, Uckfield and Tunbridge Wells. No train station within walking distance.
Active Travel	Site is not connected by footpaths or cycleways, although footpath east of Broyle Lane exists adjacent the site so likely could be extended but electricity station may obstruct this.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	No existing access from Broyle Lane, which is a relatively narrow road but likely visibility splays could be achieved.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The housing market around Ringmer and Broyle Side is buoyant with both good demand and viability .
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs with development identified.

**Site Reference: 39RG
Land at Norlington Lane**

Not Deliverable or Developable

		Parish or Town	
		Ringmer	
		Site Area	2.48 Ha
		Greenfield or Previously Developed: Greenfield	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Scrubland, number of existing trees throughout the site, boundary is existing mature trees and hedgerows.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	56 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield located at periphery of Ringmer village. The site is of high visual sensitivity as development would be visible from the immediate surrounding landscape and long distance views from the South Downs National Park. Development at this location beyond the established edge at Norlington Lane would encroach into the countryside extending the built up area of Ringmer. The site falls within Parcel Ringmer A in the Landscape Sensitivity Study, which is assessed to be of high-medium sensitivity to all types of development and very high sensitivity to large scale residential development. Other key constraints identified relate to heritage sensitivity, impacts on the highway network and risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No allocations. The site is shown as Grade 3 Agricultural Land, Defra Predicture Best and Most Versatile Land Strategic Plan shows high likelihood the land is BMV. This would need to be investigated.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Stream located along west boundary. The draft Stage 1 SFRA shows that approximately 18% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination issues identified.
Topography	Flat, regular shaped site. No identified onsite physical constraints to development.
Environmental Constraints	Adjacent South Downs National Park. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. Trees and hedges located around all boundaries of site. Some individual and clumps of trees located within site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to site.
Bad Neighbours?	No identified bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>Highly sensitive location, development would be visible from the immediately surrounding landscape and distant views from the National Park. Development west of Norlington Lane is currently confined to that within Norlington Fields (8 units), further development would encroach into the countryside extending the built up area of Ringmer. ESCC Landscape Architect advises that the area is rural in character and the surrounding landscape is very open with long views across from surrounding areas. The development of this site would be difficult to mitigate especially in views from the downs and would extend the built up edge further into the countryside than is acceptable'.</p> <p>The site falls within Parcel Ringmer A in the Landscape Sensitivity Study, which is assessed to be of high-medium sensitivity to all types of development and very high sensitivity to large scale residential, owing to its location next to the South Downs National Park and logistics of where development could go on the parcel to respond to the existing settlement pattern. There is cultural heritage association within the west of the parcel in term of agricultural field enclosure and sensitivities relating to potential coalescence with development adjacent to the A26.</p>
Historic Built Environment Constraints	Norlington Farmhouse to the east of the site adjacent Norlington Lane is Grade II listed, development would be some way from this, but consideration needs to be given to the setting of the listed building. Site is within an Archaeological Notification Area: medieval and post-medieval village and potteries.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site is approximately 500m from nearest bus stop (Lewes Road), and 600m from bus stops on A26 with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m

Suitability Issue	Suitability Assessment Comments
Active Travel	Site is not connected to the surrounding area via footpaths or cycle paths. No footpaths on Norlington Way, there are however footpaths from Church Hill into Ringmer.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	No existing access to the site from Norlington Lane, unknown if access is achievable given bend in road and existing substation. Existing access point on to Ham Lane at south west corner, would need to be widened to achieve required widths and would require removal of existing trees.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Site has existing access point on to Ham Lane at south west corner. Will need to be widened to achieve required widths.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 44RG Potentially Deliverable or Developable
Land west of Broyle Lane

		Parish or Town		
		Ringmer		
		Site Area	0.28 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Small, open undeveloped field.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	8 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	7 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Broyleside, currently used as a small managed open field. The site is not subject to any known environmental designations.

The site is in close proximity to existing bus stops with regular services to Ringmer and Lewes, although outside of walking distance from key services or facilities located in Ringmer. The site is not currently connected to a continuous pedestrian network and therefore crossing points likely to be required with new footways to provide pedestrian links. Public Rights of Way 9 runs along the northern part of the site which would need to be maintained and enhanced.

The site is located within a landscape character area with a moderate capacity for change. Development of the site could potentially round-off the settlement pattern of Broyleside, with limited impact on its rural character. The site is well contained by existing trees and hedges, which should be retained where possible. ESCC archaeologists identifies site as a medium to high heritage significance subject to further investigation. The site is not within or adjacent to any identified designated heritage assets.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No site specific allocations or policies. Not allocated with Ringmer Neighbourhood Plan (although adjacent to housing allocation, which has now been built out).
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat. No on site constraints to capacity.
Environmental Constraints	The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	The site is not designated for its nature conservation interest. There are local records of notable and protected species including plants, hedgehog and barn owl. No protected trees, woodland or hedges on or adjacent to site. Existing boundary hedges and trees should be retained as buffer.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely to be available adjacent
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	Mature trees would need to be protected particularly where the access and sight lines would need to be created. LCS indicates that the site lies within a landscape character with medium scope for change.
Historic Built Environment Constraints	No historical constraints identified on or adjacent to site. ESCC archaeologist notes medium to high heritage significance.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop located within approx. 400m of site. Services available to Tunbridge Wells and Brighton, via Lewes.
Active Travel	Public Rights of Way 9 runs along northern boundary. No dedicated cycle route. Existing footpath on opposite side of Broyle Lane, likely crossing point would be required.
Public Rights of Way	PRoWs along the northern boundary of the site
Site Access	No existing access, but likely safe access could be achieved from Broyle Lane. Crossing points likely to be required with new footways to provide pedestrian links as only existing footpath is on the opposite site of Broyle Lane.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified. The site is in single ownership.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 47RG Not Deliverable or Developable
Land north of Potato Lane

		Parish or Town		
		Ringmer		
		Site Area	9.49 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2019 Submission to SHELAA		
Current or Last Use	Agricultural fields.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	214 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Ringmer. The site is accessible via a range of transport options including walking, vehicle, cycle and bus stops. It is within walking distance from existing services in Ringmer. Proposed access from Harrisons Lane in the recent planning application is considered acceptable by ESCC Highways.

The site is very open and rural in character, contiguous with the agricultural landscape to the south and east. It falls within Parcel Ringmer C which is assessed as having a high-medium sensitivity to small-scale and medium-scale residential development and very high sensitivity to large-scale residential development (above 100 dwellings). The Landscape Sensitivity Study notes that this parcel is unlikely to be able to accommodate the relevant types of development overall or only in limited situations, depending on whether the proposed development could protect the character of the view to and from the South Downs National Park. The site is located adjacent to South Downs National Park next to Potato Lane. The site plays an important transitional role in providing a soft countryside edge to Ringmer. Residential development on site is likely to have a significant impact upon its the setting of the South Downs National Park by introducing a sprawling development outside the planning boundary and in full view of the SDNP. It is considered that

potential mitigation measures including the use of a strong green infrastructure buffer would not adequately mitigate the significant landscape impacts. The site is therefore considered unsuitable for residential development.

Other key constraints relate to the risk of partial fluvial and surface water flooding on site, the loss of the Grade 2 Very Good Agricultural Land, ecology and archaeology constraints to be further investigated and mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside but adjacent the planning boundary of Ringmer. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1. Less than 3% of the site along the river is in Flood Zone 2 and 3A, therefore site is at higher risk of flooding from fluvial sources. A sequential test and site-level exception test would need to be applied. There are some major surface water flow paths that run through the site. The draft Stage 1 SFRA shows that approximately 18% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat. No on site constraints to capacity.
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England. The site is adjacent to the South Downs National Park.
Ecological Constraints	Site not designated but local records (including on-site records) of protected and notable species, including GCN, reptiles, bats, dormouse and birds. Any development would need to be informed by an Ecological Impact Assessment and any impacts mitigated/compensated, with biodiversity net gain provided. No protected trees, woodland or hedges on site. Hedges run on site boundary and across the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 2 and Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Not on site but will be available nearby. The site is not crossed by known national gas pipes and electricity transmission infrastructure.
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	Yes

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>The site is very open and rural in character, contiguous with the agricultural landscape to the south and east. It falls within Parcel Ringmer C which is assessed as having a high-medium sensitivity to small-scale and medium-scale residential development and very high sensitivity to large-scale residential development (above 100 dwellings). The Landscape Sensitivity Study notes that this parcel is unlikely to be able to accommodate the relevant types of development overall or only in limited situations, depending on whether the proposed development could protect the character of the view to and from the South Downs National Park.</p> <p>The site is located adjacent to South Downs National Park next to Potato Lane. The site plays an important transitional role in providing a soft countryside edge to Ringmer. Residential development on site is likely to have a significant impact upon its setting. A well defined landscape buffer would need to be established to define the new village edge and protect views from the SDNP.</p>
Historic Built Environment Constraints	<p>No conservation areas or listed buildings on site or adjacent. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Site lies in proximity to 5 ANAs (medieval & post-medieval village, medieval potteries and post-medieval brick kilns; The Broyle Enclosure - C18 Enclosure; Roman settlement, medieval and post-medieval farm complex and buildings; Arlington to Ouse Valley Roman road and Roman settlement & medieval hamlet). Evidence of Bronze Age, Roman, medieval and post-medieval activity in proximity and wider area. The site of a 17th-18th century brick kiln is located within 250m of the western site boundary. Archaeological potential of site yet to be determined.</p>
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 500m of bus stop on B2192 with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	There are existing footpaths on Harrisons Lane, no dedicated cycle paths.
Public Rights of Way	The site does not intersect with the existing PRow network.
Site Access	Proposed access from Harrisons Lane in the recent planning application is considered acceptable by ESCC Highways.

Availability Assessment: Available

The site is actively promoted for residential development. It is in single ownership and no ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	There is the opportunity for this to come forward in two phases, as reflected in the accompanying illustrative plans. Our broad thoughts at the moment are for two phases 1 and 2 of 100 and 121 homes respectively.


Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 48RG
Land off Laughton Road**

Deliverable or Developable

		Parish or Town		
		Ringmer		
		Site Area	3.3 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Existing farm land.			
Recent and Relevant Planning History	Southern part is already allocated in RNP as RES11 and RES25, and has consent for 30 dwellings (LW/15/0542). Application LW/22/0255 granted on appeal for 53 dwellings. Subject to ongoing appeal LW/22/0282 for 70 dwellings.			
Theoretical Residential Capacity	50 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	123 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Ringmer. The southern end of the site is allocated for residential development under the Ringmer Neighbourhood Plan and is currently under construction (LW/15/042). No showstopper constraints to development have been identified. The remaining area of the site was granted permission for 53 dwellings at appeal (LW/22/0255). A further appeal for 70 dwellings is ongoing (LW/22/0282). The reasons for refusal of the applications are associated with the largely car dependent design of the site, surface water mitigation, parking and inadequate information on biodiversity mitigation which could be mitigated through appropriate detailed design. Proposed residential development of the western part of the site is contrary to Policy 5.1 of the Ringmer Neighbourhood Plan (made 2015) which allocates this area for employment use. The site is suitable for mixed use development.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside but adjacent the eastern side of Broyleside. Existing allocations RES11 and RES25 form part of the site submission.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. LLFA consultation states that the site is at risk of surface water and groundwater flooding. The draft Stage 1 SFRA shows that approximately 14% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	Maps indicate historic landfill in the bottom south west corner of the site which would require investigation.
Topography	Flat. No on site constraints to capacity.
Environmental Constraints	The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Local records of protected and notable species including GCN (multiple on-site records), reptiles, bats and vascular plants. Several ponds and waterbodies on site and in surrounding area. EPS licence will be required with robust mitigation for GCN. Existing pond and woodland to the south-east of the site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available adjacent or nearby.
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site falls within Parcel Broyle Side C which is assessed to be of a medium-low sensitivity to small and medium scale residential development in the Landscape Sensitivity Study, provided that development retain some perception of rural character along Half Mile Drove and consider the existing settlement pattern through appropriate plot size, layout and setback. ESCC Landscape Architect states a high quality development in a landscape setting could be acceptable. This area could accommodate more development of a design and density to be in keeping with the existing new houses. A landscape buffer would be required to contain the development in views from the B2192 and B2124. The pond and associated trees would need to be retained as a natural feature.
Historic Built Environment Constraints	No listed buildings or conservation areas on or nearby. Site lies within 2 ANAs relating to Lower Lodge Farm, Laughton Road - prehistoric activity and the Arlington to Barcombe Roman Road. Part of this site has already been subject to archaeological investigation and mitigation under LW/15/0542 due to the presence of Mesolithic, Neolithic, Iron Age/Roman activity. It is anticipated that similar archaeological evidence survives across the full extent of Site 48RG. A number of post-medieval farmsteads, buildings and brick kilns exist in the wider area. A 19th-century barrack was located approximately 150m southwest of the site.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop on Broyle Lane, within 450m of the site. No made footpath to Broyleside though. Regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m

Suitability Issue	Suitability Assessment Comments
Active Travel	No made footpath to Broyleside on the B2192.no dedicated cycleway.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Access would be possible through the existing housing site and onto Laughton Road.

Availability Assessment: Available

The site is available and actively promoted for development. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Additional costs may be required by Archaeological invesitgation.

Site Reference: 50RG Not Deliverable or Developable
Land West of Broyle Lane

	Parish or Town		
	Ringmer		
	Site Area	13.4 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	201 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield between Broyleside and Ringmer. The site is of high landscape and visual sensitivity to residential development. It is open to long views from the South Downs National Park and plays a critical role in retaining the separation between Broyleside and Ringmer. Development of the site would lead to the physical and perceived coalescence between the two settlements, adversely impacting the landscape character of Ringmer. Partial development of the site focused along the eastern part adjacent to Broyleside is unable to mitigate against the impacts from perceived coalescence when viewed from the South Downs National Park and Lewes Road. Part of the site is in Flood Zone 2 and 3a. The site is also subject to risk of surface water flooding which would need to be mitigated. Other key constraints identified includes heritage and archaeological sensitivity, access and potential impacts on biodiversity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Northern part of the site would be adjacent the planning boundary of Broyle Side. No specific allocations. Site is shown as partially Grade 2 agricultural land.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 12% of the site is in Flood Zone 2 and 3a. A sequential test and site-level exception test would need to be applied. Consultation with LLFA shows there are a number of surface water flow paths that flow through the site which would need to be considered in layout. There is likely potential for groundwater flooding at the site and as the maps indicate the water table is less than 3m below the surface infiltration of surface water may not be acceptable. The draft Stage 1 SFRA shows that approximately 32% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Potential for biodiversity in trees along boundaries and hedgerows dividing fields. No local records of protected species on or adjacent the site. Trees/hedgerows surround the fields, layout of scheme could work around these. There are TPO trees to the south of the access which would need to be surveyed.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Sewer and gas supply in Broyle Lane
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	<p>The site forms part of Parcel Broyle Side A assessed in the Landscape Sensitivity Study, having a high-medium sensitivity to small and medium-scale residential development given the functional value of the southern part of the parcel between the settlements of Ringmer and Broyle Side. The parcel is unlikely to accommodate residential development without significant adverse character change or adverse visual effects, except in defined situations where the development is located to the north of the parcel (outside of the site in concern).</p> <p>ESCC Landscape Architect states the area is of high landscape and visual sensitivity as it lacks enclosure and is open to long views and it is also important in retaining the separation between Ringmer and the Broyle to prevent coalescence. The area is viewed as a countryside gap from the elevated parts of the SDNP.</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	Fingerpost Farm is Grade II listed, the site would extend north of the farm buildings, potentially impacting on the setting of the building. Three buildings identified as non-designated heritage assets by policy 4.7 of RNP are situated adjacent the site. Site lies within 2 ANAs relating to the Arlington to Barcombe Roman Road and medieval & post-medieval village, medieval potteries and post-medieval brick kilns. Two further ANAs lie in proximity relating to a 19th century barracks and Lower Lodge Farm, Laughton Road - prehistoric activity. Targeted geophysical survey within this site has identified traces of the metalled surface of the Roman road and evidence for roadside ditches. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops on Broyle Lane within 150m, with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m
Active Travel	Footpaths on both sides of Broyle Lane, vision document shows potential footpath access from the B2192 to the site through the recreation ground.
Public Rights of Way	PRoWs along northern boundary.
Site Access	Submission states that access would be from Broyle Lane via an existing unmade single access, between The Sparrows and 18 Elphick Road. The existing unmade access is narrow but it appears the land would be 12m in width and could therefore accommodate two way vehicles and pedestrian access.

Availability Assessment: Available

The site is available and actively promoted for residential development. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Greenfield site - could be costs around highway improvements, access and archaeological investigations.

Site Reference: 52RG Not Deliverable or Developable
Land at the Orangery, Green Road

	Parish or Town		
	Ringmer		
	Site Area	1.22 Ha	
	Greenfield or Previously Developed: Predominantly Greenfield		
	Proposed Development		
Residential			
Site Source			
2020 CfS			
Current or Last Use	Existing dwelling, with open storage yard.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	29 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is predominantly an isolated greenfield site, unrelated to an existing settlement, closest settlements of Broyle Side, and Ringmer which provides some services are outside of walking distance, public transport available (bus) 650m on B2192 but with no made pedestrian footpath links. Site would therefore likely be car dependant. Other key constraints identified relate to access and risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside planning boundaries and unrelated to any settlement. No specific policies or allocations
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 7% of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified.
Topography	Flat site
Environmental Constraints	The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No on site records of protected species. Number of trees surrounding the site but no designations.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Private sewerage system on site. Isolated so unknown if utilities would be available to serve the development of this scale.
Bad Neighbours?	Glider club airfield is located north-east of the site in fields off the B2192, potential for noise conflict which needs to be considered.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Landscape Character type D: Eastern Low Weald of the Lewes Landscape Character Assessment 2023. The LCA notes that this is a transitional landscape due to urban and rural land uses, with existing ribbon development more apparent in the northern part of the Landscape Character Area and increased areas of tranquillity and remoteness away from settlements and the road networks, most notably in the southern part of the Landscape Character Area. The LCA notes states development should be concentrated at existing settlements to ensure it retains the rural parts of the Landscape Character Area, notably in the southern part of the Landscape Character Area where existing development is less apparent and there is a greater open character.
Historic Built Environment Constraints	No Conservation Areas or Listed Buildings nearby. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Site lies within the 18th-century Broyle Enclosure. Evidence of Palaeolithic and Roman activity identified at the East Sussex Glider Club to the east of the site. Medieval and post-medieval activity identified in the wider area. Archaeological potential of site yet to be determined. Applicant should submit a desk-based heritage impact assessment with their application.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops on Broyle Lane (1.6km) or the B2912 (650m) neither of which would be within walking distance. Green Lane is a narrow road with no dedicated footpath or cycle lane.
Active Travel	No footpath access from the site, nor dedicated cycle path. Green Lane is a narrow but with wide grass verges.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from Green Lane. This is narrow and would need widening/upgrading for development of this scale. Green Lane is long and straight so visibility etc is likely achievable. Green Lane is narrow though so unknown if it can accommodate development of this scale.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in single ownership.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified but could be costs associated with removal of existing buildings.

Site Reference: 54RG Not Deliverable or Developable
Lower Clayhill Farm Buildings, Uckfield Road

		Parish or Town		
		Ringmer		
		Site Area	0.66 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2020 CfS		
Current or Last Use	Existing redundant farm buildings on site. Existing access from A26 which leads to the farm land at the rear of the site.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	11 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is in an isolated location, unrelated to any existing settlement and without any pedestrian access to the wider area. Public transport is available on the A26, but likely site would be car dependant. A landscape buffer to the south and east would limit wider impacts on the landscape and open countryside. Part of the site is subject to risk of surface water flooding which would need to be mitigated. The site is in close proximity to a number of Grade II listed buildings. Further heritage assessment would be required.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside planning boundaries, unrelated to any existing settlement. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. LLFA advice there are small surface water flow paths at the site. Potential for ground water flooding in north-west corner of the site. The draft Stage 1 SFRA shows that approximately 10% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified but likely existing buildings contain asbestos given the appearance/age and potential contamination from Farm uses. Assessment would be required.
Topography	Flat
Environmental Constraints	No designations on or adjacent the site. The site is predominately covered with existing buildings and hardstanding, trees on boundary with road.
Ecological Constraints	Records of bats in the surrounding area. Existing trees to boundary with the road should be retained
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown but likely serving adjacent properties.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	A small scale development would not be out of character with the ribbon development settlement character in this location. A landscape buffer would be required to the south and east boundaries.
Historic Built Environment Constraints	No listed buildings on or adjoining the site. Not currently in an ANA and no known archaeological remains within the site (as a result of no fieldwork having been undertaken). Site lies north of an ANA relating to the Arlington to Barcombe Roman Road and west of an ANA (and associated Scheduled Monument) relating to medieval castle or hunting lodge. A number of dispersed post-medieval buildings, and farmsteads exist in proximity to the site. Evidence of prehistoric, Roman, medieval and post-medieval activity exists in the wider area. Archaeological potential of site yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus Stop within 450m of the site on A26 either north or south with regular services to Lewes, Uckfield and Brighton. Nearest train station at Lewes. No existing crossing point to access bus stop on other side of the road. Bus stops to the south have shelters and timetables.
Active Travel	There are no footpaths existing on the A26 linking the site with the wider area. No dedicated cycle lanes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from A26 which serves farm buildings, farm land and adjoining residential properties. May require widening/upgrading to allow increased capacity.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in single ownership.

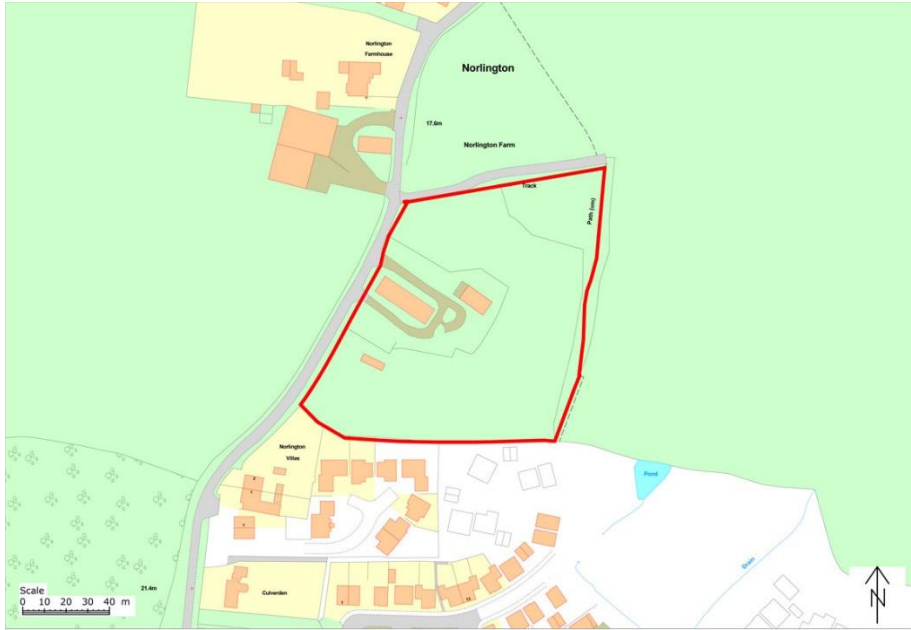
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. Costs associated with removal of buildings, contamination, and provision of roadway improvements would need to be considered.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with removal of buildings, contamination, and provision of roadway improvements.

**Site Reference: 55RG Potentially Deliverable or Developable
Land at Norlington Farm east of Norlington Lane**

	Parish or Town		
	Ringmer		
	Site Area	1.3 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Rough grazing, derelict farm building and timber framed barn.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	31 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	30 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Ringmer. It is within walking distance of bus stop and local convenience store, GP and secondary school. There is no footpath on Norlington Road until the junction with Bishops Lane which may make walking less likely and the site more car dependant. Unknown achievability of access from Norlington Lane, which is a rural lane, significant development could impact on the character of the lane and the listed buildings fronting it. Existing barn on site is a non designated heritage asset as defined in policy 4.7 of the RNP and should be retained. The site falls within Parcel Ringmer B assessed in the Landscape Sensitivity Study, and has a medium sensitivity to small-scale and medium-scale residential development. Development would need to respect the approach to Ringmer along Norlington Lane, which has a rural character due to the surrounding agricultural landscape. A well defined edge to the village would need to be established. The site is crossed by an existing PRow which would need to be integrated through sensitive design.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Two timber framed barns at Norlington Farm are recognised as non-designated heritage assets by policy 4.7 of the RNP. One of those barns is allocated in RNP RES22 for conversion to 1 residential dwelling. The site is outside the existing planning boundary but immediately adjacent existing residential sites Sunnymead which was allocated in the RNP and Land North of Bishops Lane allocated in LPP1. The site is shown as Grade 3 Agricultural Land, Defra Predictive Best and Most Versatile Land Strategic Plan shows high likelihood the land is BMV. This would need to be investigated. The Norlington and Wellingham linear medieval settlements are defined in Character area 6 of the RNP.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Zone 1. LLFA consultation shows there is a small area of pooling of surface water in one section to the north of the site. The north of the site also has potential for groundwater flooding of property below ground. The draft Stage 1 SFRA shows that approximately 4% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified but potential contamination from Farm uses. Assessment would be required.
Topography	Relatively flat land.
Environmental Constraints	No designations on or adjacent the site.
Ecological Constraints	No records on site. Known records of bats in the area though and existing buildings on site may provide roosting habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent the site
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site falls within Parcel Ringmer B assessed in the Landscape Sensitivity Study, and has a medium sensitivity to small-scale and medium-scale residential development and high-medium to large-scale residential. This would be dependent on retaining the character of the settlement edge of Ringmer and avoid any perception of coalescence between Ringmer, Broyle Side and properties along Norlington Lane. The approach to Ringmer along Norlington Lane has a rural character due to the surrounding agricultural landscape, any development should respect this approach to retain character.</p> <p>ESCC Landscape Architect states, “tTere could be some scope for development within this area as part of a masterplan. A well defined edge to the village would need to be established. Generous GI corridors would need to be established for existing public footpaths.”</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	Norlington Farmhouse to the north west of the site is Grade II listed. Site lies within an ANA relating to the medieval & post-medieval village, medieval potteries and post-medieval brick kilns. Norlington has its origins as a medieval hamlet. A number of post-medieval farmsteads (including Norlington Farm itself), buildings and brick kilns exist in the wider area. A late medieval/early post-medieval kiln has recently been investigated approximately 220m southeast of this site. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	650m from bus stops on Lewes Road. with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	No footpath on Norlington Lane until junction with Bishops Lane, may make the site more car dependant.
Public Rights of Way	PRoWs across the site.
Site Access	Existing unmade access to the site from Norlington Lane, which would need formalising/upgrading. Norlington Lane is a narrow rural lane, with bends in close proximity unknown if access could achieve appropriate visibility splays for the scale of development.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in single ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs of demolition of existing structures.

Site Reference: 59RG Not Deliverable or Developable
Land to the East of Mutley Hall, The Broyle

		Parish or Town		
		Ringmer		
		Site Area	0.5 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Open field between builders merchants and dwelling.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	12 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Site is isolated unrelated to any settlement, there are bus stops with limited services to surrounding settlements within walking distance but no footpaths and it is likely that the site would be car dependant. Unknown achievability of access.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside and unrelated to existing planning boundaries, no specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 20% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	Site is shown as contaminated from brick and tile manufacture, this would require further investigation.

Suitability Issue	Suitability Assessment Comments
Topography	None, flat site.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No records of protected species on site. Presence of boundary trees and hedgerows.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 4
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Not available on site. Would need to be provided.
Bad Neighbours?	Adjacent to Builders merchant.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is partially contained by existing vegetation, adjacent existing developments therefore impact of small scale development may be able to be mitigated through design.
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation area. Not within an ANA.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within 400m of bus stops, providing limited services to Ringmer, Lewes, Uckfield.
Active Travel	No footpaths along the B2192 linking the site with any settlement or services.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	There is an existing access to the field from the B2192 but this is overgrown and appears unused. Would need consideration of whether an access is achievable for development.

Availability Assessment: Available

The site is available for residential development. No ransom strips identified.

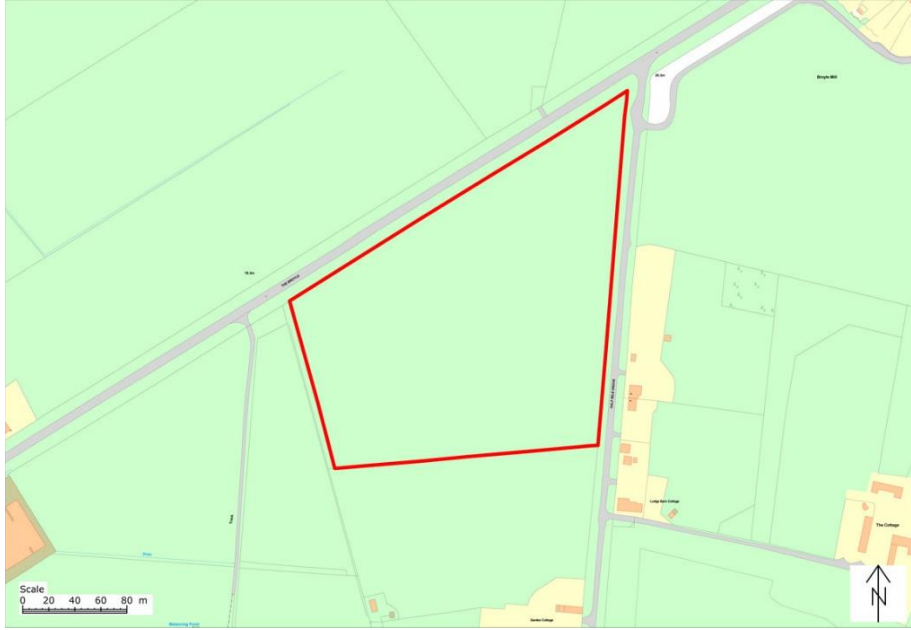
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. Potential costs associated with access and utilities.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Some costs with provision of access, utilities etc. Potential cost of footpath to access bus stops.

**Site Reference: 60RG Potentially Deliverable or Developable
Land on west side of Half Mile Drove**

		Parish or Town		
		Ringmer		
		Site Area	4.74 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Agricultural land			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	71 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	71 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield in close proximity the planning boundary of Broyleside. It is adjacent to 48RG propsoed for residential development and partly allocated for employment use. It is outside walking distance of any services available in Ringmer. The site is not currently connected to a continuous footpath network. The site falls within Parcel Broyle Side C which is assessed to be of a medium-low sensitivity to small and medium scale residential development in the Landscape Sensitivity Study. Development should retain some perception of rural character along Half Mile Drove and positively respond to the existing settlement pattern. Development of the site would require a comprehensive approach alongside 48RG, and should create a defined edge of development at Broyleside. Other key constraints relate to potential highways and ecological impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside planning boundary, to the north connects with 48RG along the B2912, southern part of the site is separated by a field from 48RG. If 48RG was undeveloped this would be wholly unrelated to Broyleside

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat site
Environmental Constraints	No designations on or adjacent the site.
Ecological Constraints	Records of protected species on site(birds and reptiles). Further survey work would be required. Trees/hedgerows surround the field. No TPO's or designations on site or adjacent.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	None on site. Likely be available nearby.
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site falls within Parcel Broyle Side C which is assessed to be of a medium-low sensitivity to small and medium scale residential development in the Landscape Sensitivity Study, provided that development retain some perception of rural character along Half Mile Drove and consider the existing settlement pattern through appropriate plot size, layout and setback. ESCC Landscape Architect states, this area is of high landscape and visual sensitivity as open landscape. There may be some scope for limited development here, consideration needs to be given to the creation of a defined edge to the village and whether this site forms part of a GI buffer to the countryside with some limited development on both sides of the B2192. These village edge plots should not be considered in isolation, but as part of a masterplan to create new GI and a defined edge to development.
Historic Built Environment Constraints	No Conservation Areas or Listed Buildings on site or adjacent. The site is within an Archaeological Notification Area relating to Lower Lodge Farm, Laughton Road - prehistoric activity and the Arlington to Barcombe Roman Road. A number of medieval and post-medieval farmsteads, buildings and brick kilns exist in the wider area. Archaeological potential high.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops on Broyle Lane 700m from the site and no existing footpath, with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	No footpath to Broyleside along the B2192, nor dedicated cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Proponent suggests access potential from Half Mile Drove (existing field access) or from B2191. Half Mile Drove is a narrow lane which would likely require improvements to accommodate this level of development. The B2192 is a 40mph road in this section, may require extension of the 30mph zone to accommodate a new access. The road is long and straight so likely visibility could be achieved, access unlikely to be a showstopper.

Availability Assessment: Available

The site is available for residential development. . No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 61RG Not Deliverable or Developable
Land to the Rear of The Orchards, Ringmer

	Parish or Town		
	Ringmer		
	Site Area	0.6 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Unused field.		
Recent and Relevant Planning History	Application for outline planning permission submitted August 2021 Ref: LW/21/0667 for southern part of the site for 8 dwellings.		
Theoretical Residential Capacity	10 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

Site is to the rear of an existing residential development, relatively well contained, however the main concern is isolation of the site, there is access to public transport and a convenience store but the site would likely be reliant on the car for access to Ringmer, or other settlements for services, not suitable for further residential development. Other key constraints relate to ecology and archaeological sensitivity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside existing planning boundaries no specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified

Suitability Issue	Suitability Assessment Comments
Topography	Flat site
Environmental Constraints	No designations on or adjacent the site.
Ecological Constraints	Records of Great Crested Newts north and south of the site, site has habitat to support GCN and potential to support protected species. Reports from 2019 submitted, would require up to date reports. Trees/hedgerows surround and through the site. No TPO's or designations on site or adjacent.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Likely to be available with development site adjacent
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	The small scale development proposed would not be out of character with the ribbon development settlement character in this location. A landscape buffer would be required to the south and east boundaries.
Historic Built Environment Constraints	No conservation areas or listed building on or adjacent the site. Site lies in an ANA relating to the Arlington to Barcombe Roman Road and west of an ANA and just northwest of an ANA relating to the to the medieval & post-medieval settlement of Ringmer, medieval potteries and post-medieval brick kilns. A number of dispersed post-medieval buildings, and farmsteads exist in proximity to the site. Evidence of prehistoric, Roman, medieval and post-medieval activity exists in close proximity (The Orchards immediately west of the site) and the wider area. Although some investigation has been undertaken within this site under application LW/14/0830 the archaeological potential of site yet fully determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop is situated to the south of the site on the A26, with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	There is existing footpaths on either side of the A26 which would link the site with the convenience store at the filling station.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Access would be provided through the existing site The Orchards.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site is in single ownership.

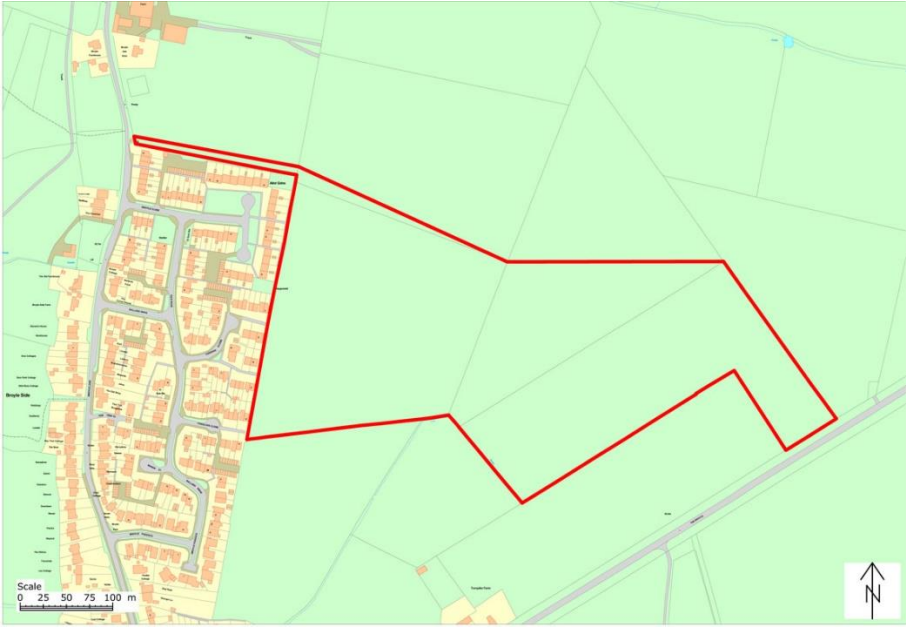
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2021 Application
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 64RG Potentially Deliverable or Developable
Land at Upper Broyle Farm**

	Parish or Town		
	Ringmer		
	Site Area	11.92 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural farmland		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	179 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	160 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed**

The site is greenfield adjacent to the planning boundary of Broyleside. It is within walking distance from existing bus stops, but outside of walking distance from existing services and facilities located in Ringmer. The site fronts onto Broyle Lane and the B2192, however further investigation would be required to identify suitable access to facilitate the scale of development proposed. The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity, and has a medium sensitivity to small and medium scale residential development. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement.

ESCC landscape architect states that, “The full development of the site is likely to alter the settlement character of Broyle Side however a smaller scale development adjacent the urban edge could provide an opportunity to improve the built up edge of the village. Development of the site would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the vilalge from the east to retain the rural character and include appropraite mitigation through softening settlement edge and reducing scale of massing along the eastern edge.” Other key constriants identified includes potential ecological impacts, archaeological sensitivity, risk of surface water flooding and potential highway impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated to the east of Broyle Side, between Broyle Lane and Lewes Road B2192. The site is outside but partly adjacent the settlement boundary to the east. To the south site 30RG would connect this site with the settlement boundary and existing development of Broyle Side
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. LLFA state some parts of the site would have potential for surface and ground water flooding. This is supported by the draft Stage 1 SFRA which identifies approximately 8% of the site to be subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Undulating fields.
Environmental Constraints	The site is located within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England.
Ecological Constraints	There are local records of notable and protected birds species.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available adjacent or nearby.
Bad Neighbours?	None identified
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site is assessed as part of Parcel Broyle Side B in the Landscape Sensitivity Study. It is assessed of having a medium sensitivity to small and medium scale residential development. Developmen would need to consider the existing settlement pattern of Broyleside and be integrated in views on the approach to the vilalge from the east to retain the rural character and include appropraite mitigation through softening settlement edge and reducing scale of massing along eastern edge. Development of the site is likely to impact the functional value of the eastern part of Broyleside which provides a rural setting to the settlement. ESCC Landscape Architect states that "Development of the fields closer to built up edge could provide an opportunity to improve the built up edge to countryside if the urban edge can be reinforced with at least a 20metre wide belt of tree planting. The proposal for 240 houses would be likely to extend too far into open countryside."
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation areas. Archaeological Notification Area to the southern side of B2192. Not currently in an ANA (as a result of no fieldwork having been undertaken). Site lies in very close proximity to an ANA relating to Lower Lodge Farm, Laughton Road where prehistoric activity was identified. Site lies within the 18th-century Broyle Enclosure. Evidence of Mesolithic, Neolithic, Iron Age/Roman activity and a number of medieval and post-medieval farmsteads, buildings and brick kilns exist in the wider area. Archaeological potential yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Bus stops on Broyle Lane, with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	No public footpath along B2192, there is footpath access Broyle Lane. No dedicated cycle paths on either road.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Submission states access could be from Broyle Lane and/or B2192 neither of which are existing. There is an electrical substation which would require moving to gain access from Broyle Lane at this location. Unknown if an access to B2192 would be acceptable.

Availability Assessment: Available

The site is available for residential development. It is in single ownership. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. Potential costs associated with provision of new access to the site and potential requirement to relocate the existing electrical substation.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Cost associated with provision of new access to the site, potential requirement to relocate the existing electrical substation.

Site Reference: 65RG Not Deliverable or Developable
Land at 4 Half Mile Drove

	Parish or Town		
	Ringmer		
	Site Area	1 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Dwelling and residential garden.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	16 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

No services within walking distance, bus stop within walking distance but with no footpath access it is likely the site would be car dependant and would therefore not represent unsustainable development. Also wider landscape impact, development would be out of character with existing pattern of development. Unknown achievability of access.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site falls outside of existing planning boundaries. No specific policies or allocations
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified

Suitability Issue	Suitability Assessment Comments
Topography	Flat site
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No on site records of protected species
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities on site
Bad Neighbours?	No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Broyle Side C which is assessed to be of a medium-low sensitivity to small and medium scale residential development in the Landscape Sensitivity Study, provided that development retain some perception of rural character along Half Mile Drove and consider the existing settlement pattern through appropriate plot size, layout and setback. The site however has an open and isolated character, with limited potential to mitigate wider views . Character here is smaller properties in large plots wth strong boundary hedging.
Historic Built Environment Constraints	No on site or adjacent designations. Not currently in an ANA but site lies adjacent to an ANA relating to Lower Lodge Farm, Laughton Road - prehistoric activity and the Arlington to Barcombe Roman Road. A number of medieval and post-medieval farmsteads, buildings and brick kilns exist in the wider area.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	150m to bus stop on B2192 with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m.
Active Travel	Half Mile Drove has no footpath, no footpaths to Ringmer or Broyleside.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access to the site from Half Mile Drove, which runs between the B2191 and Laughton Road. Half Mile Drove is narrow, mostly , unknown if would be acceptable for development of this scale.

Availability Assessment: Available

The site is available for residential development. It is in multiple ownership. No ransom strips identified.

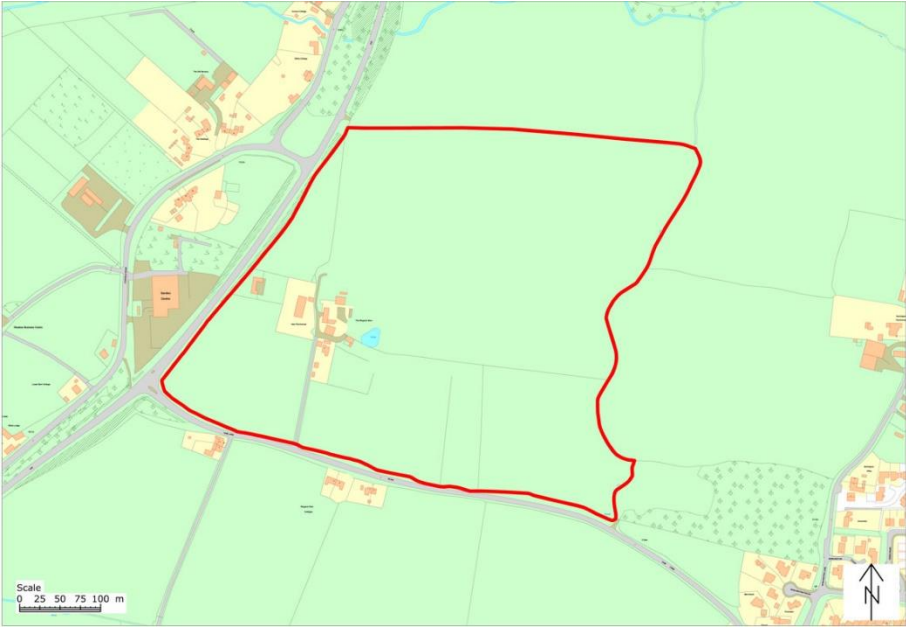
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 66RG Not Deliverable or Developable
Ham Farm, Ham Lane, Ringmer

	Parish or Town		
	Ringmer		
	Site Area	20 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Existing farmland, extensive open fields with tree/hedgerow borders.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	200 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield in a highly landscape sensitive location immediately opposite the South Downs National Park. It is disconnected and removed from the settlement of Ringmer, located in isolation within the open countryside. The site is low lying and open, meaning that large scale residential development would be visible in long range views across the surrounding area including the South Downs National Park. Development of the site would have significant adverse impact on landscape character. The site falls within Parcel Ringmer A in the Landscape Sensitivity Study, which is assessed to be of high-medium sensitivity to all types of development and very high sensitivity to large scale residential development. While there is public transport on the A26 there is no made footpaths making this accessible. The majority of the site is also outside of walking distance from Ringmer services/amenities, meaning residential development on the site would likely to be car dependant.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No allocations. 450m from planning boundary/edge of settlement. The site is shown as Grade 3 Agricultural Land, Defra Predicture Best and Most Versatile Land Strategic Plan shows high likelihood the land is BMV. This would need to be investigated.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. A small part of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination issues identified.
Topography	relatviely flat open site
Environmental Constraints	Adjacent South Downs National Park. The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Records of hedgehogs and protected birds adjacent to the site. Ecological survey will be required. Some mature trees and hedges to the boundary with Ham Lane
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown foul drainage connection, utilities and internet connections exist to the farm which would require expanding.
Bad Neighbours?	No identified bad neighbours identified. Unknown if part of farm would be retained.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Highly sensitive location, site is outside but immediately opposite the boundary of the SDNP which runs to the southern side of Ham Lane. Due to the low lying site, which is very open, development of this scale here would be visible in long range views across the surrounding area. The character is rural here and a development of this scale would extend the built edge further into the countryside than is acceptable. Ringmer A: high-medium sensitivity to all types of development and very high sensitivity to large scale residential. location next to the South Downs National Park and logistics of where development could go on the parcel to respond to the existing settlement pattern, protect trees along the eastern edge of the parcel and avoid merging of Ringmer and development further to the north-west. There is cultural heritage association within the west of the parcel in term of agricultural field enclosure and sensitivities relating to potential coalescence with development adjacent to the A26.
Historic Built Environment Constraints	Norlington Farmhouse to the east of the site adjacent Norlington Lane is Grade II listed, devleopment would be some way from this, but consideration needs to be given to the setting of the listed building. Site is adjacent an Archaeological Notification Area and therefore there is high potential for archaeological implications.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Bus stops on A26 at junction with Ham Lane. There is no footpath along Ham Lane. Bus stops have no signs/shelters with regular services to Brighton via Lewes and Tonbridge Wells via Uckfield and Crowborough. No railway station within 800m. There is a pedestrian island crossing at the junction with an unmade footpath on the opposite side of the A26. If access pedestrian access could be provided to A26 then the bus stop would be in walking distance of the site.
Active Travel	No footpaths or cycle paths linking site Ringmer or surrounding area. Unlikely a footpath along Ham Lane would be possible to achieve given its width. Footpaths are available into Ringmer from Church Hill onwards.
Public Rights of Way	Adjacent to PRowS along the northern boundary.
Site Access	Existing access from Ham Lane serving the farm is single track. This would require upgrading to accommodate additional vehicles.

Availability Assessment: Available

The site is available for residential development. It is in multiple ownership. No ransom strips identified.

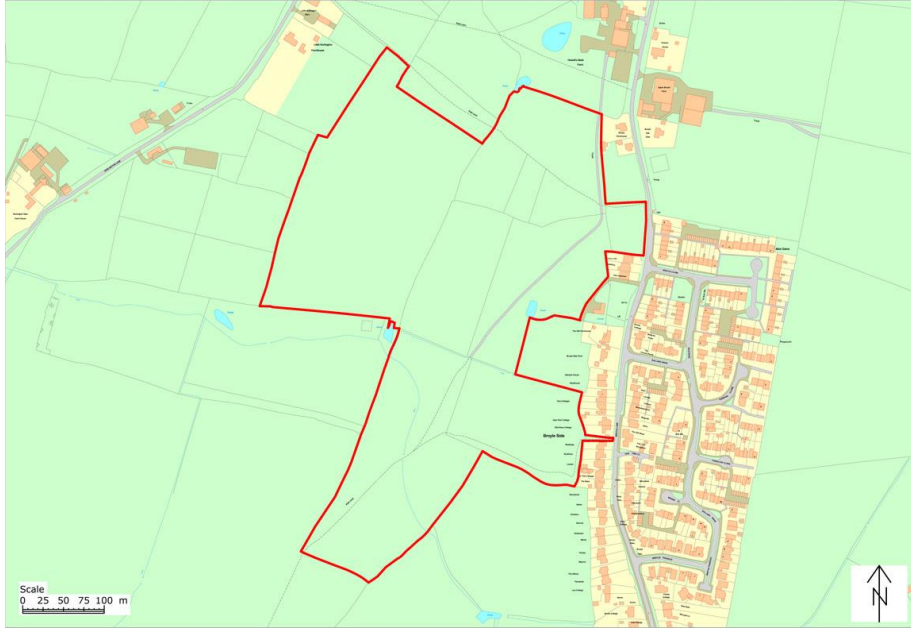
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Ringmer is considered to have a relatively buoyant and stable housing market. No abnormal costs with development identified.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 67RG Potentially Deliverable or Developable
Land at Howells Bank Farm, Broyle Lane**

	Parish or Town		
	Ringmer		
	Site Area	19.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
Reg 18 Issues and Options Consultation			
Current or Last Use	Agriculture		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	165 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	140 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially Suitable
Employment Suitability: Not Assessed**

The site is a greenfield site adjacent to the settlement of Broyle Side to the east and faces open countryside in all other directions. The Landscape Sensitivity Assessment provides a site-specific analysis of Site 67RG based on its landscape and visual aspects of sensitivity in line with Natural England’s guidance. The site lies within the landscape setting of the SDNP. Due to containment of the Site by existing vegetation and field scale, the site has a low contribution to the wider landscape in terms of intervisibility. Views south are more open, due to the large field scales around the settlement edge of Broyle Side. Overall, the site is assessed as having a medium sensitivity to large-scale residential development. It has some potential to accommodate large-scale residential development without significant adverse landscape or visual effects through appropriate mitigation including aligning the development to the linear settlement of Broyle Side and the localised valley and landform and watercourse on the site.

High-level guidance provided in the Landscape Sensitivity Study recommends that development should align to the linear settlement of Broyle Side, with no development south of the watercourse. It should also be well integrated into the strong landscape context to retain a rural character and reflect the character of development and pattern of Broyle Side. The site is not served by any existing access. Access could be

taken from Broyle Lane, further consultation with the Highways Authority would be required to identify if there are adequate visibility splays considering existing mature trees along the site boundary at Broyle Lane. The site is within walking distance of existing bus stops. There are no shops or services in Broyle Side, some are available in Ringmer, however this would be outside of walking distance. The site is connected to existing footpaths along Broyle Lane which would need to be extended to the site. There are a number of Public Rights of Way crossing the site which could be incorporated into a site layout through sensitive design. Other key constraints include biodiversity, adjacent listed building, archaeological constraints, impacts on the wider highways network and flood risk.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside of, but partly adjacent to, the Broyle Side planning boundary. . The Ringmer Neighbourhood Plan Policy 5.4 states that development or change of use in the strategic Green Gap between Ringmer village and the Broyleside (which the site wholly falls within) will be permitted only when the development or use preserves the openness, separation and character of the countryside.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Approximately 0.85 Ha of the site in the southwestern corner is in Flood Zone 2 and 3. The site also has an existing watercourse and pond that cuts through the site at the centre with medium to high risk of surface water flooding. The submitted indicative development plan proposes the introduction of a SuDs pond as mitigation.
Land Contamination	No historical or factual evidence to indicate the presence of contamination.
Topography	Gently sloping from north-west
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The site is in close proximity to priority habitats (deciduous woodland) and provides the opportunity to improve ecological connectivity in Broyleside.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing telecoms tower located in proposed point of access on Broyle Lane.
Bad Neighbours?	The site is adjacent to the settlement of Broyleside to the east and faces the open countryside in all other directions.
Within Setting of SDNP?	Yes

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	<p>The site generally has a rural agricultural character with limited urbanising features. The eastern part of the site is related to Broyle Side, however the site is not contiguous with the settlement boundary. The Site has some functional value as part of a wider landscape gap which prevents the coalescence of the settlements of Ringmer and Broyle Side and retains their individual character and protects the settlement pattern of Broyle Side to the east, however this is weakened somewhat with the lack of relationship with Ringmer due to intervening vegetation and the watercourse through the site.</p> <p>Overall, the site is assessed as having a medium sensitivity to large-scale residential development. It has some potential to accommodate large-scale residential development without significant adverse landscape or visual effects through appropriate mitigation including aligning the development to the linear settlement of Broyle Side and the localised valley and landform and watercourse on the site.</p>
Historic Built Environment Constraints	<p>The site does not contain any identified designated heritage assets. However, the site is immediately adjacent to the Grade II listed Old Farmhouse, in which its setting has the potential to be affected by the development proposal and should be further investigated to identify any potential mitigation measures. The site partially intersects with an identified Archaeological Notification Area.</p>
Impacts on Highways Network	<p>See LDC Shared Transport Evidence Base (STEB) 2023</p>
Public Transport	<p>The site is within walking distance to existing bus stops at Yew Tree Close which provides a regular service to Tunbridge Wells and Brighton via Lewes. No railway station within 800m.</p>
Active Travel	<p>The site is connected to existing footpaths along Broyle Lane which would need to be extended to the site. There are a number of Public Rights of Way crossing the site which could be incorporated into a site layout through sensitive design. The site is not connected to the existing cycle infrastructure or designated cycle lanes. Considering the rural nature of the site this would result in the private car being the main transport mode for journeys to and from the site. However, the site is immediately adjacent to the proposed cycle network L2 of the East Sussex Local Cycling and Walking Infrastructure Plan (Approved by the Cabinet in September 2021) and could potentially support the delivery of new cycle infrastructure through contributions.</p>
Public Rights of Way	<p>Multiple Public Rights of Way across the site however these can be incorporated into a site layout through sensitive design</p>
Site Access	<p>The site is not served by any existing access. Further consultation with the Highways Authority would be required to identify if there are adequate visibility splays considering existing mature trees along the site boundary at Broyle Lane. Only one point of access is identified meaning that the development is likely to be a poorly connected cul-de-sac located behind a row of ribbon development. This may impact the settlement pattern and townscape of Broyleside.</p>

Availability Assessment: Available

The site is in single ownership. The landowner is aware of the submission of the site for the LAA. No ransom strips identified.

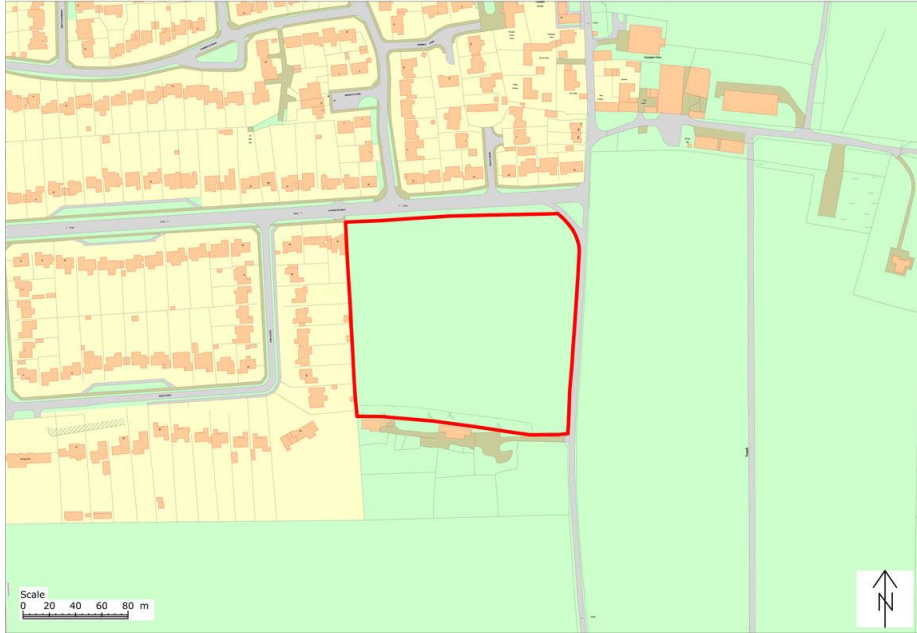
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

The site was submitted by an active promoter. The submission indicated that the site will be completed within 24-36 months.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No identified abnormal costs

**Site Reference: 01SF Potentially Deliverable or Developable
Land to the South of Chyngton Way, Seaford**

	Parish or Town		
	Seaford		
	Site Area	2.75 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
	Site Source		
2018 SHELAA			
Current or Last Use	Overgrown grassland.		
Recent and Relevant Planning History	LW/16/0460 application for 55 dwellings withdrawn.		
Theoretical Residential Capacity	103 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	40 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed**

The site is greenfield adjacent to the planning boundary of Seaford and the South Downs National Park. The site is not within walking distances from the town centre and other key facilities in Seaford. The site is within walking distance from existing bus stops with limited services. The site is identified as a private amenity open space in the Seaford Town Neighbourhood Plan. Policy SEA 7 resists the development of existing open space for residential unless it is demonstrated to be surplus to requirements or will be replaced by better provision in a suitable location. The site falls within the SSSI Impact Risk Zone where all planning applications extending outside existing settlements would require consultation with Natural England.

The site as assessed as Parcel Seaford B in the Landscape Sensitivity Study, and has a high-medium sensitivity to medium-scale residential development due to the surrounding context of the South Downs National Park and complex landform. The site relates well with the edge of Seaford. Should development come forwards, the existing vegetation on the parcel should be protected where appropriate and new planting should connect into the wider green infrastructure network to create green links to nearby ecologically designated land where possible. The landscape strategy should enhance the parcel of land as

a gateway into the South Downs National Park, and be limited to the surrounding character of two-storey development. Development of the site would need to consider the existing Public Rights of Way along the site's eastern boundary.

The site is covered by two Archaeological Notification Areas, which will require further investigation. Development of the site would require consideration to Seaford Chyngton Lane Conservation Area.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is identified as a private amenity open space in the Seaford Town Neighbourhood Plan. Policy SEA 7 resists the development of existing open space for residential unless it is demonstrated to be surplus to requirements or will be replaced by better provision in a suitable location.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat. Gently sloping up towards southern part of site.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone where all planning applications extending outside existing settlements may require consultation with Natural England. The site is adjacent to the SDNP.
Ecological Constraints	Potential for some negative impact upon biodiversity - potential existing habitats - but no impact specifically identified without further investigation.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban / Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Existing utilities adjacent to site
Bad Neighbours?	Residential
Within Setting of SDNP?	Yes
Landscape Sensitivity	<p>The site as assessed as Parcel Seaford B in the Landscape Sensitivity Study, and has a high-medium sensitivity to medium-scale residential development due to the surrounding context of the South Downs National Park and complex landform. The site relates well with the edge of Seaford. Should development come forward, the existing vegetation on the parcel should be protected where appropriate and new planting should connect into the wider green infrastructure network to create green links to nearby ecologically designated land where possible. The landscape strategy should enhance the parcel of land as a gateway into the South Downs National Park, and be limited to the surrounding character of two-storey development.</p> <p>ESCC landscape architect states that "Site on the edge of SDNP and sensitive, numbers high to achieve satisfactory buffer to countryside" In responding to consultation on the previous application (Ref: LW/16/0460) SDNP did not object in principle to the proposal but advised redesign of the scheme in conjunction with a LVIA. Landscape impact could potentially be mitigated."</p>

Suitability Issue	Suitability Assessment Comments
Historic Built Environment Constraints	Small part of site is within site of local archaeological interest. Site is covered by 2 Archaeological Notification Areas, the majority by Seaford and Seaford Head (prehistoric landscape, medieval town, military remains) and the NE corner by Chyngton (deserted medieval village, historic farm complex). Site is near Seaford Chyngford Lane conservation area, adjacent to an area of established character and also adjacent to Heritage Coast Policy Boundary (CT8). ESCC identify high potential for archaeological constraints. To the north of the site is the Seaford Chyngton Lane Conservation Area, development on this site unlikely to impact setting of the CA given context but views would need to be considered.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of station. Not within walking distance of regular bus service (750m on Eastbourne road).
Active Travel	Existing pedestrian routes and also adjacent to on-road and off-road cycle routes including NCR2
Public Rights of Way	ProWs along the eastern boundary of the site.
Site Access	Access proposed from Chyngton Way, requires further investigation into achievability of visibility splays over land between highway limits and site boundary.

Availability Assessment: Available

The site is available for development. Potential ransom strip.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Further investigation needed into achievability of new access over land outside of site owners control.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 05SF
East Street Car Park**

Potentially Deliverable or Developable

		Parish or Town		
		Seaford		
		Site Area	0.15 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Pay and Display car park			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	7 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	7 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is an existing car park at the edge of Seaford town centre, within walking distances from existing services and facilities in Seaford. No showstopper constraints identified. The site is adjacent to Seaford Town Conservation Area and is located within an area of archaeological interest. Further heritage assessment would be required. The site has limited contribution to the setting of the Conservation Area at present. A small part of the site is subject to risk of surface water flooding which would need to be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No allocation. Within Seaford Planning Boundary. Was listed as an Asset of Community Value however this expired in 2020.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 4% of the site is subject to low to medium risk of surface water flooding.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Flat site but the existing land is raised by approximately 800mm at the western end.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone. Residential development of 50 dwellings or above would need to be consulted with Natural England.
Ecological Constraints	None identified
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Utilities adjacent
Bad Neighbours?	Residential. No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	No landscape sensitivity due to location of the site within the existing built up area. Development could improve streetscape.
Historic Built Environment Constraints	Adjacent to Seaford Town Centre Conservation Area and within an area of archaeological interest. ESCC identifies very high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within walking distance of Seaford train station (300m) and bus routes with frequent services.
Active Travel	Existing pedestrian routes and also near to on-road cycle routes
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing Access - no identified issues

Availability Assessment: Unknown

Unknown availability. The site is in LDC ownership.


Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Car park in use, not available for development.
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Potential costs associated with ground level lowering.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Brownfield site - no major cost factors identified. However ground level lowering could be a potential cost.

**Site Reference: 08SF Potentially Deliverable or Developable
Land North of Crown Hill off Firle Road**

	Parish or Town		
	Seaford		
	Site Area	0.3 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Field - greenspace		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	14 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	7 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

**Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed**

The site is adjacent to the planning boundary of Seaford and the South Downs National Park. It falls within Parcel Seaford C assessed in the Landscape Sensitivity Study, and has a medium-low sensitivity to small-scale residential development. Existing mature hedgerows along the site boundary should be retained. Concern over achievability of access over third party land. The site is not within walking distance of services in Seaford. The site is identified to be of high potential for archaeological constraints and would require further investigation.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	No allocation, outside but adjacent the planning boundary, surrounded north, east and west by the SDNP boundary.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Gently sloping, triangular slope
Environmental Constraints	The site falls within the SSSI Impact Risk Zone. Residential development of 50 dwellings or above would need to be consulted with Natural England. Adjacent to SDNP.
Ecological Constraints	Potential for some negative impact upon biodiversity, potential existing habitats requires further investigation. Hedgerows along eastern and western edges of site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities adjacent
Bad Neighbours?	Agricultural, residential/Golf course
Within Setting of SDNP?	Yes
Landscape Sensitivity	Adjacent to National Park. Mature hedgerows along site boundary reduce potential landscape impacts. Well contained site. The site is assessed as part of Parcel Seaford C in the Landscape Sensitivity Study, which is assessed as having a medium-low sensitivity to small-scale residential development. The parcel can accommodate the relevant type of development in many situations without significant adverse landscape or visual effects relating well to the settlement edge of Seaford.
Historic Built Environment Constraints	No historic designations identified. ESCC identifies very high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station (2.5km), bus stop 650m from site with frequent services around Seaford Town which would link with other bus services.
Active Travel	Existing pedestrian access and potential for on-road cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Previous proposed access was off private existing track to Firle Road which ESCC highways considered to be a narrow single direction traffic and would require significant upgrading to enable 2 way traffic - would be prevented by TPOs along edge of track by Firle Road. Unknown achievability of access from Crown Hill estate to south of site.

Availability Assessment: Unknown

Unknown availability. Potential ransom strip.


Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	Potential ransom strip for access.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified but reliant on third party land for access, therefore unknown achievability.

Site Reference: 09SF Not Deliverable or Developable
Land North of Crown Hill Off Firle Road

		Parish or Town		
		Seaford		
		Site Area	0.68 Ha	
		Greenfield or Previously Developed: Part Greenfield - Small Part Brownfield (existing house) but less than 25%		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Single dwelling and garden. Site of green keeper's cottage and adjacent scrubland, majority covered with trees.			
Recent and Relevant Planning History	LW/16/0965 planning permission refused for erection of a dwelling on the southern part of the site.			
Theoretical Residential Capacity	27 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

Development of the site would result in the substantial loss of TPO trees, and would impact on the transition between the town and the national park. The existing trees provide a landscape buffer between the town and the open countryside. The site is also at the edge of the town outside of walking distance so likely development would rely on the private car to access services.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Part of site is situated within the Seaford Planning boundary, the northern section extends outside the boundary. The southern part of the site that is in the planning boundary also forms part of the Firle Road Area of Established Character.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 5% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Slightly sloping irregular shape
Environmental Constraints	The site falls within the SSSI Impact Risk Zone. Residential development of 50 dwellings or above would need to be consulted with Natural England.
Ecological Constraints	Potential for some negative impact upon biodiversity, potential existing habitats requires further investigation. Majority of site (all excluding existing dwelling) covered by Group TPO. These would need to be removed to achieve development.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Residential/golf course/private school. No bad neighbours identified.
Within Setting of SDNP?	Yes
Landscape Sensitivity	Developing the site would result in the loss of significant tree coverage which provides a soft boundary with the national park. The site is assessed as part of Parcel Seaford C in the Landscape Sensitivity Study, which is assessed as having a a medium-low sensitivity to small-scale residential development.
Historic Built Environment Constraints	No historic designations identified. ESCC identifies very high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station, bus stop 650m from site with limited services around Seaford.
Active Travel	There is no formal pedestrian footpath along Firle Road, however there are wide grass verges and opportunities for on road cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from Firle Road and private track through middle - would need improvements to widen.

Availability Assessment: Unknown

Unknown availability. Potential ransom strip. The site is in multiple ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Potential costs associated with track upgrades.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Seaford has relatively strong housing market. However, with costs scheme viability is likely to be marginal
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Likely to be high costs with upgrading of track to gain suitable access.

**Site Reference: 10SF Potentially Deliverable or Developable
Site at the Beachcomber, Dane Road, Seaford**

		Parish or Town	
		Seaford	
		Site Area	0.06 Ha
		Greenfield or Previously Developed: Brownfield	
		Proposed Development	
Residential			
Site Source			
2018 SHELAA			
Current or Last Use	Existing car park of extra care apartments to the south. Residential neighbours, within walking distance of town centre.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	3 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	10 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is part of a temporary car park within the planning boundary of Seaford. It is in a sustainable location within walking distances from key services in Seaford Town Centre. No showstopper constraints identified. However, development of the site would need to consider the impacts of the loss of a car park and how development may relate to the surrounding uses (including access to the remaining car park to the north of the site).

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the planning boundary of seaford. Situated to the south and within walking distance of the town centre. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Flat
Environmental Constraints	The site falls within the SSSI Impact Risk Zone. Residential development of 50 dwellings or above would need to be consulted with Natural England. Adjacent to SDNP.
Ecological Constraints	None identified
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Sports pitches and residential
Within Setting of SDNP?	No
Landscape Sensitivity	Little landscape sensitivity due to urban nature of site.
Historic Built Environment Constraints	None identified
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Within walking distance of Seaford train station (300m) and bus stops with frequent services.
Active Travel	Existing pedestrian access and also adjacent to on road cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Brownfield site with some potential for higher development costs.

Site Reference: 11SF Not Deliverable or Developable
The Hawth, Surrey Road, Seaford

		Parish or Town		
		Seaford		
		Site Area	1.06 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Scrub			
Recent and Relevant Planning History	Previous application (LW/09/0392) for 10 Eco-Homes was dismissed at appeal. Numerous applications for schemes prior to 2009 have also been refused.			
Theoretical Residential Capacity	42 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield within the planning boundary of Seaford. Landscape sensitivity highlighted in multiple previous planning decisions on the site. The site is allocated in the Seaford Town Neighbourhood Plan as a Local Green Space and forms part of a strategic gap between Seaford and Bishopstone. Previous appeal decision highlights the unacceptable harm which would be caused to the nature and function of the land within the urban fabric of both this part of Seaford and of Bishopstone as a presently visually separate entity. Other key constraints includes risk of fluvial flooding and potential noise impacts from railway line.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing Seaford planning boundary, and is allocated as Local Green Space under SEA8 of the Seaford Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 15% of the site is in Flood Zone 2 and 3A (including Flood Retention Pond). The draft Stage 1 SFRA notes that the areas in Flood Zone 3 may increase under climate change scenarios. The site is also subject to groundwater flooding.
Land Contamination	None identified
Topography	Very steep sloped ditch for pond.
Environmental Constraints	No designations and not adjacent.
Ecological Constraints	The site is wholly identified as priority habitats.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities adjacent
Bad Neighbours?	Residential but also immediately adjacent to railway line
Within Setting of SDNP?	No
Landscape Sensitivity	Site is part of a strategic gap between Seaford and Bishopstone. Previous appeal decision highlights, "view that unacceptable harm would be caused to the nature and function of the land within the urban fabric of both this part of Seaford and of Bishopstone as a presently visually separate entity." All previous decisions highlight the landscape sensitivity of the site and this has been an overriding factor in the decision making process. In addition: "An appeal in 2006 was in outline for 4 detached dwellings and was also dismissed, the Inspector referring to this being an important green open space and that conspicuous development would erode the unspoilt natural qualities of the site, and diminish the integrity and value of an important buffer."
Historic Built Environment Constraints	No historic designations identified. ESCC identifies high potential for archaeological constraints
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station (circa 1km to Seaford - no direct route through to Bishopstone station). Bus stops within walking distance on Claremont Road.
Active Travel	Existing pedestrian access and also potential for on road cycle routes.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Potential for access from Surrey Road however gradient may hinder access.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 15SF
Buckle Car Park**

Not Deliverable or Developable

	Parish or Town		
	Seaford		
	Site Area	0.45 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Car Park and EA storage facility		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	18 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is previously developed land at the edge of Seaford town, within the planning boundary. It is in an accessible location within walking distance from existing bus stops and Seaford train station. The site's existing access is likely to be able to support residential development. The site is open to views to the south but viewed within an urban setting. Site would be vulnerable to coastal change which requires further investigation. No showstopper constraints identified. Consideration to be given to the loss of seafront car parking.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the planning boundary of Seaford. No site specific local plan policies. Site was previously partly registered as an asset of community value, this expired in November 2020.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 1, however approximately 10% of the site along the southern boundary is in Flood Zone 2 and 3A. The draft Stage 1 SFRA notes that the areas in Flood Zone 3 may increase under climate change scenarios. The site is also subject to groundwater flooding.
Land Contamination	Environmental Health require further investigations into potential land contamination.
Topography	Flat, regular shaped site.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England. Vulnerable to flooding and coastal change. Identified in the SMP as an area to 'hold the line' in the long term.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No protected tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available adjacent and on site. No identified constraints to extending to and accommodation of additional capacity.
Bad Neighbours?	North east corner currently leased to EA. Movement and storing of heavy goods vehicles.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is open to seaward views to the south but would be seen within an urban setting.
Historic Built Environment Constraints	No historical designations on or adjacent to site
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Nearest bus stop is approximately 470m from site (Claremont Road). Nearest train station is Approximately 480m (Bishopstone). Seaford train station is 1.4km.
Active Travel	Site connected to local services by existing pavement, available both north and south sides of carriageway. South side pavement is shared pedestrian and cycle path.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Site has existing access on to Marine Parade.

Availability Assessment: Not Available

The site is in LDC ownership and confirmed to be unavailable for residential development within plan period.

Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	North east parcel of land is leased to EA.
Most Recent Evidence of Intention to Develop	Not currently available
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

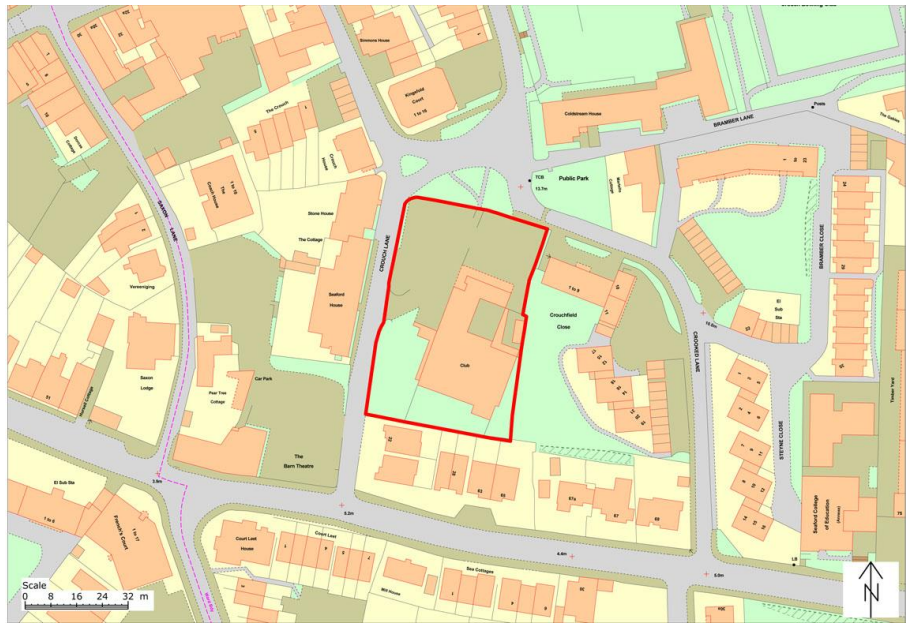
To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Potential costs associated with possible land contamination. Further investigations required.

Covenant restricts height, and therefore potential capacity, of site and is 'absolutley enforceable'.

Restriction may pose issue on viability.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs associated with possible land contamination. Further investigations required. Covenant restricts height, and therefore potential capacity, of site. Restriction may pose issue on viability.

Site Reference: 27SF Deliverable or Developable
Seaford Constitutional Club, Crouch Lane

	Parish or Town		
	Seaford		
	Site Area	0.31 Ha	
	Greenfield or Previously Developed: Brownfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Vacant social club, unclear if still operational.		
Recent and Relevant Planning History	LW/22/0356 planning application for redevelopment of the site to provide 40 retirement apartments. Granted permission August 2023.		
Theoretical Residential Capacity	14 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	40 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is previously developed land within the planning boundary of Seaford. It is in a sustainable location within walking distance from existing bus stops, train station and key facilities within Seaford. No showstopper constraints identified. The site is adjacent to the Seaford Conservation Area and is in close proximity to a number of listed buildings. Sensitive design which positively responds to its surrounding historic environment would be required.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary, no specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.

Suitability Issue	Suitability Assessment Comments
Land Contamination	None identified
Topography	Sloped site,
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No records of protected species on site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site
Bad Neighbours?	Within a predominantly residential area.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well located within built up area. Development would be seen in context of surrounding urban area.
Historic Built Environment Constraints	Adjacent to Seaford Town Centre Conservation Area, Stones House to the north east is Grade II listed, setting of the Conservation Area and Listed Building will need to be considered in layout and detailed design.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop 160m from the site, train station within 500m
Active Travel	No footpath on this section of Croach Lane, but footpath from the north of the site onto East Street where there are footpaths linking site with the town centre.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access, no objection to the access arrangements in previous application.

Availability Assessment: Available

The site is available for development and is currently under consideration for 40 retirement living apartments ((LW/22/0356).

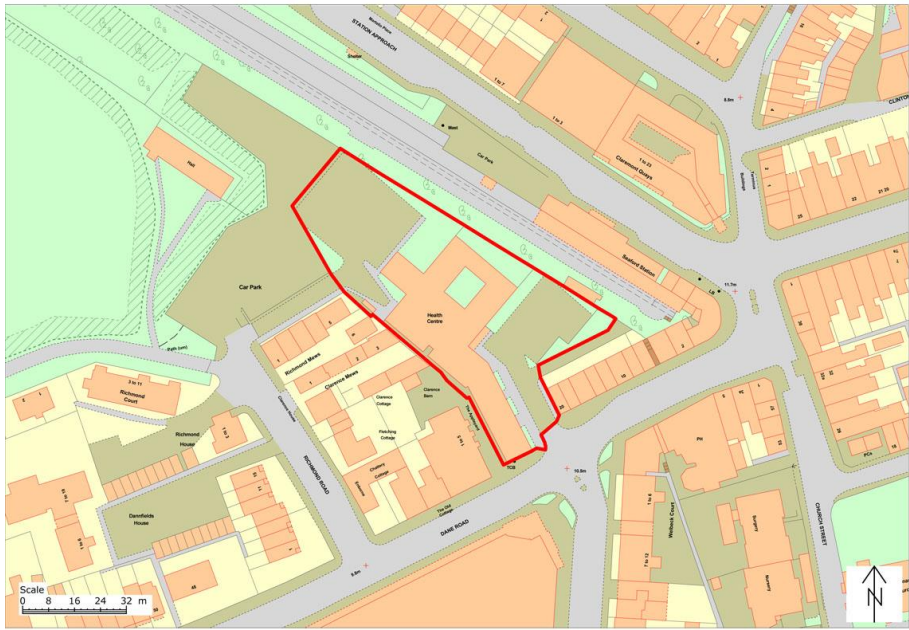
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2023 - Live planning application.
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Potential costs associated with demolition of existing buildings. The site is demonstrated as viable in the live planning application.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with removal of buildings.

Site Reference: 34SF Not Deliverable or Developable
Seaford Health Centre, Dane Road

		Parish or Town		
		Seaford		
		Site Area	0.4 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Existing health care centre.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	18 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is a health centre in a highly sustainable location located within Seaford Town Centre, adjacent to existing bus stops and Seaford train station. No showstoppers constraints identified. The site is in close proximity to Seaford Town Centre Conservation Area and a number of listed buildings or structures. It is unlikely to have significant impacts on the suitability of the site, but detailed design of its redevelopment would need to consider the setting of its surrounding historic environment. The site is considered suitable for residential use if identified as surplus land. Residential development of 50 dwellings or more would require consultation with Natural England.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated within the planning boundary of Seaford. Core Policy D7 seeks to protect community and health facilities unless demonstrated they are no longer required.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	Identified as potentially contaminated, appears to be due to adjacent railway use. Further investigation would be required.
Topography	Flat, brownfield site.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone. Residential development of 50 dwellings or above would need to be consulted with Natural England.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No protected tree designations on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site.
Bad Neighbours?	Commercial and residential neighbours. Immediately adjacent railway line. Impacts could be mitigated.
Within Setting of SDNP?	No
Landscape Sensitivity	Town centre brownfield site, in built up area, no wider landscape issues.
Historic Built Environment Constraints	Seaford Railway Station situated to the north-east of the site is Grade II listed. Seaford Town Centre Conservation Area is situated opposite the site. Neither are likely to have significant impacts on the suitability of the site for redevelopment but the setting needs to be considered.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Town centre location within walking distance of station and bus stops.
Active Travel	Existing pedestrian access to town centre.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Town centre site with existing access from Dane Road/Pelham Road and separate access to the rear via Richmond Road. No known issues with either access serving a residential development.

Availability Assessment: Not Available

The site is not currently available nor confirmed to be available in the future. The site has not been identified as surplus land by the NHS at present.

Availability Issue	Availability Assessment Comments
Ownership	NHS owned and occupied.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Potential costs associated with demolition of existing buildings.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Brownfield site, covered with large building, would have demolition costs.

**Site Reference: 35SF
Mardon Court, Seaford**

Potentially Deliverable or Developable

		Parish or Town	
		Seaford	
		Site Area	0.25 Ha
		Greenfield or Previously Developed: Brownfield	
		Proposed Development	
		Residential	
		Site Source	
		2018 SHELAA	
Current or Last Use	Existing residential property.		
Recent and Relevant Planning History	Planning application LW/10/0359 subsequently expired, no evidence of it being implemented, and no further applications submitted.		
Theoretical Residential Capacity	11 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	18 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is in a sustainable location within Seaford Town Centre and in walking distance to existing bus stops and Seaford train station. Previous consent (LW/10/0359) lapsed without implementation. No showstopper constraints identified.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the planning boundary of Seaford, no specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Flat site, but elevated from Marine Parade.

Suitability Issue	Suitability Assessment Comments
Environmental Constraints	No environmental designations or constraints on or adjacent to site.
Ecological Constraints	No rare or protected species recorded on or adjacent to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Available on site.
Bad Neighbours?	Within a predominantly residential area.
Within Setting of SDNP?	No
Landscape Sensitivity	Town centre brownfield site, in built up area, no wider landscape issues.
Historic Built Environment Constraints	No on site or surrounding designations
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	950m to train station, bus stop available adjacent on Claremont Road, 500m to bus services on A259.
Active Travel	Existing pedestrian access to town centre.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from Claremont Road, and Marine Parade. Marine Parade access used in approved scheme.

Availability Assessment: Unknown

Unknown availability.

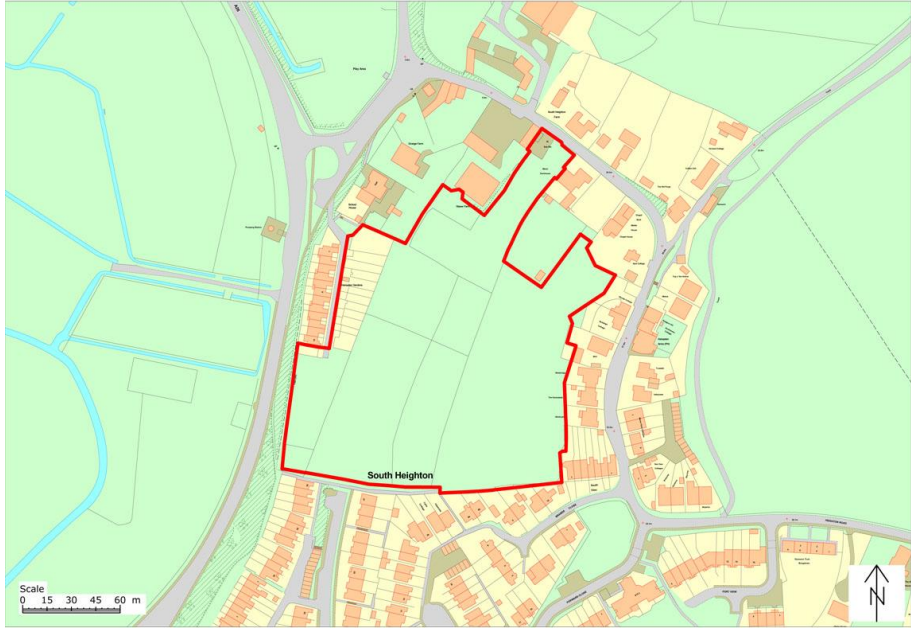
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Seaford is considered to have a relatively buoyant and stable housing market. Some costs associated with removal of existing building. Lapsed consent may indicate that redevelopment is not viable.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Some costs associated with removal of existing building. Lapsed consent may indicate redevelopment is not viable.

Site Reference: 28NH Not Deliverable or Developable
Land at South Heighton, Nr Newhaven

		Parish or Town		
		South Heighton		
		Site Area	2.66 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Agriculture/open land			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	40 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield at a prominent hillside location within the South Heighton Conservation Area. The Conservation Area Appraisal notes that the site’s retention and undeveloped nature contributes to the spacious, rural character of the South Heighton Conservation Area. The view down Heighton Road from Manor Farm is also identified as an important view of the surrounding rural landscape.

Similarly, the Landscape Sensitivity Study states that residential development should be avoided at the site due to its high-medium landscape sensitivity, owing to the rising landform which forms an important part of the view from the South Downs National Park and approach to Newhaven along the A26, its contribution to the landscape setting of the South Heighton Conservation Area and functional role in separating the historic settlement of South Heighton and the urban edge of Newhaven. The site is therefore unsuitable for development owing to significant harm on landscape and heritage character which could not be mitigated.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside but adjacent the planning boundary of Newhaven and South Heighton. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Steep slope on part of land - but mostly gentle slope which would need to be regraded.
Environmental Constraints	The site falls within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult Natural England. The site is not within or adjacent to known environmental designations, albeit near the South Downs National Park.
Ecological Constraints	No known habitats designation. The site is adjacent to trees at the boundary within the Conservation Area which would need to be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Urban Area
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to sits. The site appears to be adjacent to an electricity substation in which appropriate easements is likely required.
Bad Neighbours?	Residential
Within Setting of SDNP?	Yes
Landscape Sensitivity	The site is an open space on a prominent hillside. It falls within Parcel Newhaven C of the Landscape Sensitivity Study, which is assessed as having a high-medium sensitivity to small and medium scale residential development. The assessment states that development should be avoided within the southern parts of the parcel, which includes the site in concern, due to the rising landform which forms an important part of the view from the South Downs National Park and approach to newhaven along the A26. Development of the site would also impact the landscape setting of the South Heighton Conservation Area and contribute to the coalescence between historic South Heighton and the urban edge of Newhaven.
Historic Built Environment Constraints	The site is within the South Heighton Conservation Area. LDC Conservation Officer notes that this open space is crucial to the character of the Conservation Area. This is consistent with the Conservation Area Appraisal which identifies the field as an important open space which contributes to the character of the Conservation Area. In particular, it states that the curve of Heighton Road is such that the built element almost encircles a large sloping field. The retention of this field in among the gradual spread of development along Heighton Road (and to the south) contributes to the spacious, rural character of this area, which would be lost were this field (the site in concern) to be developed. The view down Heighton Road from Manor Farm is also identified in the Conservation Area Appraisal as an important view of the surrounding rural landscape. The site is adjacent to a number of Grade II* and Grade II listed buildings, and is a site of Local Archaeological Importance.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Not within walking distance of train station. Bus stops adjacent on Heighton Road (Route 145) with hourly service
Active Travel	Existing pedestrian access and opportunity for on road cycling
Public Rights of Way	The site does not intersect, but is adjacent to the existing PRow network running along its southern boundary.
Site Access	Access from Heighton Crescent potentially.

Availability Assessment: Unknown

Unknown availability. The site is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Newhaven housing market is relatively poor with lower values reflected in tighter viability. Potential development costs associated with challenging topography.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	Newhaven housing market is relatively poor with lower values reflected in tighter viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Some potential for costs associated with difficult topography, but no major cost factors identified.

Site Reference: 11PT Not Deliverable or Developable
Fairlight Avenue, The Esplanade, Peacehaven car park and toilets

		Parish or Town		
		Telscombe		
		Site Area	0.18 Ha	
		Greenfield or Previously Developed: Brownfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Car park with access from South Coast Road, building which was previously toilets is now boarded up.			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	8 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Brownfield site within the existing planning boundary. The 2015 Peacehaven and Telscombe Car park Survey showed the car parks primary role for recreational visits to the coast, and secondary as a neighbourhood car park for surrounding residential properties. The survey showed that the car park is over sized for the parking function it fulfils and suggested that the car park could be reduced and rationalised in order to open up opportunities for other uses. Site is not considered suitable for redevelopment due to localised ground conditions. There are also long term implications for shoreline management which should be considered. The site is located within the SSSI Impact Risk Zone where residential development of 10 units or more would need to be consulted with Natural England.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated within the existing planning boundary of Peacehaven and Telscombe. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Very gently sloping. Localised ground conditions (undercliff) may render the site unsuitable for development.
Environmental Constraints	Near to coastal SSSI along cliffs. The site is located within the SSSI Impact Risk Zone where residential development of 10 units or more would need to be consulted with Natural England. Vulnerable to coastal change, the Shoreline Management Plan identifies this as an area to Hold The Line, meaning holding the cliff base from further erosion.
Ecological Constraints	None identified
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3 / Urban
Distance from Ashdown Forest SAC	Greater than 7KM
Availability of Utilities	Existing utilities on site
Bad Neighbours?	Public House, and residential properties. No bad neighbours identified
Within Setting of SDNP?	No
Landscape Sensitivity	Prominent site on cliff top, but is set back from cliff and adjacent to other buildings. Only small potential for landscape sensitivity.
Historic Built Environment Constraints	No historic designations identified. ESCC identify medium archaeological risk.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops nearby on South Coast Road (A259) with frequent services.
Active Travel	Existing pedestrian access to the South Coast Road, no dedicated cycle lane on South Coast Road.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Existing access from The Esplanade and South Coast Road.

Availability Assessment: Not Available

The site is confirmed as unavailable within the plan period. The site is in LDC ownership.

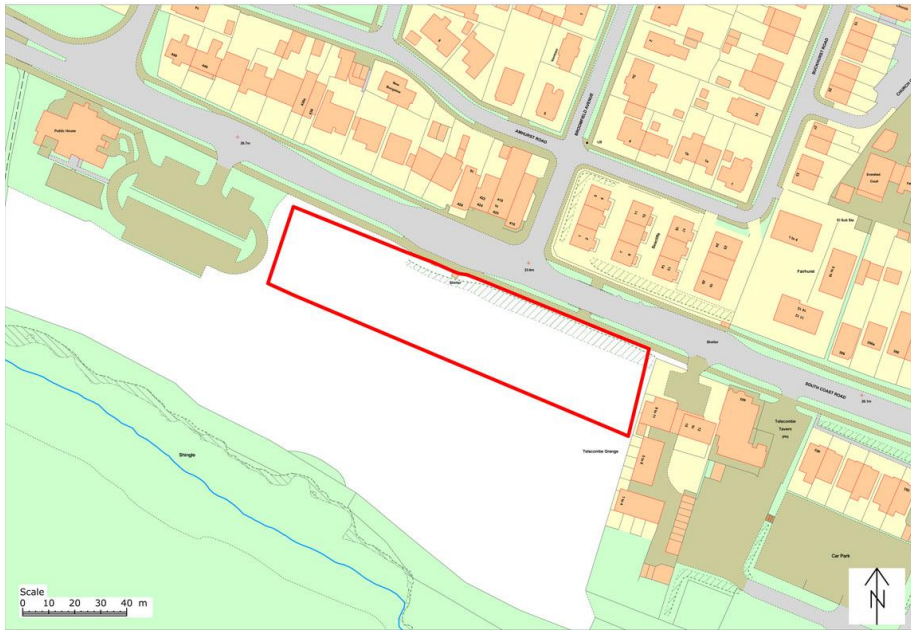
Availability Issue	Availability Assessment Comments
Ownership	LDC Ownership
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Not currently available
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Localised ground condition potentially risk significant abnormal costs for development.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Localised ground condition potentially risk significant abnormal costs for development, if resolution to concerns can be found.

Site Reference: 65PT Not Deliverable or Developable
Land between Telscombe Grange and Smugglers Rest PH, South Coast Road

	Parish or Town		
	Telscombe		
	Site Area	0.48 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential Employment		
Site Source			
2018 SHELAA			
Current or Last Use	Open space between the cliff edge and South Coast Road.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	19 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not suitable

The site is greenfield adjacent to the planning boundary of Peacehaven. It is in close proximity of SSSI to the south and is subject to cliff erosion. The site is within walking distance of a bus stop with frequent services to Brighton and Newhaven. Some services within walking distance. Unknown if access would be acceptable from South Coast Road. Unsuitable in landscape impact terms as the site would be very sensitive to change due to its landscape character and visual amenity. The site is also identified as priority habitats (good quality semi-improved grassland).

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is situated outside but adjacent the existing planning boundary. Saved policy PT12 of the 2003 Local Plan protects the cliff top for a zone of public amenity, and states that planning permission will not be granted for development which would result in irreversible loss of open space.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Regular shaped site, but slopes, the road is higher than the ground level of the site.
Environmental Constraints	Near to coastal SSSI along cliffs. The site is located within the SSSI Impact Risk Zone where residential development of 10 units or more would need to be consulted with Natural England. The site is set back from the cliff edge the Shoreline Management Plan identifies this as an area to Hold The Line, meaning holding the cliff base from further erosion, requires further investigation/consideration.
Ecological Constraints	Records of birds and reptiles on site. The site is identified as priority habitat.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	ESCC Landscape Architect advises that the site would be very sensitive to change due to its landscape character and visual amenity which is not significantly impacted on by the adjacent pub and car park so as to consider this character degraded by built environment.
Historic Built Environment Constraints	Partly within an Archaeological Notification Area. Adjacent listed building.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop is adjacent to site, with frequent service to Brighton and Eastbourne. Nearest train station is located in Newhaven.
Active Travel	Pavement adjacent to site connects site to shops and other services and facilities in town.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	No existing access to the site, unknown if another access along South Coast Road would be acceptable, or if the site could be accessed using the adjacent access for the public house.

Availability Assessment: Unknown

Unknown availability. The site is in multiple ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission


Availability Issue	Availability Assessment Comments
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market. Potential costs associated with new access, and in relation to cliff top location/ground conditions.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability. Demand/market for employment land needs to be considered following updated EDNA evidence.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs of new access, and in relation to cliff top location/ground conditions.

Site Reference: 66PT Not Deliverable or Developable
The Copse, Telscombe Cliffs Way

	Parish or Town		
	Telscombe		
	Site Area	0.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential Employment		
	Site Source		
2018 SHELAA			
Current or Last Use	Woodland with path through to Bush Close.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	9 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not suitable

The site is greenfield and is located within the planning boundary. Currently woodland, entirely designated as TPO Group. Pedestrian link through site. Site is within reasonable walking distance to local services and facilities, town centre is approximately 1.4km from site. Development of site would result in the loss of protected group of trees and is therefore unsuitable.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is within the existing planning boundary. No specific development policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No known contamination issues.

Suitability Issue	Suitability Assessment Comments
Topography	Largely a flat site, rising to the east. Has small dip, potentially drainage pond. Otherwise no on site physical constraints.
Environmental Constraints	No environmental constraints identified but potential for loss of habitat given wooded use.
Ecological Constraints	Site is designated as a TPO Group (Hawthorn and sycamore). The majority of trees would need to be removed if the site was developed.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services available adjacent to site. No identified or known constraints to capacity to accommodated new development in this location.
Bad Neighbours?	No identified bad neighbours.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is within the urban landscape. ESCC Landscape Architect states that this is a valuable tree group in an area largely devoid of trees. Plays a role in provision of Green Infrastructure.
Historic Built Environment Constraints	Within an Archaeological Notification Area. Woolwich beds prehistoric potential. ESCC archaeologist suggests a medium (Amber) potential for historic environment potential.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Not within walking distance of train station. Bus stops within walking distance on Telscombe Cliffs Way with regular bus service. 950m to South Coast Road bus stops with more frequent services to Brighton and Eastbourne.
Active Travel	Site linked by pavements on west side of carriageway, to surrounding area and services. No cycle links.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	It is likely that access can be provided to site from Telscombe Cliffs Way. Informal link through to Bush Close should be maintained. Links to existing footway on west side of carriage way should be provided.

Availability Assessment: Unknown

Unknown availability. . No ransom strips identified.


Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Peacehaven is considered to have a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability. Demand/market for employment land needs to be considered following updated EDNA evidence.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 03WV Not Deliverable or Developable
Land at Eastern Road/Green Lane

		Parish or Town		
		Wivelsfield		
		Site Area	6 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Agriculture			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	90 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is wholly allocated as a Local Green Space in the Wivelsfield Neighbourhood Plan. The site is assessed as part of Parcel Wivelsfield and Wivlesfield Green F in the Landscape Sensitivity Study. It is considered to be of very high sensitivity to medium-scale and large-scale residential development. The site acts to protect the rural landscape gap between the settlement edges of Wivelsfield and Wivlesfield Green. Other key constraints relate to risk of surface water flooding, potential archaeological constraints, potential impacts on highway network, impacts on Public Rights of Way and potential ecological impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Wholly allocated as Local Green Space in the Wivlesfield Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. The District Council's Environment Team have highlighted that there are localised flooding issues in the Wivelsfield area, predominantly caused by surface water drainage problems. Consultation with LLFA shows there is a major overland flow route through the site. There is also an ordinary watercourse running through the western part of the site. The draft Stage 1 SFRA shows that approximately 34% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No ecological or environmental constraints identified.
Ecological Constraints	There is potential for habitats within this site given the trees and hedgerows present. Survey required. Some trees and hedgerows are present along the site boundaries. The majority of these should be retained. One or two may need to be removed to accommodate access.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to the site.
Bad Neighbours?	Agriculture, Residential and School
Within Setting of SDNP?	No
Landscape Sensitivity	The site is assessed as part of Parcel Wivelsfield and Wivlesfield Green F in the Landscape Sensitivity Study. It is considered to be of very high sensitivity to medium-scale and large-scale residential development owing to designation as a Local Green Space within the Wivelsfield Parish Neighbourhood Plan which acts to protect the rural landscape gap between the settlement edges of Wivelsfield and Wivlesfield Green.
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Parts of both parcels of land are within 400 metres of a bus stop. However, the service from these stops is fairly irregular (approx 1 service per hour). No railway station within 800m.
Active Travel	Existing pedestrian access. No cycle route.
Public Rights of Way	PRoW along the western boundary.
Site Access	Further investigation into potential access points is required. Transport Assessment will be required given scale and to ensure the roads are suitable.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

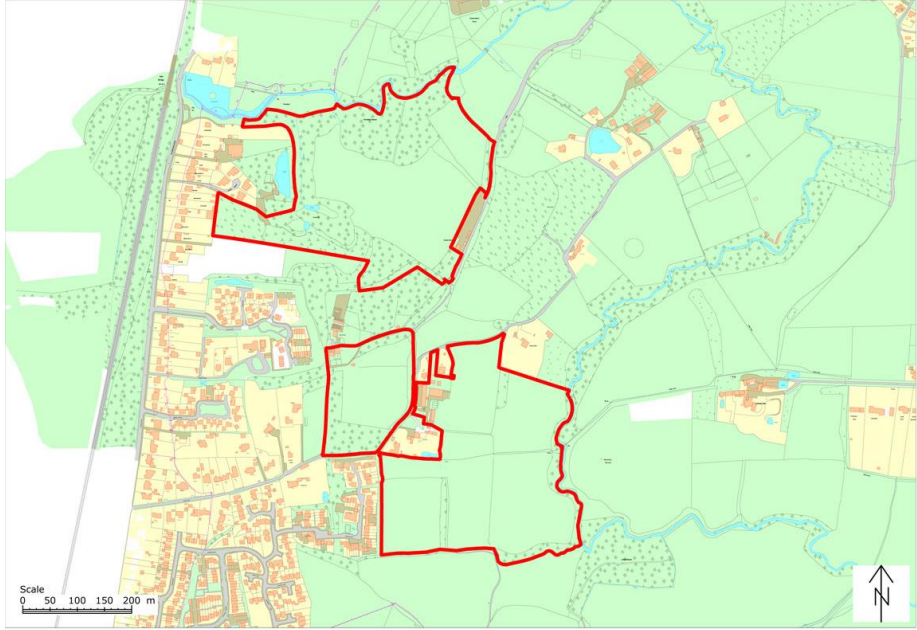
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Greenfield site - no major cost factors identified. Unknown access, and if any traffic congestion mitigation is required.

Site Reference: 06WV Not Deliverable or Developable
Antye Farm & Gamble Mead, Theobalds Rd, Burgess Hill

	Parish or Town		
	Wivelsfield		
	Site Area	24.9 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agriculture/wooded area. 3 separate parcels of land used for agriculture and in parts significantly wooded.		
Recent and Relevant Planning History			
Theoretical Residential Capacity	623 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

There are a significant number of negative factors associated with this site, which is comprised of three parcels of land. Development of this site will result in an unacceptable impact on the existing landscape features and the areas of ancient woodland. No means of a suitable and viable vehicular access is currently identified for the site and it is considered likely to have a significant detrimental impact on the road network due to the development capacity. The potential of partial residential development focused at the extension of Theobalds Road is considered as part of the Landscape Sensitivity Study as Parcel Edge of Burgess Hill A, which is assessed to be of very high sensitivity to large scale residential development owing to the small-scale landscape pattern and elevated nature of the site. Development of the site would be inconsistent with the existing surrounding settlement pattern, removed from the established woodland settlement buffer and potentially impact the ancient route of Theobalds Bridleway.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site currently falls outside the existing planning boundary and within countryside policy area. No specific allocations or policies.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, with approximately 3% of the site in Flood Zone 2 and 3A. LDC Environment Team notes that there is a surface water issue as a result of clay and low-lying ground. The draft Stage 1 SFRA shows that approximately 25% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Various - partially level, partially sloping.
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	There is potential for habitats within this site given the trees and hedgerows present. Survey required. Ancient woodland designations. Significant areas of woodland, hedgerows and trees to boundary. It would be expected that the majority of these will be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown, but utilities likely available in vicinity of the sites.
Bad Neighbours?	Some residential/hotel, mainly agriculture/wooded
Within Setting of SDNP?	No
Landscape Sensitivity	<p>Significant areas of site are wooded (ancient woodland) but with no major other landscape designations. Development of this scale will be significant and would extend Burgess Hill towards Haywards Heath . Retention of wooded areas would help to mitigate impacts but would be difficult to achieve across three separate sites. ESCC landscape architect advises that, “ The character of landscape and historic farmsteads could be damaged.”</p> <p>The potential of partial residential development focused at the extension of Theobalds Road is considered as part of the Landscape Sensitivity Study as Parcel Edge of Burgess Hill A, which is assessed to be of very high sensitivity to large scale residential development owing to the small-scale landscape pattern and elevated nature of the site. Development of the site would be inconsistent with the existing surrounding settlement pattern, removed from the established woodland settlement buffer and potentially impact the ancient route of Theobalds Bridleway.</p>
Historic Built Environment Constraints	No designations or allocations. AntyeHouse a Grade II listed building adjoins southern part of the site. Theobalds Farm also Grade II* listed. Consideration of their setting is required. ESCC states that there is a high potential for archaeological and could be within or immediately adjacent to an Archaeological Notification Area and require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops on Valebridge Road but these would be out outside of walking distance of all parts of the site. Closest parts of the sites would be approximately 1km from Wivelsfield Railway Station.

Suitability Issue	Suitability Assessment Comments
Active Travel	No pavements - No cycle routes
Public Rights of Way	Muiltple through and adjoining the site
Site Access	Access to the three parcels would be from narrow country lanes which are unlikely to be suitable for the scale of proposed development. Would require significant road improvements for access.

Availability Assessment: Unknown

Unknown availability. Potential ransom strips.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	Potential for ransom strips.
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase


Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market. Major costs identified in terms of provision of access and infrastructure.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Major costs identified in terms of provision of access and infrastructure

Site Reference: 16WV
Site at Haywards Heath

Not Deliverable or Developable

	Parish or Town		
	Wivelsfield		
	Site Area	6.7 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural		
Recent and Relevant Planning History	Partially subject to current planning application LW/22/0517: Outline planning application with all matters reserved except for access for the erection of 375 new homes, a two-form entry primary school etc.		
Theoretical Residential Capacity	251 homes	Indicative Density	50 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield in an isolated location in close proximity to the edge of Haywards Heath. The site is in an elevated position and is adjacent to Ancient Woodland to the east and west. The site is partially promoted as supporting open space and landscape buffer to support wider residential development (LW/22/0517) for 375 dwellings in Mid Sussex District and is suitable to supporting green infrastructure. The site is not suitable for residential development in isolation, as it would result in an isolated development in the open countryside, as an unnatural extension to the current built-up area of Haywards Heath. The site is subject to high-medium sensitivity to large-scale residential development owing to landform alterations and its elevated location. Other key constraints identified relate to access and highways capacity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the defined planning boundary and within countryside policy area. No specific allocations or policies.

Suitability Issue	Suitability Assessment Comments
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Land is known to become waterlogged in lower parts. The draft Stage 1 SFRA shows that approximately 2% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat
Environmental Constraints	No onsite or adjacent designations
Ecological Constraints	There is potential for habitats within this site given the trees and hedgerows present. Survey required. Some trees and hedgerows are present along the site boundaries. The majority of these should be retained. One or two may need to be removed to accommodate access. Adjacent Ancient Woodland to the east and west.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities can be extended from nearby development (Greenhill Way)
Bad Neighbours?	Woodland and agricultural land
Within Setting of SDNP?	No
Landscape Sensitivity	The site is assessed as part of Parcel Edge of Haywards Heath B in the Landscape Sensitivity Study. It is assessed to be of medium sensitivity to small and medium-scale residential development, dependent on avoiding removing mature vegetation within the parcel and that is consistent with the settlement edge of Haywards Heath. High-medium sensitivity for large-scale residential development owing to landform alterations and location on the more elevated of the parcels. ESCC Landscape Architect notes that, "If developed this site would be isolated from adjacent development. Whilst adjacent woodlands would provide some screening, on its own, this is not a logical location for development and will impact adversely upon the landscape."
Historic Built Environment Constraints	No designations or allocations. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus stop within 400m or railway station within 800m.
Active Travel	No pavements or cycle routes reach the site.
Public Rights of Way	Public Rights of Way along the eastern boundary.
Site Access	No existing access to the site, would need to be taken from the adjacent development.

Availability Assessment: Unknown

The site forms part of a recent submission for residential development in Mid Sussex District including a new school which would cross the border and be partially within LDC, majority of site would form informal open space in this submission. Therefore whilst available, not considered available for development for residential.

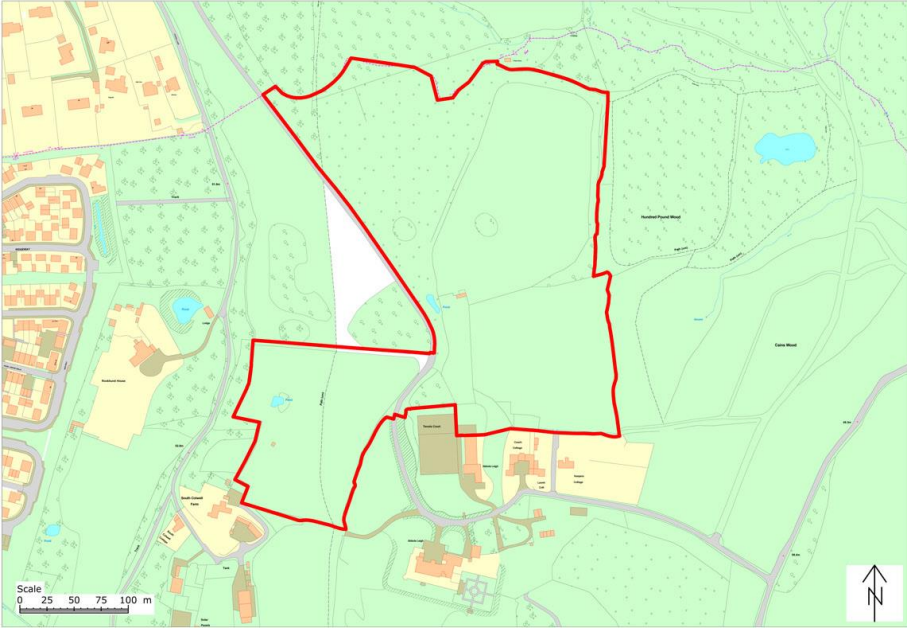
Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	No access identified on site boundary.
Most Recent Evidence of Intention to Develop	Forms part of recent submission for residential development in MDCDC including new school which would be partly over the border with LDC, majority of site would form informal open space in this submission. Therefore whilst available, not considered available for development for residential.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market. Potential costs regarding supply of utilities due to steep topography.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs regarding supply of utilities due to steep topography.

Site Reference: 17WV Not Deliverable or Developable
Site north of Abbots Leigh

		Parish or Town		
		Wivelsfield		
		Site Area	9.1 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Maintained private open space/park land,			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	137 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

The site is greenfield in an isolated location approximately 250m from the A272, no services or public transport within walking distance of the site. The area between the built up boundary and the site, within Mid Sussex District is designated as a local gap between Haywards Heath and neighbouring Parishes (Policy E5 Haywards Heath Neighbourhood Plan) to create a landscape buffer. If developed this site would be isolated from adjacent development, this is not a logical location for development and will impact adversely upon the landscape. The site is assessed as Parcel Edge of Haywards Heath A in the Landscape Sensitivity Study assessed to be of very high landscape sensitivity to medium and large scale residential development due to the importance of the parkland and vegetation on the parcel. It is unable to accommodate residential development without significant adverse character change or adverse visual effects. The site is adjacent to Ancient Woodland to the north and east, and priority habitats (deciduous woodland) to the west.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Currently falls outside the existing planning boundary and within countryside policy area. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1, No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Undulating site
Environmental Constraints	No onsite or adjacent designations
Ecological Constraints	There is potential for habitats within this site given the trees and hedgerows present. Survey required. Large TPO group on site. These trees could be retained provided capacity is reduced.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	No utilities adjacent to site.
Bad Neighbours?	Agriculture, woods, parkland
Within Setting of SDNP?	No
Landscape Sensitivity	The area between the built up boundary and the site, within Mid Sussex District is designated as a local gap between Haywards Heath and neighbouring parishes (Policy E5 Haywards Heath Neighbourhood Plan) to create a landscape buffer. If developed this site would be isolated from adjacent development. Whilst adjacent woodlands would provide some screening, on its own, this is not a logical location for development and will impact adversely upon the landscape. The site is assessed as Parcel Edge of Haywards Heath A in the Landscape Sensitivity Study. Due to the importance of the parkland and vegetation on the parcel, the site is considered to be of very high sensitivity to medium-scale and large-scale residential development. Unable to accommodate the development without significant adverse character change or adverse visual effects.
Historic Built Environment Constraints	No designations on site. Abbots Leigh to the south is Grade II listed. ESCC states that there is a medium potential for archaeological implications and will require appropriate assessment and evaluations.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	No bus stop within 400m or railway station within 800m.
Active Travel	Narrow pavements along the main road. No cycle routes
Public Rights of Way	Public Rights of Way across the site.
Site Access	Existing access into site from A272 via private lane. Would require upgrade for scale of development proposed.

Availability Assessment: Unknown

Unknown availability. Potential ransom strips.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	Private access towards the site but no details provided that suggest this is within control of site owner
Most Recent Evidence of Intention to Develop	2018 SHELAA Submission
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Potential costs from provision of access and infrastructure

**Site Reference: 23WV Potentially Deliverable or Developable
Land at Slugwash Lane, Wivelsfield Green**

		Parish or Town		
		Wivelsfield		
		Site Area	0.64 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
		2018 SHELAA		
Current or Last Use	Agricultural including boundary vegetation.			
Recent and Relevant Planning History	LW/17/0488 - Planning permission refused for 17 dwellings.			
Theoretical Residential Capacity	10 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	10 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

**Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed**

Greenfield site in an edge of village location, adjacent to existing development. Main concerns are access and provision of footpaths to connect site to village services. No major landscape concerns, although preference for lower density development with medium gardens to match surrounding character.. Site boundary vegetation will need to be cut back to achieve access and sightlines. Footway should be provided linking site with village. 2017 application refused but no objection raised by ESCC Highways in relation to the footway plan that was submitted at the time but full technical details were requested, and further investigation is still required. Provision of the footpath here would also significantly alter the character of Slugwash Lane as a Rural Lane. Mature trees, hedgerows and rounp and individual TPO's should be retained, this will reduce capacity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	The site is outside existing planning boundaries. It is separated from the boundary by a single dwelling to the south. No site specific policy allocations. The site was considered by Wivelsfield Parish Council for the Neighbourhood Plan but not allocated at the time due to the lack of safe pedestrian access along Slugwash Lane.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 10% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No land contamination issues raised.
Topography	Flat, regular site.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No likely impacts on local ecology considered, although loss of trees may impact habitats. Group TPO to the west and 5 individual TPO's on trees on the northern boundary. Trees should be retained to mitigate potential landscape impacts. Whilst there are no showstopper physical constraints to development, the majority of trees will need to be removed if development is to be delivered.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Services thought to be available from existing residential development to the south of the site.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Wivelsfield and Wivelsfield Green B which is assessed as having a high-medium sensitivity to small-scale residential development due to distinctive parkland character within the parcel and the function of the parcel as a landscape gap between the linear settlement pattern of Wivelsfield and the clustered settlement pattern of Wivelsfield Green. ESCC landscape Architect advises there would be some scope to develop the plot as it appears to be more associated with the large gardens of the residential development than the wider countryside in this location. Low density development with medium sized gardens would not detract from the character of this rural edge of the village. The existing boundary trees and hedges would need to be retained as a buffer to the countryside. Any significant mature trees within the plot would need to be retained and properly protected.
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium (Amber) potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Nearest bus stop is 400m from site. The nearest train station is within Burgess Hill (approx 2.5m).
Active Travel	No footpath or cycle link connecting site to surrounding area.

Suitability Issue	Suitability Assessment Comments
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	The site falls within Parcel Wivelsfield and Wivelsfield Green B which is assessed as having a high-medium sensitivity to small-scale residential development due to distinctive parkland character within the parcel and the function of the parcel as a landscape gap between the linear settlement pattern of Wivelsfield and the clustered settlement pattern of Wivelsfield Green. ESCC landscape Architect advises there would be some scope to develop the plot as it appears to be more associated with the large gardens of the residential development than the wider countryside in this location. Low density development with medium sized gardens would not detract from the character of this rural edge of the village. The existing boundary trees and hedges would need to be retained as a buffer to the countryside. Any significant mature trees within the plot would need to be retained and properly protected.

Availability Assessment: Available

The site is actively promoted for development and submitted as available within 5 years by 2022. It is in single ownership. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified. However need clarification that the footpath can be constructed.
Most Recent Evidence of Intention to Develop	Submitted as available within 5 years by March 2022.
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield Green is considered to be a relatively buoyant and stable housing market. The provision of a footpath over 100m to connect with the existing is a cost that may impact viability on a development of this scale.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	The provision of a footpath over 100m to connect with the existing is a cost that may impact viability on a development of this scale.

**Site Reference: 24WV Potentially Deliverable or Developable
Land opposite the War Memorial**

		Parish or Town		
		Wivelsfield		
		Site Area	0.8 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Vacant land			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	13 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	10 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

Relatively sustainable site, within walking distance of services at Wivelsfield Green. Other services are available in Burgess Hill accessible by bus. New access required from Green Road. Formal verge on north side of carriageway to provide footpath and crossing to footpath on south side of carriage way needed. Trees should be retained, although potentially a constraint to access. The site falls within Parcel Wivelsfield and Wivelsfield Green B which is assessed as having a high-medium sensitivity to small-scale residential development due to distinctive parkland character within the parcel and the function of the parcel as a landscape gap between the linear settlement pattern of Wivelsfield and the clustered settlement pattern of Wivelsfield Green. Some development may be acceptable as a natural extension of the ribbon development along the road.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundaries though adjacent, separated by Green Road. No specific policies or allocations. The site was considered for allocation in the Wivelsfield Neighbourhood Plan but was not a favoured due to the potential adverse landscape impacts that could result from intensification of the ribbon development on Green Road.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	No land contamination issues raised. No physical constraints to development identified.
Topography	Flat, regular shaped site.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No protected or designated trees or tree groups on or adjacent to site. Couple of mature trees located near to edges of site. Capable of being incorporated within site layout. Southern boundary of site is tree lined, some loss of trees will be needed to gain access to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site. No identified capacity constraints.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Wivelsfield and Wivelsfield Green B which is assessed as having a high-medium sensitivity to small-scale residential development due to distinctive parkland character within the parcel and the function of the parcel as a landscape gap between the linear settlement pattern of Wivelsfield and the clustered settlement pattern of Wivelsfield Green. ESCC Landscape Architect advises that some development of this site would be acceptable if it relates to Green Road as a natural extension of the ribbon development along the road through the village. The trees on the boundary are significant and could be a constraint to gaining access. The frontage on to Green Road should mirror the low density development along this part of the road with houses set back in gardens.
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium (Amber) potential for historic environment (prehistoric, Roman and medieval). Opposite the site is an area locally designated as an area of established character.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	400m to nearest bus stop (South Road near primary school). Nearest train station is within Burgess Hill (approx 2.7km).
Active Travel	Site is connected by footpath along Green Road. No cycleway.
Public Rights of Way	No Public Rights of Way across or adjacent the site.

Suitability Issue	Suitability Assessment Comments
Site Access	ESCC Highways advise access possible from Green Road Inclusion of a formal verge section to allow for footway on the north side of Green Road, suitable measures needed to provide pedestrian link to footway on other side of carriage way.

Availability Assessment: Unknown

Unknown availability. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	Unknown
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	Wivelsfield Neighbourhood Plan submission.
Phasing Requirements	Single Phase

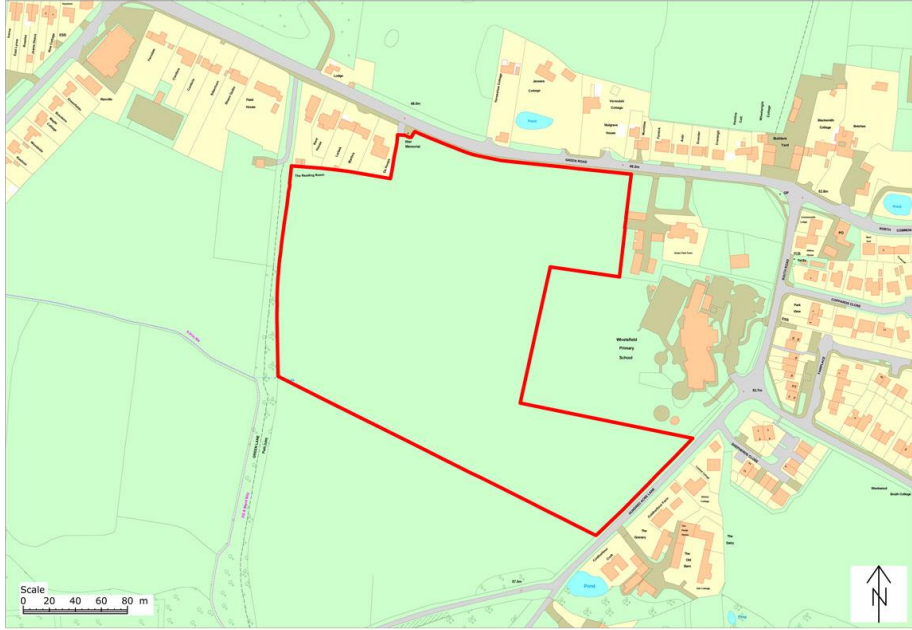
Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 28WV
Land at Green Road**

Not Deliverable or Developable

	Parish or Town		
	Wivelsfield		
	Site Area	4.5 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA			
Current or Last Use	Agricultural		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	101 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is wholly allocated as a Local Green Space in the Wivelsfield Neighbourhood Plan. The site is assessed as part of Parcel Wivelsfield and Wivelsfield Green F in the Landscape Sensitivity Study. It is considered to be of very high sensitivity to medium-scale and large-scale residential development owing to designation as a Local Green Space within the Wivelsfield Parish Neighbourhood Plan which acts to protect the rural landscape gap between the settlement edges of Wivelsfield and Wivelsfield Green. Other key constraints relate to risk of surface water flooding, potential archaeological constraints, potential impacts on highway network, impacts on Public Rights of Way and potential ecological impacts.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundaries, but adjacent at north-western corner. Site is allocated as Local Green Space in the Wivelsfield Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Risk Zone 1. The draft Stage 1 SFRA shows that approximately 30% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination
Topography	Flat, regular shaped site. No identified onsite physical constraints to development.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	Number of birds recorded in northern part of site. Bats recorded on site. No TPO or hedgerow designations on site. Ancient woodland to the south.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to site. No identified capacity constraints.
Bad Neighbours?	No bad neighbours identified. However, primary school located adjacent to eastern boundary. Potential for noise to be experienced during term time.
Within Setting of SDNP?	No
Landscape Sensitivity	The site is assessed as part of Parcel Wivelsfield and Wivlesfield Green F in the Landscape Sensitivity Study. It is considered to be of very high sensitivity to medium-scale and large-scale residential development owing to designation as a Local Green Space within the Wivelsfield Parish Neighbourhood Plan which acts to protect the rural landscape gap between the settlement edges of Wivelsfield and Wivlesfield Green.
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Site is approximately 395m from nearest bus stop (South road) with services to Burgess Hill and Haywards Heath. Nearest train station is in Burgess Hil, approx 5km.
Active Travel	Green Road along site's northern boundary has pedestrian links to local facilities. No cycle routes.
Public Rights of Way	PRoW along the western boundary.
Site Access	ESCC highways advise preference for access Green Road as speed limit is 30 mph and footway present. Visibility sightlines are considered to be achievable.

Availability Assessment: Available

The site is actively promoted for development and submitted as available. No ransom strips identified.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be in single (trust) ownership.
Ransom Strips	No access difficulties identified. Most obvious point of access is from Green Road.
Most Recent Evidence of Intention to Develop	Unknown
Phasing Requirements	Single Phase


Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 29WV
Land at Eastern Road**

Potentially Deliverable or Developable

		Parish or Town		
		Wivelsfield		
		Site Area	2.1 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2018 SHELAA		
Current or Last Use	Agricultural			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	47 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	47 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Suitable

Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Wivelsfield Green. Access to the site may require third party land. The site is within walking distance to services available within Wivelsfield Green. Other services are available within the nearest town, Burgess Hill, which is accessible by bus. The site is well contained from the wider landscape. The Landscape Sensitivity Study found Parcel Wivelsfield and Wivelsfield Green E to be of medium sensitivity to small-scale and medium-scale residential development, and recommended development to be focused on the northern and eastern parts of the parcel (which the site in concern falls within) due to its stronger relationship with the linear settlement. Development of the site would need to reflect the character of Wivelsfield Green and respond to its linear settlement pattern. There would need to be a well defined landscape buffer to the accessible countryside to the south formed from the existing hedge reinforced with a tree belt. Retaining and enhancing the tree lines and hedges will be important to mitigating potential impacts on the wider landscape. The site is subject to risk of surface water flooding which would need to be mitigated. Other key constraints relate to potential archaeological constraints and potential impacts on the wider highways network.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside but adjacent existing planning boundaries. No specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1 Consultation with LLFA shows there is a major overland flow route through the site. There is also an ordinary watercourse running through the western part of the site. The draft Stage 1 SFRA shows that approximately 80% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination
Topography	Flat, regular shaped site. No identified onsite physical constraints to development.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. Spotted flycatcher recorded approximately 30m from south west corner of site. Ditches along hedgerows should be protected to support biodiversity networks. No TPO or hedgerow designations on site. However, hedge along southern boundary is likely to meet Natural England's Important Hedgerow criteria. Hedge should be retained and strengthened through appropriate buffer strips.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to site. No identified capacity constraints.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	Site is well contained from the wider landscape. Additional landscape buffering along southern boundary needed to ensure that in the event that the hedge is lost, there is still sufficient landscape buffering. Initial surveys show hedges to be Important hedges. ESCC Landscape Architect advises that the enclosed nature of this area and close relationship with the built up area would provide some opportunity for potential development. There would need to be a well defined landscape buffer to the accessible countryside to the south formed from the existing hedge reinforced with a tree belt. The Landscape Sensitivity Study found Parcel Wivelsfield and Wivelsfield Green E to be of medium sensitivity to small-scale and medium-scale residential development. Development should be focused on the northern and eastern parts of the parcel (which the site falls within) due to its stronger relationship with the linear settlement. Development typologies should be reflective of the character of Wivelsfield and follow the route of Eastern Road, such that it is consistent with the linear settlement pattern of Wivelsfield.
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	Bus stops with walking distance on Green Road to the west and South Road to the east, with services to Burgess Hill and Haywards Heath (Routes 149,166, 167 and 168). Nearest train station is in Burgess Hil.
Active Travel	Eastern Road has no pavements, Green Road has existing pavement on the southern side.
Public Rights of Way	Adjoining the site.
Site Access	Access will most likely need to be gained via thrid party land further investigation required.

Availability Assessment: Unknown

The site is available for development. Unknown if access could be achieved through thid party land. Potential ransom strips.

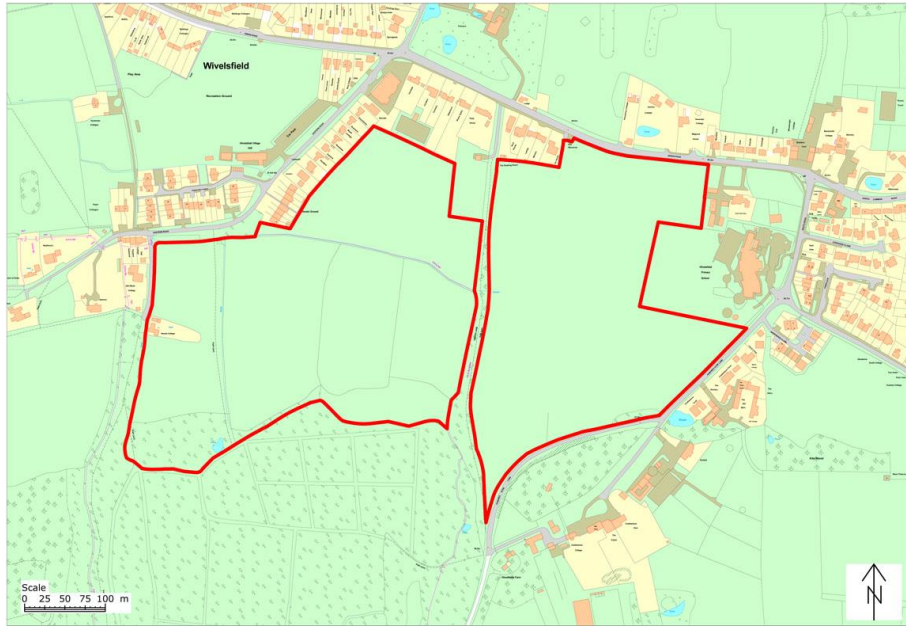
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be in single (trust) ownership.
Ransom Strips	No access difficulties idenfified. However, access will most likely need to be gained via thrid party land. Potential access not identified so unclear whether proponent has agreement from adjacent landowner(s) to gain access.
Most Recent Evidence of Intention to Develop	Unknown
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No abnormal costs identified. However, potential for costs to achieve access.

Site Reference: 31WV Not Deliverable or Developable
Land east and west of Green Lane, north of West Wood

	Parish or Town		
	Wivelsfield		
	Site Area	20.6 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2018 SHELAA 2020 CfS			
Current or Last Use	Agricultural		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	309 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Relatively sustainable location with access to school, convenience store and bus stops within walking distance. Eastern part of the site is designated Local Green Space in the Wivelsfield Neighbourhood Plan and this area is of very high landscape sensitivity to development. There may be some potential in the northern part of the west parcel and north of the track (assessed separately under 29WV).

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundaries, but adjacent at north-western corner. Eastern part of the site is allocated as Local Green Space in the Wivelsfield Neighbourhood Plan.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. Consultation with LLFA shows there is a major overland flow route through the site. There is also an ordinary watercourse running through the western part of the site. The draft Stage 1 SFRA shows that approximately 33% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	No known land contamination
Topography	Flat, regular shaped site. Tree's defining field boundaries should be retained, can be incorporated into the layout.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	Potential for habitats and biodiversity. Records of protected birds in area. Requires further investigation. Ditches along hedgerows should be protected to support biodiversity networks. Ancient woodland to the south would restrict capacity to provide buffer. Trees along the central field boundary and between fields on the western side are not protected but should be retained. Hedge along central western boundary is likely to meet Natural England's Important Hedgerow criteria. Hedge should be retained and strengthened through appropriate buffer strips.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Utilities available adjacent to site. No identified capacity constraints.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>ESCC Landscape Architect advises that Local Green Spaces should be retained as GI parkland / open space and mature trees protected. There may be some potential in the northern part of the west parcel and north of the track/footpath only and excluding the 4 southern fields.</p> <p>The Landscape Sensitivity Study found Parcel Wivelsfield and Wivelsfield Green E to have a high-medium sensitivity to large scale residential development as linear settlement pattern would unlikely to be retained inconsistent with the existing scale and use of the settlement.</p> <p>Wivlesfield and Wivlesfield Green E: high-medium sensitivity to large scale residential development as linear settlement pattern would unlikely to be retained inconsistent with the existing scale and use of the settlement. Offset from ancient woodland.</p>
Historic Built Environment Constraints	No historic or built constraints identified. ESCC Archaeologist states that there is a medium potential for historic environment (prehistoric, Roman and medieval).
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stops within walking distance on Green Road to the west and South Road to the east, with services to Burgess Hill and Haywards Heath. Nearest train station is in Burgess Hill.
Active Travel	Eastern Road has no pavements, Green Road has existing pavement on the southern side.
Public Rights of Way	PRoWs across the site.

Suitability Issue	Suitability Assessment Comments
Site Access	Two points of possible access, Green Road or Eastern Road. Eastern Road does not benefit from any designated footway and currently works as a shared surface. Previous comments from the Highways Authority indicated that the current road construction could not support the level of traffic or expected pedestrian movements associated with this scale of development and would need to be widened and have footways provided to link with Green Road. Green Road would be a preference for a new access.

Availability Assessment: Available

The site is available for development. It is in multiple ownership.

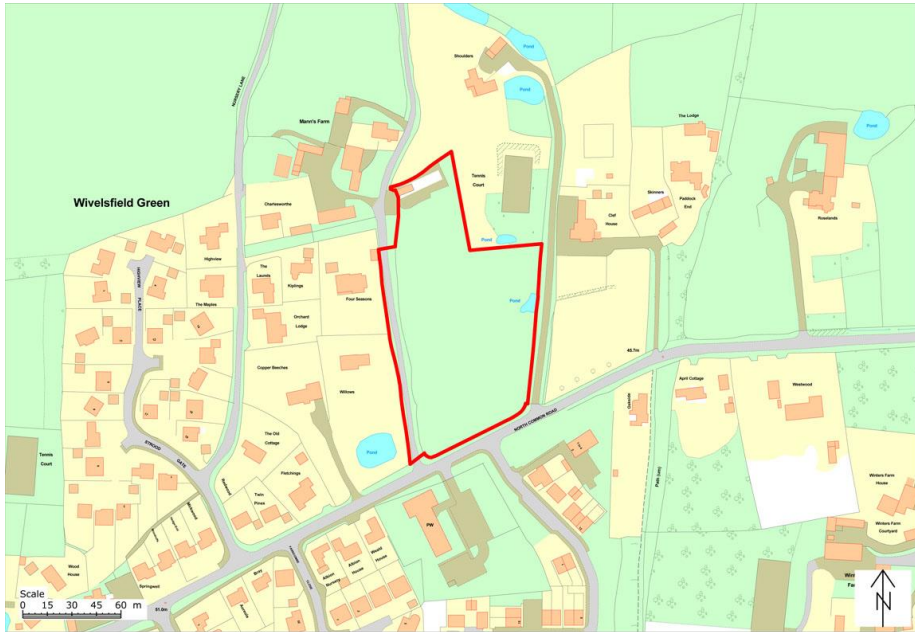
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified, however could be requirement for improved access to Eastern Road.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market. Some costs associated with provision of access, and improvements to Eastern Road

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Some costs associated with provision of access, and improvements to Eastern Road.

Site Reference: 33WV Deliverable or Developable
Land north of North Common Road

	Parish or Town		
	Wivelsfield		
	Site Area	1.11 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural/grazing land.		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	27 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	18 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to the planning boundary of Wivelsfield Green. It is within walking distance from existing services within the settlement. Further investigation of the site's access with the Highways Authority confirmed that suitable access could be provided for 18 dwellings, including footways and a pedestrian crossing point. The site is relatively well contained. The site has medium landscape sensitivity to residential development. Existing trees, including a mature Oak on site, should be retained. Development of the site would need to be sympathetic to the character of Wivelsfield Green. The site is adjacent to a number of listed buildings which would need to be considered. Not currently within an ANA, but archaeological potential is yet to be determined.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundaries though adjacent to the east. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	Flood Zone 1. Consultation with LLFA shows a small surface water flow path along the eastern side of the site which would need consideration in designing the layout of the site. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Slopes to the north.
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	No rare or protected species recorded on or adjacent to site. No on site designations, some adjacent TPO's. The mature Oak on site , which is not currently protected, should be retained.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Evidently no sewer in this area.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Wivelsfield and Wivelsfield Green C which is assessed as having a medium sensitivity to residential development. The site layout indicates that development would be focused along the main road running through the settlement, due to the strong relationship with the surrounding settlement and lower intervisibility with surrounding landscape in contrast to the rest of the parcel. ESCC Landscape Architect advises this area is of moderate landscape sensitivity and low visual sensitivity. Existing trees would be a constraint and would need to be retained and protected.
Historic Built Environment Constraints	Manns Farm, to the north, and Skinners to the east are Grade II listed, consideration needs to be given to their setting. Not currently in an ANA and no known archaeological remains within the site. A number of dispersed post-medieval buildings and a farmsteads (including 1 of medieval date) exist in proximity to the site. A historic routeway passes close to the eastern boundary. Geophysical survey immediately to the south identified possible archaeological remains but these were not investigated further due to a planning inspector incorrectly dismissing their significance. Archaeological potential yet to be determined. Applicant should submit a desk-based heritage impact assessment with their application.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	480m to nearest bus stop on South Road, limited services to Lewes, Burgess Hill and Haywards Heath (Routes 149, 166)
Active Travel	There is a footpath on southern side of North Common Road only. Would require a crossing point.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Potential for access points from North Common Road, or from western road which gives access to Manns Farm etc.

Availability Assessment: Available

The site is available for development. No ransom strips identified. Access lane to the west if within the same land ownership.

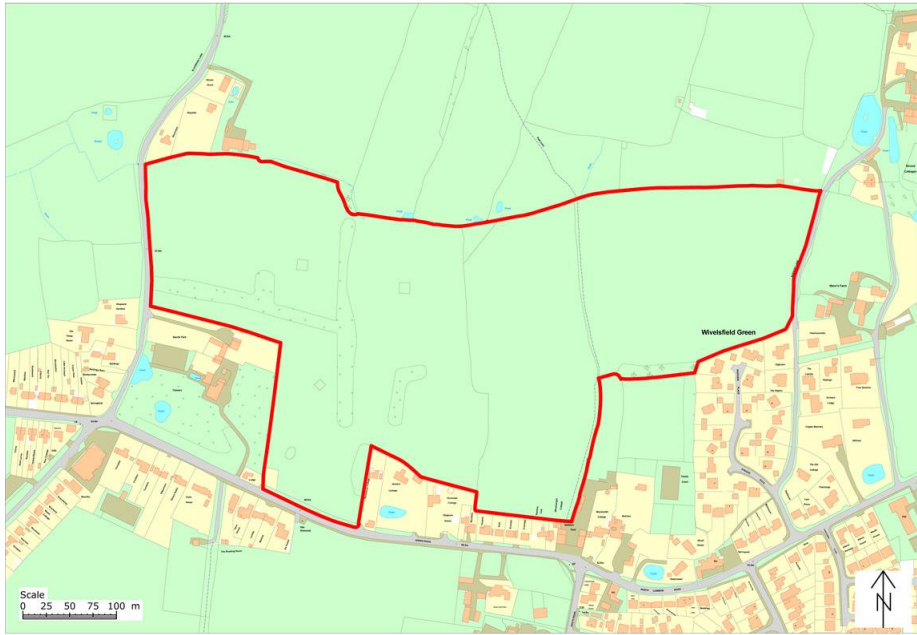
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within single ownership.
Ransom Strips	None identified, but ownership of lane adjacent unknown
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Potentially Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively strong and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 34WV Not Deliverable or Developable
Land North of Green Road

		Parish or Town		
		Wivelsfield		
		Site Area	3.86 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		2020 CfS		
Current or Last Use	Agricultural			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	87 homes	Indicative Density	30 dph	
LAA Indicative Residential Capacity	0 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Not suitable

Employment Suitability: Not Assessed

The site is greenfield within walking distance of services within Wivelsfield Green. Other services are available in Burgess Hill accessible by bus. Likely access to the site can be achieved from Green Road. The site falls within Parcel Wivelsfield and Wivelsfield Green B and Wivelsfield and Wivelsfield Green C of the Landscape Sensitivity which is assessed as having a very high and high-medium sensitivity to large scale residential development, due to the distinctive parkland character within the parcel and the function of the parcel as a landscape gap between the linear settlement pattern of Wivelsfield and the clustered settlement pattern of Wivelsfield Green. Development of the site would lead to significant adverse impacts on the landscape character of Wivelsfield with limited potential for mitigation. Other key constraints relate to the wider highway network, footway provision, ecology, archaeological potential and heritage sensitivity.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundaries though adjacent, separated by Green Road. No specific policies or allocations. Grade 3 Agricultural Land. Natural England Predictive Plan of Best and Most Versatile Land shows the land to have a moderate likelihood of being BMV land.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows there is a surface water flow path, along with an ordinary watercourse on the northern part of the site.
Land Contamination	None identified
Topography	Slopes slightly to north
Environmental Constraints	No environmental constraints identified.
Ecological Constraints	Records of bats in vicinity of the site. No protected or designated trees or tree groups on or adjacent to site. A few mature trees are located near to edges of the site which are capable of being incorporated into the site layout. Southern boundary of site is tree lined, some loss of trees will be needed to gain access to site.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Available adjacent to site. No identified capacity constraints.
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	<p>ESCC Landscape Architect –advises the area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the Landscape Character Area.</p> <p>The site partly falls within Parcel Wivelsfield and Wivelsfield Green B assessed as having a very high sensitivity to medium-scale and large-scale residential development due to protecting the parkland trees within the parcel, the landscape gap between Wivelsfield and Wivelsfield Green and integrity of the parcel. The site also partly falls within Parcel Wivelsfield and Wivelsfield Green C assessed as having high-medium sensitivity to large-scale residential development scale of the current settlement pattern of Wivelsfield and contributes to the coalescence between two settlements and setting of the adjacent parkland.</p>
Historic Built Environment Constraints	Jenners to the south of the site is Grade II listed, consideration needs to be given to its setting. Not within an ANA and no known archaeological remains within the site. A number of dispersed medieval and post-medieval buildings and a farmsteads in proximity to the site. The site lies between two historic routeways. Prehistoric and Roman artefacts found in proximity. Archaeological potential of site yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023

Suitability Issue	Suitability Assessment Comments
Public Transport	400m to nearest bus stop (South Road near primary school) with limited services (Monday - Friday) to Lewes and Burgess Hill (routes 149 and 166). Nearest train station is within Burgess Hill (approx 2.7km).
Active Travel	Site is connected by footpath along Green Road, albeit only on the southern side. No cycleway.
Public Rights of Way	No Public Rights of Way across or adjacent the site.
Site Access	Likely that access is possible from Green Road.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site in multiple ownership.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

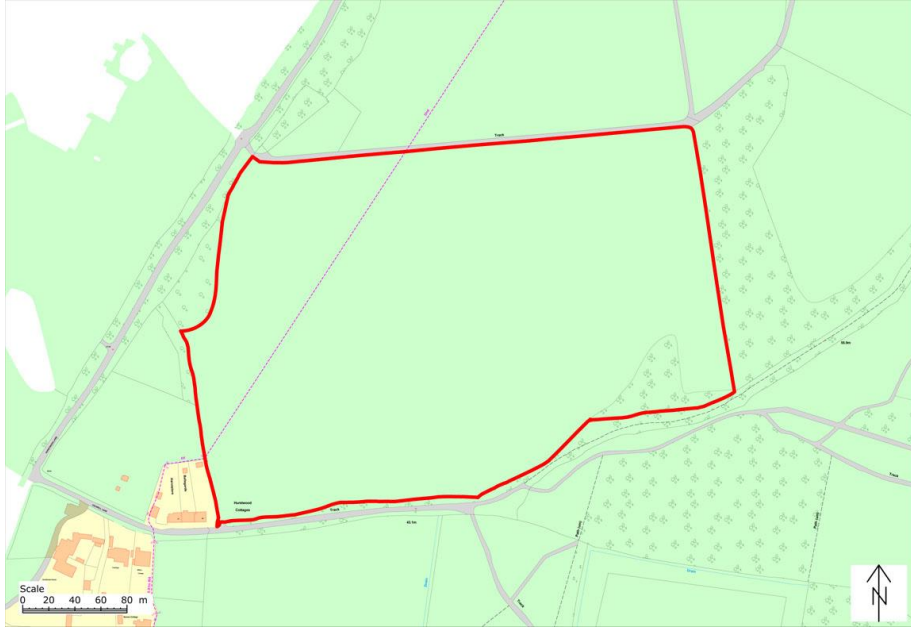
Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

**Site Reference: 35WV
Land at Hurstwood**

Potentially Deliverable or Developable

	Parish or Town		
	Wivelsfield		
	Site Area	10 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural/grazing land.		
Recent and Relevant Planning History	Adjacent planning application LW/22/0517: Outline planning application with all matters reserved except for access for the erection of 375 new homes, a two-form entry primary school etc. Awaiting decision as of August 2023.		
Theoretical Residential Capacity	150 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	150 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially Suitable

Employment Suitability: Not Assessed

The site is greenfield in an isolated location in close proximity to the edge of Haywards Heath, outside of walking distance of existing services and public transport. The site partly falls outside of the Plan Area. The site does not have suitable access at present to support large-scale development. Adjacent land is subject to a current application for a large scale cross boundary development, with the adjacent parcel indicatively proposed as open space and allotments at present with limited potential to provide access to the site to support strategic development. The site is of high-medium sensitivity to large-scale residential development owing to landform alterations and its elevated location. It has a rural and tranquil character, with many of the representative key characteristics of the Western Low Weald Landscape Character Area. The site is adjacent to Ancient Woodland to the southeast.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside of existing planning boundaries. No site specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	Flood Risk Zone 1. Consultation with LLFA shows a small surface water flow path on the site and a drainage asset crossing the site potentially a sewer line. No known risks from key sources of flooding identified in draft Stage 1 SFRA.
Land Contamination	None identified
Topography	Slopes north to south
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No on site records of protect species. Ancient woodland to the south-eastern corner, no onsite designations.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown if available nearby
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the Landscape Character Area. The site is assessed as part of Parcel Edge of Haywards Heath B in the Landscape Sensitivity Study. It is assessed to be of High-medium sensitivity to large-scale residential development owing to landform alterations and location on the more elevated of the parcels.
Historic Built Environment Constraints	No historic or built constraints identified. Not within an ANA. A Neolithic axe and Roman pottery found within the site. A number of dispersed post-medieval buildings and farmsteads in proximity to the site. Clearwaters Farmhouse and associated farmstead date to late medieval period. Field names indicate kilns and coalpits to north of the site. Presence of Holocene alluvial deposits within the site which may be of palaeoenvironmental significance. Archaeological potential of site yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Part of the site may be within 500m of bus stop on Lunces Hill.
Active Travel	No existing footpath or cycle access.
Public Rights of Way	Public Rights of Way along the eastern boundary.
Site Access	Possible access from Hurstwood Lane and Colwell Lane, both are narrow country lanes and unlikely to be able to accommodate this scale of development without improvement

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site in multiple ownership.

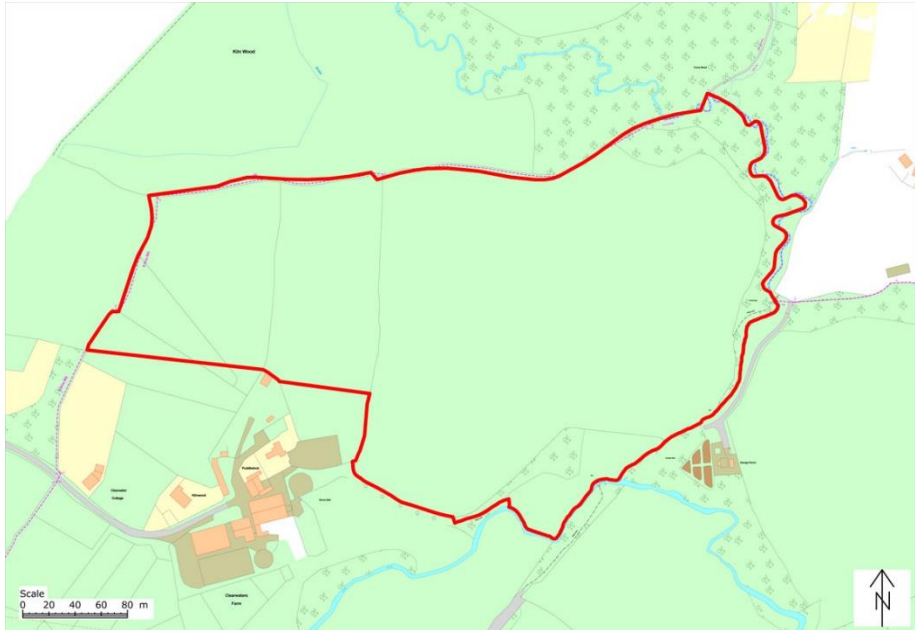
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be owned by multiple parties.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	Costs associated with provision of access and infrastructure could impact on viability.

Site Reference: 36WV Not Deliverable or Developable
Land at Clearwaters Farm

	Parish or Town		
	Wivelsfield		
	Site Area	9.2 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural		
Recent and Relevant Planning History	No recent or relevant planning history.		
Theoretical Residential Capacity	138 homes	Indicative Density	20 dph
LAA Indicative Residential Capacity	0 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Not suitable
Employment Suitability: Not Assessed

Greenfield site, south of Haywards Heath. Part of site within Mid Sussex District not pursued through the Mid Sussex District Site Allocations Development Plan, therefore unlikely to come forward. The area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the Landscape Character Area. Site forms a separation between Haywards Heath and Wivelsfield and existing edge of settlement has a wide tree belt which forms a strong established edge to the settlement. This site is isolated with no services or public transport within walking distance, and unknown achievability of access.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside existing planning boundaries. No specific policies or allocations.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.

Suitability Issue	Suitability Assessment Comments
Flood Zone	The site is predominantly in Flood Zone 1, with less than 2% of the site in Flood Zone 2 at the south eastern corner. Consultation with LLFA shows a surface water flow path runs along the south-eastern boundary that could be associated with a watercourse. The draft Stage 1 SFRA shows that approximately 19% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified.
Topography	Relatively flat site
Environmental Constraints	No on site or adjacent designations
Ecological Constraints	No on site records of protect species
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown if available nearby
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The area is of high landscape and visual sensitivity with a rural and tranquil character. This area is typical of the Western Low Weald character area with many of the representative key characteristics of the Landscape Character Area.
Historic Built Environment Constraints	No onsite or adjacent designations. Not currently in an ANA. A number of post medieval ditches and a post-medieval trackway identified within the site during excavations for a new water pipeline. A number of dispersed post-medieval buildings, a brickyard and farmsteads in proximity to the site. Roman artefacts recovered to the south of the site, indicative of settlement activity in the vicinity. Archaeological potential of site yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop on Rocky Lane/Valebridge Road but not within walking distance of the site.
Active Travel	No existing footpaths linking the site with the wider area.
Public Rights of Way	Public Rights of Way across the site.
Site Access	Access would need to come from the adjoining site in Mid Sussex District, as this has not been allocated it is unlikely this will come forward. Clearwater Lane would be unlikely to be able to accommodate this scale of development.

Availability Assessment: Available

The site is available for development. No ransom strips identified. The site in multiple ownership.

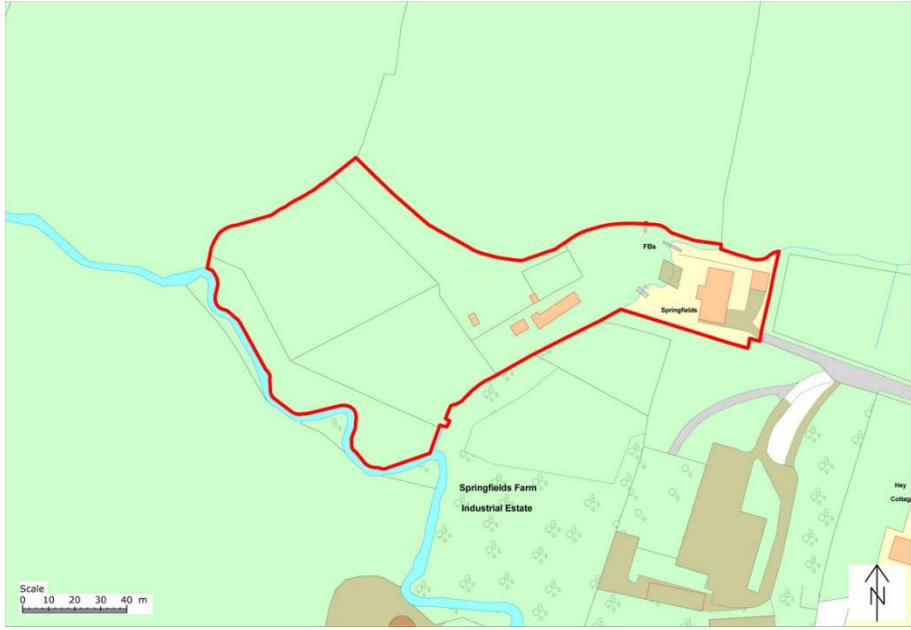
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Achievable

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	No cumulative or abnormal costs identified.

Site Reference: 37WV Potentially Deliverable or Developable
Springfields, Ditchling Road

	Parish or Town		
	Wivelsfield		
	Site Area	1.6 Ha	
	Greenfield or Previously Developed: Greenfield		
	Proposed Development		
	Residential		
Site Source			
2020 CfS			
Current or Last Use	Agricultural, sheep grazing and stores residential property at eastern end of site.		
Recent and Relevant Planning History	The site is adjacent to current application LW/21/0867 for the demolition and redevelop of existing site to deliver 30 no. new residential dwellings with new access road and associated landscaping, amenity space, car parking, cycle and refuse storage at Springfield Industrial Estate. Springfield Industrial Estate is allocated for up to 30 dwellings in the Wivelsfield Neighbourhood Plan.		
Theoretical Residential Capacity	38 homes	Indicative Density	30 dph
LAA Indicative Residential Capacity	12 homes		
LAA Indicative Employment Capacity	0 Ha		

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is an isolated greenfield currently unrelated to the settlement pattern of Wivelsfield, although adjacent to Springfield Industrial Estate allocated for 30 dwellings in the Wivelsfield Neighbourhood Plan and subject to a current planning application. It is within walking distance to the existing bus stops with limited services to Lewes and Burgess Hill.

The site falls within Parcel Wivelsfield and Wivelsfield Green A of the Landscape Sensitivity Assessment, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development; provided that any development acknowledges the settlement pattern of Wivelsfield by limiting development to the east of the B2112. Development would elongate the settlement pattern of Wivelsfield. However, it is considered that the change introduced would be relatively limited when viewed in the context of the adjacent allocation and the site's containment in the wider landscape. ESCC Landscape Architect

states that the moderate number of homes proposed could be acceptable with adequate landscape buffers retained to the surrounding countryside.

The current development proposals for Springfield Industrial Estate do not facilitate access to the site. This means that any small-scale residential development to the rear of the existing dwelling would require its demolition subject to further consultation with ESCC Highways. The current development proposals for the adjacent site retains a narrow shared surface access to the existing dwelling. The site is crossed by multiple Public Rights of Way which would need to be retained and enhanced.

The majority of the site is subject to low to medium risk of surface water flooding, with a small area to the south in Flood Zone 3a which would need to be mitigated. The site is in close proximity to wastewater treatment works to the south and would require odour mitigation.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside the existing planning boundary, however it is adjacent to the Springfield Industrial Site which is allocated in the Wivlesfield Neighbourhood Plan for up to 30 dwellings (LW/14/0790 outline permission granted on appeal for 31 dwellings, subsequently expired with no reserved matters. Springfield Industrial Estate is currently subject to planning application LW/21/0867 for 30 dwellings
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, with approximately 5% of the site to the south in Flood Zone 2 and 3A. Consultation with LLFA shows ordinary watercourse on the site, and a number of surface water flow paths along the boundaries and through the site. The draft Stage 1 SFRA shows that approximately 92% of the site is subject to low to medium risk of surface water flooding.
Land Contamination	None identified
Topography	Flat site
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	No records on site of protected species or trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Will be available nearby
Bad Neighbours?	Waste water treatment works to the south. Impact of odour needs to be considered.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	Landscape Sensitivity The site falls within Parcel Wivlesfield and Wivlesfield Green A of the Landscape Sensitivity Study, which is assessed as having a medium sensitivity to small-scale and medium-scale residential development, provided that development acknowledge the settlement pattern of Wivelsfield by limiting development to the east of the B2112. It is noted that the site is located to the east of the B2112 and will elongate Wivlesfield. However, it is considered that the change introduced would be relatively limited when considering the adjacent allocation and the site's containment in the wider landscape. ESCC Landscape Architect states that the moderate number of houses proposed could be acceptable with adequate landscape buffers retained to the surrounding countryside.
Historic Built Environment Constraints	No on site or adjacent listed buildings or conservation areas. Not within an ANA. Site lies south of an ANA relating to a Saxon, medieval and post-medieval village, a medieval moated site and a Roman settlement. A number of dispersed post-medieval buildings, and farmsteads exist in proximity to the site. Archaeological potential of site yet to be determined.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Bus stop within walking distance, very limited services to Lewes/Burgess Hill. No train station.
Active Travel	There is a footpath along Ditchling Road, albeit no crossing, however the site does not currently have pedestrian link to Ditchling Road, this would need to form part of new road. Continuous pedestrian network is proposed in the live planning application LW/21/0867.
Public Rights of Way	The site is crossed by multiple Public Rights of Way which would need to be retained and enhanced.
Site Access	It is not clear if the intention is to retain the existing house, if so access to the side of the existing property may be an issue. Existing access from Ditchling Road would require upgrade and widening to facilitate this scale of development. Access needs consideration in respect of the adjacent site currently subject to a live planning application.

Availability Assessment: Available

The site is actively promoted for development. It is in multiple ownership but all landowners are aware of its submission. No ransom strips identified. Submitted information indicates that the site is available within 5 years by 2024.

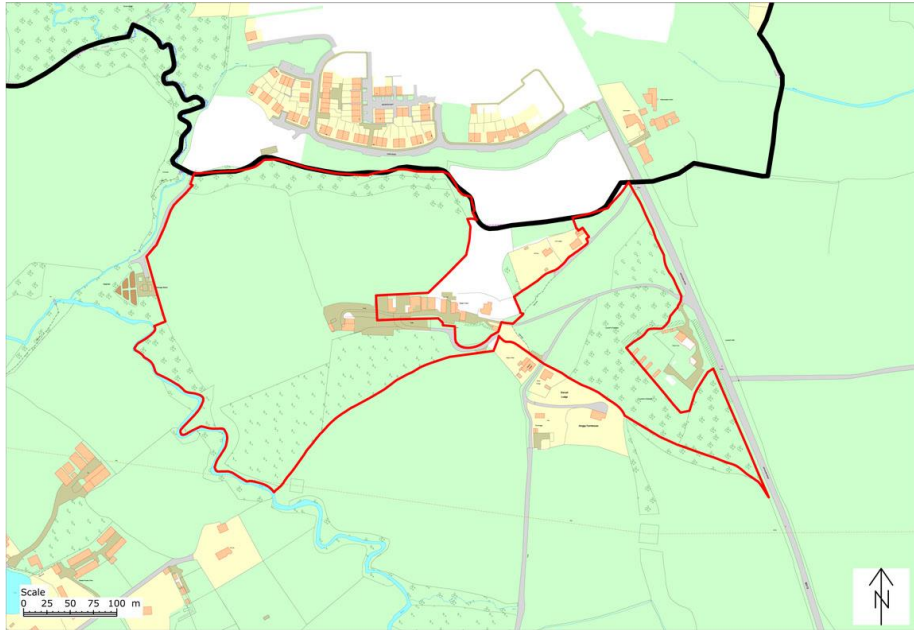
Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Wivelsfield is considered to be a relatively buoyant and stable housing market. If this site did not come forward with the allocation adjacent then the cost of the upgraded road could impact on viability of a development of this scale.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	If this site did not come forward with alongside the allocation adjacent then the cost of the upgraded road could impact on viability of a development of this scale.

**Site Reference: 39WV Potentially Deliverable or Developable
Land at Rogers Farm, Haywards Heath**

		Parish or Town		
		Wivelsfield		
		Site Area	11.5 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
Site Source		Call for Sites		
Current or Last Use	The site is in agricultural use. It wraps around the Grade II listed Roger's Farmhouse and the Grade II listed the Olde Cottage.			
Recent and Relevant Planning History	The site is adjacent to an approved full planning application within Mid Sussex District for 20 dwellings to the east (DM/22/0733), and a residential scheme under construction, also within Mid Sussex District for 151 dwellings to the north. The site includes Lunce's Common which is proposed as a public open space.			
Theoretical Residential Capacity	288 homes	Indicative Density	50 dph	
LAA Indicative Residential Capacity	200 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield at the residential built-up edge of Haywards Heath town, adjacent to the adopted settlement boundary of Haywards Heath within Mid Sussex District, and committed residential schemes including Gamblemead currently under construction for 151 units and Land at Rogers Farm for 20 units. It is in a relatively accessible location within walking distance to existing bus stops which provides regular services to Hayward Heath railway station and Lewes Town, however, there are currently no other local facilities within the walking distance of the site

Two potential access points via the B2112, including a main access extending from the adjacent approved scheme. It is unknown at present whether suitable access could be achieved. Further consultation with ESCC Highways and confirmation of land ownership would be required to establish if either access could support the scale of additional development indicated. This section of the site is also covered by a group Tree Preservation Order. Further aboricultural surveys would be necessary to ascertain whether a main

access could be achieved without significant harm to protected trees. The site is connected to a continuous pedestrian network which links to Haywards Heath.

The site contains a number of trees protected under the Tree Preservation Order. It is also bordered by woodland identified as priority habitats to the north and west which would need to be surveyed and protected. The site is in close proximity to a number of Grade II listed buildings and may contribute to their agricultural setting.

The western edge and southwestern corner of the site is in Flood Zone 3. The sequential and site-level exception test would need to be applied. The southwestern edge of the site is also crossed by existing overhead powerlines which may require stand-off buffers.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Outside existing planning boundaries within the plan area. However, the site is adjacent to the amended settlement boundary of Haywards Heath following the adoption of the Mid Sussex District Site Allocations DPD in 2022.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is predominantly in Flood Zone 1, with its western boundary and southwestern corner subject to Flood Zone 2 and 3. Further analysis would be required to establish whether there are any known risks from other sources of flooding. The sequential and site-level exception test would need to be applied.
Land Contamination	Unknown. The site may contain a historic landfill.
Topography	Gently sloped
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	The site is bordered by woodland, identified as priority habitat (deciduous woodland), to the north and west. The eastern part of the site also contains individual trees and a tree group protected under the Tree Preservation Order and woodland identified as priority habitat(deciduous woodland). The proposed main access from Land at Rogers Farm within Mid Sussex crosses through trees protected under a group Tree Preservation Order. Further arboricultural surveys would be required to understand if this may impact existing protected trees.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	The southwestern edge of the site is crossed by existing overhead powerlines. This may reduce the developable area of the site to provide adequate buffers. It is likely that utilities would be available adjacent the site.
Bad Neighbours?	No bad neighbours identified. If the existing farm may remain operational, further considerations on the interface between residents and farm vehicles through a transport assessment would be required.
Within Setting of SDNP?	No

Suitability Issue	Suitability Assessment Comments
Landscape Sensitivity	The site is not assessed individually or within a parcel identified within the draft Landscape Sensitivity Study. The site falls within Landscape Character Area C3 Ditchling Common Western Low Weald of the Landscape Character Assessment, where development should be limited and designed to retain the rural character of the majority of the area. The existing vegetation at the edge of settlement areas should be protected and retained, with new development set within a robust landscape framework. Further consultation with ESCC Landscape would be required.
Historic Built Environment Constraints	The site is in close proximity to a number of Grade II listed buildings, including Roger's Farmhouse and the Olde Cottage. The site's agricultural use may contribute to the setting of the designated heritage assets. Further heritage assessments would be required to understand the development proposals impacts on the character and setting of the designated heritage assets and identify any potential mitigation measures.
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	The nearest bus stops are within walking distance of the site (less than 400m), which provides regular services to Haywards Heath station and Lewes. The site is however outside of walking distance from Wivlesfield, Burgess Hill and Haywards Heath railway stations.
Active Travel	The proposed main access of the site is connected to the existing pedestrian network. No dedicated cycle route.
Public Rights of Way	Existing Public Rights of Way runs northeast to southwest across the site which would need to be incorporated into the site layout through sensitive design. The path currently leads pedestrians from the settlement of Haywards Heath to the open countryside towards Wivelsfield.
Site Access	Proposed main access from the adjacent approved site in Mid Sussex District (Land at Rogers Farm) via the B2112. Further consultation with ESCC would be required to establish whether the approved access at Rogers Farm could support the scale of development proposed. Further confirmation of land ownership or relevant agreements would also be required. The existing vehicular access to Fox Hill Christmas Tree Farm via the B2112 is proposed as a secondary access (emergency vehicles). This access does not currently connect to the segregated pedestrian and cycle network. If the Christmas Tree Farm is to be retained for agricultural use, the interface between pedestrians and cyclists with farm vehicles would need to be considered as part of the transport assessment.

Availability Assessment: Available

The site is available and actively promoted by by Wates Development who have a controlling interest over the parcel for residential development.

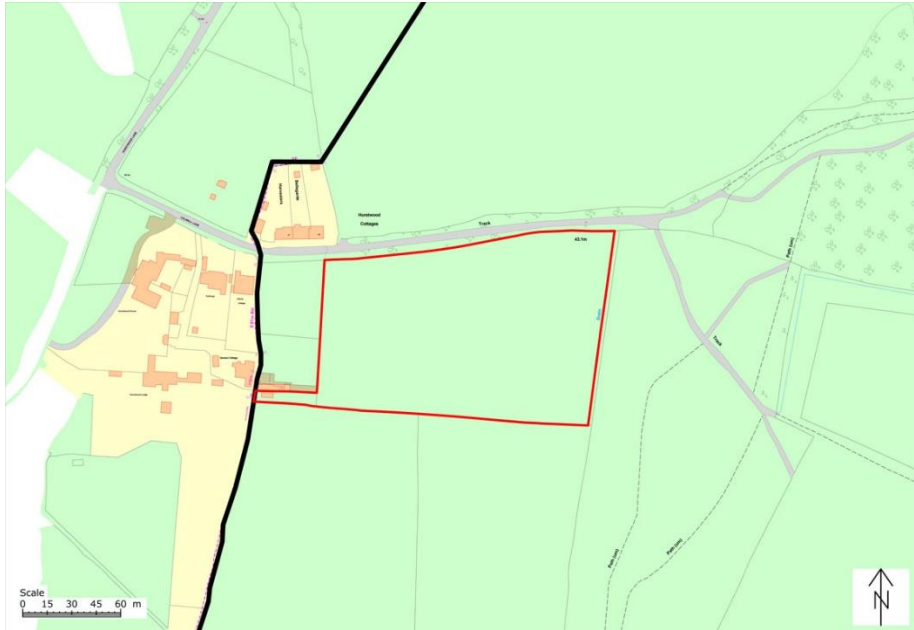
Availability Issue	Availability Assessment Comments
Ownership	Developer submission.
Ransom Strips	No ransom strips identified. However, the proposed main access is outside of the site boundary and would be shared with the Mid Sussex District Site Allocation and permission at Rogers Farm (SA21 and DM/22/0733) for 20 dwellings. The approved plans includes an ongoing spine road to the site. Further confirmation of the access agreement would be required.
Most Recent Evidence of Intention to Develop	2021 Call for Sites
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market. The site may contain a historic landfill.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified.

Site Reference: 40WV Potentially Deliverable or Developable
Hurstwood Lodge, Haywards Heath

		Parish or Town		
		Wivelsfield		
		Site Area	1.7 Ha	
		Greenfield or Previously Developed: Greenfield		
		Proposed Development		
		Residential		
		Site Source		
Call for Sites				
Current or Last Use	Agricultural			
Recent and Relevant Planning History	No recent or relevant planning history.			
Theoretical Residential Capacity	27 homes	Indicative Density	20 dph	
LAA Indicative Residential Capacity	27 homes			
LAA Indicative Employment Capacity	0 Ha			

Suitability Assessment

Residential Suitability: Potentially suitable
Employment Suitability: Not Assessed

The site is greenfield adjacent to ribbon development along Hurstwood Lane. It is not within walking distance of existing services and facilities. Colwell Lane is unlikely to be suitable to support medium scale development at this location and the site is not connected to existing footpaths and there is limited potential for improvements. However the site is to the south of 35WV which in turn is adjacent land subject to a current application for a large scale cross boundary development. The site falls within Parcel Edge of Haywards Heath B of the Landscape Sensitivity Assessment, assessed as having a medium sensitivity to small and medium-scale residential development dependent on avoiding removing mature vegetation within the parcel and that is consistent with the settlement edge of Haywards Heath. An appropriate buffer would be required from adjacent Ancient Woodland. Part of the site is located outside of the Plan Area.

Suitability Issue	Suitability Assessment Comments
Adopted Local Plan Policies	Site is outside of existing planning boundaries. No site specific allocations or policies.
Minerals and Waste Designations	No minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Flood Zone	The site is in Flood Zone 1. No identified risk of flooding from other sources.
Land Contamination	None identified
Topography	Unknown
Environmental Constraints	The site is not located within or adjacent to any identified environmental designations. The site is within the SSSI Impact Risk Zone however the proposed use does not trigger the need to consult with Natural England.
Ecological Constraints	Adjacent to ancient woodland, requiring buffer.
Within Air Quality Management Area?	Outside
Agricultural Land Classification	Grade 3
Distance from Ashdown Forest SAC	Greater than 7km
Availability of Utilities	Unknown if available nearby
Bad Neighbours?	No bad neighbours identified.
Within Setting of SDNP?	No
Landscape Sensitivity	The site falls within Parcel Edge of Haywards Heath B of the Landscape Sensitivity Assessment, assessed as having a medium sensitivity to small and medium-scale residential development dependent on avoiding removing mature vegetation within the parcel and that is consistent with the settlement edge of Haywards Heath.
Historic Built Environment Constraints	None nearby
Impacts on Highways Network	See LDC Shared Transport Evidence Base (STEB) 2023
Public Transport	Parts of the site may be within 500m of bus stops on Lunces Hill.
Active Travel	No existing footpath or cycle access.
Public Rights of Way	None
Site Access	Access roads are narrow and unlikely to be suitable for development of this scale, further consideration needed for access.

Availability Assessment: Available

The site is actively promoted for residential development. The site is in multiple ownership with all landowners aware of the submission of the site for the LAA.

Availability Issue	Availability Assessment Comments
Ownership	The site is believed to be within dual ownership.
Ransom Strips	None identified.
Most Recent Evidence of Intention to Develop	2020 CfS
Phasing Requirements	Single Phase

Achievability Assessment: Unknown

To be considered in LDC Whole Plan Viability Assessment. Haywards Heath is considered to be a relatively buoyant and stable housing market.

Achievability Issue	Achievability Assessment Comments
Attractiveness to the Market	The area benefits from a relatively strong and buoyant housing market with good demand and viability.
Within a Regeneration Priority Area	No
Cumulative or Abnormal Delivery Costs	None identified