



Lewes District Council

Towards a Local Plan
Spatial Strategy and Policy Directions:

Lewes District Development Capacity
Study

November 2023

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1. Introduction

- 1.1. Lewes District Council is currently preparing a new Local Plan for consultation which will set out where and how new development will take place over the plan period to 2040. The emerging Lewes Local Plan 2020-2040 (hereafter referred to as the Plan) seeks to propose site allocations for different land uses, including housing and employment, and policies to help tackle the climate and nature emergencies, safeguard the environment and secure high quality design. It identifies a range requirement for housing need within the LDC Plan area over the Plan Period. Accommodating economic needs on existing sites is sufficient to address the identified need.
- 1.2. This Development Capacity Study (DCS) seeks to quantify the potential for accommodating new homes on land and buildings within or adjacent the top two tier settlements and key transport hubs in the Plan Area. This may contribute towards meeting the housing requirement of the District. It is a technical study to supplement the interim Land Availability Assessment (LAA) by identifying additional development opportunities over and above that identified in the LAA. It supersedes the Urban Capacity Study (UCS) conducted in November 2004.
- 1.3. The DCS is intended to be a proactive approach to site identification, and might be used to help unlock development opportunities in the most sustainable areas in the District to support growth. The approach undertaken is consistent with [Paragraph 121 of the National Planning Policy Framework \(NPPF\)](#) and Paragraph 010 (Reference ID: 3-010-20190722) of the relevant Planning Practice Guidance on Housing and Economic Land Availability Assessment. National policy advises that plan-makers need to be proactive in identifying as wide a range of sites and broad locations for development as possible, and that plan-makers should not simply rely on sites that they have been informed about, but actively identify sites through the desktop review that may assist in meeting the development needs.
- 1.4. The DCS is not a statement of Council policy and does not in itself determine whether a site identified within it should be allocated for development in the emerging Local Plan nor does it necessarily mean an identified site would be granted planning permission. The DCS is part of a suite of evidence documents and should be read alongside those documents, which explain the District's overall spatial strategy and position on development land supply, including the Lewes Land Availability Assessment (September 2023).

2. Study Methodology

2.1. The identification and assessment of additional potential development sites followed a robust and proportionate four-stage assessment comprising the following stages:

- **Stage 1:** Defining the Areas of Search to focus on the most sustainable locations in the Plan area
- **Stage 2:** Site Identification through officer-led desktop analysis and engagement with LDC Regeneration and Estates officers;
- **Stage 3:** Review of the 2004 Urban Capacity Study to identify all sites which has potential for development as of Spring 2023; and,
- **Stage 4:** High level Constraints and Opportunities analysis of all identified sites to establish their likely suitability of development, identify any likely delivery barriers and estimate their potential development capacity.

2.2. The assessment outputs are presented in Appendix A, including detailed site schedules of all the identified potential development sites.

Stage 1: Key Areas of Search

2.3. The first stage involved defining the Key Areas of Search to provide a spatial focus for further identification of individual potential development sites. In line with the emerging Spatial Strategy, it seeks to prioritise growth at the most sustainable locations in the District, particularly areas with the highest level of services and connectivity to the transport network.

2.4. The defined Key Areas of Search include land within and adjacent the settlement boundaries of the top two tier settlements as defined in the Lewes Settlement Hierarchy Study 2023. This includes three District Centres (Seaford, Newhaven and Peacehaven & Telscombe) and two Rural Service Centres (Newick and Ringmer). These settlements are the most sustainable and accessible settlements by public transport and road within the Plan Area, containing a wide range of key services and facilities that meet many day to day needs of their residents and those in nearby settlements. The top two tier settlements in the Settlement Hierarchy of the adopted Local Plan, Primary Regional Centre and Secondary Regional Centre, fall outside of the Plan Area of draft Lewes Local Plan and are therefore not included in the assessment.

2.5. The effective use of land in urban areas, particularly previously-developed or 'brownfield' land is supported by the National Planning Policy Framework (Paragraph 119). Paragraph 120 of the NPPF seeks to promote and support the development of under-utilised land and buildings, especially if this could help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

2.6. In addition, land within 800m or ten-minutes of existing railway stations within or near the District are also included within the Key Areas of Search. Development near sustainable transport infrastructure can often limit the need to travel and offer a genuine choice of transport modes, and is supported by the National Planning Policy Framework (Paragraph 105). Focusing growth at these locations can often help to reduce congestion and emissions, improve air quality and public health.

- 2.7. The DCS recognises the role of ambition transport schemes currently being investigated, as detailed in the Lewes Infrastructure Delivery Plan (September 2023). However, owing to uncertainty of their delivery timescales within the Plan Period, these locations have not been identified as Key Areas of Search for this iteration of the Development Capacity Study. They may be considered in future iterations as locations which can be made sustainable.
- 2.8. This study focuses on the search of additional development opportunities at urban areas and/or in close proximity to existing transport hubs. The potential development locations and role of rural areas would be addressed through the Plan's Spatial Strategy and its supporting evidence base, including the Lewes Land Availability Assessment (September 2023) and the emerging Sustainability Appraisal. The Development Capacity Study does not seek to replace the Sustainability Appraisal which considers reasonable alternatives at the District-level including at rural areas, as part of its legal requirement for the Local Plan preparation.

Stage 2: Site Identification

- 2.9. Stage 2 focused on the identification of additional potential development sites within the defined Areas of Search, which are sustainable locations most aligned to the Plan's broad spatial strategy and national policy.
- 2.10. A series of internal workshops has been held to search for and identify additional development opportunities using GIS Mapping on detailed environmental and infrastructure constraints and opportunities relevant to the Local Plan, associated aerial photography and officer's local knowledge. This is also supplemented by a series engagement workshops with the Council's regeneration officers and estate officers to identify any missed development opportunities not previously identified, including land owned by Lewes District Council.
- 2.11. The review excluded land which fully intersect with key 'showstopper' constraints established in the Land Availability Assessment, including: Sites of Special Scientific Interest (SSSIs), Special Area of Conservation (SACs), Ramsar sites, Scheduled Ancient Monuments, Historic Battlefields, Registered Parks and Gardens, National Natures Reserves and Ancient Woodland.
- 2.12. Any sites identified which duplicates with known development sites including existing planning permissions, allocations (including Local Plan and Neighbourhood Plan allocations) and sites assessed through the Land Availability Assessment, are excluded to avoid double-counting the site's contribution to the overall housing land supply figure in Lewes.
- 2.13. A total of 11 additional potential development sites are identified through Stage 2 for further detailed Constraints and Opportunities analysis (Stage 4).

Stage 3: Review of 2004 UCS

- 2.14. The next step was to review existing sites identified through the 2004 Urban Capacity Study to identify if any sites previously included has potential remaining

capacity for residential development and can be carried forward for further assessment.

2.15. The UCS identified a total of 12 sites which were capable of delivering six or more units with a total estimated potential capacity of 260 dwellings in November 2004. All sites assessed and included in the Urban Capacity Study have been reviewed in relation to:

- The assessment conclusions of the 2004 Urban Capacity Study;
- The site's planning history, particularly if the site may be developed or under construction since 2004; and,
- Whether there may be additional or more up-to-date information which impacts the site's suitability, availability and achievability for development.

Table 1 summarises the Stage 3 assessment outcomes. A total of one site is taken forward for further consideration at Stage 4.

Table 1. 2004 UCS Site Review

Site	Site Area (Ha)	2004 UCS Assessment Conclusion	Stage 3 Assessment
Lewes – Baxter's Print Works	0.19	Likely to come forward This site is within the heart of Lewes in a key location in relation to the shops and public transport nodes, it is therefore an ideal location for housing development. It should therefore be considered further in the urban capacity study as a mixed-use development.	Outside of the Lewes Local Plan Plan Area. Excluded from further assessment.
Lewes – Rowing Club / car park area (South Street)	0.47	Unlikely to come forward This site is in a key town centre location and its current use does not utilise the site to its full potential. The constraints on the site in my opinion do not render the site undevelopable and the potential benefits in terms of providing housing and opening up a key riverside location mean that this site should be considered further and included in the UCS as a potential housing site.	Outside of the Lewes Local Plan Plan Area. Excluded from further assessment.
Lewes – Wenben Smith adjacent Safety car park	0.65	Unlikely to come forward The site has great potential, however, there is uncertainty about whether the owner would wish to move and there are problems with flooding and the cells protection. This site would involve the loss of employment land and that would have to be justified against the benefits of developing the site.	Outside of the Lewes Local Plan Plan Area. Excluded from further assessment.
Lewes – Southover Nurseries, South of Priory Street	0.78	Marginal site The site although is in a good location is landlocked and it would be very difficult to achieve an access point. The buildings which surround the site are historic many of which are listed and it would not be possible to demolish and	Outside of the Lewes Local Plan Plan Area. Excluded from further assessment.

Site	Site Area (Ha)	2004 UCS Assessment Conclusion	Stage 3 Assessment
		gain access this way. The site is therefore unlikely to come forward.	
Newhaven – Beach Road	2.4	Likely to come forward The site has potential for some housing within it, however, all the existing businesses would still need to be accommodated within the site or relocated within the town.	The site is mostly developed or under construction since the 2004 assessment (LW/17/0205; LW/20/0291 and LW/17/0205) and has limited opportunities for a comprehensive redevelopment within the plan period. Excluded from further assessment.
Peacehaven – Site opposite Brighton Motel	0.31	Marginal site The current site use is well below 30 dph and this site could be potentially used more efficiently. However, the site is currently in use as a private home.	The site is built out for residential development (LW/14/0424). Excluded from further assessment.
Peacehaven – North of Telscombe Road (east of Waterford CI)	0.38	Unlikely to come forward Large plot may have potential for being used more efficiently, though would require demolition of existing property, therefore is at owners discretion.	The site remains to offer opportunities for more effective use of land. It is taken forward to Stage 4 for detailed Constraints and Opportunities analysis. The 2004 UCS Study has highlighted constraints in relation to availability which would need to be further considered. No other showstopper constraints on suitability previously identified.
Peacehaven – North of Telscombe Roda (between Highstead Pk & Greenacres)	0.16	Likely to come forward This site forms a gap in the frontage onto Telscombe Rd and this would represent a logical infill development.	The site is built out for residential development (LW/17/0294). Excluded from further assessment.
Peacehaven – 32a Telscombe Road	0.24	Marginal site Large plot with potential for more efficient land use.	The site is under construction for residential development (LW/20/0319). Excluded from further assessment.
Peacehaven – Nursery North of Telscombe Road	0.55	Unlikely to come forward Large plot may have potential for being redeveloped for housing.	The site is built out for residential development (LW/17/0642). Excluded from further assessment.
Seaford – Land off the Esplanade	0.31	Marginal site This is a good sized site which could accommodate a high number of residential units. It should therefore be taken forward for further consideration. However, it is likely to have problems with flooding.	The site is greenfield in Flood Zone 3 adjacent to the pumping station. It is also identified as a recreational facility in the made Seaford Town Neighbourhood Plan. Given key suitability constraints, the site is not taken forward to Stage 4.
Newick – Allington Road	0.52	Likely to come forward This site is likely to come forward for development.	The site is built out for residential development (LW/05/1944). Excluded from further assessment.

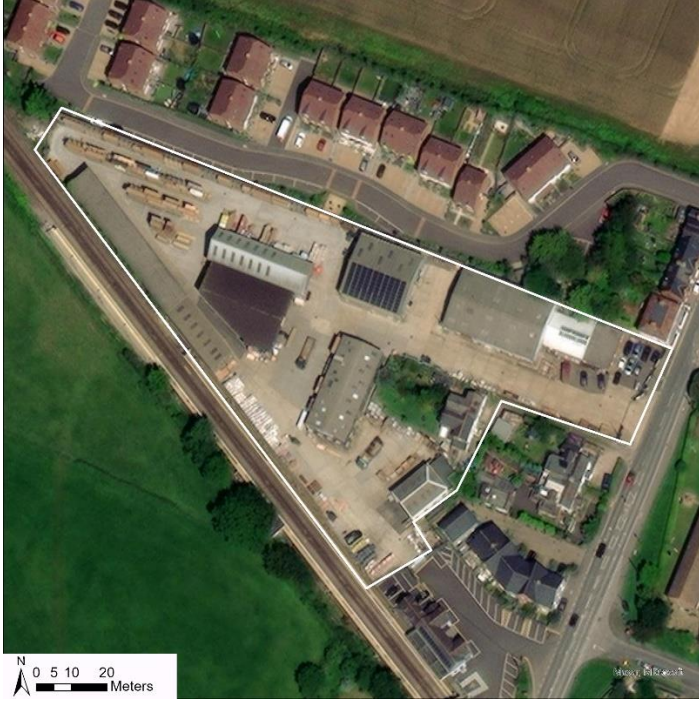
Stage 4: Constraints and Opportunities Analysis

- 2.16. Stage 4 focused on the detailed assessment of constraints and opportunities of each site, considering its likely suitability for potential residential development informed by the LAA assessment criteria, potential barriers to delivery and any known constraints on availability. An indicative development capacity is also estimated for each site, using the density multipliers outlined in **Appendix 10** of the Land Availability Assessment (September 2023) as the starting point. Where appropriate, a higher density multiplier might be used to reflect the surrounding development context within urban areas to make effective use of land.
- 2.17. The assessment undertaken is a snapshot in time, prepared based on visual inspection of maps and photographs. At this stage, the DCS identified and assessed the high level constraints and opportunities of each site to establish its likely suitability for development. No assessment has been conducted on the development aspirations of the landowners (availability) and economic viability of the site (achievability) in detail at this stage. It would require further assessment through the Land Availability Assessment, when promoted for development.
- 2.18. Of the 11 additional potential development sites assessed, all sites are likely to be suitable or potentially suitable for residential development, with a theoretical capacity of 208 dwellings, subject to further investigation of availability and achievability. A number of the additional development sites are previously developed land where its existing or previous uses would need to be further considered in relation to its ongoing need in the future and potential risks of contamination.
- 2.19. **Appendix A Site Schedules** provides a detailed assessment of all additional development sites assessed at Stage 4.

3. Conclusion


- 3.1. This Development Capacity Study demonstrates a proactive approach to site identification to help unlock development opportunities in the most sustainable areas in the Plan area in order to help meet our identified needs. It has actively identified additional development opportunities over and above that identified in the Land Availability Assessment, as supported by national policy. It could be used as a supporting technical evidence base to inform the preparation of the new Local Plan.
- 3.2. A total of 11 additional potential development sites are identified within or adjacent the top tier settlements and key transport hubs in the Plan Area. Cumulatively, these sites have a theoretical capacity of 208 dwellings which may contribute towards the overall housing supply.
- 3.3. The DCS assessment undertaken is a snapshot in time, prepared based on visual inspection of maps and photographs. It is recognised that additional sites may continue to emerge based on private investment/economic decisions.
- 3.4. At this stage the DCS provided an assessment of the high level constraints and opportunities of each site, however individual sites' availability and achievability would need to be further considered as part of the Land Availability Assessment when promoted for development. The technical assessment provided does not in itself determine whether a site should be allocated for development in the emerging Local Plan nor does it necessarily mean it would be granted planning permission.

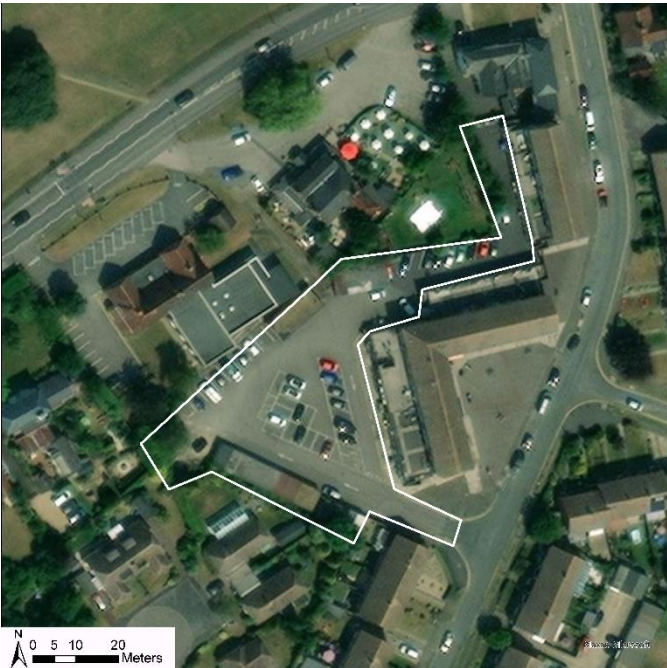
2. Appendix A Site Schedules


Parish	Hamsey		
Site Name	Land at Chatsfield Yard, Cooksbridge		
	Site Area	0.97 Hectares	
	Assessed Land Use	Mixed Use	
	Indicative Development Capacity	23 dwellings	
	Site Description	The site consists of an existing timber yard adjacent to Cooksbridge Station. It is not identified as an employment cluster to be safeguarded in the Lewes Economic Needs Assessment.	
	Planning History	No recent or relevant planning applications	
Constraints and Opportunities	<p>The site is previously developed land in a highly accessible location. It is adjacent to Cooksbridge Station with frequent services to London Victoria and Eastbourne. It is also in close proximity to an existing bus stop at the Railway Station. The site could be accessed via the A275 and Chandler's Mead, and is connected to a continuous pedestrian network. It is in close proximity to existing services in Cooksbridge, including a primary school and existing shops. The site is within the existing planning boundary of Cooksbridge.</p> <p>The site is free from known environmental constraints. The site may contribute to the setting of the South Downs National Park. Further consultation with the Park Authority would be required. However, the change of use on site may provide opportunities to enhance the landscape setting of Cooksbridge.</p> <p>Development of the site may lead to the loss of employment land and would need to be assessed with regards to the viability of the existing use. The emerging Lewes Economic Needs Assessment predicts a surplus of industrial land in Lewes (net requirement of -18,829 sqm floorspace) between 2022 and 2040. The site is potentially suitable for mixed use development.</p>		
Barriers to Delivery	Key barriers or risks to deliverability identified include the demolition of existing buildings and potential contamination on site. The site is also adjacent to the existing railway which would require appropriate noise mitigation.		


Known Constraints to Availability


Unknown. The site is not currently promoted for development. The site appears to be in single ownership but further verification would be required.


Parish	Newick	
Site Name	Land south of Cuttings Cricketfield, Newick	
	Site Area	0.22 Hectares
	Assessed Land Use	Residential
	Indicative Development Capacity	6 dwellings
	Site Description	The site partly consists of a derelict warehouse. The remaining area was part of the cartilage of the previous disused farm store.
	Planning History	No recent or relevant planning applications
Constraints and Opportunities	<p>The site is partly previously developed land adjacent to the planning boundary of Newick. Part of the site is currently used as a derelict warehouse, with the remaining land formed part of the curtilage of a previous disused farm store. Suitable access could be created from Alexander Mead. The site is located within 400m from existing bus stops at Newick Hill, and is moderately located to key services in Newick including local shops and Newick Primary School. The site is connected to a continuous pedestrian network to Newick.</p> <p>There are no on-site environmental designations identified. The site is located within 7km from Ashdown Forest, where residential development would be required to provide mitigation of recreational pressure on the SPA.</p> <p>The site is located outside of the Newick Conservation Area. It is however opposite to the Grade II listed designated heritage, the Cuttings. Further heritage assessments may be required.</p> <p>The site is adjacent to a row of existing garages in separate land ownership, which may be appropriate for comprehensive development.</p>	
Barriers to Delivery	Key barriers or risks to deliverability identified include the demolition of existing buildings and potential contamination on site.	
Known Constraints to Availability	Unknown. The site is not currently promoted for development. The site appears to be in single ownership but further verification would be required.	


Parish	Ringmer		
Site Name	Springett Avenue Car Park		
	Site Area	0.28 Hectares	
	Assessed Land Use	Residential / Mixed Use	
	Indicative Development Capacity	10 dwellings	
	Site Description	The site comprises of existing garages and car park at Springett Avenue which is partly used to support existing residential dwellings and shops outside of the proposed boundary.	
	Planning History	No recent or relevant planning applications	
Constraints and Opportunities	<p>The site comprises existing garages and car park in Springett Avenue, within the planning boundary of Ringmer. It is an accessible location adjacent to key facilities and services in Ringmer. It is in close proximity to existing bus stops at Springett Avenue shops. The site has suitable access from Springett Avenue.</p> <p>The existing parking layout does not make an efficient use of land, and is potentially suitable for mixed use development subject to parking needs of the shops and upper residential units being re-provided. Redevelopment of the site alone may require sensitive design to address potential issues from backland development. The wider site at Springett Avenue may be suitable for comprehensive mixed-use redevelopment in the long term.</p> <p>The site is adjacent but outside of the Ringmer Conservation Area. A small part of the access at Springett Avenue is subject to low risk of surface water flooding which would need to be mitigated. The site is otherwise free from identified environmental constraints.</p>		
Barriers to Delivery	Key barriers or risks to deliverability identified include the reprovion of parking needs at Springett Avenue.		
Known Constraints to Availability	Unknown. The site is not currently promoted for development. The site appears to be in single ownership but further verification would be required.		

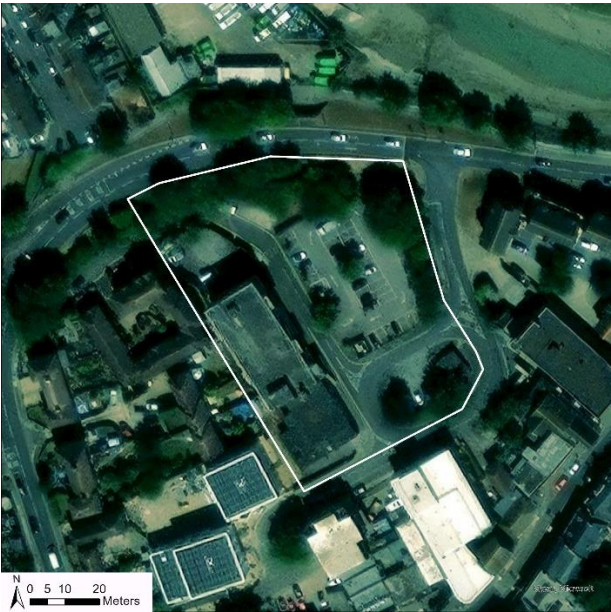
Parish	Seaford		
Site Name	Land south of South Way		
	Site Area	0.58 Hectares	
	Assessed Land Use	Residential	
	Indicative Development Capacity	14 dwellings	
	Site Description	The site comprises an existing dwelling and its garden at the southern edge of Seaford.	
	Planning History	LW/22/0791 - Extension to existing single storey dwelling to create 2 storey dwelling, with rear ground floor extension. Approved in April 2023.	
Constraints and Opportunities	<p>The site comprises a residential dwelling in a large corner plot at the settlement edge of Seaford. While it has opportunities to accommodate additional dwellings to make efficient use of land, the site falls within the Area of Established Character where development is only permitted where it reflects the existing character of the area. South Way is characterised by long residential plots with significant set back from the road. Therefore the site is unlikely to have potential to deliver a net additional of 5 or more dwellings within the LAA threshold. The site has no known environmental constraints. The site is adjacent to the South Downs National Park and may contribute to its setting.</p>		
Barriers to Delivery	Key barriers to delivery includes potential demolition costs of existing buildings.		
Known Constraints to Availability	Unknown. However, given that the site has underwent recent extension it is unlikely to be available for intensification in the short to medium term.		

Parish	Seaford		
Site Name	Land at Chyngton Lane		
	Site Area	0.95 Hectares	
	Assessed Land Use	Residential	
	Indicative Development Capacity	23 dwellings	
	Site Description	The site comprises two large residential plots at the eastern edge of Seaford. The site is backland development.	
	Planning History	LW/22/0791 - Extension to existing single storey dwelling to create 2 storey dwelling, with rear ground floor extension. Approved in April 2023.	
Constraints and Opportunities	<p>The site comprises a residential dwelling in a large corner plot at the settlement edge of Seaford. While it has opportunities to accommodate additional dwellings to make efficient use of land, the site falls within the Area of Established Character where development is only permitted where it reflects the existing character of the area. South Way is characterised by long residential plots with significant set back from the road. Therefore the site is unlikely to have potential to deliver a net additional of 5 or more dwellings within the LAA threshold. The site as no known environmental constraints. The site is adjacent to the South Downs National Park and may contribute to its setting.</p>		
Barriers to Delivery	Key barriers to delivery includes potential demolition costs of existing buildings.		
Known Constraints to Availability	Unknown. However, given that the site has underwent recent extension it is unlikely to be available for intensification in the short to medium term.		


Parish	Seaford		
Site Name	Richmond Road Car Park		
	Site Area	0.23 Hectares	
	Assessed Land Use	Mixed Use	
	Indicative Development Capacity	10 dwellings	
	Site Description	The site comprises an existing car park adjacent to Seaford Railway Station.	
	Planning History	No recent or relevant planning applications	
Constraints and Opportunities	<p>The site is previously developed land in a highly accessible location in close proximity Seaford Railway Station within the town centre boundary of Seaford. It is adjacent to multiple local facilities including the Salts Recreation Ground and Seaford Medical Practice. The closest bus stops are located along Dane Road approximately 150m from the site.</p> <p>The site has limited environmental constraints. Development of the site provides an opportunity to improve the town centre edge and make efficient use of land. The site is currently used as a car park which may need to be reprovided subject to further car parking survey at Seaford.</p>		
Barriers to Delivery	No identified key barriers to delivery.		
Known Constraints to Availability	Unknown. The site is in public ownership.		


Parish	Seaford		
Site Name	Saxon Lane Car Park		
	Site Area	0.19 Hectares	
	Assessed Land Use	Residential	
	Indicative Development Capacity	9 dwellings	
	Site Description	The site comprises an existing car park at Saxon Lane.	
	Planning History	LW/19/0632 - Re-building of partially collapsed flint boundary wall.	
Constraints and Opportunities	<p>The site is previously developed land in a highly accessible location in close proximity Seaford Railway Station within the town centre boundary of Seaford. The closest bus stops are located along Steyne Road approximately 100m from the site. Development of the site provides an opportunity to improve the town centre edge and make efficient use of land.</p> <p>The site is currently used as a car park which may need to be reprovided subject to further car parking survey at Seaford. The southern part of the site is in Flood Zone 2 and 3. A sequential test and site-level exception test would need to be applied. The site is also in close proximity to a number of Grade II listed buildings. Further heritage assessments would be required.</p>		
Barriers to Delivery	Key delivery risks includes flood mitigation and reprovision of parking spaces.		
Known Constraints to Availability	Unknown. The site is in public ownership.		

Parish	Wivelsfield		
Site Name	Land at Theobalds Road		
	Site Area	1.84 Hectares	
	Assessed Land Use	Residential	
	Indicative Development Capacity	44 dwellings	
	Site Description	The site comprises multiple dwellings along Theobalds Road and Medway Gardens.	
	Planning History	LW/22/0289 - Planning application refused in December 2022 for the use of annex as a separate dwelling house at Kelowna 94 Valebridge Road, as insufficient evidence has been provided to the Council to support that residential use has been in continuous operation for a period of or greater than 4 years.	
Constraints and Opportunities	<p>The site comprises a cluster of low density residential plots along Theobalds Road and Medway Gardens within 800m from Wivelsfield Railway Station. It is located outside but adjacent to the planning boundary of the edge of Burgess Hill. It is within walking distance from existing bus stops and local services. The site is adjacent to a number of recent or committed residential development sites in Wivelsfield. The site is currently accessed via Theobalds Road and Medway Gardens. It is unknown whether the existing tracks could be improved to support further residential intensification. The eastern section of Theobalds Road outside of the site is subject to medium risk of surface water flooding which would need to be mitigated.</p> <p>The site is free from known environmental constraints, however, it is located in close proximity to a Grade II* listed building, Theobalds, and may contribute to its historic setting. Further heritage assessments would be required.</p>		
Barriers to Delivery	Key barriers to deliverability includes fragmented land ownership and the potential demolition of existing dwellings.		
Known Constraints to Availability	Unknown. The site is not currently promoted for development. The site appears to be in multiple land ownership.		

Parish	Newhaven	
Site Name	Land at Lower Place	
	Site Area	0.52 Hectares
	Assessed Land Use	Mixed Use
	Indicative Development Capacity	42 dwellings
	Site Description	The site comprises the vacant Telephone Exchange building and Lower Place Car Park. The site also includes a public toilet and an electricity sub-station.
	Planning History	No recent or relevant planning applications. The site is adjacent to Unit 5 North Lane (LW/15/0453) which is currently being redeveloped to provide two blocks containing 13 three bedroom residential apartments.
Constraints and Opportunities	<p>The site is previously developed land in the town centre of Newhaven, within the Newhaven Enterprise Zone. It comprises the vacant Telephone Exchange building and Lower Place Car Park. It is in a highly accessible location adjacent to existing bus stops at Lower Place and within 500m from Newhaven Town Railway Station and the DFDS Newhaven Terminal opposite River Ouse. It is also adjacent to local shops along the High Street.</p> <p>The northern part of Lower Place Car Park is allocated, alongside other sites along the High Street, for a minimum of 110 dwellings as mixed use developments in the town centre in the made Newhaven Neighbourhood Plan. The comprehensive redevelopment of the site as a whole provide opportunities for the effective use of land for residential and commercial development at the heart of Newhaven, and improve legibility of the town centre.</p> <p>The site has limited environmental constraints. A small part of the site along the existing verge along the northern boundary is subject to medium to high risk of surface water flooding, however the existing verge is likely to be retained to mitigate the noise impacts from the A259 Ring Road.</p> <p>The existing Telephone Exchange building may have historic value owing to its role in the development of telecommunications. Further heritage assessments would be required. Redevelopment of the site may lead to the loss of public toilets and car parking which may need to be reprovided subject to further survey of parking provision in Newhaven.</p> <p>The site is potentially suitable for mixed-use medium to high density redevelopment.</p>	

Barriers to Delivery	Key barriers to delivery includes demolition costs of existing buildings and potential risk of contamination.
Known Constraints to Availability	Unknown. The site is not currently promoted for development. The site appears to be in two known land ownership.

Parish	Peacehaven	
Site Name	North of Telscombe Road (East of Waterfront Close)	
	Site Area	0.41 Hectares
	Assessed Land Use	Residential
	Indicative Development Capacity	10 dwellings
	Site Description	The site comprises a large house with a large garden plot.
	Planning History	No recent or relevant planning applications
Constraints and Opportunities	<p>The site is identified in the 2004 Lewes Urban Capacity Study. The site is a large plot with opportunities to be developed more efficiently. Its intensification will be a logical infill between other residential sites fronting Telscombe Road. Access could be achieved from Telscome Road. Since the site was last assessed in 2004, multiple plots adjacent to the site has underwent significant intensification. The site is not subject to any known environmental constraints.</p>	
Barriers to Delivery	<p>Key barriers to delivery includes potential demolition costs of existing buildings.</p>	
Known Constraints to Availability	<p>Unknown. The site has not been intensified since identification in 2004. The existing dwelling is extended in 2011. There might be limited development appetite.</p>	

Parish	Plumpton	
Site Name	Riddens Farm, Plumpton Green	
	Site Area	1.71 Hectares
	Assessed Land Use	Residential
	Indicative Development Capacity	17 dwellings
	Site Description	The site comprises an existing dwelling at Riddens Farm.
	Planning History	No recent or relevant planning applications
Constraints and Opportunities	<p>The site comprises an existing dwelling at Riddens Farm and its gardens. The site is in an accessible location approximately 500m from the existing railway station at Plumpton Green, with frequent services to London Victoria and Eastbourne. It is also within walking distance from existing bus stops and the local primary school at Riddens Lane. It is adjacent to the planning boundary of Plumpton Green. It is also adjacent to Land at Riddens Lane (Policy 5.1) allocated for 16 dwellings in the made Plumpton Neighbourhood Plan (2018).</p> <p>The site is currently accessed via a narrow track extending from E View Fields. The track has limited potential for widening and may not be able to support significant intensification of the site.</p> <p>The northern part of the site (0.69 Ha) along Bevern Stream is in Flood Zone 2 and 3. The sequential test and a site-level exception test would need to be applied before the site could be developed. This part of the site and the eastern boundary of the site also consists of woodland identified as priority habitat (deciduous woodland) which would need to be preserved, and enhanced as appropriate. Development of the site may lead to the loss of Grade 3 Agricultural Land subject to detailed site survey.</p> <p>The site is potentially suitable for partial residential intensification.</p>	
Barriers to Delivery	Key barriers to deliverability includes mitigation of access and flood risk constraints required and the potential demolition of the existing dwelling.	
Known Constraints to Availability	Unknown. The site is not currently promoted for development. The site appears to be in single ownership but further verification would be required.	