



Lewes District Council

Lewes District Development Capacity Study 2024

December 2024

Contents

1.	Introduction	4
2.	Study Methodology	5
	Stage 1: Key Areas of Search	5
	Stage 2: Site Identification	6
	Stage 3: Constraints and Opportunities Analysis	7
3.	Conclusion	10
4.	Appendix A Site Schedules	11

1. Introduction

- 1.1. Lewes District Council is preparing a new Local Plan which will set out where and how new development will take place over the plan period to 2040 for the areas outside of the South Downs National Park (the plan area). The emerging Lewes Local Plan 2020-2040 (hereafter referred to as the Plan) seeks to allocate land for different uses, including housing and employment, and will set out policies to help address the climate and nature emergencies, safeguard the environment and secure high quality design. A Regulation 18 consultation was undertaken on spatial strategy options and policy directions between November 2023 and February 2024¹. The consultation document identified a range for the housing requirement within the LDC Plan area over the Plan Period. Accommodating economic needs on existing sites is sufficient to address the identified need².
- 1.2. This Development Capacity Study (DCS) seeks to quantify the potential for accommodating new homes on land and buildings within or adjacent to settlements identified as being within the top two tiers of the settlement hierarchy as identified in the Lewes Settlement Hierarchy Study 2024 and key transport hubs in the Plan Area. These sites may have potential to contribute towards meeting the housing requirement of the plan area. The DCS is a technical study to supplement the Land Availability Assessment (LAA) by identifying additional development opportunities. This DCS updates the 2023 DCS which was published alongside the Towards a Preferred Option consultation and informed the draft spatial strategy.
- 1.3. The DCS is intended to be a proactive approach to site identification that might be used to help unlock development opportunities in the most sustainable areas within the plan area. The approach undertaken is consistent with Paragraph 126 of the National Planning Policy Framework 2024 (NPPF) and Paragraph 010 (Reference ID: 3-010-20190722) of the relevant Planning Practice Guidance on Housing and Economic Land Availability Assessment. National policy requires that plan-makers are 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 LDC 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 overall spatial strategy and position on development land supply, including the Lewes LAA.

¹ https://planningpolicyconsult.lewes-eastbourne.gov.uk/LDC_PO_2023/consultationHome

² https://planningpolicyconsult.lewes-eastbourne.gov.uk/gf2.ti/f/1568674/187822885.1/PDF/-/Lewes%20District%20Economic%20Needs%20Assessment_Final%20Report%20AECOM%2017.09.23.pdf

2. Study Methodology

- 1.5. The identification and assessment of additional potential development sites followed a robust and proportionate three-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:** 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.
- 1.6. The assessment outputs are presented in Appendix A, including detailed site schedules of all the identified potential development sites.
- 1.7. Following publication of the 2023 DCS and subsequent consultation, amendments have been made to the methodology of the study to take into account representations made. These include widening the search to include brownfield land within any existing adopted settlement boundary and excluding residential gardens or properties. The Lewes Settlement Hierarchy was also updated in 2024 and therefore the key area of search refers to the updated settlement hierarchy.

Stage 1: Key Areas of Search

- 1.8. The first stage involved defining the Key Areas of Search to provide a spatial focus for further identification of individual potential development sites. In accordance with the emerging Spatial Strategy, it seeks to prioritise growth at the most sustainable locations in the Plan area, particularly those with the highest level of services and connectivity to the transport network.
- 1.9. The defined Key Areas of Search included land within and adjacent the settlement boundaries of the top two tier settlements as identified in the Lewes Settlement Hierarchy Study 2024. This includes two District Centres (Seaford and Newhaven) and two Service Centres (Peacehaven & Telscombe and Ringmer). These settlements have been identified as being 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.
- 1.10. The effective use of land in urban areas, particularly previously developed or 'brownfield' land is supported by the NPPF (Paragraph 123). Paragraph 124 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. In accordance with the emerging spatial strategy and sustainable development principles previously-developed or

'brownfield' sites within any defined settlement boundary will be included in the defined area of search. However previously developed or 'brownfield' land which is outside of any adopted settlement boundaries that is not closely related to a the top two tier settlement have not been included. Development of isolated homes in the countryside is not in accordance with the emerging spatial strategy nor Paragraph 84 of the NPPF.

- 1.11. In addition, land within 800m or ten-minutes walking distance of existing railway stations was 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 NPPF (Paragraph 109). Focusing growth at these locations can often bring many improvements to help to reduce congestion and vehicular emissions, improve air quality and public health.
- 1.12. The DCS recognises the role and ambitions of transport schemes currently being investigated through the emerging East Sussex Local Transport Plan 4. 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.
- 1.13. This study focused on the search for additional development opportunities the top two tier settlements and/or in close proximity to existing transport hubs. The potential development locations and the role of settlements at lower levels of the settlement hierarchy and rural areas are expected to be addressed through the Plan's Spatial Strategy and its supporting evidence base, including the Lewes Land Availability Assessment and the emerging Sustainability Appraisal. The Development Capacity Study does not seek to replace the Sustainability Appraisal which considers reasonable alternatives including at rural areas, as part of its legal requirement for the Local Plan preparation.

Stage 2: Site Identification

- 1.14. Stage 2 focused on the identification of additional potential development sites within the defined Areas of Search.
- 1.15. The DCS excludes land which fully intersect with key absolute constraints to development as established by the Land Availability Assessment. These include: 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.
- 1.16. The following provides a list of site uses included in the DCS.
Uses included in review;
 - Sites in commercial use where the most efficient use of land could include some residential development
 - Amenity green spaces

- Disused commercial sites
- Vacant sites
- Long term empty properties with redevelopment potential.

Uses excluded from the review

- Residential properties and/or gardens

1.17. A total of 14 additional potential development sites were identified through Stage 2 for further detailed Constraints and Opportunities analysis (Stage 3).

Stage 3: Constraints and Opportunities Analysis

1.18. Stage 3 focused on the detailed assessment of constraints and opportunities for each site identified, considering its likely suitability for potential residential development as informed by the LAA assessment criteria, potential barriers to delivery and any known constraints on availability. An indicative development capacity was estimated for each site, using the density multipliers outlined in the Land Availability Assessment (December 2024) as the starting point. Where appropriate, a higher density multiplier may have been used to reflect the surrounding development context within urban areas to make effective use of land.

1.19. 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. Sites would require further assessment through the Land Availability Assessment.

1.20. Table 1: 2023 DCS Identified Sites

Site Reference	Parish	Site Name	Potential Capacity	Potential Residential Suitability
DCS1	Parish	Land south of South Way	14	No
DCS2	Parish	Land at Chyngton Lane	23	No
DCS3	Newick	Land south of Cuttings Cricketfield, Newick	6	Yes
DCS4	Seaford	Saxon Lane Car Park	9	Yes
DCS5	Peacehaven	North of Telscombe Road (East of Waterfront Close)	10	Yes
DCS6	Ringmer	Springett Avenue Car Park	10	Yes
DCS7	Seaford	Richmond Road Car Park	10	Yes

DCS8	Plumpton	Riddens Farm, Plumpton Green	17	No
DCS9	Hamsey	Land at Chatsfield Yard, Cooksbridge	23	Yes
DCS10	Newhaven	Land at Lower Place	42	Yes
DCS11	Wivelsfield	Land at Theobalds Road	44	No

1.21. Table 2: 2024 DCS Identified Sites

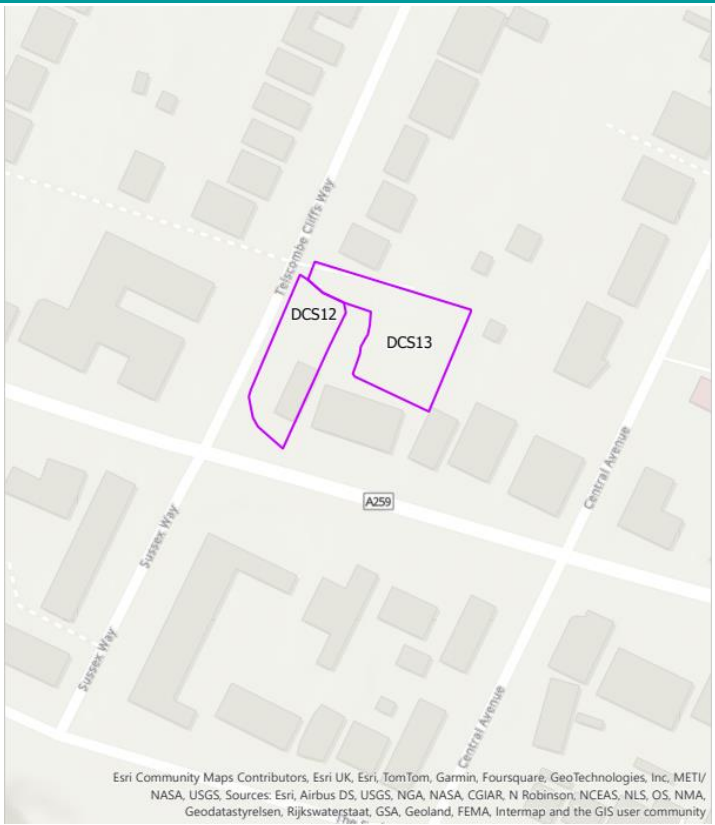
Site Reference	Parish	Site Name	Potential Capacity	Potential Residential Suitability
DCS12	Telscombe	374 South Coast Road	5	Yes
DCS13	Telscombe	Land to the rear of 370 South Coast Road	5	Yes
DCS14	Peacehaven	Roderick Avenue Car Park	5	Yes
DCS15	Peacehaven	8-10 Glynn Road	12	Yes
DCS16	Newhaven	Land to the east of Fairholme Road	36	No
DCS17	Peacehaven	Land to the rear of Cissbury Avenue	14	Yes
DCS18	Seaford	Land at Surrey Road	7	Yes
DCS19	Seaford	Richmond Road Car Park	0	Duplicate of DCS07
DCS20	Seaford	Chatham Place (West Street) Car Park	8	Yes
DCS21	Seaford	Land to the West of College Road	10	Yes
DCS22	Seaford	Land to the East of College Road	15	Yes
DCS23	Seaford	Garages and Car Parking between The Causeway and Ringmer Road	19	No
DCS24	Beddingham	Balcombe Chalk Pit	119	Yes
DCS25	Seaford	Talland Parade	17	Yes

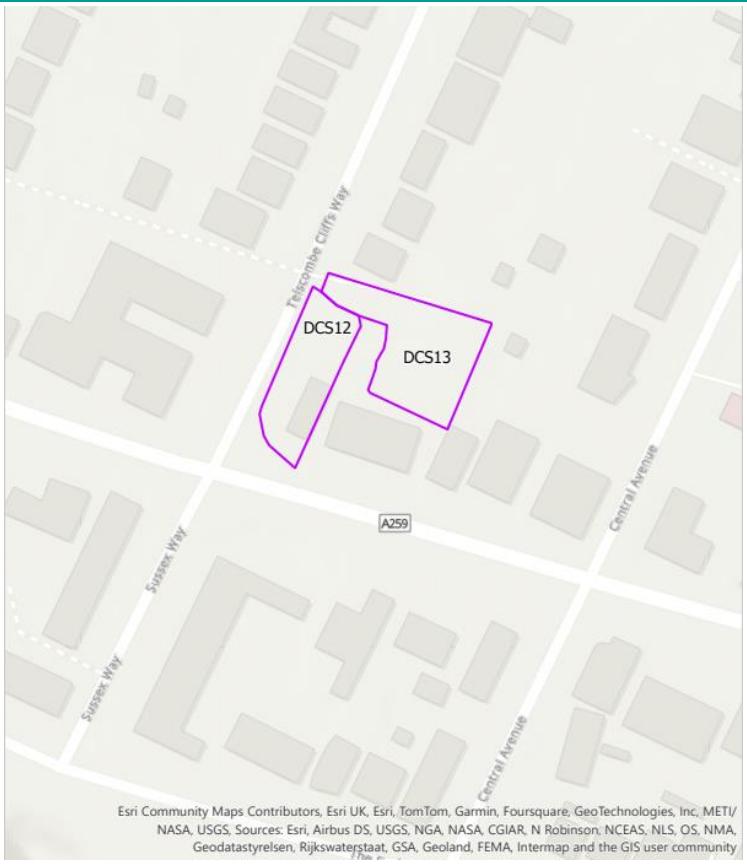
- 1.22. Of the 13 additional potential 2024 development sites assessed, 11 sites were considered to be potentially suitable for residential development, with a theoretical capacity of 217 dwellings, subject to further investigation of availability and achievability.
- 1.23. The next stage is to include the sites in the LAA and ascertain the availability and achievability of the sites.
- 1.24. **Appendix A Site Schedules** provides a detailed assessment of all 2024 identified sites assessed at Stage 3.

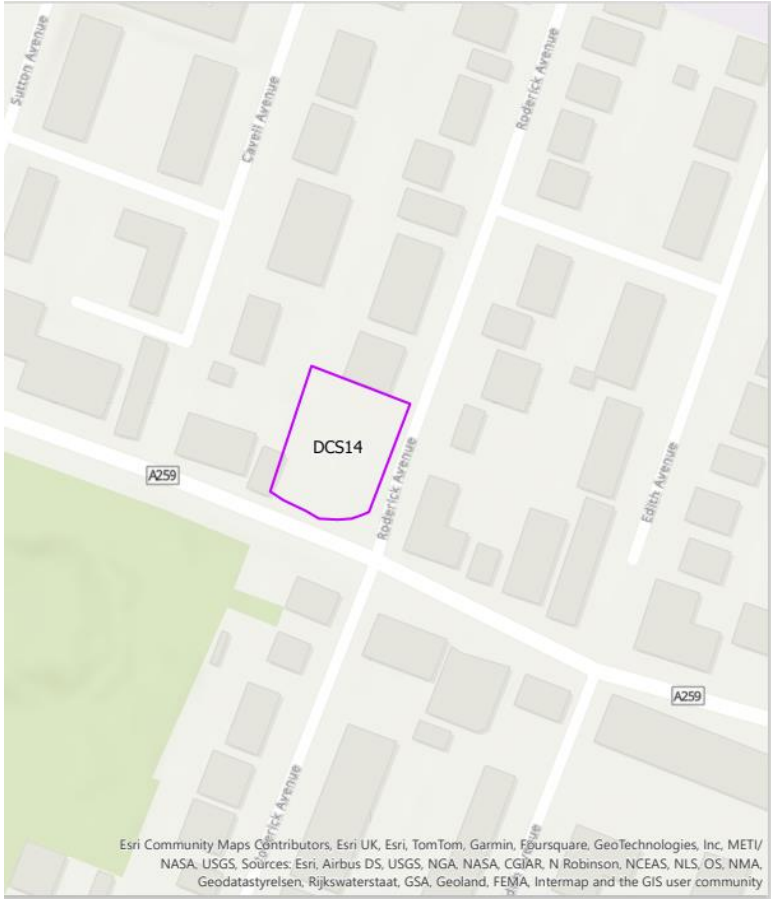
3. Conclusion


- 1.25. 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 and forms part of the supporting technical evidence base to inform the preparation of the new Local Plan.
- 1.26. A total of 13 additional potential development sites are identified within or adjacent the top tier settlements and key transport hubs in the Plan Area; 11 of which were considered to be potentially suitable for residential development.
- 1.27. The DCS assessment undertaken is a snapshot in time, prepared based on visual inspection of maps and photographs. It is recognised that additional sites are likely to emerge based on private investment/economic decisions.
- 1.28. 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 through the LAA. 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 that it would be granted planning permission.

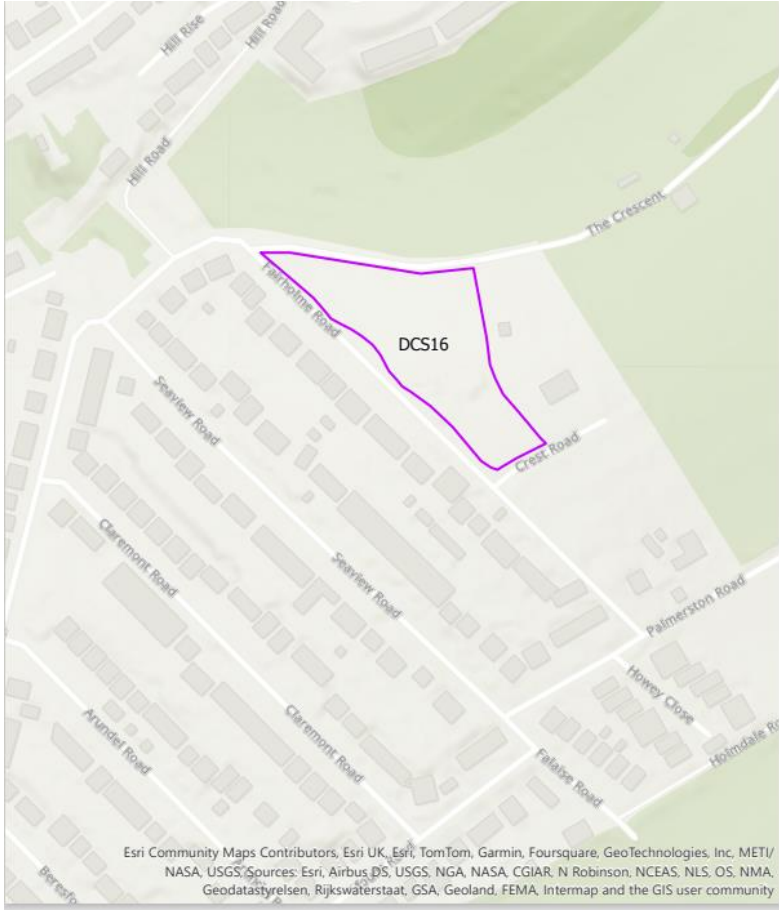
4. Appendix A Site Schedules


Ref:	DCS12		
Parish	Telscombe		
Site Name	374 South Coast Road		
 <p>Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc., METI/ NASA, USGS. Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson; NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community</p>	Site Area(Ha)	0.08	
	Assessed Land Use	Residential	
	Indicative Development Capacity	5	
	Site Description	Two storey property unused at present. Site is used for vehicle storage in association with adjacent motorhome showroom. Corner site, adjacent residential block is 4 storeys.	
	Planning History	Planning Permission granted for the change of use of two self contained flats to vehicle showroom and display area (Ref: LW/94/0115)	
Constraints and Opportunities	The site is a corner plot comprising a dwelling which was previously granted change of use from residential to vehicle showroom/offices. The site is within the existing settlement boundary, within the built up area of Telscombe in a sustainable location adjacent to existing bus stops with local convenience store and primary school within walking distance. Should the existing use cease the site has opportunities for redevelopment to residential to make efficient use of land.		
Barriers to Delivery	Existing business would require relocation		
Known Constraints to Availability	Unknown availability		

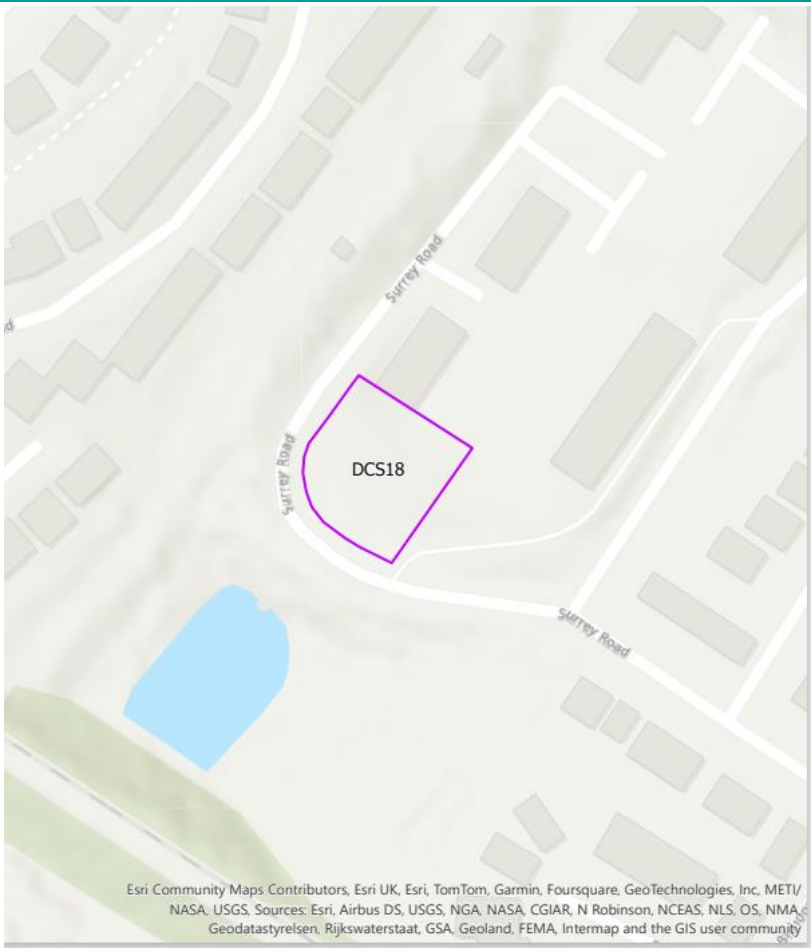
Ref:	DCS13		
Parish	Telscombe		
Site Name	Land to the rear of 370 South Coast Road		
 <p>Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/ NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastyrrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community</p>	Site Area(Ha)	0.12	
	Assessed Land Use	Residential	
	Indicative Development Capacity	5	
	Site Description	Site is a parking area/displays vehicles assumingly in association with adjacent motorhome business.	
	Planning History	Outline planning permission was granted for the erection of a light industrial unit (Ref: LW/97/0010). This was not implemented	
Constraints and Opportunities	The site is within the existing settlement boundary, within the built up area of Telscombe in a sustainable location adjacent to existing bus stops with local convenience store and primary school within walking distance. The site is currently used for vehicle storage and has opportunities to accommodate development to make efficient use of land through redevelopment. Constraints relate to the proximity of surrounding residential properties, design would require careful consideration.		
Barriers to Delivery	Existing business would require relocation		
Known Constraints to Availability	Unknown availability		

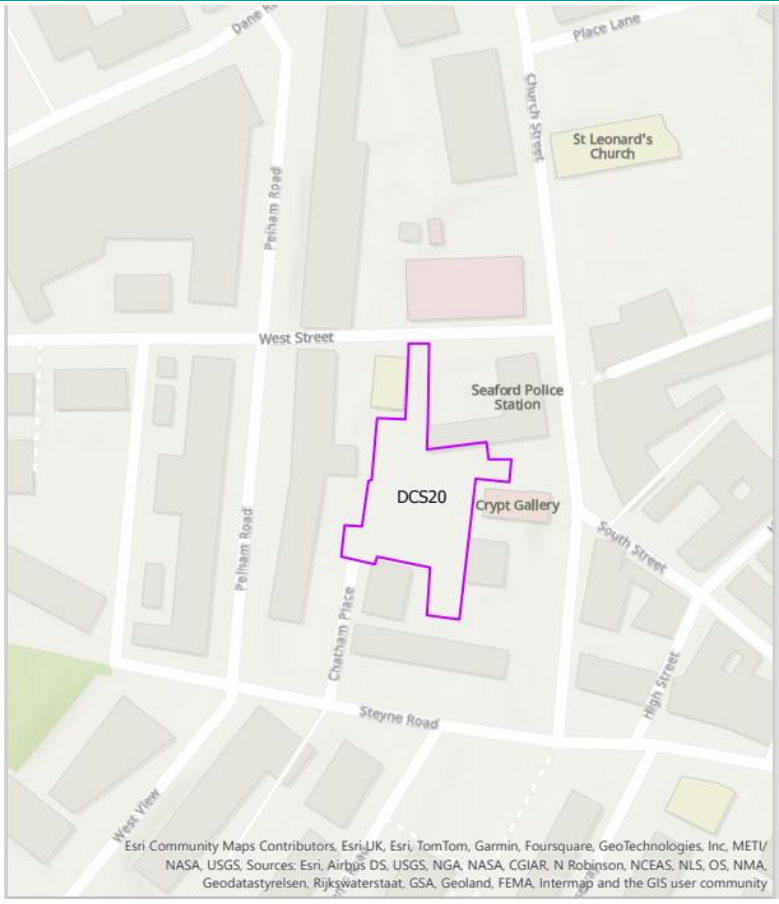
Ref:	DCS14		
Parish	Peacehaven		
Site Name	Roderick Avenue Car Park		
	Site Area(Ha)	0.12	
	Assessed Land Use	Residential	
	Indicative Development Capacity	5	
	Site Description	Existing public car park and public toilets	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>The site consists of an existing public car park and public toilets within the existing settlement boundary and built up area of Peacehaven. If the car park is deemed surplus to requirements, efficient use of the land could be made through redevelopment. Alternatively undercroft car parking could be retained on site subject to viability constraints. Constraints result from reduced car parking to support surrounding business and the loss of public conveniences</p>		
Barriers to Delivery	<p>No recent review of car park use or ability for the surrounding area to accommodate additional vehicles.</p>		
Known Constraints to Availability	<p>Not currently available</p>		


Ref:	DCS15		
Parish	Peacehaven		
Site Name	8-10 Glynn Road		
 <p>Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/ NASA, USGS. Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community</p>	Site Area(Ha)	0.27	
	Assessed Land Use	Residential	
	Indicative Development Capacity	12	
	Site Description	Vacant plot surrounded by residential properties.	
	Planning History	No relevant recent history	
Constraints and Opportunities	Site is an undeveloped plot in a sustainable location within the settlement boundary and built up area of Peacehaven. Peacehaven Meridian Centre, primary school and bus stops are within walking distance of the site. Opportunity for development of unused plot to accommodate additional dwellings to make efficient use of land.		
Barriers to Delivery	Plot is covered with vegetation and would require ecological assessment.		
Known Constraints to Availability	Unknown availability		

Ref:	DCS16		
Parish	Newhaven		
Site Name	Land to the east of Fairholme Road		
	Site Area(Ha)	0.9	
	Assessed Land Use	Residential	
	Indicative Development Capacity	36	
	Site Description	Grazing, scrub land, fenced with some public access.	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>The site is a greenfield site, outside the existing settlement boundary of Newhaven and outside the built up area. The site is adjacent to the SDNP in an area of transition from the built up area of Denton to the open countryside. The site falls within Parcel Newhaven E of the Lewes Landscape Sensitivity Study which assesses the parcel as having a high-medium sensitivity to small scale residential development. The assessment states the parcel forms a gateway to the SDNP and is unlikely to be able to accommodate development overall or only in limited situations without significant adverse character change or visual effects. Site is sloped which would increase the visual impact of development in this location. Therefore the development of the site would likely be detrimental to this transition and the setting of the SDNP. Additional constraints relate to biodiversity impacts and Fairholme Road being a narrow, single lane access.</p>		
Barriers to Delivery	Wider landscape impacts and impacts on the setting of the SDNP.		
Known Constraints to Availability	Unknown availability		

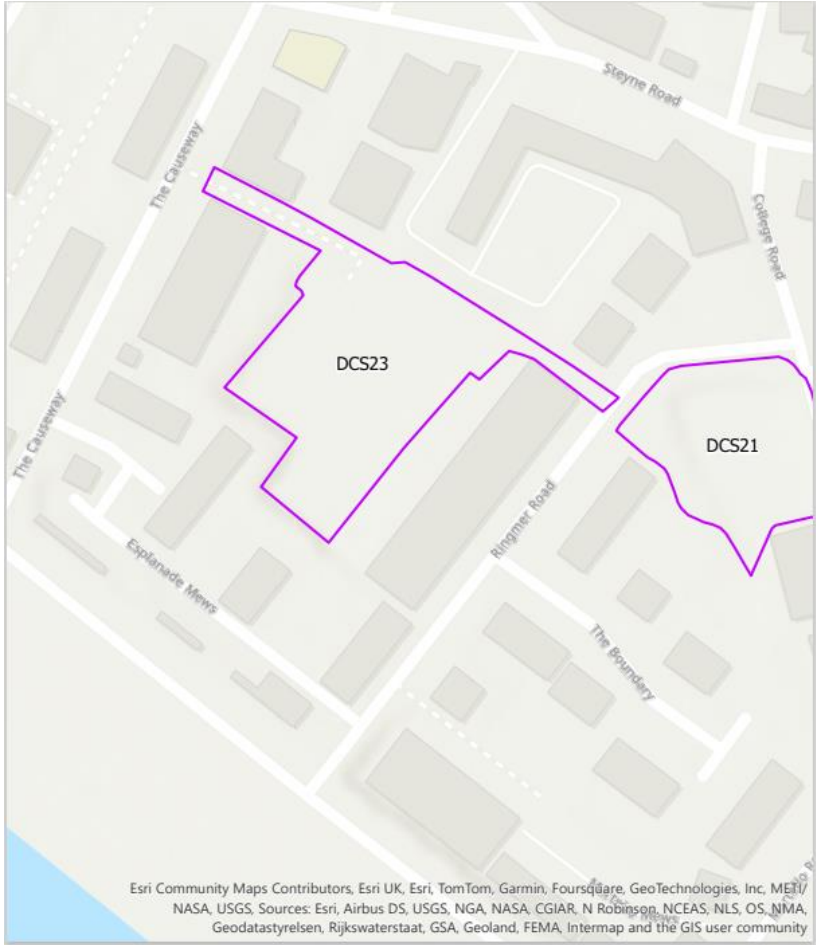
Ref:	DCS17	
Parish	Peacehaven	
Site Name	Land to the rear of Cissbury Avenue	
	Site Area(Ha)	0.3
	Assessed Land Use	Residential
	Indicative Development Capacity	14
	Site Description	Vacant scrub land surrounded by residential properties.
	Planning History	LW/14/0367 granted permission for 4 dwellings (2 pairs of semi- detached dwellings), and LW/13/0612 for 4 self contained flats. Both permissions have now expired without commencement.
Constraints and Opportunities	<p>The site is within the existing settlement boundary, within the built up area of Peacehaven. The site is vacant land surrounded by residential properties with opportunities to accommodate additional dwellings to make efficient use of land through redevelopment.</p> <p>Constraints include biodiversity impacts as the site is greenfield with scrub and tree cover, access is currently from a single lane track from Cissbury Avenue which is likely to require upgrading. Site is outside walking distance of many services, however the site is situated within the built up area and is within walking distance of regular bus services on South Coast Road. Site is adjacent to the edge of the settlement and therefore development would need to be sympathetic to the setting of the SDNP.</p>	
Barriers to Delivery	Access to the site is via a single track lane off Cissbury Avenue	
Known Constraints to Availability	Unknown availability	

Ref:	DCS18		
Parish	Seaford		
Site Name	Land at Surrey Road		
	Site Area(Ha)	0.15	
	Assessed Land Use	Residential	
	Indicative Development Capacity	7	
	Site Description	Amenity space adjacent to blocks of residential flats	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>Site consists of a greenfield amenity space adjacent to residential flats within the existing settlement boundary and built up area of Seaford. The site is identified as amenity greenspace in the Open Space Strategy. The site is situated within a sustainable location within walking distance of good bus and rail links and services available in Seaford. There are opportunities to accommodate additional dwellings in keeping with the adjacent use to make efficient use of land. Constraints to delivery are limited to the topography of the site as the land is sloped, but that is not considered to impact achievability.</p>		
Barriers to Delivery	Topography of site.		
Known Constraints to Availability	Unknown availability		

Ref:	DCS20		
Parish	Seaford		
Site Name	Chatham Place (West Street) Car Park		
 <p>Esri Community Maps Contributors, Esri, UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/ NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community</p>	Site Area(Ha)	0.17	
	Assessed Land Use	Residential	
	Indicative Development Capacity	8	
	Site Description	Public car park	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>Site is a car park surrounded by existing buildings, in commercial and residential uses within the existing settlement boundary and built up area of Seaford. The site is situated within a sustainable location within Seaford Town Centre, within walking distance of good bus and rail links. The site has opportunities to accommodate additional dwellings to make efficient use of land. Constraints include the shape of the site, potential impacts on surrounding properties, impact on the Seaford Town Centre Conservation Area and setting of listed buildings and the adjacent Scheduled Monument (medieval crypt), and potential flood risk. A review of the use of the car park and ability for the surrounding area to accommodate additional vehicles would be required.</p>		
Barriers to Delivery	<p>Shape of site and potential impacts on surrounding properties. Impacts on conservation area, listed buildings and scheduled monument.</p>		
Known Constraints to Availability	<p>Not currently available</p>		

Ref:	DCS21		
Parish	Seaford		
Site Name	Land to the West of College Road		
 <p>Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, Foursquare, GeoTechnologies, Inc, METI/ NASA, USGS, Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community</p>	Site Area(Ha)	0.23	
	Assessed Land Use	Residential	
	Indicative Development Capacity	10	
	Site Description	Grass amenity space surrounded by residential properties	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>Site is a greenfield site within the existing settlement boundary and built up area of Seaford. The site is a sustainable location within walking distance of good public transport links and Seaford town centre. Development of the site would result in the loss of amenity space identified in the Open Space Strategy as Amenity Greenspace. The Open Space Strategy identified a very small deficiency in this open space typology within Seaford. The topography of the site would require potential infilling though this is not consider to impact on achievability. The draft Level 1 SFRA identifies the site as within the 'Area at Risk of Wave Overtopping' these are areas within Seaford which are shown to be at risk from wave overtopping the flood defences. Further investigation would be required as to appropriateness of development, and mitigation measures to manage the risks associated with wave overtopping.</p>		
Barriers to Delivery	Loss of greenspace and flood risk.		
Known Constraints to Availability	Unknown availability		

Ref:	DCS22		
Parish	Seaford		
Site Name	Land to the East of College Road		
	Site Area(Ha)	0.34	
	Assessed Land Use	Residential	
	Indicative Development Capacity	15	
	Site Description	Grass amenity space surrounded by residential properties	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>Site is a greenfield site within the existing settlement boundary and built up area of Seaford. The site is a sustainable location within walking distance of good public transport links and Seaford town centre. Development of the site would result in the loss of amenity space identified in the Open Space Strategy as Amenity Greenspace. The Open Space Strategy identified a very small deficiency in this open space typology within Seaford. The topography of the site would require potential infilling though this is not consider to impact on achievability. The draft Level 1 SFRA identifies the site as within the 'Area at Risk of Wave Overtopping' these are areas within Seaford which are shown to be at risk from wave overtopping the flood defences. Further investigation would be required as to appropriateness of development, and mitigation measures to manage the risks associated with wave overtopping.</p>		
Barriers to Delivery	Loss of greenspace, flood risk.		
Known Constraints to Availability	Unknown availability		

Ref:	DCS23		
Parish	Seaford		
Site Name	Garages and Car Parking between The Causeway and Ringmer Road		
	Site Area	0.42	
	Assessed Land Use	Residential	
	Indicative Development Capacity	19	
	Site Description	Garages and car parking for surrounding blocks of residential flats.	
	Planning History	No relevant recent history	
Constraints and Opportunities	<p>Brownfield site within the existing settlement boundary and built up area of Seaford. The site is a sustainable location within walking distance of good bus and rail links and Seaford Town Centre. Constraints identified include impacts on surrounding residential properties and flood risk. The draft Level 1 SFRA identifies the site as within the 'Area at Risk of Wave Overtopping' these are areas within Seaford which are shown to be at risk from wave overtopping the flood defences. Further investigation would be required as to appropriateness of development, and mitigation measures to manage the risks associated with wave overtopping. The site is an existing car park and garages for adjacent residential properties and redevelopment would result in the loss of car parking for existing properties.</p>		
Barriers to Delivery	Loss of car parking for existing properties and unknown ability for the surrounding area to accommodate additional car parking.		
Known Constraints to Availability	The site is in multiple ownership and is therefore unlikely to come forward.		

Ref:	DCS24		
Parish	Beddingham		
Site Name	Balcombe Chalk Pit		
	Site Area(Ha)	11.9	
	Assessed Land Use	Residential/Employment	
	Indicative Development Capacity	119	
	Site Description	Disused quarry	
	Planning History	<p>Part of site was previously allocated in the 2003 Lewes District Local Plan (Policy BG1) which was 'saved' by LPP1. Following EELA conclusions that the site did not have good prospects of delivering employment space, the site was not reallocated by LPP2. Planning permission was granted for continued use of a premises on the site for car and light vehicle repairs (Ref: LW/12/0763). Planning permission granted for three suites of Class E offices at the entrance to the site (Ref: LW/21/0734) this is currently under construction.</p>	
Constraints and Opportunities	<p>The site is outside but adjacent the village of Glynde which is situated within the SDNP. The site is also adjacent to the Glynde Conservation Area. There is a very limited bus service available in Glynde and no local shops or services are available in the village. The site is situated in close proximity to Glynde Train Station. Limited landscape impact given the depth of the quarry restricting views. Existing access to the site from Lacy's Hill, existing permission for office premises is under construction this would not restrict access to the wider site. The site has opportunities to accommodate further development.</p>		
Barriers to Delivery	<p>Potential contamination and ground stability issues from previous quarrying. Site is now unused and would require ecological appraisal. Access to the site may require improvements for increased use.</p>		
Known Constraints to Availability	Unknown availability		

Ref:	DCS25		
Parish	Seaford		
Site Name	Talland Parade		
	Site Area(Ha)	0.17	
	Assessed Land Use	Residential	
	Indicative Development Capacity	17	
	Site Description	The site consists of a two storey flat roof building consisting of retail uses at ground floor and office at first floor with residential flats at Saxon Lane.	
	Planning History	Planning permission was granted to convert the first floor office space to residential in 1999 (Ref: LW/99/1591) however only the Saxon Lane part of the building was converted (to 4 flats) the remaining first floor was retained as office space. Planning permission was then granted in 2012 for the erection of a second floor to provide 10 flats (this was later revised to 11) and retaining the office space at first floor.	
Constraints and Opportunities	Site is within the Seaford Settlement Boundary and built up area. The site occupies a prominent location within the town centre and redevelopment provides an opportunity to enhance the area. Consolidating the two unimplemented permissions results in a net gain of 17 dwellings. Development could retain an element of retail/commercial space at the ground floor given the prominent location within the town centre. Upper floors could be converted to residential to make the most efficient use of the site. There is also an extant permission for a second floor extension.		
Barriers to Delivery	Site has been derelict for some time.		
Known Constraints to Availability	Unknown availability		