

# LAA Appendix 4 – Lewes Strategic Sites Site Assessment

## 51RG Land North of Ringmer

Site Ref	51RG Land North of Ringmer
<b>Site Information</b>	
Parish	Ringmer
Site Source	Site submitted by promoters in Call for Sites 2020
Gross Area (Ha)	57.7 (including 56RG and 57RG)
Current Use (Greenfield / Brownfield / Mixed)	Greenfield
Proposed Use	The site is proposed for residential-led development, including approximately 900 dwellings (market housing with policy-compliant level of affordable housing, and gypsy and traveller pitches if required by Lewes District Council), office and light industrial space, a potential Country Park, land dedicated to biodiversity restoration to achieve biodiversity net gain and potential education facilities (including a primary school) if required. The amount of employment floorspace, community facility and green infrastructure has not been specified by the promoter.
Residential capacity (dwellings)	The site promoter has suggested an indicative yield of 900 dwellings which has been used for the purposes of the Land Availability Assessment (LAA). Assuming a theoretical 50% gross to net ratio for medium to large scale urban extensions, the proposed net density for the site is 31 dwellings per hectare. This aligns with the policy direction of the emerging Lewes Local Plan which recommends a minimum net density of 30 dwellings per hectare in Rural Service Centres including Ringmer. Considering the high gross to net ratio applied to this site, the promoted capacity is considered appropriate as the assessed capacity for the site. This figure reflects the size and role of the site as a settlement extension where the provision of self-supporting infrastructure would be required.
Employment floorspace capacity (sqm, net)	The site is proposed for a residential-led development including office and light industrial space (amount not specified).
Renewable Energy Generation Infrastructure and Green Infrastructure	The site is proposed for a residential-led development including a potential Country Park and green infrastructure (amount not specified). The Energy Opportunities Map has identified the site with strategic potential for biocrops growth. Given the scale of development, the site has the potential to incorporate and/promote the use of renewable energy technologies and is of sufficient size to deliver decentralised energy.
Relevant Planning History	LW/21/0694 – Part of the site (21RG): Erection of 68 dwellings, with associated, access, drainage, parking, landscaping and infrastructure works. Application refused August 2022. The reasons for refusal are: <ol style="list-style-type: none"> <li>1. The development, due to its location outside of the defined settlement boundary will harm the character, setting and appearance of the surrounding countryside. The development would therefore be contrary to Policy 4.1 of the Ringmer Neighbourhood Plan, Policies CP10 and DM1 of the Lewes District Local Plan Parts 1 and 2 and Paragraphs 174 of the National Planning Policy Framework</li> <li>2. By reason of the height of parts of the development, layout, density, isolated location of the play space in relation to those dwellings within no external amenity space, and the distinguishable appearance of the affordable units in the flats from the rest of the development, the application</li> <li>3. By reason of the lack of sufficient information and up to date highways modelling, it is unclear whether the local highway, Bishops Lane and the junction of Earwig Corner has the capacity to accommodate a development of this scale. The development would therefore represent an unacceptable risk of unforeseen impacts that would cumulatively be to the detriment of road users and highways capacity. The development would therefore be contrary to Policy 8.1 of the Ringmer Neighbourhood Plan, Policy CP13 of the Lewes District Local Plan Part 1 and Paragraph 111 of the National Planning Policy Framework.</li> </ol>
<b>Suitability</b>	<b>Potentially Suitable</b>
Consistency with National Policy	The site consists entirely of Grade 3 Good to Moderate Agricultural Land. According to DEFRA's Predictive Best and Most Versatile Land Strategic Plan (2017), there is a moderate likelihood that the land, at a strategic scale, is the Best and Most Versatile Land. However, further detailed site surveys may be necessary to determine whether the proposed development of the site would result in the loss of the Best and Most Versatile Agricultural Land.
Consistency with the Development Plan including 'made'	The site is outside of, but adjacent to, the Ringmer planning boundary. It is also adjacent to an existing allocated site under construction and other LAA sites which connect the site within the planning boundary. It is currently in a countryside location where new development will only be permitted if the need for a

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**51RG Land North of Ringmer**

neighbourhood plans	<p>countryside location can be demonstrated under the current local plan framework and consistent with a specific development policy.</p> <p>The site is located within the Ringmer Neighbourhood Area. The Ringmer Neighbourhood Plan was 'made' in January 2016. Policy 5.4 states that development or change of use in the strategic Green Gap between Ringmer village and the Broyleside will be permitted only when the development or use preserves the openness, separation and character of the countryside. The site partly falls within the identified strategic Green Gap North. Policy 8.2 of the made Neighbourhood Plan identifies Bishops Lane as a local pinch point, where new development must avoid creating or exacerbating road safety hazards or congestion.</p>
Setting of South Downs National Park	Yes. Further consultation with the South Downs National Park Authority would be required.
Distance from Ashdown Forest	Greater than 7km
Existing Uses	Agriculture
Neighbouring Land Uses	The site is adjacent to settlement of Ringmer and an allocated housing development under construction to the south. The site is also adjacent to a small industrial yard. It faces the open countryside in all other directions.
Environmental conditions and amenities of future residents	No bad neighbours identified. The site is adjacent to an industrial site to the south but considering the scale of development this could be potentially mitigated through appropriate screening. There may be potential noise and odour issues from adjacent industrial and agricultural uses which would need to be mitigated.
Contamination	No historical or factual evidence to indicate the presence of contamination.
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	<p>ESCC ecological officer notes that the site is not designated for nature conservation interest but there are local records of bats, reptiles, amphibians (including Great Crested Newts). The proposed development aims to provide land dedicated to biodiversity restoration to achieve biodiversity net gain and a potential Country Park. The site should be surveyed for protected species.</p> <p>There are some mature trees and hedgerows across the site and along existing field boundaries, which should be accurately surveyed and incorporated in the layout. The site is not subject to any Tree Preservation Orders.</p>
Vulnerability to climate change risk over the lifetime	Consultation with the LLFA identifies potential local flood risk sources including surface water, groundwater, sewer and ordinary watercourse flood risk. A small part of the site is also within Flood Zone 2 and 3. The submitted illustrative concept plan proposes multi-functional green infrastructure along areas of local flood risk which would potentially build in flexibility to allow future adaptation while providing other biodiversity and amenity benefits. The Stage 1 SFRA has not identified any additional parts of the site which may become part of Flood Zone 3A in the future.
Flood Risks	The site is predominantly in Flood Zone 1, however a small area of the site to the north at Norlington Lane (approximately 0.5 Ha or less than 1% of the site area) is within Flood Zone 2 and 3. Currently a watercourse run through the centre of the site and presents low to medium risk of surface water flooding. The site is also in close proximity to a watercourse at the northern boundary. Consultation with the LLFA identifies potential local flood risk sources including surface water, groundwater, sewer and ordinary watercourse flood risk.
Access	<p>The submitted indicative plan shows a new primary access from Lewes Lane, which would serve the majority of the site (including 42RG, 51RG and 56RG), and a supporting access from Bishops Lane which would serve 21RG (separately promoted for approximately 70 dwellings). A single access point from Lewes Road to serve over 800 dwellings may result in a poorly connected enclave and is likely to be inadequate to support the proposed scale of development, subject to further consultation with the Highways Authority. Further transport assessments would be needed to identify the potential works required to Lewes Lane to facilitate an access of this scale.</p> <p>No additional access points (including pedestrian / cycle only accesses) are proposed from Norlington Lane to promote connectivity. However it is uncertain whether introducing a vehicular access from Norlington Lane would be deemed acceptable in landscape character and heritage considerations, given the narrowness and rural character of the lane.</p>
Highways Infrastructure Impact on Strategic Road Network	<p>Development at Ringmer is likely to impact the existing highway infrastructure network, particularly Earwig Corner (Junction of B2192 and A26) and the A26 Corridor. Earwig Corner is a critical junction to the northeast of Lewes. It is currently being converted from a priority give-way to signals with pedestrian crossing facilities.</p> <p>The initial STEB model assessment indicates, at a high level, that the junction would operate at or over capacity with isolated options growth where the pedestrian stage is called infrequently, and that further improvements at this junction would be challenging owing to known physical constraints. It is also highlighted that the A26 link to the south of Earwig Corner towards Snail roundabout would exceed theoretical link capacity. Detailed transport assessments would be required to establish if any the site's development impacts on the network capacity could be appropriately mitigated through highways improvements.</p>

	The potential provision of on site education and health infrastructure may generate additional traffic on the local road network.
Public Transport	<p>The site is served by existing bus stops on the B2192 with fairly frequent services (Monday to Saturday) to Brighton via Lewes as well as Tonbridge Wells via Uckfield and Crowborough. The majority of the site is within walking distance of the existing bus stops. Links for walking and cycling to the existing public transport infrastructure would be required, particularly at the northern part of the site which falls outside of the existing catchment. There may be scope to divert local bus routes to serve the site and provide facilities within the development including bus stops or shelters, and improve off site provision where appropriate. In light of the scale of development and the surrounding road network, the provision of off site bus priority lane is highly unlikely.</p> <p>There are no train stations in Ringmer.</p>
Active Transport	<p>The site is connected to existing footpaths on the B2124 and the pedestrian network in Ringmer. There are a number of Public Rights of Way crossing the site which could be incorporated into a site layout through sensitive design.</p> <p>The site is not connected to any existing cycle infrastructure or designated cycle lanes. Considering the rural nature of the site this may result in the private car being the one of the main transport modes 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> <p>There are no pedestrian or cycle accesses proposed to Norlington to promote a permeable and connected neighbourhood. This may result in the increase of journey time of internal trips.</p>
AQMA	Outside of AQMAs
PRoW	Public Rights of Way across the site however these can be incorporated into the site layout through sensitive design
Proximity to services and other infrastructure	<p><b>Education</b></p> <p>The existing primary school is located within 500m from the site's access on Lewes Road and approximately 1.4km maximum from the furthest part of the site outside of walking distance.</p> <p>The existing secondary school is opposite the site and within walking distance of the whole site.</p> <p>Further discussions with ESCC would be required to establish if there are adequate capacity within the local education facilities to accommodate additional pupils from the site's development. The submitted information proposes potential education facilities (including a primary school) if required.</p> <p><b>Health and Community Facilities</b></p> <p>Local Convenience and GP services on Springett Avenue are approximately 0.6km from the proposed site accesses and approximately 1.5km from furthest part of the site (within walking and cycling distance of the site). The submitted information also proposes new potential local community and health facilities at the site which would need to be consulted with East Sussex County Council. The proposed development provides opportunities for the provision of open space, supported by the vision of the Ringmer Neighbourhood Plan.</p> <p><b>Employment</b></p> <p>There are some local employment opportunities in Ringmer. The site is also relatively well connected to Lewes through existing bus services. The site is proposed for a residential-led development including office and light industrial space (amount not specified).</p>
Topography	Gentle sloping from north-west
Heritage / Historical Environment Constraints	<p>The site does not contain any identified designated heritage assets. However, the site is in close proximity to the Ringmer Conservation Area and a number of Grade II listed buildings along Norlington Lane, Lewes Road and Fingerpost Farm. The setting of these designated heritage assets has the potential to be affected by the development proposal and should be further investigated to identify any potential mitigation measures.</p> <p>The site lies within 2 Archaeological Notification Areas (ANAs) relating to the Arlington to Barcombe Roman Road and medieval &amp; post-medieval villages, medieval potteries and post-medieval brick kilns. A targeted geophysical survey immediately east of this site has identified traces of the metalled surface of the Roman road and evidence for roadside ditches. A number of post-medieval farmsteads, buildings and brick kilns exist in the wider area. A late medieval/early post-medieval kiln has recently been investigated approximately 60m south of this site. A large quantity of 1795-1805 Artillery buttons, early 19th pottery, clay pipes and other objects has been found by metal detectorists immediately east of this site suggesting the location of a Napoleonic period military camp, the extent of which is not known. The site overall has a high archaeological potential which would need to be further investigated and mitigated. A desk-based heritage impact assessment should be submitted. The scale of the site presents opportunities to embed archaeological site within the village extension and enhance the significance of existing heritage assets through sensitive design.</p>
Landscape Character and Visual Amenity Constraints	<p>The draft Landscape Sensitivity Assessment provides a site-specific analysis of Site 51RG based on its landscape and visual aspects of sensitivity in line with Natural England's guidance.</p> <p>The site covers gently rolling low-lying land. It consists of medium and large-scale fields, which are divided by hedgerows and mature trees. It is not covered by any statutory or local landscape designations.</p> <p>The site has some functional value as part of an undeveloped agricultural land separating Ringmer and</p>

Broyle side. It provides part of a landscape gap between the settlements and helps to retain and protect their individual character and settlement pattern, noting that the land between the two settlements lies to the south of the site. The site is considered to be within the landscape, perceptual and visual setting of the South Downs National Park. There is a visual connection between the site and the South Downs National Park with the site seen as part of the separation between Ringmer and Broyle Side. There are also distant views to the High Weald Area of Outstanding Natural Beauty. It is perceived in the context of the existing residential land uses due to the influence of Ringmer.

Overall, the site is assessed as having a medium sensitivity to medium-scale mixed-use development. It has some potential to accommodate medium-scale mixed-use development without significant adverse landscape or visual effects with appropriate mitigation, including by ensuring that development would need to be consistent with existing settlement pattern and avoid increasing the visibility or allowing coalescence between Ringmer and Broyle Side. Further high level guidance is provided in the draft Landscape Sensitivity Assessment which recommends development to be concentrated along the southern and western parts of the site, with the eastern part of the site to be used for open space, new woodland and improved recreational opportunities. This is likely to reduce the residential development capacity of the site. An LVIA would be required to determine an appropriate percentage of mix of development height, area and density.

Appropriateness and likely market attractiveness for the type of development proposed	Ringmer is considered to have a relatively buoyant and stable housing market.
Contribution to regeneration priority areas	The site is not within the Regeneration Priority Areas
Minerals and Waste Policy	There are no minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Infrastructure / Utilities	Existing telecoms tower located in the southern portion of the site.
<b>Availability</b>	<b>Available</b>
Land Ownership	The site is in multiple ownership. All landowners are aware of the submission of the site for the LAA. No ransom strip identified.
Indication of intention to develop received	The site is submitted by an active promoter. Submission states that the site is available in the next 5 years before March 2022.
Current use of the site	No identified leaseholders / tenants requiring relocation.
<b>Achievability</b>	<b>Achievable. To be further considered in LDC Whole Plan Viability Assessment.</b>
Market factors	Ringmer's housing market is strong with good demand and viability, particularly as a popular satellite village for Lewes.
Abnormal Costs	No abnormal costs when considering the scale of the development. Development of the site is anticipated to include archaeological investigations, transport improvements and the provision of green and social infrastructure.
Delivery Factors	The promoter expects a phased 10-year build out of the scheme, at an average build-out rate of 90 dwellings per year ((or 120 homes per annum if considering initial lead-in times for infrastructure enabling works).
<b>Conclusion</b>	<b>Potentially developable / deliverable</b>

# 11EC Land In Between Plumpton Green and South Chailey

Site Ref 11EC Land in between Plumpton Green and South Chailey

Site Information	
Parish	East Chiltington
Site Source	Site submitted by promoters through the Call for Sites in 2020
Gross Area (Ha)	185 Ha. The site partly lies within the South Downs National Park outside of the Lewes Local Plan Plan Area.
Current Use (Greenfield / Brownfield / Mixed)	Greenfield
Proposed Use	The site is proposed for residential-led development of circa 3,000 dwellings. The proposed development may include gypsy and traveller pitches and employment development (amount to be determined). The submitted indicative Parameter Plan shows that the built development would be primarily located on the eastern part of the site, with fields to the south and west to be improved as potential green infrastructure or retained as specialty farms.
Gross dwelling capacity (dwellings)	The site promoter has suggested a yield of 3,000 dwellings which has been used for the purposes of the LAA. The proposed gross density is 16 dwellings per hectare. Considering the high gross to net ratio applied to this site, the promoted capacity is considered appropriate for assessment and is in reflection of its size and role as a settlement extension where the provision of self-supporting infrastructure would be required. This is line with the policy direction of the emerging Lewes Local Plan which recommends a minimum net density of 30 dwellings per hectare at Plumpton Green. The submitted indicative Parameter Plan shows that the built development would primarily be focused on the eastern part of the site (approximately 80 Ha) with a density of approximately 36 dwellings per hectare.
Employment floorspace capacity (sqm, net)	The site is proposed for a residential-led development potentially including employment space (amount and type to be determined). The submitted accompanying assessments indicates the intention to provide employment space for one job per household, including light industrial, land-based employment, office, retail, education and healthcare.
Renewable Energy Generation Infrastructure and Green Infrastructure	The site has not been promoted for renewable energy generation infrastructure. The Energy Opportunities Map has identified the site with strategic potential for medium scale wind energy generation and biocrops growth. Given the scale of development, the site has the potential to incorporate and/promote the use of renewable energy technologies and is of sufficient size to deliver decentralised energy.
Relevant Planning History	The site is immediately adjacent to Land Adjacent Nolands Farm Station Road to the east (26PL), which has an appeal allowed and approved outline planning application (LW/21/0262) for the demolition of 2 no. existing dwellings and outbuildings and the erection of up to 86 no. residential dwellings, including 40% affordable housing, provision of pedestrian and vehicular access, open space, associated infrastructure and landscaping at Nolands Farm, Plumpton Green, all matters reserved except access.
<b>Suitability</b>	<b>Not Suitable</b>
Consistency with National Policy	The site is shown as Grade 3 Agricultural Land. DEFRA's Predictive Best and Most Versatile Land Strategic Plan (2017) shows that there is a low likelihood that the land, at a strategic scale, is the Best and Most Versatile Land. Further detailed site surveys may be required to identify whether development of the site would lead to the loss of the Best and Most Versatile Agricultural Land.
Consistency with the Development Plan including 'made' neighbourhood plans	The site is outside of and disconnected to the existing planning boundary of Plumpton and South Chailey. It is currently in a countryside location where new development will only be permitted where it is consistent with a specific development policy and where the need for a countryside location can be demonstrated under the current local plan framework. It is however adjacent to Site 26PL which has an approved outline planning application in December 2022 for the erection of up to 86 residential dwellings. The site is not located within any designated Neighbourhood Areas.
Setting of South Downs National Park	Yes. Part of the proposed site also lies within the South Downs National Park. Further consultation with the South Downs National Park would be required.
Distance from Ashdown Forest	Greater than 7km
Existing Uses	Agriculture
Neighbouring Land Uses	Agriculture and Open Countryside. The site is adjacent to Site 26PL which has an outline planning permission for 86 dwellings.
Environmental conditions and amenities of future residents	The site's southern boundary is immediately adjacent to an operating railway. Appropriate mitigation for the potential noise and air quality impacts would be required.
Contamination	No historical or factual evidence to indicate the presence of contamination.

Environmental Constraints	The site is not located within or adjacent to 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 majority of the site is adjacent to the South Downs National Park and part of site lies within the South Downs National Park.
Ecological Constraints	<p>ESCC ecological officers consider that the site's development would have potential impacts on a range of species in the area, including rare and protected species. A Preliminary Ecological Appraisal has been submitted to the Call for Sites which states that habitats of ecological value are largely restricted to the field margins in the form of hedgerows, treelines, woodland blocks, streams ditches and ponds. The PEA shows potential for a number of protected species and recommending further specific surveys, including Bats, Dormice, Badgers, Great Crested Newts, Water Voles, Invertebrate Surveys and breeding bird surveys.</p> <p>The site is adjacent to Local Wildlife Sites and contains pockets of ancient woodland. Development of the site would need to ensure that any direct and indirect impacts on the Local Wildlife Sites are fully mitigated and that adequate buffer from ancient woodlands are secured. Mixed use development of the site provides opportunities for securing habitats linkage between existing woodlands. Multiple parts of the site (approximately 1 Ha in total) are subject to Tree Preservation Orders.</p>
Vulnerability to climate change risk over the lifetime	Potential increased risk of flooding. The SFRA has not indicated any additional areas of the site which may form part of Flood Zone 3A in the future.
Flood Risks	The majority of the site is in Flood Zone 1. A small area to the north of the site is in Flood Zone 2 and 3 within the fluvial floodplain of Beveren Stream. Consultation with the LLFA identified other potential local flood risk sources including surface water, groundwater, sewer and ordinary watercourse flood risk. Approximately 14% of the site is also subject to low to medium risk of surface water flooding, particularly along the existing watercourse which would need to be appropriately mitigated, such as through the introduction of swales and basins. These methods are considered in the submitted drainage and utilities assessment.
Access	<p>The submitted indicative Parameter Plan and Transport Assessment shows that the main vehicular access points of the site would be concentrated along the north and northwestern parts of the built development via South Road, which connects to South Chailey and the A275 to the east via Honeypot Lane. The site is currently accessed via North Barnes Lane which is an east-west single carriageway private track, with Novington Lane running north-south through the site. These current access points are proposed as one of the main pedestrian and cycle route.</p> <p>The submitted Transport Assessment sets out the baseline conditions, transport policy context and initial travel demand analysis of the site, and outline key junctions to be further assessed. ESCC Highways raised no objection to the initial work but require further capacity assessments before making any comments.</p>
Highways Infrastructure Impact on Strategic Road Network	The initial STEB model assessment indicates that the site's development will generate a significant additional impact on the rural road network in and around Plumpton Green, Wivelsfield Green, Ditchling Common and towards Haywards Heath, Burgess Hill and Brighton. It will also lead to increase traffic movements on the A275 Corridor and B2116. Detailed transport assessments would be required to establish if any the site's development impacts on network capacity could be appropriately mitigated through highways improvements.
Public Transport	<p>The majority of the site falls outside of the walking distance from existing bus stops and train station. The submitted Transport Assessment proposes to improve existing bus services or provide a new bus route to serve the development. The indicative bus route seeks to facilitate bus travel between the proposed village centre and South Road, but at this stage does not maximise accessibility to the nearby Plumpton railway station to encourage a greater level of mode shift.</p> <p>The southwestern edge of the site is within walking distance of existing bus and trains services in Plumpton Green. Links for walking and cycling to the existing public transport infrastructure would be required.</p>
Active Transport	<p>The site currently does not have any dedicated pedestrian access and is not connected to an existing footpath network. Many Public Rights of Way intersect the site which could be incorporated into a site layout through sensitive design.</p> <p>The site is also not connected to the existing cycle infrastructure or designated cycle lanes. However, the site is immediately adjacent to the proposed cycle network L8 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> <p>Considering the scale of the site and its spatial relationship with Plumpton Green, significant improvements to the local active transport network would be required to encourage sustainable travel and maximise its connectivity to Plumpton railway station.</p>
AQMA	Outside of AQMAs
PRoW	Many Public Rights of Way across the site however these can be incorporated into a site layout as part of any planning application
Proximity to services and other infrastructure	<p><b>Education</b></p> <p>The site is in close proximity to Plumpton Primary School but considering its size the majority of the site is not within walking distance of existing local education facilities and that additional facilities are likely to be required to accommodate additional pupils from the site's development subject to further discussions with</p>

the County Council. The nearest secondary school is Plumpton College. The submitted information proposes potential education facilities (including a primary school) at the eastern edge.

#### Health and Community Facilities

The majority of the site is not within walking distance of existing local services and facilities. However, development of this scale could provide services to meet its own and neighbouring demands. The submitted information proposes a village core which would potentially provide employment space (amount and type not specified) and the required health and community facilities to be consulted with East Sussex County Council.

#### Employment

There are limited employment opportunities within the settlement, although it is served by an existing railway station which provides regular and frequent services to key employment centres in the District. The submitted information proposes a village core which would potentially provide employment space (amount and type not specified).

Topography	Predominantly gently rolling hills
Heritage / Historical Environment Constraints	<p>The site is not in close proximity to any identified Conservation Areas. The site wraps around two Grade II listed buildings respectively, including Homewoodgate Farmhouse and Little Cleers. It is also in close proximity to a number of Grade II listed buildings in Plumpton. The setting of these designated heritage assets has the potential to be affected by the development proposal and should be further investigated to identify any potential mitigation measures.</p> <p>The site also intersects with small pockets of the identified Archaeological Notification Areas (ANAs). A desk-based heritage impact assessment should be submitted. The scale of the site present opportunities to embed archaeological site within the village extension and enhance the significance of existing heritage assets through sensitive design.</p>
Landscape Character and Visual Amenity Constraints	<p>The draft Landscape Sensitivity Assessment provides a site-specific analysis of Site 11EC based on its landscape and visual aspects of sensitivity in line with Natural England's guidance.</p> <p>The site covers a gently rolling area of land. It predominantly consists of medium-scale and large-scale field enclosures which are divided by hedgerows, linear tree belts and watercourses. The southern edge of the site lies within the South Downs National Park (outside of the Plan Area), and the wider parcel lies within the landscape and perceptual setting of the South Downs National Park.</p> <p>The site plays a functional role as a rural landscape gap between Plumpton Green and South Chailey and contributes to their physical and visual separation. Parts of the eastern part of the site appear to have reference to ancient enclosed agricultural land. The site has a sense of both remoteness and tranquillity despite its proximity to existing settlements, except at the railway line along the southern boundary of site which remains associated with the rural landscape in this locality.</p> <p>The site has a high degree of intervisibility to the south with the South Downs National Park. Views of the South Downs National Park are highly visible from the PRoW within the Site, and the Site forms an important part of the view due to its rural undeveloped character. The site is highly visible from recreational routes and roads in the South Downs National Park, especially the west of the site which has a more open character than the eastern part of the site. It has a high number of recreational receptors in the local landscape and further afield.</p> <p>Overall, the draft Landscape Sensitivity Assessment concludes that the site has very high landscape sensitivity (i.e. the highest sensitivity rating) to large-scale strategic mixed-use development and is unlikely to be able to accommodate large-scale strategic mixed-use development without adverse character change between the settlements of Plumpton Green and South Chailey.</p>
Appropriateness and likely market attractiveness for the type of development proposed	Area considered to have a relatively buoyant and stable housing market.
Contribution to regeneration priority areas	The site is not within the Regeneration Priority Areas
Minerals and Waste Policy	None identified
Infrastructure / Utilities	The submitted drainage and utilities assessment has not identified any key major utilities constraints, although noting the presence of a public foul sewer routed west to east beneath the southern portion of the site along the floodplain of Bevern Stream. The assessment also identifies a limited number of pole mounted overhead power lines which transverse the site but could be potentially diverted and undergrounded as necessary subject to further consultation. Other constraints identified includes proximity to network rail assets. Considering the scale of the development and its relatively isolated location, a full scale provision of the required service infrastructure may be required.
<b>Availability</b>	<b>Available</b>
Land Ownership	The site is in single ownership. The landowner is aware of the submission of the site of the LAA. No ransom strips identified.
Indication of intention to develop received	The site is actively promoted for residential development. The submitted information indicates that the site is available in the next 5 years by March 2023.

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Current use of the site	The site is in agricultural use. There are no identified need to relocate existing tenants.
<b>Achievability</b>	<b>Achievable. To be further considered in LDC Whole Plan Viability Assessment.</b>
Market factors	Villages in area are considered to have buoyant markets and good demand.
Abnormal Costs	Significant investment into upgrading infrastructure would be required.
Delivery Factors	The submitted information indicates a delivery timeline with a potential completion year of 2050 beyond the plan period. The initial stage of development to 2030 is expected to deliver 300 dwellings with some workspace in the existing farm buildings that will equate to approximately 50 jobs (equating to a built out rate of 150 dwellings per hectare post initial works).
<b>Conclusion</b>	<b>Not developable / deliverable</b>

# 19HY Land North of Cooksbridge

Site Ref 19HY Land North of Cooksbridge

Site Information	
Parish	Hamsey
Site Source	Reg 18 Issues and Options Consultation
Gross Area (Ha)	78.6. The submitted site boundary includes 11HY Land north of Hamsey Lane (approximately 8.4 Ha).
Current Use (Greenfield / Brownfield / Mixed)	Greenfield
Proposed Use	The site is promoted for residential-led development with over 60% of the site (approximately 47.2 Ha) dedicated to development (including a new local centre and other infrastructure requirements) and 40% dedicated to open space provision.
Gross Density (dph)	The site is in a rural area in which the LPP1 Core Policy 2 sets out the appropriate densities as between 20 to 30 dwellings per hectare. The promoter has not provided an indicative development capacity for the site. Considering its location in close proximity to Cooksbridge rail station and its character immediately adjacent to the South Downs National Park, an indicative net density of 30 dwellings per hectare has been applied. An indicative 50% gross to net ratio is applied in reflection of the site's size where the provision of self-supporting infrastructure would be required.
Gross dwelling capacity (dwellings)	200 – 1,100 dwellings
Employment floorspace capacity (sqm, net)	N/A
Renewable Energy Generation Infrastructure and Green Infrastructure	The site is proposed for residential-led development including the provision of supporting green infrastructure (amount not specified). The Energy Opportunities Map has identified the site with strategic potential for biocrops growth and installation of large or medium scale wind energy. Given the scale of development, the site has the potential to incorporate and/promote the use of renewable energy technologies and is of sufficient size to deliver decentralised energy.
Relevant Planning History	No recent relevant planning applications. The site has a refused planning application in July 1973 (E/73/0798) for the outline application of twenty detached houses and garages and realignment of Hamsey Lane.
<b>Suitability</b>	<b>Potentially Suitable</b>
Consistency with National Policy	The site is predominantly Grade 3 Good to Moderate Agricultural Land, with parts of Grade 2 Very Good Quality and Grade 4 Poor Quality Agricultural Land. Development of the site may lead to the loss of the Best and Most Versatile agricultural land.
Consistency with the Development Plan including 'made' neighbourhood plans	The site is outside of, but adjacent to, the Cooksbridge planning boundary. It is currently in a countryside location where new development will only be permitted where it is consistent with a specific development policy and where the need for a countryside location can be demonstrated under the current local plan framework. The site is located within the Hamsey Neighbourhood Area. The Hamsey Neighbourhood Plan was 'made' in July 2016. It identifies Hamsey Community Primary School and Cooksbridge Railway Station as key parish heritage assets.
Setting of South Downs National Park	Yes. The site is adjacent to the South Downs National Park. Further consultation with the South Downs National Park Authority would be required.
Distance from Ashdown Forest	Greater than 7km
Existing Uses	Agriculture
Neighbouring Land Uses	Residential, Education, Agriculture and Railway. The site wraps around an existing sewage work.
Environmental conditions and amenities of future residents	The site is immediately adjacent to an operating railway. Appropriate mitigation for the potential noise and air quality impacts would be required.
Contamination	No historical or factual evidence to indicate the presence of contamination.
Environmental Constraints	The site is in close proximity to a number of SSSIs including Offman Marshes SSSI. The site is within the SSSI Impact Risk Zone and a residential-led development of this scale would need to be consulted with Natural England on its potential impacts. The site is adjacent to the South Downs National Park.
Ecological Constraints	The site includes a 1.5 Ha priority habitat (deciduous woodland) and is in close proximity to a number of priority habitats. Considering the scale of the development, it may provide opportunities to introduce wildlife or ecological corridors and improve the existing green infrastructure network. ESCC ecological

Site Ref

19HY Land North of Cooksbridge

	<p>officers note that there are local records of rare species (Rye Brome Grass) on the eastern section of the site, as well as bats and notable birds. The site should be surveyed for protected species.</p> <p>There are some mature trees and hedgerows across the site and along existing field boundaries which should be accurately surveyed and incorporated in the layout. The southern boundary of the site immediately adjacent to Chatfield Close is subject a Tree Preservation Order. It is likely that the protected trees could be preserved and incorporated through sensitive design.</p>
Vulnerability to climate change risk over the lifetime	Potential increased risk of flooding. The SFRA has not indicated any additional areas of the site which may form part of Flood Zone 3A in the future.
Flood Risks	The site is predominantly in Flood Zone 1, however a small area along the northern boundary of the site along the River is within Flood Zone 2 and 3. Parts of the site is also subject to low to medium risk of surface water flooding. Further consideration is required to identify potential local flood risk sources including surface water and groundwater.
Access	The site could be directly accessed at multiple points from the A275 and Hamsey Lane subject to further consultation with the relevant Highways Authority. The A275 corridor is a principle north-south corridor in the District which connects the site to Lewes town centre, Chailey and other key destinations on the strategic road network. Hamsey Lane is a rural single track lane but could be potentially widened and improved within the site boundary to provide suitable access.
Highways Infrastructure Impact on Strategic Road Network	Considering the scale of the development, it is likely to increase traffic movements on the A275 Corridor. Further consultation with the relevant Highways Authority and detailed transport assessments would be required to establish if the site's development impacts on the network capacity could be appropriately mitigated through highways improvements.
Public Transport	The majority of the site is walking distance from the Cooksbridge railway station and the existing bus stop. Cooksbridge railway station is served by regular hourly services to London Victoria and Eastbourne. The site's excellent connectivity to existing public transport infrastructure provides an opportunity for transit-oriented development which promote sustainable travel. Links for walking and cycling to the existing public transport infrastructure would be required.
Active Transport	<p>The site is connected to the existing pedestrian network with a relatively new footway linking the site to Cooksbridge along the A275 which could be extended. Hamsey Lane is a single lane without existing footpath and would need to be upgraded to provide a safe pedestrian access. This could be achieved within the site boundary.</p> <p>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 L13 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>
AQMA	Outside of AQMAs
PRoW	Multiple Public Rights of Way across the site however these can be incorporated into a site layout as part of any planning application
Proximity to services and other infrastructure	<p><b>Education</b></p> <p>The site is immediately adjacent to Hamsey Community Primary School. The majority of the site would be within walking distance from the existing primary school, however further discussions with the County Council would be required to establish if there are adequate capacity within the local education facilities to accommodate additional pupils from the site's development. It is likely that the provision of a new primary school may be required to serve the additional pupils from the site's development.</p> <p><b>Health and Community Facilities</b></p> <p>There are currently no local shops or health services within Cooksbridge, with the nearest existing community facilities located in Lewes and South Chailey. Development of this scale provide an opportunity to enhance existing services in Cooksbridge to meet its own and neighbouring demands.</p> <p><b>Employment</b></p> <p>There are limited employment opportunities within the settlement. However the site is well located to the Cooksbridge railway station which provides regular and frequent services to key employment centres in the District.</p>
Topography	Gently sloping
Heritage / Historical Environment Constraints	<p>The site is in close proximity to a number of Grade II* and Grade II listed buildings in Hamsey, Cooksbridge Station and Cooksbridge. A small part of the site intersects with identified Archaeological Notification Areas.</p> <p>To the north of the site is the Old Cooksbridge Conservation Area. The Conservation Area Appraisal states the setting of the village is intrinsic to its character and is important it is protected. This also refers to the pressure that additional traffic on the main road through the CA which impacts on the ambience and atmosphere of the CA and could lead to additional signs or speed control methods. Consideration needs to be given to views into and out of the CA and its setting.</p>
Landscape Character and Visual Amenity Constraints	<p>The draft Landscape Sensitivity Assessment provides a site-specific analysis of Site 19HY based on its landscape and visual aspects of sensitivity in line with Natural England's guidance.</p> <p>The site covers gently rolling land part of a sloping valley landscape. It consists of small, medium and</p>

large-scale fields, which are divided by hedgerows with mature trees and linear tree belts. A watercourse runs along the northern site boundary which is tributary of the River Ouse. The south-eastern part of site comprises a functional value by preventing coalescence of the settlements of Cooksbridge and Hamsey. The site also forms a rural setting to Cooksbridge and functional links to the watercourse along the northern boundary of the site.

The site is perceived as the surrounding agricultural landscape to Cooksbridge. It forms part of the landscape and perceptual setting of the South Downs National Park. Tranquillity is relatively high across the site although reduced near the A275 and Cooksbridge. The site is subject to a medium number of receptors in the local landscape and further afield due to the elevated nature of the South Downs National Park to the south which provides high levels of inter-visibility and a strong sense of place.

Overall, the site is assessed as having a high-medium sensitivity to medium-scale mixed use development. It is unlikely to be able to accommodate medium-scale mixed use development overall or only in limited situations, without significant adverse character change or adverse visual impacts, depending on whether appropriate mitigation could be sought which avoid coalescence between Cooksbridge and Hamsey and in relation to existing settlement pattern. High level recommendations state that development would be most appropriate sited to the east of Cooksbridge and should be strategically sited to avoid adverse impact on views from the South Downs national Park in the south. This is likely to significantly reduce the developable area of the site. An LVIA would be required to determine an appropriate percentage of mix of development height, area and density.

Appropriateness and likely market attractiveness for the type of development proposed	Area considered to have a relatively buoyant and stable housing market.
Contribution to regeneration priority areas	The site is not within the Regeneration Priority Areas
Minerals and Waste Policy	There are no minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Infrastructure / Utilities	Available adjacent
<b>Availability</b>	<b>Available</b>
Land Ownership	The site is being actively promoted through an agent. No ransom strip identified.
Indication of intention to develop received	The site is being actively promoted through an agent.
Current use of the site	The site is in agricultural use. There are no identified need to relocate existing tenants.
<b>Achievability</b>	<b>Achievable</b>
Market factors	Cooksbridge is considered to have a good and steady housing market.
Abnormal Costs	No abnormal costs when considering scale of the development. Development of the site is anticipated to include archaeological investigations, transport improvements and the provision of green and social infrastructure.
Delivery Factors	No identified barriers to delivery.
<b>Conclusion</b>	<b>Potentially developable / deliverable</b>

# 67RG Land at Howells Bank Farm, Broyle Lane

Site Ref 67RG Land at Howells Bank Farm, Broyle Lane

Site Information	
Parish	Ringmer
Site Source	Reg 18 Issues and Options Consultation
Gross Area (Ha)	19.5 (0.28 of the site at Land west of Broyle Lane is assessed as 44RG)
Current Use (Greenfield / Brownfield / Mixed)	Greenfield
Proposed Use	Residential-led development. Approximately 5.5 Ha of the site is promoted for residential use. The remaining site area is promoted for formal play and green and blue infrastructure (including open space, tree belt, ecological enhancement zone and SuDs). The submitted information indicates that the site is capable of providing self build units if needed.
Gross Density (dph)	The promoted density of net 25 dwellings per hectare is considered appropriate in principle considering its location immediately adjacent to the settlement boundary of Broyle Side. This largely aligns with the emerging policy direction which recommends a minimum net density of 20 dwellings per hectare at Local Villages.
Gross dwelling capacity (dwellings)	The site is promoted for approximately 140 dwellings.
Employment floorspace capacity (sqm, net)	N/A
Renewable Energy Generation Infrastructure and Green Infrastructure	The submitted information indicates the site's potential to provide land dedicated to biodiversity restoration to serve the site and potentially the surrounding need. The site has not been promoted for renewable energy generation infrastructure. The Energy Opportunities Map has identified the site with potential for medium scale wind energy generation and biocrops growth.
Relevant Planning History	No recent or relevant planning applications.
<b>Suitability</b>	<b>Potentially Suitable</b>
Consistency with National Policy	The site is wholly Grade 3 Good to Moderate Agricultural Land. DEFRA's Predictive Best and Most Versatile Land Strategic Plan shows that there is a low likelihood that the land, at a strategic scale, is the Best and Most Versatile Land. Further detailed site surveys may be required to identify whether development of the site would lead to the loss of the Best and Most Versatile Agricultural Land.
Consistency with the Development Plan including 'made' neighbourhood plans	The site is outside of, but partly adjacent to, the Broyle Side planning boundary. It is currently in a countryside location where new development will only be permitted where it is consistent with a specific development policy and where the need for a countryside location can be demonstrated under the current local plan framework. The site is located within the Ringmer Neighbourhood Area. The Ringmer Neighbourhood Plan was 'made' in January 2016. 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.
Setting of South Downs National Park	No
Distance from Ashdown Forest	Greater than 7km
Existing Uses	Agriculture
Neighbouring Land Uses	The site is adjacent to the settlement of Broyleside to the east and faces the open countryside in all other directions.
Environmental conditions and amenities of future residents	No bad neighbours identified.
Contamination	No historical or factual evidence to indicate the presence of contamination.
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 trees and hedgerows across the site and along existing field boundaries should be accurately surveyed and incorporated in the layout. The site is in close proximity to priority habitats (deciduous woodland) and provides the opportunity to improve ecological connectivity in Broyleside.
Vulnerability to climate	Potential increased risk of flooding. The SFRA has not indicated any additional areas of the site which

**Site Ref** **67RG Land at Howells Bank Farm, Broyle Lane**

change risk over the lifetime	may form part of Flood Zone 3A in the future.
Flood Risks	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.
Access	The site is not served by any existing access. The submitted indicative development plan proposes a primary access 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. 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.
Highways Infrastructure Impact on Strategic Road Network	Development at Ringmer will impact the existing highway infrastructure network, particularly Earwig Corner (Junction of B2192 and A26) and the A26 Corridor. Earwig Corner is a critical junction to the northeast of Lewes. It is currently being converted from a priority give-way to signals with pedestrian crossing facilities. The initial STEB model assessment indicates, at a high level, that the junction would operate at or over capacity with isolated options growth where the pedestrian stage is called infrequently, and that further improvements at this junction would be challenging owing to physical constraints. It is also highlighted that the A26 link to the south of Earwig Corner towards Snail roundabout would also exceed theoretical link capacity. Detailed transport assessments would be required to establish if any the site's development impacts on the network capacity could be appropriately mitigated through highways improvements.
Public Transport	The site is within walking distance to existing bus stops at Yew Tree Close which provides half-hourly services to Tunbridge Wells and Brighton via Lewes. There are no train stations in Broyleside.
Active Transport	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.
AQMA	Outside of AQMAs
PRoW	Multiple Public Rights of Way across the site however these can be incorporated into a site layout through sensitive design
Proximity to services and other infrastructure	<b>Education</b> The nearest primary and secondary schools are outside of the walking distance from the site.  <b>Health and Community Facilities</b> There are no local shops or services in Broyleside.  <b>Employment</b> There are limited employment opportunities in Broyleside. The site is relatively well connected to Lewes through existing bus services.
Topography	Gently sloping from north-west
Heritage / Historical Environment Constraints	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.
Landscape Character and Visual Amenity Constraints	The draft 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 covers a gently rolling area of land. It consists of small to medium-scale edge of settlement fields, which are divided by hedgerows with a linear tree belt. The topography dips to form a localised valley where the watercourse passes through within the south-western part of the site. The site lies within the landscape setting of the South Downs National Park. 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. 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.

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**67RG Land at Howells Bank Farm, Broyle Lane**

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 draft Landscape Sensitivity Assessment 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.

This is reflected in the proposed indicative concept plan submitted, with the proposed capacity reflective of a reduced developable area focused to the north of the watercourse with a strong network of proposed green infrastructure. An LVIA would be required to determine an appropriate percentage of mix of development height, area and density.

Appropriateness and likely market attractiveness for the type of development proposed	Area considered to have a relatively buoyant and stable housing market.
Contribution to regeneration priority areas	The site is not within the Regeneration Priority Areas
Minerals and Waste Policy	There are no minerals or waste constraints identified in the adopted Minerals and Waste Plans.
Infrastructure / Utilities	Existing telecoms tower located in proposed point of access on Broyle Lane.
<b>Availability</b>	<b>Available</b>
Land Ownership	The site is in single ownership. The landowner is aware of the submission of the site for the LAA. No ransom strips identified.
Indication of intention to develop received	The site is submitted by an active promoter. Submission states that the site is available in the next 5 years and would commence before 31 <sup>st</sup> March 2025. It is indicated that the site will be completed in 24-36 months.
Current use of the site	No identified leaseholders / tenants requiring relocation.
<b>Achievability</b>	<b>Achievable. To be further considered in LDC Whole Plan Viability Assessment.</b>
Market factors	Ringmer's housing market is strong with good demand and viability, particularly as a popular satellite village for Lewes.
Abnormal Costs	No identified abnormal costs
Delivery Factors	The promoter expects completion of the scheme within 2 - 3 years (i.e. build out rate of 45-70 dwellings per year) which is reasonable.
<b>Conclusion</b>	<b>Potentially developable / deliverable</b>