Appendix A11b Parish: Berwick

SHELAA Ref: 616/1780 **SITE:** Land at Brookfield Nursery, Station Road, Berwick Station

SUSTAINABILITY OBJECTIVE		Effects				Site No: 616/1780 Name: Land at Brookfield Nursery, Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO1	CLIMATE CHANGE MITIGATION					• The site currently comprises a residential dwelling, garden and scrubland (mixed use). • The site is 0.52ha in size and the applicant is proposing 8 dwellings on the site. • The site lies at the southern periphery of Berwick Station and is visually and functionally associated with the linear development on Station Road. • Berwick Station lacks services and facilities, although it has a post office. • The site is within close proximity (150m), and has good access to, public transport in the form of bus services and a mainline train station with frequent services to Polegate, Brighton and London. • Development will result in an increase in greenhouse gas emissions in both the construction and operation of any development and mitigation measures will need to be identified to minimise the impacts through sustainable methods of construction and design, energy efficiency and the use of renewable/low carbon energy. • Berwick Station is classed as a sustainable settlement within the Settlement Hierarchy primarily due to its mainline train station, which offers a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities. • The site complies with the overall Spatial Strategy for the district as it is located within a sustainable settlement. • However, development of the site is still likely to result in some degree of increase in car use to reach other settlements (i.e. Hailsham, Eastbourne), increasing emissions, although mitigation measures such as EV charging infrastructure could address this. • Any development will need to comply with the most up to date Building Regulations, as relevant to the development, and take account of the Future Homes and Building Standards. • Other policies within the Local Plan will address matters of energy efficiency in new buildings, embodied carbon and sustainable design and construction and any development will need to be in compliance with the relevant policies.

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						• All development will result in an increase in greenhouse gas emissions and therefore a minor negative impact is expected overall. Mitigation measures will need to be identified to minimise the impact as far as possible, although a residual minor negative impact is likely to remain.
SO2	CLIMATE CHANGE ADAPTATION					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. The site is at low risk of surface water flooding. The site therefore passes the sequential test in terms of flood risk. • The site already has some areas of development, and therefore impermeable surfaces, within it but the intensification of development on the site would introduce further impermeable surfaces, which could make the site vulnerable to the impacts of climate change, specifically surface water flood risk and overheating. • A full Sustainable Drainage Assessment will be required for the site to demonstrate if surface water can be suitably mitigated through SuDS provision. • Other policies within the Local Plan will address the provision of climate change adaptation measures such as green and blue infrastructure and any development will need to be in compliance with the relevant policies. • The specific climate change adaptation measures for the site will need to be identified and the impact on this SA Objective is therefore uncertain at this stage over all timeframes.
SO3	FLOOD RISK					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. The site is at low risk of surface water flooding. The site therefore passes the sequential test in terms of flood risk and the proposed use for residential development is appropriate in terms of flood risk. • Mitigation measures will need to be provided for the site in terms of surface water runoff as development will increase the areas of impermeable surfaces. Other policies within the Local Plan will cover the provision of SuDS and the management of flood risk from all sources, and any development of the site will need to comply with these policies.

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						• Given the site is not at risk of flooding from any source currently, and that policies within the plan will provide for suitable mitigation, the impact on this SA Objective is likely to be minor positive over all timeframes.
SO4	WATER RESOURCES & QUALITY					• Wealden has been identified as an area of serious water stress. • Development of this site will increase the demand for water consumption and wastewater treatment. • The site is not within a groundwater source protection zone. • There are no watercourses within the site or within close proximity. • Other policies within the Local Plan will address the protection of the water environment, water infrastructure and water efficiency and any development will need to be in compliance with the relevant policies. • Development will also need to comply with the most up to date Building Regulations, as relevant, and the requirements of the Environment Act 2021. • Given that this site is proposed for 8 (net) dwellings, it is considered there will be no significant impact on this SA Objective. It is likely that any impacts could be mitigated through good design and compliance with local plan policies.
SO5	SOIL, LAND & MINERALS					• The site is not agricultural land. • The site is not safeguarded for minerals or waste operations. • The site is a mixture of greenfield land (the eastern half of the site is scrubland) and brownfield land (the western part of the site with the dwelling and garden). • There are no known issues with contamination of land and given its current use contamination is unlikely. • Development of the site is unlikely to result in land contamination. However, the disturbance of soil from development could lead to increased soil compaction as well as the release of CO_2 emissions. • Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 616/1780 Name: Land at Brookfield Nursery, Station Road, Berwick Station
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						• Other policies within the Local Plan will address matters of soil health and protection as well as biodiversity and land contamination, and any development will need to be in compliance with the relevant policies. • Therefore, it is considered there will be no significant impact on this SA Objective.
SO6	WASTE					• Suitable mitigation measures will need to be identified to reduce the impact of waste as far as possible in both the construction and operation of any development. • Policies within the Local Plan will address matters of waste management and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is likely to be minor negative in both construction and operation of any development.
SO7	POLLUTION					• Development of the site could introduce more light pollution to the area although it is considered that the impacts can be suitably mitigated. • There are currently no areas of the district where air pollution is in excess of national air quality targets and there are no Air Quality Management Areas (AQMAs) within the district. This does not mean that air pollution issues won't arise in future as a result of development but Local Plan policies will provide mitigation. • It is expected that an increase in housing will result in a degree of increase in air pollution during the construction phase and also through the use of energy in any completed development. The increase in air pollution from construction is likely to be in the short to medium term. • The development of the site will result in an increase in traffic during construction with a potential increase in air pollution, however any negative effects are likely to be in the short to medium term as well. • The site is within 150m of the nearest bus stop and train station, less than a 5-miunute walk, and there is existing pedestrian access. Whilst the bus service is limited, the train service is frequent with direct services to Polegate (5 mins), Eastbourne (15 mins) and Brighton (26 mins), providing a sustainable transport option to the private car for potential residents. • Other policies within the Local Plan will address matters of air, noise and light pollution and any development will need to be in compliance with the relevant policies.

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						• The impacts on this SA Objective are likely to be minor negative in the short to medium term as a result of increases in air pollution from construction. However, given the sites size and its proximity and access to sustainable transport no significant impact is expected in the longer term and overall.
SO8	GREEN & BLUE INFRASTRUCTURE					• There are a number of trees and hedgerows located within the site and along its boundaries which provide good wildlife corridors and stepping stones to the wider area. These contribute to the green infrastructure network of the district. • Development would need to seek to retain and enhance the existing hedgerows and trees within and on the boundaries of the site. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site, which would contribute to the green and blue infrastructure network. • Other policies within the Local Plan will address matters of the retention, protection and creation of green and blue infrastructure and a green and blue infrastructure network, and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is considered to be uncertain at this time.
SO9	BIODIVERSITY					• There are no designated biodiversity sites within the site or in proximity to the site. • A priority habitat (deciduous woodland) lies to the south of the site, on the opposite side of Chilver Bridge Road. There are no priority habitats within the site. • The site is not within a Biodiversity Opportunity Area. • There are no irreplaceable habitats within the site or in proximity to the site. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site. • There are a number of trees and hedgerows located within the site and along its boundaries which provide good wildlife corridors and stepping stones to the wider area. Development would need to seek to retain and enhance these features. • No detailed scheme for the site has been put forward as of yet. However, the development of this site would require a new vehicular access from Station Road that

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						would require the removal of existing hedgerows and trees that would have a detrimental impact on the existing biodiversity. • Other policies within the Local Plan will address the protection and enhancement of biodiversity, as well as the requirement to provide at least 20% BNG together with the retention and protection of trees, woodlands and hedgerows. Development would need to be in compliance with the relevant polices. • The impact is expected to be minor negative in the short term but will become minor positive in the medium to long term as any mitigation measures become established.
SO10	LANDSCAPE & TOWNSCAPE					• Existing linear residential development and gardens are located to the north and south of the site fronting onto Station Road to the west. Shrubland and woodland are located to the south, east and north of the site. This is a peripheral site. • Development of this site would deviate from the established linear built form along Station Road, which comprises detached dwellings, with large gardens. • The Landscape Sensitivity Assessment 2023 assesses the site as having moderate sensitivity to residential development. • The Sensitivity Assessment further notes that the site is contained by rising landform to the south and west and that the influence of the railway line in close proximity of the site lessens its sensitivity to development. • Intervisibility of the site with the South Downs National Park is limited due to adjacent woodland and mature hedgerows within the area and around the site. • The development of this site would require a new vehicular access from Station Road that would require the removal of existing hedgerows and trees that would have a detrimental impact on the character of the area. • Other policies within the Local Plan will address matters of protecting and enhancing landscape character and any development will need to be in compliance with the relevant policies. • Mitigation measures will need to be identified in accordance with the relevant Local Plan polices. • The impact is expected to be minor negative as development but could be reduced through suitable mitigation measures.

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SO11	HISTORIC & CULTURAL HERITAGE					• The site is not within a Conservation Area and there are no listed buildings either within the site or in proximity of the site. • It is considered there will be no significant impact on this SA Objective.
SO12	DIGITAL INFRASTRUCTURE					• Due to Wealden's rural infrastructure the district broadband service lags behind national levels, with only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. • Other policies within the Local Plan will address matters of digital infrastructure provision and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is currently uncertain.
SO13	SUSTAINABLE TRAVEL & ACCESSIBILITY					• The site is within 150m of a bus stop and the mainline train station, both of which can be accessed on foot. The site therefore has access to sustainable transport, albeit the bus service runs 1 – 2 services each day (Monday to Sunday). • Journey time to Hailsham by bus is approx. 24 mins. • Journey time to Polegate by train is approx. 5 mins. To Eastbourne is approx. 15 mins and to Brighton is approx. 30-45 mins. Train services are extremely frequent. • However, development of the site is still likely to result in some degree of increase in car use to reach services and facilities, although this could be mitigated over time with improvements to the public transport provision. • There is no PRoW close to, or running through, the site. • There are footways on the opposite side of Station Road from the site. If achievable, footpaths would be required on the east side of Station Road. If this is unachievable then a pedestrian crossing would be required to provide connectivity to the existing footpath on the west side of Station Road. • Other policies within the Local Plan will address matters of sustainable travel and accessibility and any development will need to be in compliance with the relevant policies.

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						• The impact on this SA Objective is considered to be minor positive given the proximity of the site to the train station and bus stops and the existing and potential for new pedestrian access.
SO14	HOUSING					• The proposed development of the site for 8 dwellings has the potential to contribute to the district's identified housing need and is within a sustainable settlement in line with the Spatial Strategy. • However, no details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have been put forward as yet by the site promoter. • The impact on this SA Objective is expected to be a minor positive effect if the site is brought forward and makes a positive contribution to meeting the district's housing needs. This will be enhanced by the provision of affordable homes, accessible/adaptable homes and self-build and custom build plots if they are to come forward.
SO15	HEALTH & WELLBEING					• The nearest health services (3 x GPs, dentist and pharmacy) are in Polegate, approx. 4.7 miles east of the site along the A27. The nearest hospital is in Eastbourne. Access is possible by train. • Medical capacity is being expanded at Polegate through the provision of a new medical centre as part of a large scale development at Mornings Mill Farm. • The Wealden Open Space Assessment (2022) finds that there is a current deficit in open space provision within Berwick Parish. • The site is not proposing any health and wellbeing facilities or improvements to the current open space and sports pitch deficits in Berwick. It is unclear whether any contribution to such facilities would result from the development of this site. • Other Local Plan policies will address matters of health and wellbeing within the district and the development proposal will need to be in compliance with the relevant policies. • Given the size of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO16	QUALITY OF LIFE & PLACE					• The effect on this SA Objective will largely depend on the scheme brought forward and its implementation in line with relevant Local Plan policies.

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						• Other Local Plan policies will address matters of design, quality of life within the district as well as the district's Design Code and the development proposal will need to be in compliance with the relevant policies. • With no details in terms of the scale, layout or design of the site, at the moment, the effect on this SA Objective is uncertain in relation to quality of life and social inclusion factors
SO17	SOCIAL DEPRIVATION					• The development of the site could provide both market and affordable housing, and this is likely to address issues of deprivation, disadvantage and poverty. • Much will depend on the implementation of any development scheme in accordance with relevant policies within the Local Plan. • Due to the lack of detail on the provision of facilities, design and affordable housing, the impact on this SA Objective is considered to be uncertain at this stage.
SO18	ECONOMY & EMPLOYMENT					• The proposed development is for housing only and therefore jobs may be created in the short term in relation to construction, having a minor positive effect. • However, as the site does not offer any employment provision, it is considered that the site would have no significant effect in the medium to longer term on this SA Objective.
SO19	TOWN & VILLAGE CENTRES					• The site is not proposing any retail floorspace. • The site does not contain any existing retail floorspace so there is no loss. • Due to the scale of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO20	EDUCATION & SKILLS					• There may be the potential through local job creation during construction to improve skills and training in construction related apprenticeships. • The nearest primary school is in Upper Dicker (Park Mead) and Bede's Independent School, also in Upper Dicker, provides education from nursery to Sixth Form. Upper Dicker is approx. 2.7 miles north of the site. Access would be via private car. Further primary and secondary education is available in Hailsham, but access would be by car or via a train to Polegate and then bus services.

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						• Information from East Sussex County Council, as the education provider for state schools, indicates local educational provision and capacity is currently adequate to meet the needs of new development in this area. • The impact is likely to be minor positive in the short term in regard to skills and training in construction, however over the long term there should be no significant impact on this SA Objective.	

SUMMARY OF RESULTS:	Site No: 616/1780 Name: Land at Brookfield Nursery, Station Road, Berwick Station																			
SA EFFECTS	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water resources/Quality	SO5 Soil, Land & Minerals	SO6 Waste	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Travel & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Deprivation	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Major Positive																				
Minor Positive																				
Not Significant																				
Minor Negative																				
Major Negative																				
Uncertain																				

COMMENTARY:	
Duration/Reversibility	Short term adverse impacts are likely during construction or before the mitigation measures are implemented.
Mitigation Measures	Further information is required for the issues identified as uncertain. No mitigation measures are proposed at present as there are no detailed plans for the site. Other policies within the Local Plan will cover mitigation measures and any development will need to comply with the relevant policies: • Climate change adaptation and mitigation • Biodiversity creation, protection and enhancement • Flood risk – including surface water flood risk / drainage. • Landscape and townscape • Health and wellbeing • Sustainable transport

	• Infrastructure
Cumulative Effects	The site does not currently benefit from planning permission nor any application for development. Berwick Station is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in Berwick Station. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities. However, it is acknowledged that development of this site in combination with other sites, will result in pressures on infrastructure, built and natural.
Summary	The site is located on the periphery of Berwick Station, which is considered a 'sustainable settlement' according to the settlement hierarchy and has a proposed development boundary. The western part of the site is located within the proposed settlement boundary for Berwick Station whilst the eastern part of the site is located outside of it. The site does, therefore, conform with the overall spatial strategy for development within Wealden as a whole. **Major positive effects: None** **Minor positive effects: SO3 Flood Risk; SO9 Biodiversity; SO13 Travel & Accessibility and SO14 Housing** The site is not at risk of flooding from any source; and would contribute towards the Council's housing requirement in a sustainable location with good public transport links in the form of the train and bus services. Minor positive effects are likely on SO9 as well as the requirement to provide at least a 10% BNG will help improve biodiversity whilst Local Plan policies to protect, enhance and create biodiversity will also need to be complied with in any development. This is however balanced against a minor negative effect in the short term as the provision of a suitable vehicular access would involve the removal of existing hedgerows and trees that would have a detrimental impact on site biodiversity. The site is within close proximity of, and with pedestrian access to, the train station and bus stops. Footpaths would be required on the east side of Station Road to enhance this access, however, should this be unachievable then a pedestrian crossing would be required to provide connectivity to the existing footpath on the west side of Station Road The development of this site for housing would require the provision of an upgraded vehicular access from Station Road and improvements to pedestrian connectivity. **Major negative effects:** None **Minor negative effects: SO1 Climate Change Mitigation; SO6 Waste and SO10 Landscape & Townscape** All development will result in an increase in greenhouse gas emissions and waste production, although the application of Local Plan policies should mitigate any negative impact.

	Despite the site being contained within the landscape by rising landform to the south and west, development of the site would extend beyond the established linear form of the settlement and have an adverse effect on the existing character of the area, and it is not considered that this could be adequately mitigated. **No significant effect: SO4 Water Resources & Quality; SO5 Soil, Land and Minerals; SO7 Pollution; SO11 Historic & Cultural Heritage; SO15 Health & Wellbeing; SO18 Economy & Employment; SO19 Town & Village Centres and SO20 Education and Skills.** The type of development and the site's location means no significant effects on these SA Objectives. **Uncertain:** for the remaining objectives, more information is required to determine the effects.
Selected / Rejected for allocation	The site is rejected for allocation because development here would have an adverse effect on the established character of the area, which predominantly comprises detached dwellings with large gardens in linear form along Station Road. Developing the site would extend the built form of Berwick Station beyond the established linear settlement pattern along Station Road and it is not considered that suitable mitigation could be achieved. Some degree of frontage development may be appropriate however this would be so small as to not make a significant contribution to the district's housing need. Other sites are considered more appropriate to deliver the spatial strategy and housing requirements for the district.

SHELAA Ref: 617/1780

SITE: Land North of Recreation Ground, Station Road, Berwick Station

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO1	CLIMATE CHANGE MITIGATION					• The site currently comprises greenfield land in agricultural use. • The site is 2.71ha in size and the applicant is proposing 20 (net) dwellings on the site. • The site lies at the northwestern periphery of Berwick Station. • Berwick Station lacks services and facilities, although it has a post office. • The site is within 400m – 450m of public transport in the form of bus services and a mainline train station with frequent services to Polegate, Brighton and London. These cannot currently be accessed by pedestrian footpaths. • Development will result in an increase in greenhouse gas emissions in both the construction and operation of any development and mitigation measures will need to be identified to minimise the impacts through sustainable methods of construction and design, energy efficiency and the use of renewable/low carbon energy. • Berwick Station is classed as a sustainable settlement within the Settlement Hierarchy primarily due to its mainline train station, which offers a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities. • The site complies with the overall Spatial Strategy for the district as it is located within a sustainable settlement. • However, development of the site is still likely to result in some degree of increase in car use to reach other settlements (i.e. Hailsham, Eastbourne), increasing emissions, although mitigation measures such as EV charging infrastructure could address this. • Any development will need to comply with the most up to date Building Regulations, as relevant to the development, and take account of the Future Homes and Building Standards. • Other policies within the Local Plan will address matters of energy efficiency in new buildings, embodied carbon and sustainable design and construction and any development will need to be in compliance with the relevant policies. • All development will result in an increase in greenhouse gas emissions and therefore a minor negative impact is expected overall. Mitigation measures will need to be identified

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						to minimise the impact as far as possible, although a residual minor negative impact is likely to remain.
SO2	CLIMATE CHANGE ADAPTATION					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. There is a risk of surface water flooding within the northeastern part of the site, which would require mitigation. However, the site passes the sequential test in terms of flood risk. • The site is greenfield currently and development of the site would introduce impermeable surfaces, which could make the site vulnerable to the impacts of climate change, specifically surface water flood risk and overheating. • Other policies within the Local Plan will address the provision of climate change adaptation measures such as green and blue infrastructure and any development will need to be in compliance with the relevant policies. • The specific climate change adaptation measures for the site will need to be identified and the impact on this SA Objective is therefore uncertain at this stage over all timeframes.
SO3	FLOOD RISK					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. There is a risk of surface water flooding within the northeastern part of the site, which would require mitigation. However, the site passes the sequential test in terms of flood risk (with mitigation for surface water flooding) and the proposed use for residential development is appropriate in terms of flood risk. • Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. Other policies within the Local Plan will cover the provision of SuDS and the management of flood risk from all sources, and any development of the site will need to comply with these policies. • Whilst the site is not at risk of fluvial flooding, there is an existing risk of surface water flooding which could be exacerbated by climate change and the introduction of impermeable surfaces. The provision of mitigation measures such as SuDS could lessen these impacts, however further investigations would be required to establish a suitable

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						SuDS and surface water drainage scheme. Therefore, it is considered that the impact on this SA Objective is uncertain.
SO4	WATER RESOURCES & QUALITY					• Wealden has been identified as an area of serious water stress. • Development of this site will increase the demand for water consumption and wastewater treatment. • The site is not within a groundwater source protection zone. • There are no watercourses within the site or within close proximity. • Other policies within the Local Plan will address the protection of the water environment, water infrastructure and water efficiency and any development will need to be in compliance with the relevant policies. • Development will also need to comply with the most up to date Building Regulations, as relevant, and the requirements of the Environment Act 2021. • Effects on this SA Objective are currently uncertain and will be dependent on the implementation of any development proposal. It is likely that any impacts could be mitigated through good design and compliance with local plan policies, although it is acknowledged that in general an increase in population/development is likely to lead to increased pressure on water resources in the district.
SO5	SOIL, LAND & MINERALS					• The site is classified as Grade 3b agricultural land. This is regarded as not being the best and most versatile agricultural land by the NPPF. • The site is not safeguarded for minerals or waste operations. • The site is a greenfield site. • There are no known issues with contamination of land. • Development of the site is unlikely to result in land contamination. However, the disturbance of soil from development could lead to increased soil compaction as well as the release of CO_2 emissions. • Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.

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						• Other policies within the Local Plan will address matters of soil health and protection as well as biodiversity and land contamination, and any development will need to be in compliance with the relevant policies. • Therefore, the impacts on this SA Objective are considered to be uncertain at this stage.
SO6	WASTE					• Suitable mitigation measures will need to be identified to reduce the impact of waste as far as possible in both the construction and operation of any development. • Policies within the Local Plan will address matters of waste management and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is likely to be minor negative in both construction and operation of any development
SO7	POLLUTION					• Development of the site could introduce more light pollution to the area although it is considered that the impacts can be suitably mitigated. • There are currently no areas of the district where air pollution is in excess of national air quality targets and there are no Air Quality Management Areas (AQMAs) within the district. This does not mean that air pollution issues won't arise in future as a result of development, but Local Plan policies will provide mitigation. • It is expected that an increase in housing will result in a degree of increase in air pollution during the construction phase and also through the use of energy in any completed development. The increase in air pollution from construction is likely to be in the short to medium term. • The development of the site will result in an increase in traffic during construction, with a potential increase in air pollution, however any negative effects are likely to be in the short to medium term as well. • The site is within 400m – 450m of sustainable transport modes however the lack of pedestrian access to the bus stop and train station is likely to mean there will be a reliance on cars to access services and facilities. • Development could provide improvements to pedestrian access which could make public transport a more attractive choice. • Other policies within the Local Plan will address matters of air, noise and light pollution and any development will need to be in compliance with the relevant policies.

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						• The impacts on this SA Objective are likely to be minor negative in the short to medium term as a result of increases in air pollution from construction. However, given the lack of existing pedestrian access to public transport and the uncertainty as to whether this could be provided, means the effects at this time are expected to be uncertain in the long term and overall. Much will depend on the implementation of other Local Plan policies.
SO8	GREEN & BLUE INFRASTRUCTURE					• There are mature trees and hedgerows located on the site boundaries, which provide good wildlife corridors and stepping stones to the wider area, particularly the woodland which adjoins the sites northern boundary. However, there is limited vegetation within the site. • Development would need to seek to retain and enhance the existing hedgerows and trees on the boundaries of the site to maintain and enhance the green infrastructure network. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site, which would contribute to the green and blue infrastructure network. • Other policies within the Local Plan will address matters of the retention, protection and creation of green and blue infrastructure and a green and blue infrastructure network, and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is considered to be uncertain at this time.
SO9	BIODIVERSITY					• The site is located partly within the Cuckmere Ouse Watershed Biodiversity Opportunity Area. • There are no designated biodiversity sites within the site, however the Arlington Reservoir Site of Special Scientific Interest (SSSI) lies in close proximity to the north east of the site. • There are no priority habitats within the site or in proximity to the site. • There are no irreplaceable habitats within the site or in proximity to the site. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• There are a number of trees and hedgerows located along the site boundaries which provide good wildlife corridors and stepping stones to the wider area, particularly the woodland which adjoins the sites northern boundary. Development would need to seek to retain and enhance these features. • No detailed scheme for the site has been put forward as of yet. • Other policies within the Local Plan will address the protection and enhancement of biodiversity, as well as the requirement to provide at least 20% BNG together with the retention and protection of trees, woodlands and hedgerows. Development would need to be in compliance with the relevant policies. • The impact is expected to be minor negative in the short term as the site is partly within a BOA and there could be adverse effects on habitats and/or species. In the medium to longer term the effect is considered to be uncertain, as much will depend on the mitigation measures implemented alongside any development.
SO10	LANDSCAPE & TOWNSCAPE					• Existing linear residential development and gardens are located to the south of the site fronting onto Station Road. The northern part of the site lies opposite small industrial uses to the east and to the northeast lies the Arlington Reservoir SSSI. Agricultural land bounds the site to the west and woodland lies to the north. This is a peripheral site. • This site lies beyond the existing line of built-up development along Station Road. Therefore, the development of the whole site would not be in keeping with the scale and rural character of the area and surrounding countryside. • The Landscape Sensitivity Assessment 2023 assesses the site as having moderate sensitivity to residential development but notes that whilst this site is located adjacent to the settlement edge, parts are beyond the existing line of built development along Station Road are not strongly related to the existing linear settlement pattern, which increases sensitivity. • Intervisibility of the site with the South Downs National Park is limited due to adjacent woodland and mature hedgerows within the area and around the site. • Other policies within the Local Plan will address matters of protecting and enhancing landscape character and any development will need to be in compliance with the relevant policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Mitigation measures will need to be identified in accordance with the relevant Local Plan policies. • The impact is expected to be minor negative but could be reduced through suitable mitigation measures.
SO11	HISTORIC & CULTURAL HERITAGE					• The site is not within a Conservation Area and there are no listed buildings either within the site or in proximity of the site. • The site is partly located within an Archaeological Notification Area (ANA) (Greensand Way East). However, it is considered mitigation could negate any adverse effects. • It is considered that the impacts on this SA Objective are uncertain as much will depend on archaeological investigations of the site, should these be required by the County archaeologist.
SO12	DIGITAL INFRASTRUCTURE					• Due to Wealden's rural infrastructure the district broadband service lags behind national levels, with only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. • Other policies within the Local Plan will address matters of digital infrastructure provision and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is currently uncertain.
SO13	SUSTAINABLE TRAVEL & ACCESSIBILITY					• The site is within 400m of a bus stop and 450m of the mainline train station, however neither can be reached on foot currently. The bus service runs 1 – 2 services each day (Monday to Sunday). • Journey time to Hailsham by bus is approx. 24 mins. • Journey time to Polegate by train is approx. 5 mins. To Eastbourne is approx. 15 mins and to Brighton is approx. 30-45 mins. Train services are extremely frequent. • However, development of the site is still likely to result in some degree of increase in car use to reach services and facilities, although this could be mitigated over time with improvements to pedestrian access to the bus stop and train station. • There is no PRoW within the site. • The Vanguard Way (PRoW) lies to the south of the site and Bridleway 57 lies to the east.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• There are no footpaths along Station Road that extend to the site. • Other policies within the Local Plan will address matters of sustainable travel and accessibility and any development will need to be in compliance with the relevant policies. • The impact is considered uncertain at this stage given that the transport measures, including the provision of pedestrian access to and from the site, are 'unknown'.
SO14	HOUSING					• The proposed development of the site for 20 (net) dwellings has the potential to contribute to the district's identified housing need and is within a sustainable settlement in line with the Spatial Strategy. • However, no details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have been put forward as yet by the site promoter. • The impact on this SA Objective is expected to be a minor positive effect if the site is brought forward and makes a positive contribution to meeting the district's housing needs. This will be enhanced by the provision of affordable homes, accessible/adaptable homes and self-build and custom build plots if they are to come forward.
SO15	HEALTH & WELLBEING					• The nearest health services (3 x GPs, dentist and pharmacy) are in Polegate, approx. 4.7 miles east of the site along the A27. The nearest hospital is in Eastbourne. Access is possible by train. • Medical capacity is being expanded at Polegate through the provision of a new medical centre as part of a large-scale development at Mornings Mill Farm. • The Wealden Open Space Assessment (2022) finds that there is a current deficit in open space provision within Berwick Parish. • The site is not proposing any health and wellbeing facilities or improvements to the current open space and sports pitch deficits in Berwick. It is unclear whether any contribution to such facilities would result from the development of this site. • Other Local Plan policies will address matters of health and wellbeing within the district and the development proposal will need to be in compliance with the relevant policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Given the size of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO16	QUALITY OF LIFE & PLACE					• The effect on this SA Objective will largely depend on the scheme brought forward and its implementation in line with relevant Local Plan polices. • There are several small, rural electricity pylons that run along the eastern boundary of the site, which could have an adverse impact on residential amenity of future occupiers of the site. These would need to be fully considered and potentially put underground if feasible. • Other Local Plan policies will address matters of design, quality of life within the district as well as the district's Design Code and the development proposal will need to be in compliance with the relevant policies. • With no details in terms of the scale, layout or design of the site, at the moment, the effect on this SA Objective is uncertain in relation to quality of life and social inclusion factors.
SO17	SOCIAL DEPRIVATION					• The development of the site could provide both market and affordable housing, and this is likely to address issues of deprivation, disadvantage and poverty. • Much will depend on the implementation of any development scheme in accordance with relevant policies within the Local Plan. • Due to the lack of detail on the provision of facilities, design and affordable housing, the impact on this SA Objective is considered to be uncertain at this stage.
SO18	ECONOMY & EMPLOYMENT					• The proposed development is for housing only and therefore jobs may be created in the short term in relation to construction, having a minor positive effect. • However, as the site does not offer any employment provision, it is considered that the site would have no significant effect in the medium to longer term on this SA Objective.
SO19	TOWN & VILLAGE CENTRES					• The site is not proposing any retail floorspace. • The site does not contain any existing retail floorspace so there is no loss.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 617/1780 Name: Land north of Recreation Ground, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Due to the scale of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO20	EDUCATION & SKILLS					• There may be the potential through local job creation during construction to improve skills and training in construction related apprenticeships. • The nearest primary school is in Upper Dicker (Park Mead) and Bede's Independent School, also in Upper Dicker, provides education from nursey to Sixth Form. Upper Dicker is approx. 2.7 miles north of the site. Access would be via private car. Further primary and secondary education is available in Hailsham, but access would be by car or via a train to Polegate and then bus services. • Information from East Sussex County Council, as the education provider for state schools, indicates local educational provision and capacity is currently adequate to meet the needs of new development in this area. • The impact is likely to be minor positive in the short term in regard to skills and training in construction, however over the long term there would be no significant impact on this SA Objective.

SUMMARY OF RESULTS:	Site No: 617/1780 Name: Land north of the Recreation Ground, Station Road, Berwick Station																			
SA EFFECTS	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water resources/Quality	SO5 Soil, Land & Minerals	SO6 Waste	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Travel & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Deprivation	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Major Positive																				
Minor Positive																				
Not Significant																				
Minor Negative																				
Major Negative																				
Uncertain																				

COMMENTARY:	
Duration/Reversibility	Short term adverse impacts are likely during construction or before the mitigation measures are implemented.
Mitigation Measures	Further information is required for the issues identified as uncertain. No mitigation measures are proposed at present as there are no detailed plans for the site. Other policies within the Local Plan will cover mitigation measures and any development will need to comply with the relevant policies: • Climate change adaptation and mitigation • Biodiversity creation, protection and enhancement • Flood risk – including surface water flood risk / drainage. • Landscape and townscape • Health and wellbeing • Sustainable transport

	• Infrastructure
Cumulative Effects	The site does not currently benefit from planning permission nor any application for development. Berwick Station is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in Berwick Station. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities. However, it is acknowledged that development of this site, alone and in combination with other sites, will result in pressures on infrastructure, built and natural.
Summary	The site is located on the periphery of Berwick Station, which is considered a 'sustainable settlement' according to the settlement hierarchy and has a proposed development boundary. The eastern part of the site is located within the proposed settlement boundary for Berwick Station whilst the western part of the site is located outside of it. The site does, therefore, conform with the overall spatial strategy for development within Wealden as a whole. **Major positive:** None Minor positive: SO14 Housing The development of the site would contribute towards the Council's housing requirement in a sustainable location, albeit in need of vehicular and pedestrian access improvements. Major negative: None Minor negative: **SO1 Climate Change Mitigation; SO6 Waste; SO9 Biodiversity and SO10 Landscape & Townscape** All development will result in an increase in greenhouse gas emissions and waste production, although the application of Local Plan policies should mitigate any negative impact. Due to the site's partial location within a BOA, impacts on SO9 are expected to be minor negative in the short term, however, they are considered to be uncertain in the medium and longer terms as much will depend on the mitigation measures implemented alongside any development. This would include the requirement to provide BNG and the retention of the trees and hedgerows on the site borders. The site is classed as having moderate sensitivity to development, however whilst it is located adjacent to the settlement edge, parts are beyond the existing line of built development along Station Road and do not strongly relate to the existing linear settlement pattern, which increases sensitivity. The development of the whole of this site would be out of keeping with the scale and rural character of the area and surrounding countryside. **No significant effect: SO15 Health & Wellbeing; SO18 Economy & Employment; SO19 Town & Village Centres and SO20 Education and Skills** The type of development and the site's location means no significant effects on these SA Objectives.

	Uncertain: for the remaining objectives, more information is required to determine the effects.
Selected / Rejected for allocation	The 2023 Landscape Sensitivity Assessment states that this site has moderate sensitivity to development, due to part of the site (the western part) being beyond the existing line of built-up development along Station Road that does not conform with the existing linear settlement pattern. Therefore, the development of the whole site would not be in keeping with the scale and rural character of the area and surrounding countryside. This is reflected in the SHELAA assessment for the site. However, frontage development would be suitable along Station Road as an extension of the existing linear urban form of the settlement and therefore the eastern part of the site is selected for allocation. The site is within a sustainable settlement and has access to sustainable modes of transport, although improvements to pedestrian access will be required. Mitigation measures would need to be identified for any development in line with other relevant Local Plan polices i.e. those on energy efficiency, flood risk, water efficiency, biodiversity, waste, pollution, health and wellbeing etc. Furthermore, existing hedgerows on the northern, western and southern boundaries should be protected and enhanced to retain the semi-enclosed nature of the site. A pedestrian access would also be required to be extended along Station Road towards to the rail station Due to the effects on the landscape, the SHELAA concludes that the site is unlikely to be able to accommodate the quantum of development proposed by the applicant.

SHELAA Ref: 619/1780 **SITE:** Land West of Station Road, Berwick Station

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO1	CLIMATE CHANGE MITIGATION					• The site currently comprises greenfield land in agricultural use. • The site is 1.19ha in size and the applicant is proposing 20 (net) dwellings on the site. • The site lies to the west of existing linear development along Station Road. • Berwick Station lacks services and facilities, although it has a post office. • The site is within 250m of public transport in the form of bus services and a mainline train station with frequent services to Polegate, Brighton and London. The public transport services cannot currently be accessed by pedestrian footpaths. • Development will result in an increase in greenhouse gas emissions in both the construction and operation of any development and mitigation measures will need to be identified to minimise the impacts through sustainable methods of construction and design, energy efficiency and the use of renewable/low carbon energy. • Berwick Station is classed as a sustainable settlement within the Settlement Hierarchy primarily due to its mainline train station, which offers a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities. • The site complies with the overall Spatial Strategy for the district as it is located within a sustainable settlement. • However, development of the site is still likely to result in some degree of increase in car use to reach other settlements (i.e. Hailsham, Eastbourne), increasing emissions, although mitigation measures such as EV charging infrastructure could address this. • Any development will need to comply with the most up to date Building Regulations, as relevant to the development, and take account of the Future Homes and Building Standards. • Other policies within the Local Plan will address matters of energy efficiency in new buildings, embodied carbon and sustainable design and construction and any development will need to be in compliance with the relevant policies. • All development will result in an increase in greenhouse gas emissions and therefore a minor negative impact is expected overall. Mitigation measures will need to be identified

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						to minimise the impact as far as possible, although a residual minor negative impact is likely to remain.
SO2	CLIMATE CHANGE ADAPTATION					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. There is no existing risk of flooding from surface water. The site passes the sequential test in terms of flood risk. • The site is greenfield currently and development of the site would introduce impermeable surfaces, which could make the site vulnerable to the impacts of climate change, specifically surface water flood risk and overheating. • Other policies within the Local Plan will address the provision of climate change adaptation measures such as green and blue infrastructure and any development will need to be in compliance with the relevant policies. • The specific climate change adaptation measures for the site will need to be identified and the impact on this SA Objective is therefore uncertain at this stage over all timeframes.
SO3	FLOOD RISK					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. There is no risk of surface water flooding. The site passes the sequential test in terms of flood risk and the proposed use for residential development is appropriate in terms of flood risk. • Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. Other policies within the Local Plan will cover the provision of SuDS and the management of flood risk from all sources, and any development of the site will need to comply with these policies. • Given the site is not at risk of flooding from any source currently, and that policies within the plan will provide for suitable mitigation, the impact on this SA Objective is likely to be minor positive over all timeframes.
SO4	WATER RESOURCES & QUALITY					• Wealden has been identified as an area of serious water stress. • Development of this site will increase the demand for water consumption and wastewater treatment.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The site is not within a groundwater source protection zone. • There are no watercourses within the site or within close proximity. • Other policies within the Local Plan will address the protection of the water environment, water infrastructure and water efficiency and any development will need to be in compliance with the relevant policies. • Development will also need to comply with the most up to date Building Regulations, as relevant, and the requirements of the Environment Act 2021. • Effects on this SA Objective are currently uncertain and will be dependent on the implementation of any development proposal. It is likely that any impacts could be mitigated through good design and compliance with local plan policies, although it is acknowledged that in general an increase in population/development is likely to lead to increased pressure on water resources in the district.
SO5	SOIL, LAND & MINERALS					• The site is classified as Grade 3b agricultural land. This is regarded as not being the best and most versatile agricultural land by the NPPF. • The site is not safeguarded for minerals or waste operations. • The site is a greenfield site. • There are no known issues with contamination of land. • Development of the site is unlikely to result in land contamination. However, the disturbance of soil from development could lead to increased soil compaction as well as the release of CO_2 emissions. • Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction. • Other policies within the Local Plan will address matters of soil health and protection as well as biodiversity and land contamination, and any development will need to be in compliance with the relevant policies. • Therefore, the impacts on this SA Objective are considered to be uncertain at this stage.
SO6	WASTE					• Suitable mitigation measures will need to be identified to reduce the impact of waste as far as possible in both the construction and operation of any development. • Policies within the Local Plan will address matters of waste management and any development will need to be in compliance with the relevant policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The impact on this SA Objective is likely to be minor negative in both construction and operation of any development.
SO7	POLLUTION					• Development of the site could introduce more light pollution to the area although it is considered that the impacts can be suitably mitigated. • There are currently no areas of the district where air pollution is in excess of national air quality targets and there are no Air Quality Management Areas (AQMAs) within the district. This does not mean that air pollution issues won't arise in future as a result of development, but Local Plan policies will provide mitigation. • It is expected that an increase in housing will result in a degree of increase in air pollution during the construction phase and also through the use of energy in any completed development. The increase in air pollution from construction is likely to be in the short to medium term. • The development of the site will result in an increase in traffic during construction and operation, with a potential increase in air pollution, however any negative effects are likely to be in the short to medium term as well. • The site is within 250m (a 5-minute walk) of sustainable transport modes however the lack of pedestrian access to the bus stop and train station is likely to mean there will be a reliance on cars to access services and facilities. • Development could provide improvements to pedestrian access which could make public transport a more attractive choice. • Other policies within the Local Plan will address matters of air, noise and light pollution and any development will need to be in compliance with the relevant policies. • The impacts on this SA Objective are likely to be minor negative in the short to medium term as a result of increases in air pollution from construction. However, given the lack of existing pedestrian access to public transport and the uncertainty as to whether this could be provided, means the effects at this time are expected to be uncertain in the long term and overall. Much will depend on the implementation of other Local Plan policies.
SO8	GREEN & BLUE INFRASTRUCTURE					• There are mature trees and hedgerows located on the site boundaries, which provide good wildlife corridors and stepping stones to the wider area, particularly the woodland

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						which adjoins the sites northern boundary. However, there is limited vegetation within the site. • Development would need to seek to retain and enhance the existing hedgerows and trees on the boundaries of the site to maintain and enhance the green infrastructure network. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site, which would contribute to the green and blue infrastructure network. • Other policies within the Local Plan will address matters of the retention, protection and creation of green and blue infrastructure and a green and blue infrastructure network, and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is considered to be uncertain at this time due to the lack of details of any scheme.
SO9	BIODIVERSITY					• The site is located partly within the Cuckmere Ouse Watershed Biodiversity Opportunity Area. • There are no designated biodiversity sites within the site, however the Arlington Reservoir Site of Special Scientific Interest (SSSI) lies to the north east of the site, on the opposite side of Station Road. • There are no priority habitats within the site or in proximity to the site. • There are no irreplaceable habitats within the site or in proximity to the site. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site. • There are a number of trees and hedgerows located along the site boundaries which provide good wildlife corridors and stepping stones to the wider area, particularly the woodland which adjoins the sites northern boundary. Development would need to seek to retain and enhance these features. • No detailed scheme for the site has been put forward yet. • Other policies within the Local Plan will address the protection and enhancement of biodiversity, as well as the requirement to provide at least 20% BNG together with the retention and protection of trees, woodlands and hedgerows. Development will need to be in compliance with the relevant policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The impact is expected to be minor negative in the short term as the site is partly within a BOA and there could be adverse effects on habitats and/or species. In the medium to longer term the effect is considered to be uncertain, as much will depend on the mitigation measures implemented alongside any development.
SO10	LANDSCAPE & TOWNSCAPE					• Existing linear residential development and gardens are located to the south of the site fronting onto Station Road. The northern part of the site lies opposite small industrial uses to the east and to the northeast lies the Arlington Reservoir SSSI. Agricultural land bounds the site to the west and woodland lies to the north. This is a peripheral site. • The Landscape Sensitivity Assessment 2023 assesses the site as having moderate sensitivity to residential development but notes that whilst this site is located adjacent to the settlement edge, parts are beyond the existing line of built development along Station Road and are not strongly related to the existing linear settlement pattern, which increases sensitivity. • Intervisibility of the site with the South Downs National Park is limited due to adjacent woodland and mature hedgerows within the area and around the site. • The site is well enclosed from the surrounding landscape as it is screened by Law Lords Coppice to the west. • Development will need to comply with other Local Plan policies which address the protection and enhancement of landscape character. • Mitigation measures will need to be identified in accordance with the relevant Local Plan polices. • The impact is expected to be minor negative but could be reduced through suitable mitigation measures.
SO11	HISTORIC & CULTURAL HERITAGE					• The site is not within a Conservation Area and there are no listed buildings either within the site or in proximity of the site. • The site is partly located within an Archaeological Notification Area (ANA) (Greensand Way East). However, it is considered mitigation could negate any adverse effects.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• It is considered that the impacts on this SA Objective are uncertain as much will depend on archaeological investigations of the site, should these be required by the County archaeologist.
SO12	DIGITAL INFRASTRUCTURE					• Due to Wealden's rural infrastructure the district broadband service lags behind national levels, with only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. • Other policies within the Local Plan will address matters of digital infrastructure provision and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is currently uncertain.
SO13	SUSTAINABLE TRAVEL & ACCESSIBILITY					• The site is within 250m of a bus stop and the mainline train station, both of which can be accessed by the existing footpaths located on the east side of Station Road. The site therefore has access to sustainable transport, albeit the bus service runs 1 – 2 services each day (Monday to Sunday). • Journey time to Hailsham by bus is approx. 24 mins. • Journey time to Polegate by train is approx. 5 mins. To Eastbourne is approx. 15 mins and to Brighton is approx. 30-45 mins. Train services are extremely frequent. • There is no PRoW within the site. • The Vanguard Way (PRoW) lies to the north of the site and Footpath 2b runs north to south along the site's western boundary. • There are footways on the eastern side of Station Road that provide pedestrian access to the site. There are footways on the west side of Station Road, however, these stop at the south-eastern corner of the site. Improvements would be required. • Other policies within the Local Plan will address matters of sustainable travel and accessibility and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is considered to be minor positive given the proximity of the site to the train station and bus stops and the existing and potential for improved pedestrian access.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO14	HOUSING					• The proposed development of the site for 20 (net) dwellings has the potential to contribute to the district's identified housing need and is within a sustainable settlement in line with the Spatial Strategy. • However, no details of the type of homes to be delivered (affordable homes, Lifetime Homes, tenure, self-build plots etc.) have been put forward as yet by the site promoter. • The impact on this SA Objective is expected to be a minor positive effect if the site is brought forward and makes a positive contribution to meeting the district's housing needs. This will be enhanced by the provision of affordable homes, accessible/adaptable homes and self-build and custom build plots if they are to come forward.
SO15	HEALTH & WELLBEING					• The site will require a Health Impact Assessment as it is proposed for more than 10 (net) dwellings. • The nearest health services (3 x GPs, dentist and pharmacy) are in Polegate, approx. 4.7 miles east of the site along the A27. The nearest hospital is in Eastbourne. Access is possible by train. • Medical capacity is being expanded at Polegate through the provision of a new medical centre as part of a large-scale development at Mornings Mill Farm. • The Wealden Open Space Assessment (2022) finds that there is a current deficit in open space provision within Berwick Parish. • The site is not proposing any health and wellbeing facilities or improvements to the current open space and sports pitch deficits in Berwick. It is unclear whether any contribution to such facilities would result from the development of this site. • Other Local Plan policies will address matters of health and wellbeing within the district and the development proposal will need to be in compliance with the relevant policies. • Given the size of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO16	QUALITY OF LIFE & PLACE					• The effect on this SA Objective will largely depend on the scheme brought forward and its implementation in line with relevant Local Plan polices.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Other Local Plan policies will address matters of design, quality of life within the district as well as the district's Design Code and the development proposal will need to be in compliance with the relevant policies. • With no details in terms of the scale, layout or design of the site, at the moment, the effect on this SA Objective is uncertain in relation to quality of life and social inclusion factors.
SO17	SOCIAL DEPRIVATION					• The development of the site could provide both market and affordable housing, and this is likely to address issues of deprivation, disadvantage and poverty. • Much will depend on the implementation of any development scheme in accordance with relevant policies within the Local Plan. • Due to the lack of detail on the provision of facilities, design and affordable housing, the impact on this SA Objective is considered to be uncertain at this stage.
SO18	ECONOMY & EMPLOYMENT					• The proposed development is for housing only and therefore jobs may be created in the short term in relation to construction, having a minor positive effect. • However, as the site does not offer any employment provision, it is considered that the site would have no significant effect in the medium to longer term on this SA Objective.
SO19	TOWN & VILLAGE CENTRES					• The site is not proposing any retail floorspace. • The site does not contain any existing retail floorspace so there is no loss. • Due to the scale of the proposed development, it is considered there would be no significant effect on this SA Objective.
SO20	EDUCATION & SKILLS					• There may be the potential through local job creation during construction to improve skills and training in construction related apprenticeships. • The nearest primary school is in Upper Dicker (Park Mead) and Bede's Independent School, also in Upper Dicker, provides education from nursery to Sixth Form. Upper Dicker is approx. 2.7 miles north of the site. Access would be via private car. Further primary and secondary education is available in Hailsham, but access would be by car or via a train to Polegate and then bus services.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 619/1780 Name: Land west of Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Information from East Sussex County Council, as the education provider for state schools, indicates local educational provision and capacity is currently adequate to meet the needs of new development in this area. • The impact is likely to be minor positive in the short term in regard to skills and training in construction, however over the long term there should be no significant impact on this SA Objective.

SUMMARY OF RESULTS:	Site No: 619/1780	Name: Land west of Station Road, Berwick Station																		
SA EFFECTS	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water resources/Quality	SO5 Soil, Land & Minerals	SO6 Waste	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Travel & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Deprivation	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Major Positive																				
Minor Positive																				
Not Significant																				
Minor Negative																				
Major Negative																				
Uncertain																				

COMMENTARY:	
Duration/Reversibility	Short term adverse impacts are likely during construction or before the mitigation measures are implemented.
Mitigation Measures	Further information is required for the issues identified as uncertain. No mitigation measures are proposed at present as there are no detailed plans for the site. Other policies within the Local Plan will cover mitigation measures and any development will need to comply with the relevant policies: • Climate change adaptation and mitigation • Biodiversity creation, protection and enhancement • Flood risk – including surface water flood risk / drainage. • Landscape and townscape • Health and wellbeing

	• Sustainable transport • Infrastructure
Cumulative Effects	The site does not currently benefit from planning permission nor any application for development. Berwick Station is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in Berwick Station. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities. However, it is acknowledged that development of this site, alone and in combination with other sites, will result in pressures on infrastructure, built and natural.
Summary	The site is located on the periphery of Berwick Station, which is considered a 'sustainable settlement' according to the settlement hierarchy and has a proposed development boundary. The site is located within the proposed settlement boundary for Berwick Station. The site, therefore, conforms with the overall spatial strategy for development within Wealden as a whole. **Major positive: None** **Minor positive: SO3 Flood Risk, SO13 Travel & Accessibility and SO14 Housing** The site is not at risk of flooding from any source; and would contribute towards the Council's housing requirement in a sustainable location with good public transport links in the form of the train and bus services, which can be accessed using existing footpaths. The development of this site for housing would require the provision of an upgraded vehicular access from Station Road and the creation of footways along Station Road, extending to the train station, to facilitate pedestrian connectivity to the train station and bus stops. The site has the potential to connect to existing footpaths on the west side of Station Road to enhance this access. **Major negative: None** **Minor negative: SO1 Climate Change Mitigation; SO6 Waste; SO9 Biodiversity and SO10 Landscape & Townscape** All development will result in an increase in greenhouse gas emissions and waste production, although the application of Local Plan policies should mitigate any negative impact. Due to the site's partial location within a BOA, impacts on SO9 are expected to be minor negative in the short term, however, they are considered to be uncertain in the medium and longer terms as much will depend on the mitigation measures implemented alongside any development. This would include the requirement to provide BNG and the retention of the trees and hedgerows on the site borders. The site is classed as having moderate sensitivity to development, however whilst it is located adjacent to the settlement edge, parts are beyond the existing line of built development along Station Road and do not strongly relate to the existing linear

	settlement pattern, which increases sensitivity. However, the site is well screened on the western boundary by existing woodland, which helps integrate the site into the existing built form of Berwick Station. **No significant effect: SO15 Health & Wellbeing; SO18 Economy & Employment; SO19 Town & Village Centres and SO20 Education and Skills** The type of development and the site's location means no significant effects on these SA Objectives. **Uncertain:** for the remaining objectives, more information is required to determine the effects.
Selected / Rejected for allocation	The site is selected for allocation as it would contribute to the district's housing needs within a sustainable settlement which has very good public transport links, no flood risk and good pedestrian access to the train station and bus stops. It is acknowledged that the development of the site would deviate from the established linear settlement form along Station Road, however it is considered that impacts can be suitably mitigated with the application of relevant Local Plan policies and the careful design and siting of development. The site is well enclosed from the wider landscape and countryside to the west by existing woodland, which helps integrate the site into the existing built form of Berwick Station. It is noted that the site falls partially within a BOA and that whilst there may be short term minor negative effects, the application of the relevant Local Plan policies will mitigate these and also provide positive effects over the longer term.

SHELAA Ref: 822/1780

SITE: Land to North-East of Berwick Station, Station Road, Berwick Station

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO1	CLIMATE CHANGE MITIGATION					• The site currently comprises greenfield land in agricultural use. • The whole site is 5.3ha in size and the applicant is proposing 100 (net) dwellings. • The western part of the site has planning permission for 33 (net) dwellings, 3 shops and 2 offices. • Berwick Station lacks services and facilities, although it has a post office, train station and pub. • The site is within 50m of public transport in the form of bus services and a mainline train station with frequent services to Polegate, Brighton and London. These can be accessed via the existing footpaths located on the east side of Station Road. However, the eastern / southern parts of the site are at some distance from Station Road and public transport. • Berwick Station is classed as a sustainable settlement within the Settlement Hierarchy primarily due to its mainline train station, which offers a frequent and sustainable mode of transport for people to access higher order settlements with more services and facilities. • The site complies with the overall Spatial Strategy for the district as it is located within a sustainable settlement. • However, development of the site is still likely to result in some degree of increase in car use to reach other settlements (i.e. Hailsham, Eastbourne), particularly from the eastern and southern parts of the site which are at some distance from the public transport. This could increase emissions, although mitigation measures such as EV charging infrastructure could address this. • All development will result in an increase in greenhouse gas emissions but will need to comply with the most up to date Building Regulations, as relevant to the development, and take account of the Future Homes and Building Standards. • The effect on this SA Objective is considered to be minor negative as despite mitigation measures, residual emissions are likely to remain.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO2	CLIMATE CHANGE ADAPTATION					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. • The Wealden Strategic Flood Risk Assessment (2022) identifies that there is a small risk of surface water flooding along the site's south-eastern boundary, which would require mitigation. The site therefore passes the sequential test in terms of flood risk. • Development of the site would introduce impermeable surfaces which could make the site vulnerable to the impacts of climate change, specifically surface water flood risk and overheating. • A full Sustainable Drainage Assessment will be required for the whole site to demonstrate if surface water can be suitably mitigated through SuDS provision. • The planning permission for the western part of this site has a site-specific Flood Risk Assessment, which identifies no existing significant groundwater or surface water flooding in the site area. However, it is not clear whether this includes the most recent climate change allowances for peak rainfall. • Other policies within the Local Plan will address the provision of climate change adaptation measures such as green and blue infrastructure and any development will need to be in compliance with the relevant policies. • The specific climate change adaptation measures for the site will need to be identified and the impact on this SA Objective is therefore uncertain at this stage over all timeframes.
SO3	FLOOD RISK					• The site lies within Flood Zone 1 as defined by the Environment Agency mapping and the Wealden Strategic Flood Risk Assessment. There is a risk of surface water flooding along the site's south-eastern boundary, which would require mitigation. However, the site passes the sequential test in terms of flood risk (with mitigation for surface water flooding) and the proposed use for residential development is appropriate in terms of flood risk. • Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. Other policies within the Local Plan will cover the provision of SuDS and the management of flood risk from all sources, and any development of the site will need to comply with these policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The development granted permission for the western part of the site includes extensive SuDS measures together with permeable surfaces. However, this is for a much smaller scale of development than the 100 (net) dwellings proposed for this site as a whole and therefore may not be adequate. • Given the site is not at risk of fluvial flooding, and that policies within the plan will provide for suitable mitigation for surface water flood risk, the impact on this SA Objective is likely to be minor positive over all timeframes.
SO4	WATER RESOURCES & QUALITY					• Wealden has been identified as an area of serious water stress. • The development of this site will significantly increase the demand for water consumption and wastewater treatment. • The site is not within a groundwater source protection zone. • There are no watercourses within the site however a watercourse lies a short distance from the site's eastern boundary. • Other policies within the Local Plan will address the protection of the water environment, water infrastructure and water efficiency and any development will need to be in compliance with the relevant policies. • Development will also need to comply with the most up to date Building Regulations, as relevant, and the requirements of the Environment Act 2021. • Given that the site as a whole is proposed for 100 (net) dwellings it is considered that there could be minor negative effects on this SA Objective. Impacts could be mitigated through good design and compliance with local plan policies.
SO5	SOIL, LAND & MINERALS					• The site is agricultural land but is not classified under the Agricultural Land Classification system. • The site is not safeguarded for minerals or waste operations. • The site is a greenfield site. • As part of the planning decision process for the western part of the site, it was identified that there could be potential for some contamination owing to its previous uses, although this was expected to be low level contamination and no formal conditions for remediation works were sought.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Development of the site is unlikely to result in land contamination, although further investigations would be required. • However, the disturbance of soil from development could lead to increased soil compaction as well as the release of CO_2 emissions. • Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction. • Other policies within the Local Plan will address matters of soil health and protection as well as biodiversity and land contamination, and any development will need to be in compliance with the relevant policies. • Due to the potential for low level land contamination, and the need for further investigations, the impact is considered to be uncertain on this SA Objective
SO6	WASTE					• Suitable mitigation measures will need to be identified to reduce the impact of waste as far as possible in both the construction and operation of any development. • Policies within the Local Plan will address matters of waste management and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is likely to be minor negative in both construction and operation of any development.
SO7	POLLUTION					• The scale of development proposed for the site could introduce more light pollution to the area and it is not clear if this could be suitably mitigated. However, the site is within an area currently considered to be brighter in terms of light pollution, according to CPREs light pollution mapping. • The western part of the site, with planning permission, conditions the submission of a detailed lighting scheme to provide for lighting that is low level, hooded and directional where it is necessary. This could be extended to the whole site. • There are currently no areas of the district where air pollution is in excess of national air quality targets and there are no Air Quality Management Areas (AQMAs) within the district. This does not mean that air pollution issues won't arise in future as a result of development but Local Plan policies will provide mitigation. • It is expected that an increase in housing will result in a degree of increase in air pollution during the construction phase and also through the use of energy in any completed

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						development. The increase in air pollution from construction is likely to be in the short to medium term. • The development of the site will result in an increase in traffic during construction, with a potential increase in air pollution, however any negative effects are likely to be in the short to medium term as well. • Whilst the western part of the site is within easy walking distance of public transport (50m to the nearest bus stop and the train station), the eastern and southern parts of the site are at some distance which may encourage car use and increase air pollution. • Development will need to consider the provision of a vehicular and pedestrian access via the western part of the site. • The western part of the site, with planning permission, conditions the need for an Air Quality Assessment to be undertaken prior to commencement of development and for all mitigation measures to be approved and implemented. This could be extended to the whole site. • Development of the whole site may result in odour nuisance from the wastewater treatment works adjacent to the site's south-eastern boundary. Mitigation would be required. • The site is bounded by the railway line to the south, which will require noise mitigation for potential future occupiers in the eastern part of the site. • Other policies within the Local Plan will address matters of air, noise and light pollution and any development will need to be in compliance with the relevant policies. • Given the scale of development, the impacts on this SA Objective are considered to be minor negative, as mitigation measures and the application of Local Plan policies could mitigate some adverse effects but not all.
SO8	GREEN & BLUE INFRASTRUCTURE					• There are significant trees and hedgerows located along the site boundaries and these provide excellent wildlife corridors and stepping stones to the wider area, particularly to the Cuckmere Ouse Watershed Biodiversity Opportunity Area (BOA) that lies to the east but also adjoins the site's south-eastern corner. • There are some mature trees and hedgerows located within the site, but these are limited.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The planning permission for the western part of the site has indicative layouts showing significant tree planting and planning conditions require a landscape scheme to be submitted and approved. This could be applied to the whole of the site. • Development of the whole site would need to seek to retain and enhance the existing hedgerows and trees on the boundaries to maintain and enhance the green infrastructure network. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site, which would contribute to the green and blue infrastructure network. • Other policies within the Local Plan will address matters of the retention, protection and creation of green and blue infrastructure and a green and blue infrastructure network, and any development will need to be in compliance with the relevant policies. • The impact is considered to be uncertain at this time as much will depend on the implementation of a suitable landscape scheme.
SO9	BIODIVERSITY					• The Cuckmere Ouse Watershed Biodiversity Opportunity Area lies to the east of the site and adjoins the south-eastern corner of the site. • There are no designated biodiversity sites within the site or in proximity to the site. • There are no priority habitats within the site or in proximity to the site. • There are no irreplaceable habitats within the site or in proximity to the site. • There are significant trees and hedgerows located along the site boundaries which provide good wildlife corridors and stepping stones to the wider area, particularly to the Cuckmere Ouse Watershed Biodiversity Opportunity Area (BOA) that lies to the east. Development would need to seek to retain and enhance these features. The planning permission for the western part of the site has an accompanying Ecology Report which confirms the lack of biodiversity on that part of site and sets out enhancement and mitigation measures required that are secured via planning condition. • This Ecology Report is for a much smaller scale of development than the 100 (net) dwellings proposed and so is unlikely to be suitable in determining the ecology of the whole site. • Any development would need to provide a minimum of 20% biodiversity net gain (BNG) on site and/or off-site.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• Other policies within the Local Plan will address matters of the retention, protection and creation of green and blue infrastructure and a green and blue infrastructure network, and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is considered to be uncertain at this time.
SO10	LANDSCAPE & TOWNSCAPE					• Existing linear residential development and gardens are located to the north, south and west of the site, fronting onto Station Road. • The western part of the site (which has planning permission) lies within the centre of Berwick Station whilst the eastern part of the site lies at the eastern periphery and shares a clear visual relationship with the countryside and landscape to the east. • The western part of the site includes a full Design Statement profiling how the layout and built form has been designed to create the feeling of the centre of a Village. There is a good mix of house types and a variety of local vernacular materials and housing forms. • However, this Design Statement relates to a much smaller scale of development and is unlikely to be suitable for the proposed 100 (net) dwellings. • The Landscape Sensitivity Assessment 2023 assesses the site as having moderate to high sensitivity to residential development, stating that the eastern part of the site does not relate well to the existing linear settlement pattern of Berwick Station. It also states that the eastern part of the site is more visible from the South Downs National Park. • Development will need to comply with the Local Plan policies, which seek to protect and enhance landscape and townscape character and identify appropriate mitigation measures. • The impact is considered to be major negative as development in the eastern / southern parts of the site will be out of keeping with the existing character of the area, which predominantly comprises detached dwellings with large gardens in linear form along Station Road. Furthermore, development in those parts of the site will have a detrimental impact upon the setting of the South Downs National Park.
SO11	HISTORIC & CULTURAL HERITAGE					• The site is not within a Conservation Area and there are no listed buildings either within the site or in proximity of the site.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The site is partly located within an Archaeological Notification Area (ANA) (Greensand Way East). However, it is considered mitigation could negate any adverse effects. • It is considered that the impacts on this SA Objective are uncertain as much will depend on archaeological investigations of the site, should these be required by the County archaeologist.
SO12	DIGITAL INFRASTRUCTURE					• Due to Wealden's rural infrastructure the district broadband service lags behind national levels, with only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed. • Other policies within the Local Plan will address matters of digital infrastructure provision and any development will need to be in compliance with the relevant policies. • The impact on this SA Objective is currently uncertain.
SO13	SUSTAINABLE TRAVEL & ACCESSIBILITY					• The western part of the site is within 50m of a bus stop and 50m of the mainline train station, both of which can be accessed by the existing footpaths located on the east side of Station Road. The site therefore has good access, in part, to sustainable transport, albeit the bus service runs 1 – 2 services each day (Monday to Sunday). • Journey time to Hailsham by bus is approx. 24 mins. • Journey time to Polegate by train is approx. 5 mins. To Eastbourne is approx. 15 mins and to Brighton is approx. 30-45 mins. Train services are extremely frequent. • Given the scale of development proposed (100 net dwellings), it is still likely to result in some degree of increase in car use to reach services and facilities, particularly from the eastern and southern parts of the site. This could be mitigated if suitable pedestrian access from these parts of the site to Station Road and the public transport can be made, or if public transport improvements are included as part of any scheme design. • Two PRoW run east to west through the site (Berwick Footpaths 2A and 9). • There are footways on the eastern side of Station Road giving access to and from the western part of site. • Other policies within the Local Plan will address matters of sustainable travel and accessibility and any development will need to be in compliance with the relevant policies.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The impact on this SA Objective is considered to be minor positive given the proximity of the site to the train station and bus stops and the existing and potential for new pedestrian access to both.
SO14	HOUSING					• The proposed development of the site for 100 (net) dwellings has the potential to significantly contribute to the district's identified housing need and is within a sustainable settlement in line with the Spatial Strategy. • The planning permission for the western part of the site provides for both affordable and market homes. This approach should be followed for the site as a whole in accordance with Local Plan policies. • The impact on this SA Objective is expected to be a major positive effect.
SO15	HEALTH & WELLBEING					• The nearest health services (3 x GPs, dentist and pharmacy) are in Polegate, approx. 4.7 miles east of the site along the A27. The nearest hospital is in Eastbourne. Access is possible by train. • Medical capacity is being expanded at Polegate through the provision of a new medical centre as part of a large-scale development at Mornings Mill Farm. • The Wealden Open Space Assessment (2022) finds that there is a current deficit in open space provision within Berwick Parish. • The site is not proposing any health and wellbeing facilities or improvements to the current open space and sports pitch deficits in Berwick. However, given the scale of development (100 net dwellings) it is highly likely that developer contributions would result from this site for requirements such as play space. • The planning permission for the western part of the site has provision made, via a S106, for affordable housing, custom and self-build homes and play space contributions. • Other Local Plan policies will address matters of health and wellbeing within the district and the development proposal will need to be in compliance with the relevant policies. • Given the size of the proposed development, and the fact contributions have been secured for the western part of the site, it is likely there will be a major positive effect on this SA Objective.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
SO16	QUALITY OF LIFE & PLACE					• The planning permission for the western part of the site has provision made, via a S106, for affordable housing, custom and self-build homes and play space contributions, which will have a positive effect on the quality of life of residents of any development. • Given the scale of the proposal, it is considered there will be the potential for significant provision of affordable housing, custom and self-build homes and play space contributions as well. • Development will need to comply with other Local Plan policies, which will address matters of design and quality of life within the district as well as the District's Design Code. • With no details in terms of the layout or design of the site, at the moment, the effect on this SA Objective is uncertain in relation to quality of life and social inclusion factors.
SO17	SOCIAL DEPRIVATION					• The planning permission for the western part of the site has provision made, via a S106, for affordable housing and custom and self-build homes. • Given the scale of proposal for the whole site (100 net new dwellings) it is likely that significant affordable homes could be secured. • The effect on this SA Objective is likely to be major positive.
SO18	ECONOMY & EMPLOYMENT					• The site is proposed for housing only and therefore jobs may be created in the short term in relation to construction. • The planning permission for the western part of the site includes some small-scale employment provision. • Given the scale of the site (100 net dwellings), there could be opportunities to provide for some degree of employment. • However, the effect on this SA objective is considered uncertain at this time.
SO19	TOWN & VILLAGE CENTRES					• The site does not contain any existing retail floorspace so there is no loss but it does not propose any retail floorspace either. • The scale of development proposed (100 (net) dwelling) could result in additional services or facilities being delivered within Berwick Station but this is uncertain.

SUSTAINABILITY OBJECTIVE		Effects				Site No: 822/1780 Name: Land to north-east of Berwick Station, Station Road, Berwick Station
		S	M	L	Overall	Commentary
						• The planning permission for the western part of the site includes retail floor space (3 x shops), which could be increased for the whole site. • However, the effect on this SA objective is considered uncertain at this time.
SO20	EDUCATION & SKILLS					• There may be the potential to improve skills and training through local job creation/apprenticeships during construction. • The nearest primary school is in Upper Dicker (Park Mead) and Bede's Independent School, also in Upper Dicker, provides education from nursey to Sixth Form. Upper Dicker is approx. 2.7 miles north of the site. Access would be via private car. Further primary and secondary education is available in Hailsham, but access would be by car or via a train to Polegate and then bus services. • Information from East Sussex County Council, as the education provider for state schools, indicates local educational provision and capacity is currently adequate to meet the needs of new development in this area. • The impact is likely to be minor positive in the short term in regard to skills and training in construction, however over the long term there would be no significant impact on this SA Objective.

SUMMARY OF RESULTS:	Site No: 822/1780	Name: Land to north-east of Berwick Station, Station Road, Berwick Station																		
SA EFFECTS	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water resources/Quality	SO5 Soil, Land & Minerals	SO6 Waste	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Travel & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Deprivation	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Major Positive																				
Minor Positive																				
Not Significant																				
Minor Negative																				
Major Negative																				
Uncertain																				

COMMENTARY:	
Duration/Reversibility	Short term adverse impacts are likely during construction or before the mitigation measures are implemented.
Mitigation Measures	Further information is required for the issues identified as uncertain. Mitigation measures are only proposed and secured via condition and S106 for the western part of the site, which has planning permission for 33 dwellings, 3 x shops and 2 x offices. No mitigation measures are proposed for the remainder of the site at present. Other policies within the Local Plan will cover mitigation measures and any development of the wider site will need to comply with the relevant policies: • Climate change adaptation and mitigation • Biodiversity creation, protection and enhancement • Flood risk – including surface water flood risk / drainage. • Landscape and townscape • Health and wellbeing

	• Sustainable transport • Infrastructure
Cumulative Effects	It should be noted that the western part of the site benefits from planning permission under WD/2016/1659/MAJ for 33 (net) dwellings, however this assessment is undertaken for the site as submitted to the SHELAA process, proposing 100 (net) dwellings. Berwick Station is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in Berwick Station. Should this site come forward for development, together with other land within the area, further work will need to be undertaken to understand the impact on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities. However, it is acknowledged that development of this site, alone and in combination with other sites, will result in pressures on infrastructure, built and natural.
Summary	It should be noted that the western part of the site benefits from planning permission under WD/2016/1659/MAJ for 33 (net) dwellings, however this assessment is undertaken for the site as submitted to the SHELAA process, proposing 100 (net) dwellings. The site is located within the centre of Berwick Station, which is considered a 'sustainable settlement' according to the settlement hierarchy and has a proposed development boundary. The site, therefore, conforms with the overall spatial strategy for development within Wealden as a whole. The western part of the site is within the proposed development boundary. The remainder of the site (east and south) lies outside the proposed development boundary. **Major positive: SO14 Housing; SO15 Health & Wellbeing and SO17 Social Deprivation** Given the scale of the site and the proposed 100 (net) dwellings, it is likely that a significant proportion of affordable homes could be secured as well as development contributions towards playspace. The existing planning permission provides affordable and self-build homes as well as a contribution towards playspace provision and there is no reason to believe this could not be extended to the whole site. Local Plan policies on design and public realm will assist in achieving positive effects on people's quality of life. **Minor positive: SO3 Flood Risk; SO13 Travel & Accessibility and SO20 Education & Skills**. The site is within Flood Zone 1 and is not at risk of fluvial flooding. The south-eastern boundary of the site has some risk from surface water flooding. The western part of the site has had a full Sustainable Drainage Assessment, which demonstrates surface water can be suitably mitigated through SuDS provision. However, this is for a much smaller scale of development than the 100 (net) dwellings proposed. A further Sustainable Drainage Assessment will be needed to confirm the eastern part of the site can be suitably mitigated.

	Due to its central location, the western part of the site benefits from close proximity to the train station and bus stops, and there is good pedestrian access to both. However, the eastern and southern parts of the site are some distance from Station Road and do not currently have any pedestrian or vehicular access. Access would need to be established through the western part of the site. **Major negative: SO10 Landscape & Townscape** The site is classed as having moderate to high sensitivity to development, however the eastern and southern parts of the site, do not relate well to the existing linear settlement pattern of Berwick Station and those parts of the site have a clear visual relationship with the South Downs National Park and wider countryside to the east. These parts of the site would also be more visible from the South Downs National Park. The scheme for the western part of the site with planning permission has been designed to create a central focus in terms of a tightly integrated organic layout, reflecting a typical village centre, with frontage development. This would not be acceptable in landscape or townscape terms for the whole site. **Minor negative: SO1 Climate Change Mitigation; SO4 Water Resources/Quality; SO6 Waste and SO7 Pollution** All development will result in an increase in greenhouse gas emissions and waste production, although the application of Local Plan policies should mitigate any negative impact. The scale of development proposed for the site could introduce more light pollution to the area as well as air pollution from construction. Despite the site being within a short walking distance of public transport (except for the eastern and southern parts of the site) car use is likely to increase to some degree and in turn increase air pollution. Any development will require an Air Quality Impact Assessment as well as a lighting assessment to mitigate any negative effects.
Selected / Rejected for allocation	The site is rejected for allocation because development here would have a significant adverse effect on the established settlement character of Berwick Station, deviating from the linear built form and moving future residents away from the village centre and public transport links. Development in the east and south of the site would also be highly visible from the South Downs National Park, adversely affecting its setting, and have a clear visual relationship with the wider countryside and BOA to the east. The eastern and southern parts of the site are also at some distance from public transport and whilst pedestrian access would need to be provided from these parts of the site to Berwick Station, it is unlikely that this would discourage people from using their cars.