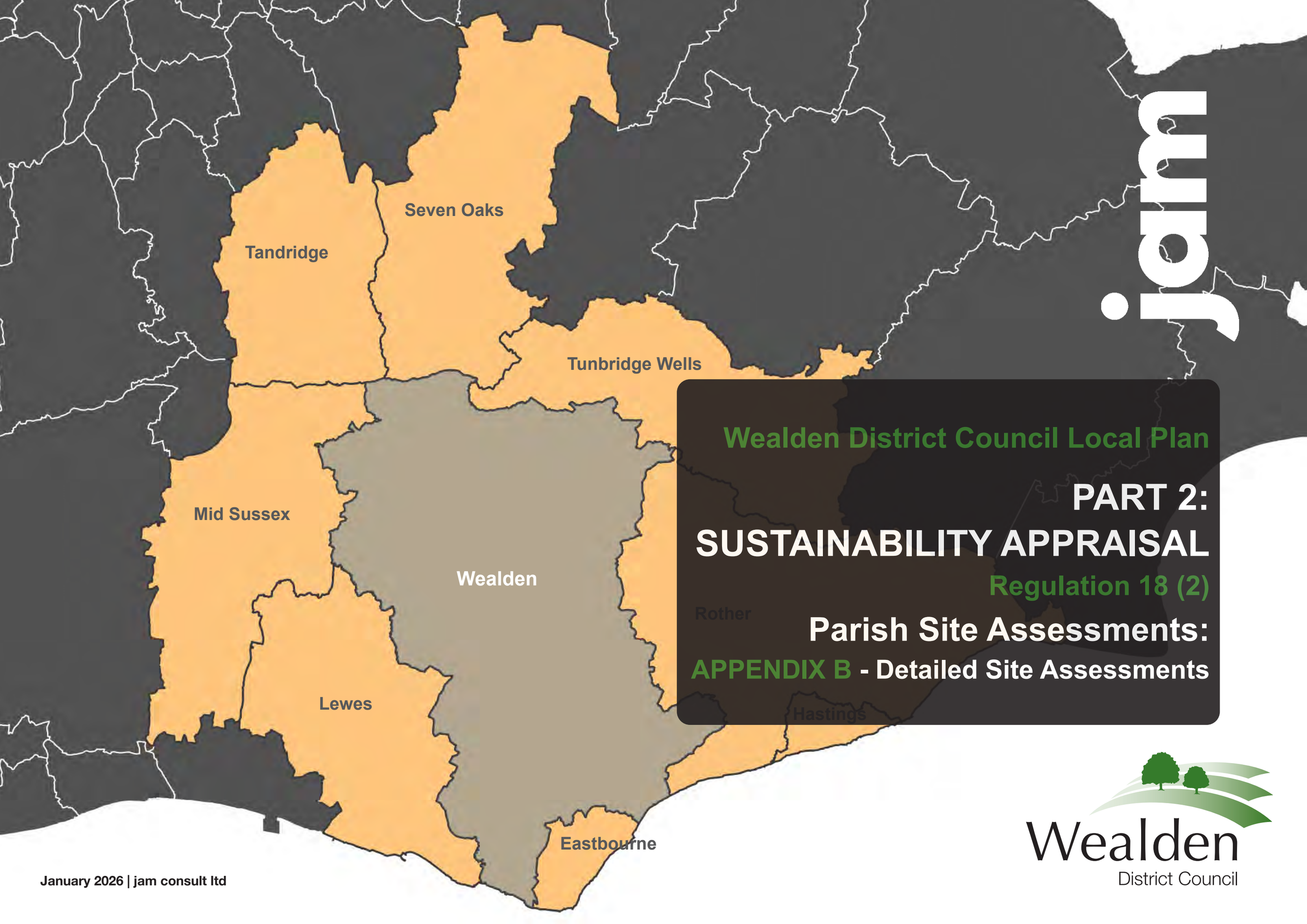


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Wealden District Council Local Plan

PART 2: SUSTAINABILITY APPRAISAL

Regulation 18 (2)

Parish Site Assessments:

APPENDIX B - Detailed Site Assessments

January 2026 | jam consult ltd

Wealden
District Council

This document has been prepared by **Jam Consult Ltd** of Behalf of
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This report has been prepared using the evidence base provided by Wealden District Council. The conclusions and recommendations contained in this SA Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by Jam Consult Ltd has not been independently verified, unless otherwise stated in the Report. The work described in this Report was undertaken between May 2025 – January 2026 and is based on the information made available during this period. The scope of this report and the services are accordingly factually limited by the timescale available. It is recognised that further information may become available after this report has been published, which may need to be considered in any further work undertaken.

ARLINGTON

SA SITE ASSESSMENTS: ARLINGTON

PARISH: ARLINGTON

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
692/1310	Land west of the A22, Hailsham																				
805/1310	Land north-west of Hempstead Lane, Hailsham																				
806/1310	Land at Starnash Farm, Coldharbour Road,Hailsham																				
836/3300	Land north of 3 & 4 Crossways Cottages, Upper Dicker																				
878/3300	Robins Nursery, Coldharbour Rd, Upper Dicker																				
044/1310	Arlington Stadium, Arlington Rd West, Hailsham																				
878/3300	Robins Nursery, Coldharbour Road, Upper Dicker																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
692/1310	**REJECT**	The site is detached from surrounding settlement and read as isolated. It does not relate to any sustainable settlement and does not benefit from connection to larger settlements via public transport. There is potential for development to result in the pollution of the watercourse running through the site which connects to the Cuckmere River, which is classed as being in a poor ecological state. There are features within the site that provide for biodiversity and connectivity to the wider area, specifically the ancient woodland adjoining the sites northern and southern boundary.
805/1310	**UNCERTAIN**	The site is located to the west of Hailsham on the opposite side of the A22 and would require significant infrastructure provision to connect the proposed development to the town centre in particular in relation to public transport and pedestrian accessibility. Significant housing would be provided to meet the Council's need, as well as employment floorspace. Impact on the transport network and the proposed access for the site remains uncertain at this stage. Development at this location is likely to have negative impact on the wider landscape due to the rural nature of the site and intervisibility with the South Downs National Park, although upon development the site would read as a large extension of Hailsham.
806/1310	**REJECT**	The site is detached and isolated from the surrounding settlement. It does not relate to any sustainable settlement and does not benefit from connection to a larger settlement via public transport. Pedestrian connectivity to Hailsham is unrealistic and the development would therefore be heavily reliant on the use of the private car. Impact on the transport network and the proposed access for the site remains uncertain at this stage. Development is likely to have negative impact on the wider landscape due to the rural nature of the site and intervisibility with the South Downs National Park. Upon development, the site will continue to appear isolated from Hailsham both in landscape and transport terms. The quantum of development is unlikely to be sufficient to attract significant infrastructure in particular to connect the area with sustainable settlements.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
836/3300	**REJECT**	Whilst the site is adjacent to Upper Dicker and is close to the village centre, it is in an unsustainable location, does not relate to any sustainable settlement and lacks public transport options to larger settlements and the services and facilities they offer.
878/3300	**REJECT**	The site is detached from surrounding settlement and reads as isolated. It does not relate to any sustainable settlement and does not have access to public transport, services and facilities.
044/1310	**REJECT**	The site is isolated and detached from any sustainable settlement. It has poor access to public transport, services and facilities and any future users of this site would need to travel to Hailsham and further afield to access these by private car. There are features within the site that provide for biodiversity and connectivity to the wider area, specifically the ancient woodland adjoining the sites northern and southern boundary.
878/3300	**REJECT for Gypsy, Traveller and Travelling Showperson Development**	The site does not relate to a sustainable settlement and there is no access to public transport without a private vehicle. The site also proposes a new GTTSP site, rather than extension to existing in such a location. There is an existing access to the site which may be suitable for this type of development, however further work is required to assess this fully.

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
692/1310	Land west of the A22, Hailsham																				

COMMENTARY	
Site	Site is 9.41ha and comprises several field and a poultry farm.
Parish / Settlement	Arlington / Hailsham (Type 1 – Town)
Development Proposal	Site assessed for employment use although it is promoted for residential/retail use. As the SHELAA concluded residential use to be unsuitable, this use is not tested as part of the SA process.
Summary of Assessment	The site is not located within a sustainable settlement and does not have access via sustainable modes of transport to Hailsham. Therefore, the site does not conform to the overall spatial strategy for the district. However, should this site come forward for development, together with other land within the area this could result in an increase in its sustainability credentials. The site is proposed for employment provision and despite the lack of details at this time, the size of the site lends itself to a significant amount of employment floorspace. It would also contribute to the development of skills locally. There is potential for development to result in the pollution of the watercourse running through the site which connects to the Cuckmere River, which is classed as being in a poor ecological state. Mitigation measures should be possible but there are no details on this at present. There are features within the site that provide for biodiversity and connectivity to the wider area, specifically the ancient woodland adjoining the sites northern and southern boundary. Development could have a negative effect although mitigation should be possible through the application of relevant Local Plan policies. The detached location of the site from Hailsham and the complete lack of any form of sustainable access to the town via any sustainable modes of transport have significant negative impacts.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is a sustainable settlement, however the site is isolated from Hailsham by the A22. The site does not conform with the overall spatial strategy for the district. There are a number of sites put forward for development in the vicinity of this site and to the west of the A22. 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The majority of the site is within Flood Zone 1 but the central part of the site lies within Flood Zone 2, 3a and 3b (functional floodplain) and affected by surface water flood risk. This is a tributary which flows through the centre of the site, effectively cutting it into two parcels, associated with the Cuckmere River. The site is not affected by groundwater flood risk. Only water compatible uses are permitted within Flood Zone 3b and less vulnerable uses, which includes the proposed use of this site (employment), are permitted within Flood Zone 2 and 3a in line with government guidance on flood risk and coastal change. The proposed development of the site is therefore suitable, however a sequential approach to the location of development on site should still be taken to direct development first to the areas of the site not at risk of flooding. Mitigation measures will need to be identified to address the flood risk from the watercourse within the site and in terms of surface water runoff as development will introduce impermeable surfaces.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	There is mature vegetation on the boundaries and within the site that provide wildlife corridors and stepping stones within the site itself and to the wider countryside, including ancient woodland on the southern boundary of the site / to the south of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites within or near the site but the site is within the Wilmington Woodlands and Watershed biodiversity opportunity area. Ancient woodland lies to the north-west and south-west boundary of the site, which is also priority habitat deciduous woodland, and there is also a small block ancient woodland within the centre of the site, adjacent to the flood zones. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The Landscape Sensitivity Assessment 2023 assesses the site as having moderate-high landscape sensitivity to development due to the mature vegetation which screens the site and the presence of tree and hedgerow belts within the site that form boundaries between the fields. Any development of the site must take into consideration and reinforce the existing mature screening on site, to ensure that the impact on the wider landscape is minimised. This includes the retention of existing landscape buffers on the site's boundaries and the retention of the tree and hedgerow belts that separate the fields on site. Additionally, there is a need to retain public access and consider views from the public rights of way, which pass near Knockhatch Adventure Park, and those which pass through the wider countryside. Enhanced buffering will also be required to protect the amenity of Bushy Wood Activity Centre to the south and Knockhatch Adventure Park to the southwest.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The scale of this site is likely to lend itself to significant development which could introduce light pollution to the area. However, the site is within an area classed as being 'brighter' by CPREs light pollution mapping and therefore impacts may not be significant and mitigation possible. A tributary associated with Cuckmere River flows through the centre of the site. The Cuckmere River between Arlington and Lowere Horsebridge is classified by the Environment Agency as being in poor ecological status. Development of the site could exacerbate its ecological status through potential pollution directly or indirectly through surface water runoff and discharge. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
	Transport & Accessibility	The site is adjacent to the Hailsham settlement but does not benefit from any connectivity with it due the being located west of the A22, and away from any bus routes that serve this part of the A22 before linking to Hailsham town centre. The site lacks access to sustainable transport meaning that it will be entirely car dependant. There are no details as to any proposed public transport provision or improvements to existing provision at the current time. There is no detail on how pedestrian access to Hailsham could be achieved. There is no detail on the provision of any cycle infrastructure. The A22 is a fast road and potentially dangerous for cyclists.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
805/1310	Land north west of Hempstead Lane, Hailsham																				

COMMENTARY	
Site	Site is 56.60ha and comprises of agricultural farmland.
Parish / Settlement	Arlington / Hailsham (Type 1 – Town)
Development Proposal	Mixed use development to include residential, employment and retail use supported by green infrastructure
Summary of Assessment	The site is located to the west of Hailsham on the opposite side of the A22. The proposal would make a significant contribution to the Council's housing need and include the provision of a mix of type and tenure in line with the local housing assessment. As well as provide jobs for the construction period and beyond with the provision of employment floorspace. The majority of the site is not affected by pluvial and fluvial flood risk however there is uncertainty in relation to groundwater water flooding which would need to be further investigated. The site is detached from Hailsham by the A22 and is therefore isolated from local services, facilities and public transport. However, the scale of the proposed development means that provision of, or contributions to, sustainable travel such as buses may be likely. The proposed development is also for retail and employment uses, meaning residents would not necessarily have to access Hailsham to meet their day-to-day need. The submission by the land promoter to-date is lacking detail in relation to the creation of vehicular and pedestrian access. The transport modelling will determine the likely impact of the proposed development on the wider transport network. Development at this location is likely to have negative impact on the wider landscape due to the rural nature of the site and intervisibility with the South Downs National Park, although upon development the site would read as a large extension of Hailsham.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	There are no other significant residential proposals in the immediate vicinity which are likely to influence the cumulative impacts of the development. A draft allocation of 40,000 sqm employment land is proposed at Knights Farm, SHELAA Site 1039/1310. Should this site come forward for development, together with other land within the wider 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.
Select / Reject / Uncertain	**UNCERTAIN for Mixed Use Residential/Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver up to 1,500 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs during the construction period as well as on the longer term. It could also provide opportunities for local business to grow/expand.
Minor Positive Impacts		
	Biodiversity	There are no designated biodiversity sites within the site or in close proximity. The western and southern boundaries of the site lie within the River Cuckmere Habitat Link Biodiversity Opportunity Area (BOA) and this extends into these parts of the site. It however overlap with areas at risk of flooding and therefore development will be directed away from these areas. There are two small blocks of ancient woodland (Hempstead Farm Shaw and Hempstead Farm Shaw 2), also classed as Priority Habitat Deciduous Woodland, within the northern part of the site. These are isolated and fragmented. Suitable and appropriate buffers would be required. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required. However given the scale of development, a significant amount of affordable housing could be provided.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The majority of the site is within Flood Zone 1. However, the western and southern boundaries are at risk of fluvial (Flood Zone 2, 3a and 3b) and pluvial flooding associated with the presence of the River Cuckmere. Two area to the north and south west of the site are at risk of ground water flooding and would require further investigation. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Soil, Land & Minerals	The site is a greenfield site of good to moderate quality (Grade 3) and poor quality (Grade 4). There is however possibility low to high likelihood of the site being 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The mature hedgerows and trees on the boundaries of the site provide wildlife corridors and stepping stones within the site itself and to the wider countryside. Two small blocks of ancient woodland, also classed as Priority Habitat Deciduous Woodland, are located within the northern part of the site, which also contributes to the green infrastructure network. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Historic & Cultural Heritage	The site is not within a Conservation Area and there are no listed buildings within the site. A dwelling, Hempstead, is Grade II listed and is located approx. 140m to the east of the site. The suitability of any development would need to be considered in the context of the setting of this listed building.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Town & Village Centres	The proposed development includes the provision of employment and retail units to be provided alongside new homes to deliver a standalone village/town centre. Considering the proposed quantum, services area however likely to be relatively limited. The site is detached from Hailsham by the A22 and therefore isolated from wider local services, facilities and public transport.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Pollution	Given the size and location of this site and the potential quantum of development that is proposed, significant levels of light pollution are likely to be introduced. The western part of the site is located within a 'darker' area as classified by CPREs light pollution mapping, whereas the eastern part of the site is within an area classified as being 'brighter', as it is close to the A22 and development in Hailsham. The river Cuckmere forms the western and southern boundaries of the site and is classified by the Environment Agency as being in poor ecological status and failing in its chemical status. Development of the site could exacerbate the rivers poor status through potential pollution, directly and indirectly through surface runoff and discharge.
	Landscape & Townscape	The Landscape Sensitivity Assessment 2023 assesses the site as having moderate to high sensitivity to development due to its location along the River Cuckmere valley giving it a rural and tranquil character, particularly in the west and south away from the A22. Developing this site would introduce significant built form into a largely rural area, despite the proximity of the site to Hailsham. The topography of the site is gently undulating and within the wider landscape local views towards the site are mainly contained by the substantial blocks of vegetation to the south and along the A22 frontage. However, there are long distance views into the site from high points in the South Downs, approximately 6-7km to the south of the site. There are also intermittent local views towards the site from the surrounding roads; the A22, Hempstead Lane and Coldharbour Road. Given the scale of development proposed, it is likely that development would have a negative impact on the wider landscape and be highly visible, however there are no details of the proposed scheme, and landscape mitigation measures could be implemented, including the retention of the boundary vegetation.

Transport & Accessibility	• The site is detached from Hailsham (a sustainable settlement as defined in the Settlement Hierarchy) by the A22 and is therefore isolated from local services, facilities and public transport. However, the scale of the proposed development means that provision of, or contributions to, sustainable travel such as buses may be likely. This could connect the site to Hailsham. The proposed development is also for retail and employment uses, meaning residents would not necessarily have to access Hailsham to meet their day to day needs. However, there are no details as to any proposed public transport provision or improvements to existing provision at the current time. There is no existing vehicular access to the site. A new access would need to be created form the A22. There is no detail on how pedestrian access to Hailsham could be achieved. There is no existing pedestrian access to the site. There is no detail on the provision of any cycle infrastructure. The A22 is a fast road and potentially dangerous for cyclists. Significant infrastructure will therefore be needed, which will take time to deliver. Further information will be needed to establish the cost and viability of the proposed transport infrastructure and the timing of delivery, to ensure that early phases are not established without suitable sustainable transport measures. Further information will be required from the Transport Modelling to determine if the transport implications of the proposals can be addressed, particularly in relation to the Boship roundabout, one of the busiest junctions in the District.
Major Negative	
	NONE
No Significant Impacts	
	NONE

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
806/1310	Land at Starnash Farm,Coldharbour Road,Hailsham																				

COMMENTARY	
Site	Site is 66.13ha and comprises agricultural farm, associated buildings, commercial caravan storage and a dwelling.
Parish / Settlement	Arlington / Hailsham (Type 1 – Town)
Development Proposal	Mixed use development to include residential, employment and retail used support by green infrastructure
Summary of Assessment	The site is located to the west of Hailsham on the opposite side of the A22 and some distance away. The proposal would make a significant contribution to the Council's housing need and include the provision of a mix of type and tenure in line with the local housing assessment. As well as provide jobs for the construction period and beyond with the provision of employment floorspace. The majority of the site is not affected by pluvial and fluvial flood risk however there is uncertainty in relation to groundwater water flooding which would need to be further investigated. The site is detached from Hailsham by the A22 and is therefore isolated from local services, facilities and public transport. However, the scale of the proposed development means that provision of, or contributions to, sustainable travel such as buses may be likely. The proposed development is also for retail and employment uses, meaning residents would not necessarily have to access Hailsham to meet their day-to-day need. The submission by the land promoter to-date is lacking detail in relation to the creation of vehicular and pedestrian access. The transport modelling will determine the likely impact of the proposed development on the wider transport network. Development at this location is likely to have negative impact on the wider landscape due to the rural nature of the site and intervisibility with the South Downs National Park. Upon development, the site will continue to read is isolation from Hailsham both in landscape and transport terms although the quantum of development is unlikely to be sufficient to attract significant infrastructure in particular to connect the area with sustainable settlements.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	There are no other significant residential proposals in the immediate vicinity which are likely to influence the cumulative impacts of the development. A draft allocation of 40,000 sqm employment land is proposed at Knights Farm, SHELAA Site 1039/1310. Should this site come forward for development, together with other land within the wider 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver up to 1,500 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
Minor Positive Impacts		
	Biodiversity	There are no designated biodiversity sites within the site or in close proximity. The eastern and southern boundaries of the site lie within the River Cuckmere Habitat Link Biodiversity Opportunity Area (BOA) and this extends into these parts of the site. It however overlap with areas at risk of flooding and therefore development will be directed away from these areas. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required. However given the scale of development, a significant amount of affordable housing could be provided.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The majority of the site is within Flood Zone 1. However, the eastern and southern boundaries are at risk of fluvial (Flood Zone 2, 3a and 3b) and pluvial flooding associated with the presence of the River Cuckmere. The central part of the site is within at risk of groundwater flooding and therefore further investigations will be needed in relation to groundwater flooding. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Soil, Land & Minerals	The site is a greenfield site of good to moderate quality (Grade 3) and poor quality (Grade 4). There is however possibility low to high likelihood of the site being 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The mature hedgerows and trees on the boundaries of the site and within the site itself, provide wildlife corridors and stepping stones within the site and to the wider countryside. The trees and hedgerows contribute towards the green infrastructure network of the site as well as to the wider green infrastructure network. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Historic & Cultural Heritage	The site is not within a Conservation Area. •To the south west of the site lies Michelham Priory, a Scheduled Ancient Monument and Grade I listed building. The Grade II listed Starnash Farm Cottage lies within the western part of the site. The suitability of any development would need to be considered in the context of the setting of this listed building and of Michelham Priory to the south west.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Town & Village Centre	The proposed development includes the provision of employment and retail units to be provided alongside new homes to deliver a standalone village/town centre. Considering the proposed quantum, services area however likely to be relatively limited. The site is detached from Hailsham by the A22 and therefore isolated from wider local services, facilities and public transport.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Pollution	The site is located within a 'darker' area as classified by CPREs light pollution mapping. Given the size and location of this site and the potential quantum of development that is proposed, significant levels of light pollution are likely to be introduced. The river Cuckmere forms the eastern and southern boundaries of the site and is classified by the Environment Agency as being in poor ecological status and failing in its chemical status. Development of the site could exacerbate the rivers poor status through potential pollution, directly and indirectly through surface runoff and discharge.
Major Negative		
	Landscape & Townscape	The Landscape Sensitivity Assessment 2023 assesses the site as having moderate to high sensitivity to development due to its location along the River Cuckmere valley giving it a rural and tranquil character, particularly away from Coldharbour Road. The Assessment also notes that rural character and tranquility increase in the east and south away from the road, although the influence of traffic movement and noise from Coldharbour Road reduces tranquility and the sites sensitivity in the west. Developing this site would introduce significant built form into a largely rural area. The topography of the site is gently undulating and within the wider landscape local views towards the site are mainly contained by the substantial blocks of mature woodland, particularly to the south of the site. However, there are long distance views into the site from high points in the South Downs National Park. Given the scale of development proposed, it is likely that development would have a significant impact on the wider landscape and be highly visible to/from the South Downs National Park, however there are no details of the proposed scheme, and landscape mitigation measures could be implemented, including the retention of the boundary vegetation. However, it is considered this would not substantially reduce the negative effects on the landscape.

Transport & Accessibility	The site is isolated and detached from any identified settlement or local facilities and amenities. There is an existing vehicular access from Coldharbour Road serving Starnash Farm Cottage, however this is a single rural track and does not extend beyond the farmhouse. Access would require significant upgrading to serve any development of this site. There is no pavement along the part of Coldharbour Road which adjoins part of the sites western boundary and no access for cycle use. There could be potential for a pavement along one side of Coldharbour Road and there are grass verges alongside the road. There is no access to any form of sustainable transport at present to allow future residents to access higher order settlements i.e. Hailsham. The nearest bus stop is on Coldharbour Road in Upper Dicker, however there is no pedestrian access, with any potential future access only being reasonable from the very front of the site (fronting Coldharbour Road). The nearest train station is in Polegate 5 miles south of the site, although the only reasonable opportunity to access the station is via a private motor vehicle. The proposed development is for mixed use and so depending on the nature of the services and amenities provided, residents could have access on site for their day-to-day needs. In isolation, it is considered that there are no realistic means of achieving sustainable travel for the site. There are no details as to any proposed public transport provision or improvements to existing provision at the current time
No Significant Impacts	
	NONE

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
836/3300	Land to north of 3& 4 Crossways Cottages, Camberlot Rd, Upper Dicker																				

COMMENTARY	
Site	Site is 1.03ha and is a paddock.
Parish / Settlement	Arlington / Upper Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	15 (net) dwellings
Summary of Assessment	The site is located to the south of Upper Dicker, which is classed as an unsustainable settlement due to its lack of services and facilities, and limited public transport options. The site proposes the provision of 15 dwellings close to the centre, which would contribute to meeting the district housing need and have a positive impact on the viability and viability of the settlement. Owing to a lack of information, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required in the planning policies. Further work will need to be undertaken to understand the impact on the transport network and access to the site. Notwithstanding the above, the site is within an unsustainable location and would not accord with the spatial strategy for the district.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Upper Dicker is a settlement with limited services and facilities. Other sites are put forward for development near the site and across the wider area which may have cumulative impacts on the settlement or the wider area. Site to the north has planning permission for 9 dwellings and development at this location would constitute infill development. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide model) and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.6%). Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Housing	15 dwellings proposed which would make positive contribution to housing need, details needed on type/tenure of homes.
	Town & Village Centres	The site is centrally located which will support long-term vitality and viability of settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The site boundaries comprise significant hedgerows and mature trees which provide wildlife corridors and stepping stones to the wider countryside. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Upper Dicker does not have a rail station. Berwick Station is 2.7 miles to the south, although the only reasonable access to the station is via motor vehicle. Site within 5 minutes of bus stops, which provides some services to Hailsham, but there is no pedestrian connectivity to the bus stops. Access is proposed along Camberlot Road.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
878/3300	Robins Nursery, Coldharbour Rd, Upper Dicker																				

COMMENTARY	
Site	Site is 0.50ha and comprises of a large shed, greenhouses associated with the existing nursery, ancillary nursery infrastructure, and area of woodland and two ponds.
Parish / Settlement	Arlington / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Site assessed for employment use although it is promoted for residential/mixed/employment use. As the SHELAA concluded residential/mixed use to be unsuitable, this use is not tested as part of the SA process.
Summary of Assessment	The site is located between Lower and Upper Dicker to the south of the A22, next to a poultry farm. The site is proposed for employment provision and would provide some employment floorspace. It would also contribute to the development of skills locally. However it does not relate to any sustainable settlement. The site has no access to public transport, services and facilities. Therefore, the site does not conform to the overall spatial strategy for the district. However, should this site come forward for development, together with other land within the area this could result in an increase in its sustainability credentials, however, the site remains detached on this side of Coldharbour Road.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site does not physically relate to a sustainable settlement.. Although the site is within an area where there is potential for large scale residential and employment development (SHELAA Site 825/1310 and other land known as 'West of Hailsham') as well as a number of other sites within and around Upper Dicker itself, the site would remain separated from those proposed development. 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is within Flood Zone 1 and is not affected by groundwater flood risk. There is an isolated area of surface water on the site which will need to be addressed as part of the proposed development. Overall, it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	There are hedgerows and hedgerow trees to all boundaries of the site and these provide linear wildlife corridors to the wider countryside, including the woodland to the north. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Transport & Accessibility	The site is nearly a mile from the nearest bus stop and whilst there are regular bus services to Hailsham from Upper Dicker, the bus stop cannot be reached on foot as there are no footpaths along this part of Coldharbour Road and there is no certainty as to whether footpaths could be provided as part of any development. Notwithstanding this, the site is beyond what would be considered a reasonable walking distance to a bus stop. There is no train station in Upper Dicker, the nearest being in Berwick Station approx. 3.6 miles south of the site, although the only reasonable access to the station is via private car. There is an existing access onto Coldharbour Road associated with the existing use of the site as a nursery. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Landscape & Townscape; Housing; Health & Wellbeing; Quality of Life & Paces; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: ARLINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
044/1310	Arlington Stadium, Arlington Rd West, Hailsham																				

COMMENTARY	
Site	Site is 7.42ha and is currently used as a racetrack and a warehouse.
Parish / Settlement	Arlington / Hailsham (Type 1 – Town)
Development Proposal	Site assessed for employment use although it is promoted for mixed-use, development. As the SHELAA concluded mixed use to be unsuitable, this use is not tested as part of the SA process.
Summary of Assessment	The site is isolated and detached from Upper Dicker, an unsustainable settlement according to the settlement hierarchy, and does not relate to any other sustainable settlement. The site has poor access to public transport, services and facilities and any future users of this site would need to travel to Hailsham and further afield, by private car, to access these. The site is proposed for employment provision and despite the lack of details at this time, the size of the site lends itself to a significant amount of employment floorspace. It would also contribute to the development of skills locally. There are features within the site that provide for biodiversity and connectivity to the wider area, specifically the ancient woodland adjoining the sites northern and southern boundary. Development could have a negative effect although mitigation should be possible through the application of relevant Local Plan policies. The detached location of the site from Hailsham and the complete lack of any form of sustainable access to the town via any sustainable modes of transport have significant negative impacts.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is a sustainable settlement, however the site is isolated from Hailsham by the A22. The site does not conform with the overall spatial strategy for the district. There are a number of sites put forward for development in the vicinity of this site and to the west of the A22. 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is within Flood Zone 1 and is not affected by groundwater flood risk. There is an isolated area of surface water on the site which will need to be address as part of the proposed development. Overall, it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Soil, Land & Minerals	The site is predominantly a brownfield site, and its proposed development represents an efficient use of land.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	The significant treed boundaries of the site, together with the trees and woodland within the site, provide very good wildlife corridors and steppingstones to the wider area, including the ancient woodland which surrounds the site. The site also lies adjacent to a Local Wildlife Site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There is a local wildlife site adjacent to the southwest of the site and the site is within the Wilmington Woodlands and Watershed biodiversity opportunity area. There Is deciduous woodland to the west and southwest of the site and Arlington racecourse Shaw Ancient Woodland and priority habitat within the eastern part of the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Transport & Accessibility	There are no pavements in proximity of the site, and it is unlikely that provision could be made given ownership constraints of the highway along Arlington Road West. There is no detail on how pedestrian access to Hailsham could be achieved. There is no detail on the provision of any cycle infrastructure. Furthermore, the site is at some distance from any facilities and services and pedestrians would have a significant journey length on foot to reach Hailsham, having to cross the busy A22 as well. The nearest train station is at Polegate, approx. 3.3 miles south of the site, although the only reasonable access to the station is via private motor vehicle. The nearest bus stop is in Upper Dicker to the southwest of the site, albeit there is no pedestrian connectivity to the bus stop currently There is no PRoW within the site, however one does exist to the south west of the site (Footpath 10, Arlington) and runs north-west to south-east. There is existing access for the racetrack onto Arlington Road West. However, to accommodate any further intensification of the site, improvements would likely be needed to the junction of Arlington Road West with the A22.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: Arlington		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
878/3300	Robins Nursery, Coldharbour Road, Upper Dicker																				

COMMENTARY	
Site	Site is 0.50ha and comprises a large shed, greenhouses associated with the existing nursery, ancillary nursery infrastructure, and area of woodland and two ponds.
Parish / Settlement	Arlington / Upper Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located between Lower and Upper Dicker to the South of the A22, next to a poultry farm. The site proposed for Gypsy, Traveller and Travelling Showpeople would help meet the requirement for the district. The site does not relate to a sustainable settlement and has no access to public transport, services and facilities. The site does have an existing access that may be suitable for this type of development but there is no access to public transport without the use of a private vehicle. The site is in flood zone 1 but there are some concerns of surface water flooding and mitigation measures would need to be provided. Noting the location of the site, the site fails to meet sustainability objectives based on information currently available.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate Change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity, , Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Upper Dicker is a settlement with limited services and facilities. Other sites are put forward across the wider area which may have cumulative impacts on the settlement or the wider area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide model) and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**REJECT** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	The site is within Flood Zone 1 and is not affected by groundwater flood risk. There is an isolated area of surface water on the site associated with the presence of a pond in the centre of site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near or within the site and it is not within a biodiversity opportunity area or a priority habitat. All development will need to provide a minimum of 10% BG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Green & Blue Infrastructure	There are hedgerows and hedgerow trees to all boundaries of the site and these provide linear wildlife corridors to the wider countryside, including the woodland to the north. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Education & Skills	The site is situated in a rural location, but it is noted there is some educational provision at nearby primary schools. Further detail is required.
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Town & Village Centres	The site does not relate to a sustainable settlement and will not contribute to the viability and vitality of town and village centres.
Major Negative		
	Transport & Accessibility	The site is nearly a mile from the nearest bus stop and whilst there are regular bus services to Hailsham from Upper Dicker, the bus stop cannot be reached on foot as there are no footpaths along this part of Coldharbour Road and there is no certainty as to whether footpaths could be provided as part of any development. Notwithstanding this, the site is beyond what would be considered a reasonable walking distance to a bus stop. There is no train station in Upper Dicker, the nearest being Berwick Station approx. 3.6 miles south of the site, although the only reasonable access to the station is via private car. There is an existing access onto Coldharbour Road associated with the existing use of the site as a nursery. Further details are required to establish the highway impacts of the proposals on the relevant junctions and likely traffic generation resulting from development; without which, the impact is considered major negative, especially noting as development fails to relate to existing services or an existing GTTSP development
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil Land & Minerals, Pollution, Landscape & Townscape, Health and Wellbeing, Economy & Employment, Education & Skills**

BERWICK

SA SITE ASSESSMENTS: BERWICK

PARISH: Berwick

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
616/1780	Land at Brookfield Nursery, Station Road, Berwick Station																				
331/1780	Land east of Station Road, Berwick Station																				
822/1780	Land to north-east of Berwick Station, Station Rd, Berwick Station																				
617/1780	Land north of Recreation Ground, Station Road, Berwick Station																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
616/1780	**SELECT for Residential**	The site is centrally located within Berwick Station and is well enclosed by boundary vegetation. The site is within walking distance to Berwick Rail Station and a bus stop with limited services to Eastbourne and Polegate. Development would require a new vehicular access from Station Road that would involve the removal of an existing dwelling. Development would need to take account of potential impacts on the views from the SDNP.
331/1780	**UNCERTAIN for Residential**	The site is centrally located within Berwick Station and is well enclosed by boundary vegetation. The site is within walking distance to Berwick Rail Station and a bus stop with limited services to Eastbourne and Polegate. Development should be limited to the land west of the drain to limit impacts on the landscape south of Berwick Station. Development would need to take account of potential impacts on the views from the SDNP. Is unknown whether development can be in assimilated with the adjacent SHELAA site (616/1780) to provide a vehicular access.
822/1780	**SELECT for Residential**	Part of the site already has planning permission (WD/2016/1659/MAJ) for residential and employment development. The site is centrally located within Berwick Station and within walking distance to Berwick Rail Station and a bus stop with limited services to Eastbourne and Polegate. Development would need to take account of potential impacts on the views from the SDNP. Development of the entire site would negatively impact the local landscape due to projection to the east and the creation of back land development, out of character with the existing settlement pattern. However, limiting the development to two parts along the frontage to the north and infill areas along Station Road would be in keeping with existing linear settlement pattern.
617/1780	**SELECT for Residential**	The site is located at the northern fringe of Berwick Station and within walking distance to Berwick Rail Station and a bus stop with limited services to Eastbourne and Polegate. Development would need to take account of potential impacts on the views from the SDNP.

SITE SUMMARY FORM

PARISH: Berwick		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
616/1780	Land at Brookfield Nursery, Station Road, Berwick Station																				

COMMENTARY	
Site	Size is 0.52 (ha) and is a residential dwelling, garden and small area of scrubland
Parish / Settlement	Berwick / Berwick Station (Type 4 – Secondary Village)
Development Proposal	8 (net) dwellings
Summary of Assessment	The site is located in a sustainable location at the centre of Berwick village, where residential development is well connected to differing transport options and development would support services and facilities in the village. Parts of the site lie beyond the existing line of built-up development along Station Road, so does not conform with the existing linear settlement pattern. However, this site, especially in combination with adjacent land may replicate extended built form that has been considered to the north of this site, whilst also being contained. It is noteworthy that the settlement itself could start to differ in layout, pattern and urban grain following the grant of planning permission for residential development on land north of the railway line at Station Farm. Notwithstanding the above, the site is well contained and in the central cluster of the village. The development of this site would require a new vehicular access from Station Road that would require the removal of an existing dwelling, hedgerows and trees on site that would need to be mitigated to avoid a detrimental impact on the character of the area. The site's proximity to an operational wastewater treatment works will mean an odour assessment will also be required.
Mitigation Measures	The Access Design Note that was submitted within the proposal for the site concludes that it would be possible to provide suitable access to the site. No other mitigation measures have been identified at this stage. The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Berwick Station is classified as a sustainable settlement. Planning permission has been granted (WD/2016/1659/MAJ) for residential and employment development on land north of the railway line at Station Farm (part of SHELAA site 822/1780). Cumulative impacts may arise from neighbouring and nearby SHELAA Sites 331/1780, 619/1780 and 617/1780 with regard to traffic generation and landscape/townscape impacts.
Selection / Rejection / Uncertain	**SELECTED for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not at risk of flooding from any source. The site passes the sequential test for residential development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	The site is within 5-minute walk of a bus stop to the northwest, along pavement, with limited bus services to Eastbourne and other settlements such as Lewes and Polegate. The site is within walking distance to Berwick Rail Station. Development would require a new vehicular access from Station Road that would involve the removal of an existing dwelling.
	Housing	The 8 (net) dwellings proposed would make a small, positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centre	The development is centrally located within Berwick Station and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Green & Blue Infrastructure	There are mature hedgerows and hedgerow trees on all of the site boundaries except for the frontage, which provides excellent wildlife corridors and contribute to the green infrastructure network within the area. Development of the site would have to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Landscape & Townscape	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. However, the site is located in the central core of the village and is naturally delineated by site and adjacent features. The settlement itself may differ in layout, pattern and urban grain following a recent grant of planning permission for residential development north of the railway. Landscape work is required to consider whether enhancing the existing vegetation on the southern boundary would mitigate any impacts of the views from the SDNP.
Minor Negative Impacts		
	Climate Change Mitigation	All development will result in an increase in greenhouse gas emissions, although the application of Local Plan policies should mitigate any negative impact.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Due to the size of the development the impacts are not considered to be significant for these SA Objectives and impacts can be addressed through mitigation. **Water Resource; Soil, Land & Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education and Skills.**

SITE SUMMARY FORM

PARISH: Berwick		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
331/1780	Land east of Station Road, Berwick Station																				

COMMENTARY	
Site	Size is 1.33 (ha) and the site comprises of two grassland fields located behind linear residential development.
Parish / Settlement	Berwick / Berwick Station (Type 4 – Secondary Village)
Development Proposal	20 (net) dwellings
Summary of Assessment	Parts of the site extend beyond the existing line of built-up development along Station Road so does not conform with existing linear settlement pattern of Berwick Station. However, this site, especially in combination with adjacent land may replicate extended built form that has been considered to the north of this site, whilst also being contained. It is noteworthy that the settlement itself could start to differ in layout, pattern and urban grain following the grant of planning permission for residential development on land north of the railway line at Station Farm. Notwithstanding the above, the western part of the site is well contained and in the central cluster of the village. This part of the site would be more suitable for development when considered alongside the adjacent SHELAA Site 616/1780 to the south as this will consolidate the development within the natural landscape buffer along the boundary. When considering the site in isolation, it is unlikely that a suitable and safe vehicular access can be achieved. The existing vehicular access to the site is unsuitable to serve development, due to its narrow form, which cannot be widened due to third party land ownership. A potential vehicular access from Chilver Bridge Road to the south would also be unsuitable. However, access could be gained from site 616/1780 to the south, pending further assessment. The site's proximity to an operational wastewater treatment works will mean an odour assessment will also be required. There is a number of mature trees and hedgerows located within the site and along its boundaries. The site also contains shrubbery providing good wildlife corridors and stepping stones to the wider area.
Mitigation Measures	The proposed development could mitigate impacts by achieving a suitable access. The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Berwick Station is classified as a sustainable settlement. There has been a grant of planning permission (WD/2016/1659/MAJ) for residential and employment development on land north of the railway line at Station Farm (part of SHELAA Site 822/1780). Cumulative impacts may arise from neighbouring and nearby SHELAA Sites 616/1780, 619/1780 and 617/1780 with regard to traffic generation and landscape/townscape impacts. If considered along with SHELAA Site 616/1780, vehicular access may be achieved.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	The site is within 5-minutes' walk of a bus stop to the northwest, along pavement, with limited bus services to Eastbourne and other settlements such as Lewes and Polegate. The site is within walking distance to Berwick Rail Station. The site is within walking distance to services in Berwick Station. Development would require a new vehicular access from Station Road that would involve the removal of an existing dwelling.
	Housing	The 20 (net) dwellings proposed would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centre	The site is centrally located within Berwick Station and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is not at risk from fluvial and ground water flooding, but 25% of the site is affected by surface water flood risk following the eastern boundaries of the site. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Green & Blue Infrastructure	There are mature hedgerows and hedgerow trees on site boundaries, which provides excellent wildlife corridors and contribute to the green infrastructure network within the area. Development of the site would need to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development with result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development is on a greenfield site and will result in waste in both construction and operation.
	Landscape & Townscape	Development of the entire site would contrast with existing linear townscape along Station Road and extend significantly to the east, out of character with the more rural setting of Chilver Bridge Road. However, the site is well contained to the west and relates to existing built form. The settlement itself may differ in layout, pattern and urban grain following a recent grant of planning permission for residential development to the north of railway line. Limiting development to keep in line with the eastern boundary of the adjacent site could help mitigate impacts on the landscape and townscape south of Berwick Station. Further landscape work is needed to consider mitigation for the SDNP.
Major Negative		
		NONE
No Significant Impacts		
		Due to the size of the development the impacts are not considered to be significant for these SA Objectives and impacts can be addressed through mitigation. **Water Resource; Soil, Land & Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education and Skills.**

SITE SUMMARY FORM

PARISH: Berwick		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
822/1780	Land to north-east of Berwick Station, Station Road, Berwick Station																				

COMMENTARY	
Site	Size is 13.29 (ha) and consists of agricultural land and some agricultural buildings in a small yard.
Parish / Settlement	Berwick / Berwick Station (Type 4 – Secondary Village)
Development Proposal	Planning permission granted for 33 net dwellings and 429.5sqm of employment floorspace. Only the north western part of the site has been identified as potentially suitable in the SHELAA, so only this land has been assessed in the SA process for the provision of 8 (net) dwellings.
Summary of Assessment	Parts of the site extend significantly to the east and lie beyond the existing line of built-up development along Station Road, so does not conform with the existing linear settlement pattern of Berwick Station. These parts of the site are deemed unsuitable and are not for assessment. Remaining parts of the site do extend somewhat to the east, but this is consolidated better with the existing built form and are located at the central cluster of the village, at the south of the site. A separate development replicating linear development at the north of the site could also retain the existing settlement pattern at this transition point to the north of the village. The development of this site would require a new vehicular access from Station Road that would require the removal of existing hedgerows and trees on site which may need to be mitigated to avoid a detrimental impact on the character of the area. The site's proximity to an operational wastewater treatment works will mean an odour assessment will also be required. There is a number of mature trees and hedgerows located within the site and along its boundaries. The site also contains shrubbery providing good wildlife corridors and stepping stones to the wider area.
Mitigation Measures	• Specific mitigation measures have not been identified or confirmed at this stage. • The proposed development could mitigate impacts by achieving a suitable access. The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Berwick Station is classified as a sustainable settlement. Planning permission (WD/2016/1659/MAJ) has been granted for residential and employment development on part of the site. Cumulative impacts may arise from neighbouring and nearby SHELAA Sites 331/1780, 616/1780, 619/1780 and 617/1780 with regard to traffic generation and landscape/townscape impacts.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not at risk of fluvial and ground water flooding. The eastern boundary of the site is at risk of surface water flooding. This can be mitigated by ensuring development does not encroach into the surface water flood risk area, which is supported by the high-level submission provided by the site promoter. The site passes the sequential test for residential development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	The site is within 5-minutes' walk of a bus stop to the southwest, along pavement, with limited bus services to Eastbourne and other settlements such as Lewes and Polegate. The site is within walking distance to Berwick Rail Station. The site is within walking distance to services at Berwick Station. Development would require a new vehicular access from Station Road that would involve the removal of an existing dwelling.
	Housing	The dwellings proposed, including affordable homes, would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centre	The site is centrally located as infill within Berwick Station and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Green & Blue Infrastructure	There are mature hedgerows and hedgerow trees on site boundaries, which provides excellent wildlife corridors and contribute to the green infrastructure network within the area. Development of the site would need to seek to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Townscape & Landscape	Development of the entire site would negatively impact the local landscape due to projection to the east and the creation of back land development, out of character with the existing village form. However, limiting the development along the frontage, with some limited eastward projection only, and infill areas along Station Road would be in keeping with existing linear settlement pattern. Further landscape work is needed to consider whether enhancing the site boundaries would mitigate any impacts of the views from the SDNP.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development is largely on a greenfield site, which will result in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Education and Skills.**

SITE SUMMARY FORM

PARISH: Berwick		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(1) Results**																				
617/1780	Land north of Recreation Ground, Station Road, Berwick Station																				

COMMENTARY	
Site	Site is 2.71 (ha) and consisted of agricultural land.
Parish / Settlement	Berwick / Berwick Station (Type 4 – Secondary Village)
Development Proposal	30 (net) dwellings The site was proposed for allocation for 10 dwellings (BE1 under policy SA1 of the draft Local Plan), this assessment is testing whether the site can accommodate additional capacity.
Summary of Assessment	The site is located on the periphery of Berwick Station, which is a sustainable settlement and has access to sustainable modes of transport, although improvements to pedestrian access will be required. Parts of the site lie beyond the existing line of built-up development along Station Road, so does not conform with existing linear settlement pattern. However, it is noteworthy that the settlement itself may start to differ in layout, pattern and urban grain following a recent grant of planning permission for residential development on land north of the railway line at Station Farm. The landscape impacts of development of the site would need further consideration and to be mitigated by the existing trees and hedgerows along the site boundaries, but could be supported in principle.
Mitigation Measures	• Specific mitigation measures have not been identified or detailed at this stage. • The proposed development could mitigate impacts by achieving a suitable access. The implementation of specific Local Plan policies in relation to Historic Environment, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Berwick Station is classified as a sustainable settlement. Planning permission was granted (WD/2016/1659/MAJ) for residential and employment development on land north of the railway line at Station Farm (part of SHELAA site 822/1780). Cumulative impacts may arise from neighbouring and nearby SHELAA Sites 616/1780, 619/1780 and 331/1780 with regard to traffic generation and landscape/townscape impacts.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	The site is within 5-minutes' walk of a bus stop to the south, although there is no pavement, with limited bus services to Eastbourne and other settlements such as Lewes and Polegate. The site is within walking distance to Berwick Rail Station. The site is within walking distance to services on Berwick Station. Development would require a new vehicular access from Station Road.
	Housing	The 30 dwellings proposed would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centre	The site is located at the northern fringe of Berwick Station and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is not affected by fluvial and ground water risk of flooding, but the northern part of the site is affected by surface water flood risk. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Green & Blue Infrastructure	There are mature hedgerows and hedgerow trees on site boundaries, which provides excellent wildlife corridors and contribute to the green infrastructure network within the area. Development of the site would need to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Townscape & Landscape	The site is located at the northern fringe of the settlement. The settlement itself may differ in layout, pattern and urban grain following a recent grant of planning permission for residential development to the north of the railway line. A linear form of development solely to the eastern part of the site alongside the roadside would retain the existing layout and pattern of development. Development to the west may be contained by site features and create a development adjoining the Recreation Ground alongside other development in the area. Further landscape work is needed to consider whether enhancing the site boundaries would mitigate impacts on the landscape north of Berwick Station and views from the SDNP.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development with result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in increased waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education and Skills.**

BUXTED

SA SITE ASSESSMENTS: BUXTED

PARISH: BUXTED

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
1247/1840	Land at Limes Lane, Buxted																				
113/1990	Willows Sawmill, Millwood Lane. Five Ash Down																				
234/1840	Land at Taylors Shaw, Framfield Road, Buxted																				
744/1840	Land at Holly Farm, Station Road, Buxted																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1247/1840	**UNCERTAIN for Residential**	Site is within a sustainable settlement and reasonably well integrated into the built form. The site offers potential for 20 dwellings near the village centre, which could support housing need and local vitality. However, further assessment is required to address access constraints and feasibility of providing suitable vehicular access to the north, or an alternative vehicular access west and pedestrian access to the north only. Options remain uncertain until these issues are scoped.
113/1990	**REJECT for Employment**	The site comprises a sawmill accessed via Millwood Lane, a narrow rural lane with no footpaths. The site does not relate well to any sustainable settlement, lacking any pedestrian connectivity with no realistic scope to provide this. The site has no pedestrian access to public transport, services or facilities. Therefore, the site does not conform to the overall spatial strategy for the district.
234/1840	**UNCERTAIN for Residential**	The site is located adjacent to Buxted's built form and screened by mature vegetation. It could deliver 20 homes near the village centre, supporting housing need and local vitality. Buxted offers services and rail access, making it a sustainable location. Access to all parts of the site is dependant on further work to secure access form Framfield Road, and/or negotiation with neighbouring landowners to discuss the offer of access on neighbouring land parcels, and extension of that to this site also. Options remain uncertain until these issues are scoped.
744/1840	**SELECTED for Residential**	The western part of the site is already allocated under Policy SA1 (Reference BU7) in the draft Local Plan for 20 dwellings. However, the astern part of the site offers some additional capacity subject to sensitive layout, design and quantum of development having regard to heritage assets and setting issues. A recently approved scheme nearby the site may alter this transition into the village. Access from the A272 is feasible, with potential for a footway and speed limit changes. The site is near Buxted station and bus stops, with potential for station parking. Environmental and landscape sensitivity require further assessment.

SITE SUMMARY FORM

PARISH: BUXTED		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
NONE	**Not assessed in SA Reg 18(1)**																				
1247/1840	Land at Limes Lane, Buxted																				

COMMENTARY	
Site	Site is 1.3ha comprising greenfield land.
Parish / Settlement	Buxted / Buxted (Type 4 settlement – Secondary village)
Development Proposal	20 (net) dwellings
Summary of Assessment	Buxted is classified as a sustainable settlement which has multiple services and facilities to meet some of the day-to-day needs of residents. The village also has good access to higher-order services via its mainline station. The site is in the Low Weald Landscape and is reasonably well integrated in to the built from of the settlement. The site is well screened by mature hedgerow and residential development so is not prominent in the wider landscape. The site could deliver 20 units near to the centre of the settlement which would have a positive impact on housing need and the vitality and viability of Buxted. However, the site would need to secure satisfactory vehicular and pedestrian access which may require some localised off-site junction/highway improvements to Limes Lane to cope with additional traffic generated, and a separate pedestrian access north of the site. Owing to a lack of information on the proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority are likely to be addressed by measures required in policies of the new Local Plan. Further work will need to be undertaken to understand the impact on the transport network and access to the site and how the BOA designation will be considered.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • The proposed development should retain the mature vegetation along the site's boundary with Limes Lane, and the footpath link to the A272 is essential. The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Buxted is classified as a sustainable settlement. Development in combination with the development of other smaller sites in the locality, will result in limited pressure on infrastructure and the built and natural environment. Cumulatively, adjacent SHELAA sites would need to consider potential impact to the Ashdown Forest SPA.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	20 homes proposed which would make positive contribution to housing need and provide much needed affordable housing and Custom and Self Build Development that would support the viability of the village centre services. Details are needed with regard to housing mix.
	Town & Village Centre	Site located near to village centre and would form infill development between housing along Limes Lane and the A272. Will support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Landscape & Townscape	The site borders existing housing to the north and is relatively well integrated into the existing built form of Buxted, being contained by the road layout itself. Historically, Buxted had a linear settlement pattern along the A272, but 20th and 21st century expansion through cul-de-sacs north and south of the road has created a more nucleated form. Infill development on this site could respond positively to this evolved settlement structure if the strong boundaries are retained. The site is not prominent within long distance views. The 2023 landscape evidence base assesses Buxted village as being moderately to highly sensitive to small-scale housing development, though the site is not assessed itself. Development of the site would need to retain and enhance the existing hedgerows within the site, strengthen habitat networks, respect historic features, and integrate sensitively using locally appropriate planting species. The semi-rural character must be preserved, with a sensitive layout and design in this transient location at the periphery of the village and the more rural Limes Lane to the south.
	Pollution	According to CPRE, the area exhibits low sky brightness, indicative of minimal artificial lighting and a predominantly dark night-time character. This environmental quality may have implications for future development, warranting further detailed assessment.
	Green & Blue Infrastructure	Mature hedgerows with hedgerow trees are present along the east and south boundaries (Limes Lane) and part of the western boundary. The northern and parts of the western boundaries comprise domestic hedgerows. These features likely serve as wildlife corridors and contribute to the local green infrastructure network. Development should aim to retain and enhance these elements, with opportunities to introduce street trees to strengthen ecological connectivity over time.
	Biodiversity	There are no designated biodiversity sites or priority habitats within the site or in proximity to the site. The site is within a BOA meaning development would need to consider its objectives. Mitigation will be needed because the site is within 7km of the Ashdown Forest SPA. All development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Access is identified to the north of the site, onto the A272 via Magnolia and Littlefield. This would be a preferable access route, but subject to a 7m width and appropriate sightlines being achieved. This may not be possible based on measurements of the current access route shown on plan (6.2m wide), thus would require further assessment. Notwithstanding, the site has a long and varied frontage along Limes Lane and may be able to secure vehicular access at a suitable point of the Lane, subject to further assessment. Pedestrian access could still be provided via Magnolia and Littlefield onto the A272, which has a pavement into the village and bus stops within a 5-minute walk. Buxted rail station is 0.7 miles west, with regular onward connections. Any pedestrian route would need careful design to meet secure by design standards, given its position between domestic curtilages.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education and Skills.**

PARISH: BUXTED

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
113/1990	Willows Sawmill, Millwood Lane. Five Ash Down																				

COMMENTARY	
Site	1.2ha, Sawmill with storage, PDL with a pocket of woodland in north east.
Parish / Settlement	Buxted / Five Ash Down (Type 4 settlement – Secondary village)
Development Proposal	The SHELAA concluded residential/mixed use to be unsuitable, thus residential use is not tested as part of the SA process. This assessment is for employment use on site only.
Summary of Assessment	The site comprises of a sawmill located to the east of the A26 on the southwestern fringe of Five Ash Down. The site is proposed for employment provision and would provide some employment floorspace. It would also contribute to the development of skills locally. However, it does not relate well to any sustainable settlement, lacking any pedestrian connectivity with no realistic scope to provide this. The site has no pedestrian access to public transport, services or facilities. Therefore, the site does not conform to the overall spatial strategy for the district.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	Development of the site is suitable in principle, and in combination with other limited sites in the locality, must consider impact on infrastructure, transport and the built and natural environment. All sites individually and cumulatively in this area specifically need to consider impact on the Ashdown Forest SPA also.
Selection / Rejection / Uncertain	**REJECT for employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is not at risk of fluvial and groundwater flooding. A very small area of the site is affected by surface water flooding running along the southeast boundary and in the centre of the site although it would have a marginal impact on the developable area without interfering with the existing access to the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The Site is in flood zone one and has small areas at risk of flooding from surface water along the southeastern boundary and within the southern part of the site and east. The site is in an area of ground water concern. A site-specific FRA and/or Policy can detail appropriate mitigation but there is no suitable information at this time.
	Biodiversity	Large parts of this site are brownfield and therefore redevelopment offers good opportunity to create benefits for biodiversity. All development, unless exempt, will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The 2023 landscape evidence base assesses the site as having low sensitivity to commercial/industrial development given that it is flat and enclosed by mature hedgerows and trees meaning it is not highly visible in the wider landscape. Its current use and proximity to the A26 influences overall tranquility across the site as well. Development would need to retain protect and enhance mature trees and hedgerows and together with new planting use this to integrate new development into the landscape, reinforcing the existing field boundaries and visually enclosing the site to reduce any developments influence on the landscape character.
	Economy & Employment	The existing use is commercial meaning the proposed employment use would not result in a loss of employment. Given the nature of the exiting use there is potential to increase. The site's proximity to Five Ash Down, a residential settlement, could support local employment opportunities.
	Education & Skills	Employment provision on site may facilitate apprenticeships and vocational training initiatives.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	Given the existing use of the site for industrial / business purposes, there may be the potential for contaminated land
	Green & Blue Infrastructure	Mature hedgerows with hedgerow trees are present along west boundary. To the northwest is a small pocket of woodland. There are also mature trees in the vicinity of the access area. These features likely serve as wildlife corridors and contribute to the local green infrastructure network. Development should aim to retain and enhance these elements, with opportunities to introduce further planting to strengthen ecological connectivity over time.
	Pollution	The current use could have led to ground contamination. Potential for noise pollution given the proposed employment use at this stage details are not provided. The area is identified by CPRE as having low sky brightness, reflecting very limited levels of artificial light and a relatively dark night-time environment. Further investigations would be necessary to fully understand these implications.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Town & Village Centres	Whilst the site is technically within a short walk of the village, there is no pedestrian connectivity and therefore development will not support the vitality and viability of the village centre.
Major Negative		
	Transport & Accessibility	The site is partially within 400m of the nearest bus stop however there is no pedestrian connectivity to the bus stop as there are no footpaths along Millwood Lane serving the site. Millwood Lane itself is a narrow rural lane with no scope to provide footpaths. The site is therefore not accessible to any form of public or sustainable transport. There is an existing vehicular access into the site serving the existing employment use, however it is unclear whether this would be suitable for any intensification of development. The Highways Authority confirm that the impact on the highway network of the existing employment use in not known.
No Significant Impacts		
		Housing is not proposed at this site. Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures; Historic & Cultural Heritage; Health & Wellbeing; Quality of Life & Place and Social Inclusion.

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
NONE	Not assessed in SA Reg 18(1)																				
234/1840	Land at Taylors Shaw, Framfield Road, Buxted																				

COMMENTARY	
Site	The site is 2.13ha comprising greenfield land
Parish / Settlement	Buxted / Buxted (Type 4 settlement – Secondary village)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site is greenfield land on the southwestern edge of Buxted, a sustainable settlement within the Low Weald, and is at the end of a low-rise residential settlement pattern along Framfield Road. The site is bordered by thick woodland (ancient and priority habitat deciduous woodland) and the railway line across its southeastern edges which provides an enclosed character and so the site is not prominent in the wider landscape. The site is relatively close to the services and facilities within Buxted although pedestrian access would be required along a short section of Framfield Road and vehicular access from Framfield Road would need careful consideration due to its narrow width. Alternative access arrangements to the site would require cooperation with neighbouring landowners, the Parish Council, who indicated at Regulation 18 consultation stage that access to neighbouring sites could be achieved via their recreation ground to the north. However, these detailed access arrangements and provision of access to all parts of the site have not been proven at this stage. The site may be within the setting of Buxted Park, a Grade II* listed park and garden, however, there is very limited intervisibility, so any views of development from the park would be seen in the context of the existing settlement of Buxted. The site is within 7km of Ashdown Forest SPA and any development will need to consider its impact and potential contributions towards SANGS and SAMMS provision.
Mitigation Measures	• To enable development, a suitable vehicular access must be secured, which has not been proven possible or suitable at this stage. • A minimum 15m buffer will be needed where the site adjoins ancient woodland. • Retaining mature boundary vegetation and that around the internal pond will help reduce landscape and heritage impacts (if any). Implementation of relevant Local Plan policies will be key to mitigating potential effects.
Cumulative Impacts	Development in combination with other limited sites in the locality, will result in limited pressure on infrastructure and the built and natural environment. Cumulatively, adjacent SHELAA sites would need to consider potential impact to the Ashdown Forest SPA
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is not affected by groundwater and fluvial flood risk. The southeastern boundary of the site is affected by surface water flooding associated with a tributary of the River Uck (Taylor's Shaw). There is also a pond within the site. Overall this would affect the developable area although it would not impact on the delivery of the promoted scheme. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated biodiversity sites or priority habitats within the site or in proximity to the site. The site is within a BOA meaning development would need to consider its objectives. Mitigation will be needed because the site is within 7km of the Ashdown Forest SPA. All development will need to provide a minimum of 10% BNG.
	Housing	Details on the type and tenure of the proposed 20 dwellings are needed, although the scheme would make a positive contribution to meeting housing need inclusive of affordable housing and Custom & Self build development well located to the village centre so could support existing village services maintaining their viability.
	Town & Village Centre	The site's proximity to the core of the settlement would enable development that supports the long-term vitality and viability of the area.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Landscape & Townscape	The 2023 landscape evidence base assesses this site as having moderate sensitivity to small scale residential development noting that the site is well contained by the rail line and dense woodland along its southern boundary, which provides an enclosed character. The proximity to the rail line and nearby settlement edge somewhat influences the qualities of tranquility and remoteness. There are no heritage assets recorded within the site boundaries, and woodland and limited public access limit views into the site. These factors indicate lower sensitivity. The assessment does note that the site lies at the south-west edge of a low-rise residential settlement pattern along Framfield Road, but the existing settlement edge is well-integrated into the landscape by mature trees and hedgerows which increases sensitivity. The site is well related to the settlement and development could connect with existing built form so would not adversely harm the exiting settlement pattern. Development would need to retain, protect and enhance all vegetation within and surrounding the site, especially mature woodlands, trees, and hedgerows to reduce any development's influence on the landscape character. The site may also be subdivided by these landscape features on site, namely the large pond in the central area, thus may require delivery as two separate land parcels. However, subject to access arrangements, sensitive layout, and connection with neighbouring sites should not result in harm to townscape. These issues remain uncertain until further details are provided.
	Soil, Land & Minerals	National mapping indicates a low probability of Best and Most Versatile (BMV) soils on the site, but a site-specific assessment is required to confirm this, as the Council does not hold detailed mapping.
	Green & Blue Infrastructure	The site contains a pond whose ecological value has yet to be assessed, presenting potential for habitat enhancement. Mature hedgerows, interspersed with hedgerow trees, define the eastern edge, while Taylor's Shaw ancient woodland borders the southern boundary, providing ecological corridors and forming part of the wider green infrastructure network in the area. Any development should seek to retain and protect these hedgerows and trees and the pond, to maintain and enhance the green infrastructure network.
	Historic & Cultural Heritage	As noted in the SHELLA assessment the site is well screed from the grade II* Buxted Park, however, the site is likely to form a part of the setting and further work will ascertain extent of any potential effects.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Buxted rail station is 0.3 miles north, and bus stops on the A272, within a 5-minute walk, offer a limited return service to Uckfield. To enable pedestrian access, a short section of Framfield Road would require a footway. Vehicular access from Framfield Road would need careful consideration due to its narrow width. The pond at the centre of the site may constrain direct access from Framfield Road onto all parts of the site, so access via neighbouring land may be necessary and has not yet been proven possible. However, it is noteworthy that access options were offered to neighbouring sites from the Parish Council during Regulation 18 (1) consultation stages. Access remains uncertain until these options are scoped for further potential.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is 175m east of the railway line (unelectrified). Development would need to consider noise from this infrastructure as a constraint. CPRE identifies the area as having a low sky brightness indicating very low levels of artificial light and a relatively dark night-time environment. Further investigation would be required. The site is also borders a tributary of the Tickerage Stream, which is classified by the Environment Agency as being in a poor ecological status. Development of the site could exacerbate its ecological status through potential pollution, directly or indirectly through surface water runoff and discharge.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Health & Welbeing; Economy & Employment and Education and Skills**

PARISH: BUXTED

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	**SA Reg 18(1) Results**																				
744/1840	Land at Holly Farm, Station Road, Buxted																				

COMMENTARY	
Site	The site is 3.57ha comprising greenfield land.
Parish / Settlement	Buxted / Buxted (Type 4 settlement – Secondary village)
Development Proposal	This site was previously found suitable for development and allocated for 20 dwellings in the Regulation 18 draft Wealden Local Plan under Policy SA1, Site Reference BU7, to be sited to the western parcel of the site. This assessment is undertaken for an increased housing figure of 15 dwellings to include part of the land to the eastern side of the site also.
Summary of Assessment	The site comprises of agricultural fields located to the west of the urban edge of Buxted, a sustainable settlement, separated from the settlement by the railway line which currently represents a clear and defining edge to the village. The site is however within close proximity to the railway station at Buxted and the services and amenities along the settlement's High Street, as well as education facilities to the west. The site is moderately sensitive to residential development in landscape terms, as it is separated from the settlement edge and retains some sense of rurality and tranquility, albeit that the site does lie in close proximity to the A272 and railway line. The site is located opposite the Grade II listed White Hart Inn and any development of the site's western field would need to take account of its setting and that of Buxted Park, the Grade II* listed park and garden which is located to the southwest of the site. It is considered that the site can provide a vehicular access on the A272, given that the road has good alignment, however a footway would be required along the frontage of the site to ensure good pedestrian connectivity to Buxted Station to the east. The site also lies within 500m of the Buxted Wastewater Treatment Works and therefore an odour assessment may be required to inform the site layout and/or other odour mitigation. It is noted that a 50-dwelling scheme 200m east of the site (on the north side of the A272) has been approved, placing any future development of this site within an emerging residential context. The site is within 7km of Ashdown Forest SPA and any development will need to consider its impact and potential contributions towards SANGS and SAMMS provision.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No immediately adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. It is noted that a 50-dwelling scheme 200m east of the site (on the north side of the A272) has been approved recently. Cumulatively, adjacent sites would need to consider impact on landscape and potential impact to the Ashdown Forest SPA/SAC
Select / Reject / Uncertain	**SELECTED for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site contains a variety of natural features that contribute to its ecological and landscape value. Vegetation lines the western boundary adjacent to the railway and the southern edge of the site, while a central band of greenery runs north to south, all interspersed with mature trees. These elements likely function as ecological corridors and form part of the wider green infrastructure network. Any future development should be carefully designed to protect and enhance these assets. The inclusion of street trees could further strengthen habitat connectivity and support long-term biodiversity improvements.
	Biodiversity	There are no designated biodiversity sites or priority habitats within or immediately adjacent to the site. However, the site falls within a BOA, meaning any development should align with the BOA's strategic objectives. Additionally, as the site lies within 7km of the Ashdown Forest SPA, appropriate mitigation measures will be required. All proposals must also deliver a minimum 10% BNG in line with national policy.
	Transport & Accessibility	The Highway Authority consider access from the A271 is feasible with good road alignment. A footway along the site frontage is needed, Extending the 30mph limit west may be possible with frontage development, subject to surveys and mitigation. Buxted rail station is 250m east. The SHELAA submissions indicate that the site could provide additional parking for the train station. Bus stops are on the A272, within a 5-minute walk.
	Housing	Further detail is required regarding the type and tenure of the proposed 35 dwellings. Nonetheless, the scheme is well-positioned to contribute meaningfully to local housing provision, incorporating both affordable and self/custom-build elements. Its proximity to the village centre enhances its potential to support and sustain existing services, thereby reinforcing the vitality and viability of the local community.
	Town & Village Centre	The site's central location supports long-term vitality and viability of the area, and the offer of train station parking adds further benefit.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Soil, Land & Minerals	While national datasets suggest a low likelihood of the site containing Best and Most Versatile (BMV) agricultural soils, this cannot be confirmed without a site-specific assessment. The Council does not hold detailed mapping for this location, so further investigation will be necessary to establish the soil classification with certainty.
	Pollution	The site lies approximately 100 metres west of the unelectrified railway line, and any future development would need to assess potential noise impacts from this infrastructure. CPRE identifies the area as having a low sky brightness indicating very low levels of artificial light and a relatively dark night-time environment. The low-frequency tonal noise from the neighbouring electricity facility (electrical hum) could be a constraint to development in parts of the site. These factors suggest that further investigation will be necessary to fully understand and address environmental constraints associated with the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Landscape & Townscape	The 2023 landscape evidence base assesses the site as having moderate sensitivity to small scale residential development as it is located to the west of Buxted beyond the railway line, separated from the settlement edge, and therefore retains a sense of tranquility and rurality, albeit that the site does lie in close proximity to the A272 and large scale electrical infrastructure (sub-station) to the west. However, the site is well enclosed by boundary vegetation to the east, south and west and the A272 forms the northern boundary of the site. In addition, a site 200m to the east, on the north side of the A272, has been granted planning permission for 50 dwellings, and any development of this site would be seen within that context. Any development to the eastern part of the site would need to be sensitively designed and laid out, with to prevent suburban development prominent on this raised part of the site with visibility with Buxted Park to the south. Any development should retain and enhance boundary vegetation to maintain visual enclosure, with interspred open space and landscape features to reflect the sensitive location of this part of the site.
	Heritage	The site is within the setting of the Grade II listed White Hart public House and the wider setting of Buxted Park, a Grade II* listed registered park and garden. A recent appeal has demonstrated that appropriate development is acceptable in close proximity to this site, however any development would need to be informed by a specific setting exercise to ensure appropriate and sensitive development. appropriate. Development may be acceptable in the western part of the site if carefully designed to minimise harm to the setting of immediately adjacent heritage assets, with some smaller scale, lower density sporadic development to the eastern parcel reflecting the village townscape of Buxted village to the east. A heritage statement and settings assessment will be required to support any future application for development of this site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Health & Wellbeing; Economy & Employment and Education and Skills**

CHALVINGTON WITH RIPE

SA SITE ASSESSMENTS: CHALVINGTON WITH RIPE

PARISH: CHALVINGTON WITH RIPE

Ref. No.	Address	Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
1085/3230	Deanland Wood Pack, Deanland Road, Ripe																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1085/3230	**REJECT for Residential**	The site is within a rural location, is detached from the nearest settlement of Ripe and does not conform to the overall spatial strategy for the district. The size and scale of the development proposed is likely to alter the character of the Low Weald Landscape, which forms part of the setting of Ripe. The development will also generate significant car trips, which will increase air and noise pollution. The development could also impact the setting of Freshfield, a Grade II* listed building. Even noting the provision of specialist housing type, development would fail to comply with the spatial strategy overall due to its rural location.

SITE SUMMARY FORM

PARISH: Chalvington with Ripe		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed at SA Reg 18(1)**																				
1085/3230	Deanland Wood Park, Deanland Road, Ripe																				

COMMENTARY	
Site	The site is 8.25 (ha), and is greenfield agricultural land, located to the south of Deanland Road, which is an unclassified road leading to the A22 at Golden Cross.
Parish / Settlement	Chalvington with Ripe/Ripe (Type 5 - Neighbourhood)
Development Proposal	105 (net) dwellings. Site not assessed at SA Reg 18(1). The site has a lapsed planning permission under reference WD/2020/0361/MAJ for additional residential park home for elderly people.
Summary of Assessment	Deanland Wood Park is a rural greenfield site, located south of the existing Deanland Wood Park retirement park homes to the north of the settlement of Ripe, which is not considered to be a sustainable settlement according to the Council's draft settlement hierarchy and lies outside of any designated development boundary. The proposed development is for 105 (net) dwellings, which has the potential to contribute to the district's identified housing need and meet a specialist need if proposed for older persons housing. Nonetheless, this site lies in an unsustainable, car reliant location where development of this scale and extent would create adverse impacts on the wider Low Weald Landscape character, and the development would not be well contained within the existing rural landscape and topography. Furthermore, the proposed residential development would generate a significant amount of car trips on Deanland Road, a rural lane/unclassified road, which would in turn increase traffic, particularly on the A22, and air and noise pollution. It is noted that the existing park site has been previously extended under planning approval (WD/2016/1548/MAJ) for 26 park homes and there has been a recent grant of planning permission (WD/2020/0361/MAJ) for additional residential park homes, but this has now lapsed. However, the site when assessed against the objectives above would result in numerous negative impacts and would not accord with the spatial strategy for the District.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to retain the diverted footpath route/PRoW whilst providing new footpath links to the existing site and footpath/ProW network and achieve suitable access. Further impacts could be suitably mitigated through SuDS, planting and landscape buffering and protecting the setting of the listed building. The implementation of specific Local Plan policies in relation to Climate change Adaption and Mitigation, Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site has a lapsed planning permission under planning reference WD/2020/0361/MAJ for the provision of 105 residential park homes with associated parking, access and soft landscaping. It is acknowledged that the proposed development alone or in combination with nearby land uses in the locality will generate significant car trips in a rural location, which would in turn have an impact on the local highway network, other built or natural infrastructure, and air and noise pollution.
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The proposed development would deliver 105 (net) dwellings and could accommodate an appropriate mix of types and tenures, including financial contribution to affordable housing, and this would contribute to specific housing needs of the local population as well as make a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Economy & Employment	The development is likely to create employment opportunities in the short term in relation to construction and wider benefits are expected for the local economy overtime.
	Flood risk	The site as a whole is not affected by fluvial flood risk although some areas are affected by surface water flooding. Detailed plans were provided as part of the now lapsed planning permission demonstrating that development would be directed away from those areas at risk of flooding and that the development would deliver a number of SuDS features. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Water resources and quality	Wealden is in an area of serious water stress. The site is not within a groundwater source protection zone. There are no watercourses within the site or within close proximity.
	Soil, Land & Mineral	The site is greenfield agricultural land. Land at this location is good to moderate quality (Grade 3). There is a low likelihood that it is 'best and most versatile' agricultural land (I.e. Grade 3a).
	Green and Blue Infrastructure	The site is bounded to the west by mature hedgerows, which would make excellent wildlife corridors and stepping stones. The site is screened by existing trees and hedges along Deanland Road and to the south and east of the site providing occasional views to the South Downs National Park. The development is required to provide at least 10% BNG in accordance with the Environment Act 2021. Therefore, suitable landscape buffering is required to protect/retain some planting.
	Biodiversity	The site does not contain any designated sites. There is ancient woodland to the north, north west and south west of the site. There is deciduous woodland located in the smaller parcel of land to the north. Other priority habitats are adjacent to the west of the site. There are no TPOs on site. The development is required to provide at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health Wellbeing	The nearest GP is Deanland Wood Branch Surgery in Golden Cross, which is about 5 to 10 minutes' walk to the south of the site. The nearest dentist service is approximately 3.3 miles east of the site in The Dicker. The nearest pharmacy is approximately 6.9 miles northwest in Ringmer. The nearest hospital is in Lewes, approximately 10.4 miles to the west. Due to the size of the development, the existing capacity within the health sector for this area may need to be expanded.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Transport and Accessibility	The site is located in a semi-isolated location and apart from the immediate services available on site, has no other services or facilities within walking distance, making occupiers reliant on private motor vehicle and/or on-site bus provision. The proposed development will be accessed from the 'access road' approved and implemented/constructed to serve the permitted 26 park homes (under permission ref: WD/2016/1548/MAJ). The existing Deanland Wood Park is served via an access to the south of the site and provides both entry and exit points into the village square with associated car parking. The nearest train station is at Berwick, approximately 4.8 miles to the south of the site; therefore, the only reasonable access to the station is via private motor vehicle.
	Pollution	Development of the site is likely to introduce more light pollution to the area, which is classed as being a darker area in CPREs light pollution mapping. Air and noise pollution are likely to increase due to the construction and operation of the development.
	Landscape and Townscape	The 2023 Landscape Sensitivity Assessment confirms that the site is of moderate-high to high sensitivity to all development due to the site contributing to the rural character of Ripe and the site's setting, mature field boundaries as well as historic field patterns. The site is located between the High Weald and the Sussex Downs and falls within Low Weald landscape where development will only be permitted if it will conserve the Low Weald Landscape character.
	Historic and Cultural Heritage	The site is not in a Conservation Area. However, the nearest listed building (Freshfield Grade II* Listed) is around 700 metres at the closest point to the site. Any development would need to incorporate opportunities to protect/retain the setting of the listed building.
	Town and Village centres	The site is within a short walking distance (maximum 350 metres or 5-minutes' walk) from the existing park home site, that is a large, self-contained retirement community with a village square comprising of some retail, leisure and community facilities and an on-site, well-used bus service to larger nearby towns such as Hailsham and Polegate. This is likely to increase footfall to this commercial area. However, there is a lack of connectivity to any other identified village centre resulting in minimal impacts to wider community or its village centre.
Major Negative		
	None	None
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for the **Education &Skills** objectives and can be addressed through mitigation measures.

CHIDDINGLY

SA SITE ASSESSMENTS: CHIDDINGLY

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
220/3090	The Crofters & the Old Depot, Golden Cross, Lower Dicker																				
802/3090	Land to the rear of Terra, The Dicker, Lower Dicker																				
880/3090	Marigolds Farm, Nash Street, Lower Dicker																				
888/3090	Land at Marigolds Farm, Nash Street, Lower Dicker																				
921/1630	Land to the south of the Woodland Centre, A22, Whitesmith																				
1137/3090	Land at Nash Street Farm, A22, Lower Dicker																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
220/3090	**REJECT for Employment**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services and facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Flood risk on site precludes the provision of safe access at all times.
802/3090	**REJECT for Employment**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Small-scale employment development would be unsuitable as the site lies in a detached location when considered in isolation. In addition, the depth of the site and projection of built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. . Flood risk on site precludes the provision of safe access at all times.A suitable access is required and would need to be achieved in conjunction with the development of the adjoining SHELAA sites (888/3090 and 880/3090) as flood risk on site precludes the provision of safe access at all times, via the shared access with residential units. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
880/3090	**REJECT for Employment**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Employment development would be unsuitable as site lies in a detached location when considered in isolation. Also, the depth of the site and projection of the built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. The development would need to achieve a suitable access as part of a comprehensive scheme as well as A22 interventions for access. Further impacts could be suitably mitigated by ensuring pedestrian connectivity, protecting the setting of the listed building and ensuring high quality design through SuDS, noise attenuation measures, and landscape buffering.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
888/3090	**REJECT for Employment**	The site is situated within Lower Dicker, which is not considered a sustainable settlement, lies outside of any proposed development boundary and does not conform with the overall strategy for development. Small-scale employment development would not be suitable as the site lies in a detached location when considered in isolation and is away from the main road frontage development of the A22. In addition, the depth of the site and projection of built form would also extend the development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. A suitable access is required, and this could be achieved if the development of the site is in conjunction with the development of the adjoining SHELAA sites (1137/3090 and 880/3090) as well as achieve A22 interventions for access. Further impacts could be suitably mitigated by improving pedestrian connectivity, protecting the setting of the listed building and residential amenity of existing dwellings, and ensuring high quality design through SuDS, noise attenuation measures, and landscape buffering.
921/1630	**UNCERTAIN for Employment**	The site is situated within Whitesmith, which is not considered a 'sustainable settlement' according to the settlement hierarchy, it lies outside of any proposed development boundary and does not conform with the overall strategy for development. Employment development would not be suitable as the site lies in a detached location when considered. Alternatively, the site could be considered for employment use as part of an extension to the existing industrial park, subject to achieving a suitable access through the neighbouring Holmes Hill business/industrial estate since vehicular access directly to the A22 cannot be achieved due to the presence of ancient woodland along the southern boundary of the site. Potential risk of harm to the Local Wildlife Site (LWS), Kiln Wood, to the south of the site, should be investigated. Further impacts could be suitably mitigated by ensuring improved pedestrian connectivity and high-quality design through SuDS, noise attenuation measures, landscape buffering, and further investigation of potential land contamination.
1137/3090	**REJECT for Employment**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. The site is in close proximity to the built-up frontage of the A22 but not adjoining neighbouring development. In isolation, the development of this site for employment uses would not be suitable. Suitable access options are required and may be achieved due to the site's frontage and corner location, but additional access locations on this part of the A22 raise concern from the Local Highway Authority. Further impacts could be suitably mitigated by ensuring pedestrian connectivity along the frontage of the A22, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.

SITE SUMMARY FORM

PARISH: CHIDDINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
220/3090	The Crofters and the Old Depot, Golden Cross, Lower Dicker																				

COMMENTARY	
Site	Size is 1.15ha and is mixed brownfield and greenfield land, located adjacent to the A22, approximately 330 metres from Golden Cross.
Parish / Settlement	Chiddingly / Lower Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	The site is assessed for employment use although it is promoted for residential development. As the SHELAA concluded residential/mixed use to be unsuitable, the residential use is not tested as part of the SA process.
Summary of Assessment	The Crofters and the Old Depot comprise of a house, garden and field, and is situated in Lower Dicker, which is not considered to be a sustainable settlement according to the settlement hierarchy. The development proposes employment use only, which has potential to contribute positively to the district's identified employment need. The site is a mixture of brownfield and greenfield land and is in a rural location which is not well served by local services and facilities, and public transport options. This makes the site unsuitable for residential development as it would be out of keeping with the general rural character and appearance of the locality and in an unsustainable location. The development would need to ensure the protection/retention of trees covered by TPOs on the northern and eastern boundaries. Flood risk on site precludes the provision of safe access at all times.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The proposed development will be required to protect residential amenity, achieve a suitable access and provide SuDS, noise attenuation measures and landscape buffering or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Adaptation and Mitigation, Design, the Natural Environment, and Infrastructure could also mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission. However, it is acknowledged that the proposed development alone and in combination with the surrounding land uses, including the residential properties directly south, fronting onto the A22 and the Oakwood Business Park to the east, will have an impact on the highway network and other built or natural infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Economy & Employment	The proposed development is for employment use only; therefore, the development will generate employment opportunities and local jobs, with positive impacts expected on the local economy.
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. The site has the potential for wildlife corridors/stepping stones. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Soil, Land & Minerals	The site is a mixture of brownfield land and greenfield agricultural land. The greenfield agricultural land has not been classified within the Agricultural Land Classification survey.
	Green & Blue Infrastructure	The front of the site along the A22 comprises a continuous hedgerow. The eastern / north-eastern boundary of the site is marked by hedgerows and hedgerow trees with the remaining boundaries comprising hedgerows. There is a TPO on the site next to its northern boundary. Mitigation measures should seek to protect/retain trees covered by TPOs on the northern and eastern boundaries. Further impacts could be suitably mitigated by landscape buffering. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The site is in a rural setting with views from the wider landscape, including towards South Downs National Park. The site is of moderate landscape sensitivity to development as assessed within the 2023 Landscape Sensitivity Assessment but noting that the site is near an existing modern commercial development of a similar scale/depth, and thus, is of a slightly lower sensitivity than the wider assessment unit.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site has an existing vehicular access to the A22, although the access may need to be widened. The site has pedestrian access with a footpath on the north side of the A22. The nearest train station is at Berwick, approximately 3.5 miles to the south of the site even though the only reasonable access to the station is via private motor vehicle. The nearest bus stop is on the A22 at Well House to the east of the site and is less than 300 metres with pedestrian connectivity.
Minor Negative Impacts		
	Climate Change Mitigation	The development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	The site is classed as being on the fringe of a darker area in CPREs light pollution mapping; therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation. Noise attenuation measures could help buffer noise from the A22.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Flood risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. However, around a quarter of the site is affected by surface water flood risk. This includes the southeast of the site, as well as the southwest corner where the access point is located. This would preclude safe access to the site at all times.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic & Cultural Heritage, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
802/3090	Land to the rear of Terra, The Dicker, Lower Dicker																				

COMMENTARY	
Site	Size is 1.54ha and is greenfield land, located to the north of the A22 near to Lower Dicker.
Parish / Settlement	Chiddingly / Lower Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	The site is assessed for employment use although it is promoted for residential use development. As the SHELAA concluded residential use to be unsuitable, this residential use is not tested as part of the SA process.
Summary of Assessment	Land to the rear of Terra, The Dicker, comprises of private amenity land, greenhouses and an outbuilding to the north of the A22 near to Lower Dicker, which is 'not a sustainable settlement' according to the Council's draft settlement hierarchy. The development proposes employment use only, which has potential to contribute positively to the district's identified employment need. The site is greenfield, detached from any identified settlement and is therefore isolated from local facilities and amenities. The site is located behind existing residential development that fronts onto the A22, some parts of which are dominated by commercial uses, including the Hackhurst Lane Industrial Estate, which lies 500 metres to the east. However, this site does not adjoin existing commercial sites and lies in a detached location when considered in isolation. The depth of the site and projection of built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. The site lacks suitable means of connectivity to other non-car modes of transport. Flood risk on site precludes the provision of safe access at all times.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving suitable access with the development of adjoining land, retaining access with residential units, improving pedestrian connectivity, and ensuring good design through SuDS, noise buffering from the A22, and a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission. However, it is acknowledged that the proposed development alone and in combination with the development of the neighbouring SHELAA sites (888/3090 and 880/3090), surrounding land uses, including the residential properties directly south fronting onto the A22 and Hackhurst Lane commercial development to the east, will need to be considered. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in further pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	None	None
Minor Positive Impacts		
	Economy & Employment	The proposed development is for employment use only; therefore, the development will generate employment opportunities and local jobs, with positive impacts expected on the local economy.
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Soil, Land & Minerals	The site is greenfield agricultural land that has not been classified within the Agricultural Land Classification survey.
	Green & Blue Infrastructure	Hedgerows are along all the boundaries of the site whilst there are a few trees along the boundary located at the northeastern part of the site. Impacts could be suitably mitigated by landscape buffering. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	The site is classed as being on the fringe of a darker area in CPREs light pollution mapping; therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Waste & Materials	The site is located within the EA waste disposal site consultation area. Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site has a rural landscape. The 2023 Landscape Sensitivity Assessment considers the site to be of low to moderate landscape sensitivity to development, due to existing commercial development along the A22 that limits tranquillity and decreases landscape sensitivity. The site is located along an exposed part of the settlement edge without a clearly defined boundary or edge, decreasing sensitivity. It is considered that the development of the site should have a limited impact on the wider landscape, as it would relate well to the existing built-up frontage of the A22. However, the development should be designed to incorporate planting comprising species that are in character with the locality and softens and defines the settlement edge. The development will also need to consider the residential amenity of existing dwellings on the southern boundary. Therefore, minor negative impacts are expected overall as the proposed development does not adjoin any existing commercial development of this scale/depth and would be out of character and appearance with the immediate locality and neighbouring form, scale and site coverage of adjacent development.
	Transport & Accessibility	The existing access to the site is through residential land that fronts the site onto the A22. Therefore, the site would need to be developed in conjunction with development on the adjoining land. There is no pedestrian or cycle access to the site. The nearest bus stop is Nash Street, which is 400m to the west of the site with some pedestrian connectivity. The nearest train station is Berwick station and is 3.5 miles south-west of the site; however, the only reasonable access to the station is via the private motor vehicle. Footpath No. 47b runs east/west along the northern boundary of the site. Minor negative impacts are expected given challenges with providing access to this site and retaining shared access to the residential units, and the lack of connectivity to footpaths to bus stops in this location.
Major Negative		
	Flood risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. However around 10% of the site is affected by surface water flood risk. This include the southwest corner of the site and extend along the southern boundary to the access point. This would preclude safe access to the site at all times.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic & Cultural Heritage, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
880/3090	Marigolds Farm, Nash Street, Lower Dicker																				

COMMENTARY	
Site	Size is 12.69ha and is greenfield agricultural land, located to the north of the A22, Lower Dicker.
Parish / Settlement	Chiddingly / Lower Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	Employment use only - 2,500 sqm (net) employment floorspace
Summary of Assessment	Marigolds Farm, Nash Street, comprises of three agricultural fields to the north of the A22 within Lower Dicker, which is not considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The development proposes 2,500 sqm of employment floorspace, which has potential to contribute positively to the district's identified employment need. The site is greenfield, detached from any identified settlement and is therefore isolated from local facilities and amenities. The site is accessed off the A22, via Nash Street but extends to the north behind undeveloped fields. The site is close but does not adjoin the existing commercial sites along the A22 including Hackhurst Lane Industrial Estate. Employment development would not be suitable as the site lies in a detached location when considered in isolation. In addition, the depth of the site and projection of built form would also extend the development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. A suitable access would be required, and insufficient details have been submitted to show this can be achieved in isolation. The site lacks suitable means of connectivity to other non-car modes of transport. The quantum of development is also below the threshold for allocation (5,000sqm).
Mitigation Measures	• Mitigation measures have not been identified. • The proposed development would need to achieve suitable access as part of a comprehensive scheme. Further impacts could be mitigated by ensuring high quality design through SuDS, noise attenuation measures and landscape buffering and/or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. Any development would need to incorporate opportunities to protect the setting of Robin Mead, Grade II listed building, and the residential amenity of dwellings. The implementation of specific Local Plan policies in relation to Historic Environment, Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	Alongside SHELAA site 1137/3090, the southwestern portion of this site was previously subject to an outline planning application for the construction of business units for Use Class E or Use Class B8 under planning reference WD/2019/0306/MAO. It is acknowledged that the proposed development alone and in combination with the surrounding land uses, including the residential properties directly to the south fronting onto the A22 and commercial development to the east, will have an impact on the highway network, other built or natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Economy and Employment	The development proposes 2,500 sqm (net) of employment floorspace. The development is expected to generate employment opportunities with the potential to support a large workforce, and this is expected to have positive impacts on the local economy.
Minor Positive Impacts		
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Flood risk	The site wholly in Flood Zone 1 and is not at risk of groundwater flooding, but there is a small amount of risk of surface water flooding at its southwest corner running along the southern boundary. SuDS could suitably mitigate impacts alongside a sequential approach to the location of development. However, the provision of a direct access onto the A22 is likely to be compromised considering the extent of the surface water flow path at this location.
	Water resources	Wealden has been identified as an area of serious water stress. The site is not within a groundwater source protection zone.
	Soil, Land & Minerals	The site is greenfield agricultural land but has not been classified within the Agricultural Land Classification survey. The land is not safeguarded for minerals.
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, although Dicker Wood is a Priority Habitat Ancient deciduous woodland that runs along the site's eastern most boundary. Impacts could be suitably mitigated through landscape buffering. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Green & Blue Infrastructure	Hedgerows run along all the site's boundaries, whilst there are a few trees with TPOs along the southern and eastern boundary of the site. Therefore, suitable landscape buffering is needed. The fields within the site are separated by mature hedgerows and should be maintained where possible as part of the development. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021. The retention of land/fields to the north of the site would contribute to the existing green infrastructure network and mitigate the impact of any potential development at the frontage of the A22 within the surrounding landscape.
	Historic & Cultural Heritage	Robin Mead is Grade II listed building and is located to the northwest of the site; therefore, any development would need to consider the setting of this listed building.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	Air and noise pollution are expected to increase from the A22, as well as the Woodland Centre which adjoins the site to the north, both during construction and operation. Noise attenuation measures are required to buffer the noise from the A22 and Woodland Centre. Development of the site could introduce more light pollution to the area, which is classed as being of a darker area in CPREs light pollution mapping.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is no vehicular or pedestrian access directly from the site to either the highway (A22) or Nash Street. The existing access uses the track through land at Nash Street Farm (SHELAA reference 1137/3090) to the west onto Nash Street. The Local Highway Authority notes that access onto Nash Street is not recommended as it is a rural lane. In addition, a development of such a size and scale will likely require A22 interventions for access and potentially consolidating other sites to be served from a common junction such as a roundabout. The nearest bus stop is Nash Street, 230m to the west of the site with pedestrian connectivity to the bus stop. The nearest rail station is Berwick station, 3.5 miles south-west of the site; however, the only reasonable access to the station is via a private motor vehicle. There are two main PRoW that travel through the site - Footpath No. 47b (Chiddingly) east/west between the western fields and Footpath No. 35 north/south (Hellingly) through the centre of the easternmost field. Footpaths Nos. 34, 32 and 33a are located around the south-eastern part of the site, along the southern and eastern boundary, although the nature of these make them unlikely to provide suitable and desirable means of pedestrian access.
Major Negative		
	Landscape & Townscape	The site is situated in a rural location and most of the site to the north would be considered backland development. The site has minimal road frontage only, creating a backland site of significant size, detached from adjoining development in most areas, and reading as out of character in this location in terms of siting and scale. The site is considered to be of low to moderate landscape sensitivity to development as assessed within the 2023 Landscape Sensitivity Assessment. However, due to the site's form and location, especially the moderate sensitivity of the northern part of the site, which is away from road frontage, the proposed development would be out of character and appearance with the immediate locality and neighbouring form, scale and site coverage of surrounding development.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
888/3090	Land at Marigolds Farm, Nash Street, Lower Dicker																				

COMMENTARY	
Site	Size is 0.35ha and is greenfield agricultural land, located to the east of Nash Street and to the north of the A22.
Parish / Settlement	Chiddingly/Lower Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	Employment use only. Site assessed for employment use although it is promoted for residential use development. As the SHELAA concluded residential use would be unsuitable, this residential use is not tested as part of the SA process.
Summary of Assessment	Land at Marigolds Farm, Nash Street, comprises of a small paddock to the east of Nash Street and to the north of the A22 in Lower Dicker, which is not considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The development proposes small-scale employment use, which has potential to positively contribute to the district's identified employment need. The site is in a semi-rural location and is detached from local facilities and amenities. The site is close but does not adjoin the existing commercial sites along the A22 including Hackhurst Lane Industrial Estate. Small-scale employment development would not be suitable as the site lies in a detached location when considered in isolation and is away from the main road frontage development of the A22. In addition, the depth of the site and projection of built form would also extend the development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. A suitable access would be required, and insufficient details have been submitted to show this can be achieved in isolation. The site lacks suitable means of connectivity to other non-car modes of transport.
Mitigation Measures	• Mitigation measures have not been identified. • The proposed development cannot deliver a new/suitable vehicular access by itself, except through a third party or in conjunction with the development of adjoining land (SHELAA Sites 1137/3090 and 880/3090) and achieving A22 interventions for access. Further impacts could be mitigated by incorporating opportunities to protect the setting of the Grade II listed building, the residential amenity of surrounding dwellings, and ensuring good design through SuDS, noise attenuation measures, landscape buffering and planting that is in character with the locality, as well as softening and defining the settlement edge. The implementation of specific Local Plan policies in relation to Historic Environment, Climate Change Adaptation and Mitigation, Design, Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not benefit from a planning permission. However, due to the presence of existing commercial development in the area along the A22, it is acknowledged that the proposed development alone and in combination with the neighbouring SHELAA sites (1137/3090 and 880/3090), surrounding land uses, including the residential properties directly south fronting onto the A22 and commercial development to the east, will have an impact on the highway network, other natural or built infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	The site lies wholly within Flood Zone 1 and is not at risk of groundwater flooding. It is marginally affected by surface water flood risk (around 1%) which development can be directed away from. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Economy & Employment	The proposed development is for employment use only; therefore, the development will generate employment opportunities and local jobs, with positive impacts expected on the local economy.
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Soil, Land & Minerals	The site is greenfield agricultural land that has not been classified within the Agricultural Land Classification survey.
	Green & Blue Infrastructure	Hedgerows are along all the boundaries of the site whilst there are a few trees along the north and western boundaries of the site. Impacts could be suitably mitigated by landscape buffering. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Historic & Cultural Heritage	Robin Mead is Grade II listed building and is located to the northwest of the site; therefore, any development would need to consider the setting of this listed building.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	The site is classed as being on the fringe of a darker area in CPREs light pollution mapping; therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	Ther site is in a semi-rural location and is isolated. The site is of low to moderate landscape sensitivity to development as assessed within the 2023 Landscape Sensitivity Assessment. This is partly due to the site's proximity to the Hackhurst Lane Industrial Estate and other employment development along the A22. The site is away from the built-up frontage of A22, so its development would have a minor negative impact on townscape, if delivered in isolation. However, this can only be overcome if delivered alongside other sites.
	Transport & Accessibility	The site has a vehicular access onto Nash Street through the curtilage/access track of Marigolds Farm residential property to the north. However, the development of the site would need substantial improvements to this access. More suitable access could also be achieved if the site is developed in conjunction with the development of adjoining land. There is no pedestrian access onto the site. The nearest bus stop is Nash Street, 150m to the west of the site; however, there is no pedestrian connectivity to the bus stop. The nearest train station is Berwick Station and this is located 3.5 miles southwest of the site, although the only reasonable access to the station is via a private motor vehicle.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
921/1630	Land to the South of the Woodland Centre, A22, Whitesmith																				

COMMENTARY	
Site	Size is 4.79ha and is greenfield agricultural land, with woodland to the north and south of the site located in Whitesmith alongside the A22.
Parish / Settlement	Chiddingly / Whitesmith (Type 6 – Residential Settlement)
Development Proposal	Employment use only – 5,000sqm (net) employment floorspace
Summary of Assessment	Land to the South of the Woodland Centre comprises of a single large field surrounded by woodland to the north and south of the site. It is located in Whitesmith, which is not considered to be a 'sustainable settlement' according to the draft settlement hierarchy. The development proposes 5,000 sqm (net) employment use floorspace, which has potential to contribute positively to the district's identified employment need. The site is greenfield, is located east of the A22 and is isolated and remote from local services and facilities and any other rural settlement. The site will be unsuitable for residential development as it will be out of keeping with the general rural character and appearance of the countryside. Also, employment development would not be suitable as the site lies in a detached location when considered in isolation. This site could potentially be an option for employment development only as an extension to the existing business/industrial estate which lies adjacent to the site's northern boundary, subject to achieving a suitable access through the existing Holmes Hill business estate (SHELAA Site 1135/3090). Vehicular access to the A22 cannot be provided due to the presence of ancient woodland along the southern boundary of the site. An ecological investigation is required due to the presence of Kiln Wood, a Local Wildlife Site (LWS) to the southeast of the site. Noise attenuation would be required to buffer noise from the A22 and the Woodland Centre which adjoin the site to the north, dependent on the employment use on site. Further impacts could be suitably mitigated by SuDS and landscape buffering.
Mitigation Measures	• Mitigation measures have not been identified. • A new access directly onto the A22 would not be achievable due to the ancient deciduous woodland along the site's frontage to the highway; therefore, the site would need to seek the potential for connecting through the existing industrial estate to the north. An ecological investigation is required due to the presence of Kiln Wood LWS on site. Noise attenuation measures are required to buffer noise from the A22 and Woodland Centre. A further investigation of potential land contamination is also required. In addition, SuDS and landscape buffering would mitigate other impacts. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission. However, it is acknowledged that development of this site, alone and in combination with the neighbouring Holmes Hill business/industrial estate to the southwest of the site and other surrounding uses will result in pressures on the highway network (A22), other natural and built infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**UNCERTAIN for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Economy and Employment	The development proposes 5,000 sqm (net) of employment floorspace. The development is expected to generate employment opportunities with the potential to support a large workforce, and this is expected to have positive impacts on the local economy.
Minor Positive Impacts		
	Flood risk	The site is wholly within in Flood Zone 1 and is not at risk of groundwater flooding, but there is a small amount of risk of surface water flooding at its western corners. SuDS could suitably mitigate impacts alongside a sequential approach to the location of development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Water resources	The site is not within a groundwater source protection zone. Wealden has been identified as an area of serious water stress. Therefore, impacts are uncertain at this stage.
	Soil, Land & Minerals	The site is greenfield agricultural land but has not been classified within the Agricultural Land Classification survey. The land is not safeguarded for minerals. However, Kiln Wood to the south of the site is a 'site of historic iron extraction'; therefore, a further assessment on potential land contamination is required.
	Green & Blue Infrastructure	Hedgerows with a few trees run along all the site's boundaries, therefore, suitable landscape buffering is needed. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	The site has no designations. Ancient woodland is present on the site's southern, western, and northeastern boundaries and a suitable buffer would be required if development was to be brought forward. Kiln Wood, designated as an ancient Hornbeam Coppice Woodland and a LWS, runs to the south along the western boundary connecting the site to the A22 and Shelf Wood adjoining the northeastern boundary. Therefore, an ecological investigation of the site is integral to its development. Development of the site also requires at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The site is of rural character and appearance and is isolated. The site is also moderate to high landscape sensitivity to development as assessed within the 2023 Landscape Sensitivity Assessment due to the ancient woodland abutting the site and the Kiln Wood LWS adjacent to the south. Impacts are considered uncertain as the development site's size, location and depth aligns with neighbouring existing industrial site and may even read as natural extension to existing industrial estate if properly designed.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site has no existing vehicular access to the highway. However, a new access to the A22 may be achieved by connecting through the existing business/industrial estate to the north. There is no pedestrian and/or cycle connectivity to the site. The nearest bus stop to the site is Broomham Lane which is 700m to the north; however, there is no pedestrian connectivity to the bus stop. The nearest train station is Berwick station 3.8 miles south of the site, although the only reasonable access to the station is via a private motor vehicle.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	Air and noise pollution is expected to increase from the A22 and the Woodland Centre, which adjoins the site to the north, and during both construction and operation. Therefore, noise attenuation measures are required to buffer noise from the A22 and Woodland Centre. Development of the site could introduce more light pollution to the area, which is classed as being of a darker area in CPREs light pollution mapping.
	Waste & Materials	The industrial estate/park to the north includes the Woodland Centre, which is a designated waste site. Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: CHIDDINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
1137/3090	Land at Nash Street Farm, A22, Lower Dicker																				

COMMENTARY	
Site	Size is 1.37ha and is greenfield agricultural land, accessed via Nash Street to the north of the A22.
Parish / Settlement	Chiddingly / Lower Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	Employment use only
Summary of Assessment	Land at Nash Street Farm, A22 comprises of a single field used for agricultural purposes, accessed via Nash Street to the north of the A22 within Lower Dicker, which is not a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is detached from any identified settlement and is therefore isolated from local facilities and amenities. The development proposes employment use only, which has the potential to contribute positively to the district's identified employment need. The site is in a semi-rural location and is detached from local facilities and amenities. The site is in close proximity but does not adjoin the existing commercial sites along the A22 including Hackhurst Lane Industrial Estate. Small-scale employment development would not be suitable as the site lies in a detached location when considered in isolation. A suitable access would be required, and insufficient details have been submitted to show this can be achieved in isolation. The site lacks suitable means of connectivity to other non-car modes of transport.
Mitigation Measures	• Mitigation measures have not been identified or proposed. • The proposed development could mitigate impacts by achieving suitable access options from the site's frontage and corner location and improving the existing footway or providing a footpath along the frontage of the A22. The development could also mitigate other impacts ensuring high quality design through SuDS, noise buffering from the A22, and a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate.
Cumulative Impacts	Alongside part of SHELAA site 880/3090, this site was subject to an outline planning application for the construction of business units for Class E and/or Class B8 use under planning reference WD/2019/0306/MAO, but this was formally disposed of in 2024. It is acknowledged that the proposed development alone and in combination with the development of the neighbouring SHELAA sites (888/3090 and 880/3090), surrounding land uses, including the residential properties directly south fronting onto the A22 and Hackhurst Lane commercial development to the east, will have an impact on the highway network and other built or natural infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Economy & Employment	The proposed development is for employment use only; therefore, the development will generate employment opportunities and local jobs, with positive impacts expected on the local economy
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Education & Skills	The proposed development will offer employment opportunities, which are linked to skills acquisition and training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Flood risk	The site lies wholly in Flood Zone 1 and is at risk of groundwater flooding. The northern half of the site is at risk of surface water flooding and would not be suitable to accommodate development. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water resources	Wealden has been identified as an area of serious water stress. The site is not within a groundwater source protection zone. A small stream that flows into Wick Street Stream runs along the western boundary of the site.
	Soil, Land & Minerals	The site is greenfield agricultural land that has not been classified within the Agricultural Land Classification survey.
	Green & Blue Infrastructure	Mature hedges can be found on the boundary of the site. Impacts could be suitably mitigated by landscape buffering. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	The site is classed as being on the fringe of a darker area in CPREs light pollution mapping; therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation. Noise attenuation measures may be needed with noise from the A22 where the site adjoins.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is existing access to Nash Street from the site. However, the existing access onto Nash Street is an agricultural field gate. Therefore, development of the site would need substantial improvements to this access. The Local Highway Authority notes that access onto Nash Street is not recommended as it is a rural lane and such development will likely require A22 interventions for access and potentially consolidating other sites to be served from a common junction such as a roundabout. There is currently no pedestrian access to the site, as there are no footpaths along Nash Street in this location. The nearest rail station is at Berwick, approximately 3.5 miles south of the site, although the only reasonable access to the station is via private motor vehicle. The nearest bus stop is at Nash Street to the west of the site; however, there is no pedestrian connectivity.
	Landscape & Townscape	The site lies in a rural location. The site is considered to be of low to moderate sensitivity to development within the 2023 Landscape Sensitivity Assessment, due to its proximity to the A22 and existing commercial development, such as Hackhurst Lane Industrial Estate, in this location that decreases sensitivity. Although the site is located near the Hackhurst Lane Industrial Estate, it is not well enclosed due to the linear low hedgerows in the area. It also lies on an exposed location on a prominent corner site, and if developed in isolation, would appear out of character with the immediate locality.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

CROWBOROUGH

SA SITE ASSESSMENTS: CROWBOROUGH

PARISH: CROWBOROUGH

Ref. No.	Address	Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
046/1110	Brook Farm, High Broom Road, Crowborough																				
272/1110	Caxton House, Hurtis Hill, Crowborough																				
298/1110	Spring Cottage, Eridge Road, Crowborough																				
955/1110	Crowborough Police Station, Crowborough Hill, Crowborough																				
110/1110	Land at Hodges, Steel Cross Road, Crowborough																				
158/1110	Land at Junction of Eridge Road & A26, Crowborough																				
200/1110	Land north of Stone Cross Road at Alderbrook, Crowborough																				
572/1110	Castle End, Hurtis Hill, Crowborough																				
573/1110	Hurtis Hill House, Hurtis Hill, Crowborough																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
046/1110	**Reject**	Accessibility is very poor with little to no scope for improvement. Both Alice Bright Land and High Brooms Road are rural lanes. High Brooms Road lacks consistent width, pedestrian facilities, lighting or surveillance to facilitate access for all modes of transport and ancient woodland precludes access to Alice Bright Lane. No public transport can be reached safely from the site. The site has significant intervisibility with the High Weald National landscape to the south and west.
272/1110	**Reject**	Site would require significant vehicular access improvements, and it is considered by the Local Highway Authority that an appropriate standard of access for intensification of highway demand/access cannot be achieved. Further, there are no pedestrian footways on the southern side of Hurtis Hill, and the road alignment of the highway limits the provision of a pedestrian crossing to the footway on the other side of the road, which is elevated and problematic to reach.
298/1110	**Select for Residential**	The site is well enclosed by boundary vegetation, which would need to be retained and protected/enhanced, and has good access via footpaths to a regular bus service into Crowborough. Development could be considered appropriate for the natural growth of development along the A26, subject to suitable potentially reduced quantum and appropriate layout and design. Development would need to take account of the site's location within the High Weald National Landscape and mitigate any impacts on the Priority Habitat Deciduous Woodland in the west of the site.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
955/1110	**Select for Residential**	This is a brownfield site, centrally located within Crowborough. The police station itself is a non-designated heritage asset, and development must be appropriate and well designed with limited harm to the heritage asset. The demolition of the existing police station would not be supported. The site has the potential to be well integrated into the existing settlement close to services and facilities. Development would not be harmful to the wider landscape character of the area, and a suitable vehicular access already exists to the site.
110/1110	**Reject**	The parts of the site which do not have planning permission are covered extensively by Priority Habitat Deciduous Woodland and the impact of development is unlikely to be able to be suitably mitigated.
158/1110	**Reject**	There is no existing vehicular access to all parts of the site. Potential vehicular access via the A26 would involve the significant removal of large, established trees which is considered unacceptable in this wooded location. Planning application for 2 (net) dwellings refused, and dismissed at appeal in November 2023, on the grounds of unacceptable harm to the countryside and landscape quality of the High Weald National Landscape, encroachment into the open countryside and the material alteration of the area's character.
200/1110	**Uncertain for Residential**	The site lies in a sustainable location, well connected and integrated with existing built form. The site is also contained and could be designed to prevent adverse impact on the High Weald National Landscape. However, it is unclear how suitable access can be achieved to the site. A new vehicular / pedestrian access from Brooklands Avenue has the potential to provide a solution to resolve the existing access difficulties, but it is not known whether this is available for this purpose. Vehicular access via Stone Cross Road to the south would result in extensive tree and hedgerow removal which is considered unacceptable, and access via Alice bright lane would be unsuitable due to width, alignment and accessibility. Further detail is required and outcome remains uncertain at this stage.
572/1110	**Reject**	The site as submitted cannot be provided with suitable vehicular access to new housing development and would be reliant on Site 573/1110, otherwise it is landlocked. It is not known whether appropriate sightlines along Hurtis Hill can be achieved for vehicular access, given the existing 30 mph speed limit, topography of the site and bend in the road. The site is within walking distance of a bus stop but there are no pedestrian footways on the southern side of Hurtis Hill, and the road alignment limits the provision of a pedestrian crossing to the footway on the other side. If considered with Site 573/1110 there would be an area of frontage which could potentially allow for pedestrian access to the site and a level presentation to cross to the footway on the opposite side of Hurtis Hill Road. However, as submitted, the proposal would have negative impacts.
573/1110	**Reject**	Vehicle access to the site would be achievable, however the existing access has poor visibility onto Hurtis Hill, and substantial improvements would be required. The site is within walking distance of a bus stop but there are no pedestrian footways on the southern side of Hurtis Hill, and the road alignment limits the provision of a pedestrian crossing to the footway on the other side. If considered with Site 572/1110 there would be an area of frontage which could potentially allow for pedestrian access to the site and a level presentation to cross to the footway on the opposite side of Hurtis Hill Road. However, as submitted, the proposal would have negative impacts.

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
046/1110	Brook Farm, High Broom Road, Crowborough																				

COMMENTARY	
Site	Size is 6.20ha and is greenfield agricultural land and associated farm buildings, located on the southern fringe of Crowborough, sitting between High Broom Road to the west and Alice Bright Lane to the east.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town)
Development Proposal	60 (net) dwellings
Summary of Assessment	The site is within a sustainable settlement and would provide a reasonably significant amount of housing. Accessibility is currently very poor / non-existent with little to no scope of improvement, even noting that the site is well located to the south of a sustainable settlement. High Brooms Road lacks consistent width, pedestrian facilities, lighting or surveillance to facilitate access for all modes of transport and ancient woodland precludes access to Alice Bright Lane. No public transport can be reached safely from the site, thus the site remains unsuitable in this regard if delivered in isolation. The site is on the periphery of Crowborough and has significant intervisibility with the High Weald National landscape to the south and west, which may be difficult to suitably mitigate given the scale of proposed development. The impact may be reduced if only part of the site were developed, or the site developed sensitively in combination with surrounding SHELAA sites. However, owing to the lack of information, there is some uncertainty about the mitigation measures which could be provided, although the majority is likely to be addressed by measures required in the planning policies. Further work will need to be undertaken to understand the impact.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area, and potential impact to the Ashdown Forest SPA/SAC
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 60 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. There is an area of surface water flood risk running along the eastern boundary and through the centre of the site, although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. The site is not within a Groundwater Source Protection Zone.
	Soil, Land & Minerals	The site contains some agricultural and equestrian buildings and there may be land / soil contamination associated with these, as well as agricultural use. The site has not been classified within the Agricultural Land Classification survey.
	Green & Blue Infrastructure	There are a significant number of large, mature trees (some forming parts of Alice Bright Lane Gill ancient woodland) in the east of the site and along the site boundary. Any development should seek to retain and protect these trees, and provide a suitable buffer to the ancient woodland, to maintain and enhance the green infrastructure network.
	Biodiversity	The site does not contain any designated sites, except for a small part of Alice Bright Lane Gill Ancient Woodland in the east, where it runs along the eastern boundary of the site. This woodland is also classified as Priority Habitat Deciduous woodland. In addition, there are several TPO trees in the western corner of the site. Any development would need to ensure no harm to the woodland / trees and provide a suitable buffer to the Ancient Woodland. The site is also within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Landscape & Townscape	The site is assessed as being of moderate to high sensitivity to development due to the ancient woodland along the eastern boundary, TPO trees and Priority Habitat Deciduous Woodland. The site has high intervisibility with the High Weald National Landscape to the south and west and the scale of the proposed development could impact on the wider landscape, if the site were developed in its entirety and especially to the exposed slope to the south of the site, as natural containment to the south of the site is limited.
	Town & Village Centres	The site is on the periphery of the south of Crowborough with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre.
Major Negative		
	Transport & Accessibility	High Broom Road is located to the southwest of the site, with some residential properties located along its length. However, the road does not have consistent width, any dedicated pedestrian facilities, lighting or surveillance to facilitate safe and convenient access for pedestrians and all modes of transport. No public transport can be reached safely from the site due to this. To the east of the site, Ancient Woodland precludes access to Alice Bright Lane as an alternative option. Due to these issues, the site lies in an unsustainable location as it is car-reliant, with no genuine choices of travel that can be made available on this site in isolation. In terms of safety for car reliant development, the vehicular junction north on to Hurtis Hill is not up to standard in terms of junction visibility sightlines.
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment, Education & Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
272/1110	Caxton House, Hurtis Hill, Crowborough																				

COMMENTARY	
Site	Size is 0.89ha and is brownfield land comprising a single dwelling and residential curtilage.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town)
Development Proposal	9 (net) dwellings
Summary of Assessment	The site is located to the south of Crowborough, defined as a sustainable settlement. The site is well screened from all sides as it is enclosed by a mature tree screen and has residential development to the northeast and northwest. Sensitive development, especially if part of a wider development site, would not be out of character. Although the site is not within the conservation area, there are listed buildings to the east of the site and development could impact on their setting. The current vehicular access would require improvement, including establishing whether suitable visibility splays could be achieved. There are no pedestrian footways on the southern side of Hurtis Hill, and the road alignment of the highway limits the provision of a pedestrian crossing to the footway on the other side. Notwithstanding this, the footway on the opposite side of the road is elevated and problematic to reach. Owing to the lack of information, there is some uncertainty about the mitigation measures which could be provided, although the majority is likely to be addressed by measures required in the planning policies. Further work will need to be undertaken to understand the impact.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area, and potential impact to the Ashdown Forest SPA/SAC.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The development would deliver 9 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear at this time.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Biodiversity	The site does not contain any designated sites. However, the site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Green & Blue Infrastructure	The southern boundary of the site is enclosed by a mature tree screen and hedgerows with some trees surround the residential curtilage. Any development should seek to retain and protect these hedgerows and trees, to maintain and enhance the green infrastructure network.
	Historic & Cultural Heritage	There are two listed buildings adjacent to the site in the east and new development (including the creation of pedestrian and vehicular access) may have a detrimental impact on their setting.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Crowborough has a train station, although the site is at some distance from this. The site is within walking distance of a bus stop, however there are no pedestrian footways on the southern side of Hurtis Hill and the road alignment of the highway limits the provision of a pedestrian crossing to the footway on the other side of the road. No public transport can be reached safely from the site due to this.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures: **Water Resources; Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Town & Village Centres and Education & Skills**.

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
298/1110	Spring Cottage, Eridge Road, Crowborough																				

COMMENTARY	
Site	Size is 0.67ha and is a mixed brownfield/greenfield site comprising a single residential dwelling with associated curtilage and woodland .
Parish / Settlement	Crowborough/ Crowborough (Type 1 settlement- Town).
Development Proposal	15 (net) dwellings
Summary of Assessment	The site comprises a single residential dwelling, residential curtilage and woodland and is on the periphery of Crowborough, surrounded by Eridge Road / A26 on all three sides, providing natural containment and development could represent infill, if appropriately scaled and designed. The site is within walking distance of several bus stops, with regular services into Crowborough, and has good footpath connectivity to them along Eridge Road/A265, giving good access to sustainable modes of transport. The site proposes 15 (net) dwellings, and whilst this may not be achieved in full, would contribute positively towards the district's identified need. Notwithstanding this, the site is within the High Weald National Landscape and an area assessed as having moderate to high sensitivity to development due to its location and the wooded backdrop it gives to the edge of Crowborough. However, large scale development has been granted (103 dwellings) on site 250/1110 on the opposite side of Eridge Road and to the south, providing some urbanizing context to this site.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No immediately adjacent sites have planning permission or are under construction. A large site (250/1110) opposite and to the south has been granted planning permission for 103 dwellings. Various sites are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area, and potential impact to the Ashdown Forest SPA/SAC.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Transport & Accessibility	The site is within walking distance of bus stops and there is pedestrian access to / from the site along the western side of Eridge Road. There are regular bus services into Crowborough including the train station. Vehicular access to the site would need to be improved but it is considered possible as part of any development.
	Housing	The development proposes 15 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Town & Village Centres	The site is on the periphery of Crowborough, however there is good access to regular bus services facilitating journeys into town, supporting the vitality and viability of the town centre.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Pollution	The site is within an area of Crowborough considered to be relatively dark and there is the potential for light pollution from development of this site, particularly if this comes forward with the other sites in this area (158/1110 and 110/1110). The site is bordered by the A26 providing a potential source of noise for occupiers of any development.
	Green & Blue Infrastructure	There are trees along the site boundaries, which any development should seek to retain and protect to maintain and enhance the green infrastructure network.
	Biodiversity	An area of Priority Habitat Deciduous Woodland lies within part of the west of the site. There are no other biodiversity designations within the site. All development, unless exempt, will need to provide a minimum of 10% BNG. The site is within the 7km zone of influence for the Ashdown Forest SPA and therefore if the site were to come forward for development it would require a Habitats Regulation Assessment.
	Landscape & Townscape	The site is wholly within the High Weald National Landscape and detached from the existing built form of Crowborough. The site is within an area of Crowborough assessed as being of moderate to high landscape sensitivity due to its location within the National Landscape and the mature wooded backdrop it provides to the settlement edge of Crowborough. Trees protected by a TPO exist on all boundaries of the site. A large site (250/1110) opposite and to the south has been granted planning permission for 103 dwellings. Development of this site would be seen within that context, with a semi urban street scene and the sporadic dwellings located in the immediate locality. The site's sensitivity to development is moderated to a degree by the presence of existing urban fringe land uses (golf courses; sports fields; a campsite and proximity to the A26). The site is also contained physically by Eridge Road / A26 on all sides and development could be seen as infill. Subject to a suitable quantum and type of development, and retention of landscape features and open space to west of site, to account for this context, development could be accepted.
	Historic & Cultural Heritage	The site is not within a Conservation Area however, it is within an area of archaeological interest due to the earthwork remains of a possible Bloomery site and ironstone extraction pit.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Mineral	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be address through mitigation measures: **Water Resources; Soil, Land and Minerals; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
955/1110	Crowborough Police Station, Crowborough Hill, Crowborough																				

COMMENTARY	
Site	Size is 0.22ha and is a brownfield site comprising a former Police Station.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town)
Development Proposal	11 (net) dwellings
Summary of Assessment	The site comprises a former police station and is located along the northern part of Crowborough Hill to the southeast of Crowborough Town Centre and lies within the existing development boundary. The police station itself is a non-designated heritage asset and therefore the conversion of the site to residential use must be appropriate and well designed with limited harm to the heritage asset. The demolition of the existing police station would not be supported. The site has the potential to be well integrated into the existing settlement close to services and facilities with good pedestrian links to public transport options. Development would not be harmful to the wider landscape character of the area, and a suitable vehicular access already exists to the site. The site proposes 11 (net) dwellings, and this would contribute positively towards the district's identified need. The site is within 7km of Ashdown Forest SPA and any development will need to consider its impact and potential contributions towards SANGS and SAMMS provision.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	The site is located within the existing built-up area of Crowborough and surrounded by built form. No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider potential impact to the Ashdown Forest SPA/SAC.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	This is a brownfield site and therefore its redevelopment offers good opportunities to create benefits for biodiversity. All development will need to provide a minimum of 10% BNG. The site is within the 7km zone of influence for the Ashdown Forest SPA and therefore if the site were to come forward for development it would require a Habitats Regulation Assessment.
	Housing	The development could deliver dwellings through conversion of the police station and adjacent dwellings on site into flats located in the town centre. This would contribute to the district's identified housing need. The type and tenure of housing is unclear at this time but likely to provide small scale units/flatted development.
	Transport & Accessibility	The site is within walking distance of a bus stop with good pedestrian footpath links. The site is within walking distance of bus stops and there is pedestrian access to / from the site along Crowborough Hill/B2100. There are regular bus services into Crowborough including the train station and the site benefits from an existing vehicular access point.
	Town & Village Centres	The site is relatively central within Crowborough and there is good access on foot and to bus services facilitating journeys into town, supporting the vitality and viability of the town centre.
	Soil, Land and Minerals	The proposal is for reuse of the existing building on site, representing development of a brownfield site and best use of existing vacant land/building.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Historic & Cultural Heritage	The former police station is a non-designated heritage asset and therefore the conversion of the site to residential or other use must be appropriate and well designed with limited harm to the heritage asset. The demolition of the existing police station would not be considered appropriate.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation, but waste levels are reduced noting reuse of the buildings on site.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be address through mitigation measures: **Water Resources; Pollution; Green & Blue Infrastructure; Landscape & Townscape; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
110/1110	Land at Hodges, Steel Cross Road, Crowborough																				

COMMENTARY	
Site	Size is 1.54ha and comprises of residential amenity land (including a tennis court) and woodland and is located at the northeast fringe of Crowborough.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town).
Development Proposal	10 (net) dwellings
Summary of Assessment	The site comprises residential amenity land (including a tennis court) and woodland, located to the north of Eridge Road and to the west of the A26. The site lies within the High Weald National Landscape but is generally well screened from the wider landscape by trees on the boundaries and is assessed as having moderate sensitivity to development in the 2023 Landscape Sensitivity Assessment due to its location within the designated landscape and the wooded edge it gives to the edge of Crowborough. This wooded corridor of the A26 is dominant in the street scene, differing to the more semi urban residential character south and further east. The site supports significant ecological habitat due to the Priority Habitat Deciduous Woodland in the north and east of the site, treed boundaries and large pond in close proximity. The woodland and trees contribute significantly to the green infrastructure network of the area providing ecological connections into the wider landscape. The site also has potential archaeological value with the earthwork remains of a possible Bloomery site and ironstone extraction pit. Notwithstanding this, the site has no flood risk, has good access to public transport via footpaths and 10 (net) dwellings would make a positive contribution to housing need within the area in a sustainable location. Given the ecological constraints to the north site, including mature woodland and an adjacent pond, it is considered that only the residential amenity land fronting onto Eridge Road (containing a tennis court) is suitable for residential development. The southern part of the site, fronting onto Eridge Road, was granted full planning permission for 4 (net) large dwellings under planning reference WD/2022/2352/F in 2023. The remainder of the SHELAA site is not considered suitable for residential development owing to ecological constraints on site.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission; however they are promoted through the SHELAA process. If development came forward with other sites in this area (298/1110 and 158/1110), they would need to consider potential impact to the Ashdown Forest SPA/SAC, High Weald National Landscape, as well as potential light pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Transport & Accessibility	The site is within walking distance of bus stops offering frequent services to the High Street, services and facilities in Crowborough and Eridge train station as well as services to Brighton and Tunbridge Wells. Footway provision to reach the bus stops, crossing point and bus stop infrastructure would be sought as part of any development. The existing access to the site could be improved to serve future development, as appropriate visibility splays could be achieved.
	Housing	The development would deliver 10 (net) dwellings on the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Town & Village Centres	The site is on the periphery of Crowborough, however there is good access to regular bus services facilitating journeys into town, supporting the vitality and viability of the town centre.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. There are areas of surface water flood risk running along the southern boundary where access is proposed and the northern boundary. Neither of those areas form part of a wider flow path. Mitigations are likely to be effective although this has not been evidenced. Additional mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Pollution	The site is within an area of Crowborough considered to be relatively dark in CPRE's light pollution mapping and there is the potential for light pollution from development of this site, particularly if this comes forward with the other sites in this area. The site is bordered by the A26 providing a potential source of noise for occupiers of any development.
	Landscape & Townscape	The site is wholly within the High Weald National Landscape and detached from the existing built form of Crowborough as well as being within an area of Crowborough assessed as being of moderate to high landscape sensitivity (location and wooded backdrop to the town). This wooded corridor of the A26 is dominant in the street scene, differing to the more semi urban residential character south and further east. However, the site is well enclosed by existing mature vegetation (which would require retention and protection), and as the site is contained physically by Eridge Road / A26 on all sides and development could be seen as infill, if accessed from the east and not presenting as residential development from the west. Such an access arrangement is difficult to achieve with on site constraints.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Green & Blue Infrastructure	Priority Habitat Deciduous Woodland covers a large proportion of the site, predominantly the north and east. There are also mature trees along the eastern boundary covered by a Tree Preservation Order (TPO). The presence of this woodland and trees provide green corridors and connections to the wider area and development would need to ensure the retention and protection of the woodland and trees to maintain the green infrastructure network in this area.
	Biodiversity	The Priority Habitat Deciduous Woodland on site has significant biodiversity value and could be adversely affected by development. There are no other biodiversity designations within the site. Notwithstanding this, all development would need to provide a minimum of 10% BNG. The site is within the 7km zone of influence for the Ashdown Forest SPA and therefore if the site were to come forward for development it would require a Habitats Regulation Assessment.
	Historic & Cultural Heritage	The site is within an area of archaeological interest due to the earthwork remains of a possible Bloomery site and ironstone extraction pit. The Bloomery and ironstone extraction pit cover a large proportion of the site and whilst investigations would be required, there is the potential for development to significantly affect this historic site.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be address through mitigation measures: **Water Resources; Soil, Land & Minerals; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
158/1110	Land at Junction of Eridge Road and A26, Steel Cross, Crowborough																				

COMMENTARY	
Site	Size is 2.54 (ha), and is greenfield agricultural land, located at the northeastern fringe of Crowborough, to the west of Eridge Road (B2157) and to the east of the A26
Parish / Settlement	Steel Cross / Crowborough (Type 1 Settlement – Town)
Development Proposal	12 (net) dwellings
Summary of Assessment	The site is located at the northeastern fringe of Crowborough. The site lies within the High Weald National Landscape and within a part of Crowborough assessed as having moderate to high sensitivity to residential development in the 2023 Landscape evidence base as a result of this location and the area's mature wooded nature towards the edge of Crowborough. Limited frontage development along Eridge Road has been granted planning permission for 2 (net) dwellings, with a further planning application for 2 (net) dwellings behind this refused, and dismissed at appeal in November 2023, on the grounds of unacceptable harm to the countryside and landscape quality of the High Weald National Landscape, encroachment into the open countryside and the material alteration of the area's character. The site is close to bus stops on Green Lane, however there is no pedestrian access to / from the site. There is an existing vehicular access onto Eridge Road however this would need significant improvement to make it suitable for intensification which is considered difficult as visibility onto the A26 is very poor. Potential vehicular access via the A26 would involve the significant removal of large, established trees and road noise is a significant constraint on the site. The parts of the site without planning permission may not be suitable for wholesale development without consideration of connectivity into Crowborough.
Mitigation Measures	• No mitigation measures have been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Parts of this site already have planning permission, and another application has been refused and dismissed on appeal. None of the sites adjacent to this site have planning permission. If development came forward with other sites, they would need to consider potential impact to the Ashdown Forest SPA/SAC, High Weald National Landscape and the wider countryside.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. There is an area of surface water flood risk running to the centre of the site north to south and in the western corner, although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development would deliver 12 (net) dwellings on the site if delivered as proposed, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The site is former agricultural land and there is the potential for land contamination.
	Pollution	The site is within an area of Crowborough considered to be relatively dark in CPRE's light pollution mapping and there is the potential for light pollution from development of this site, particularly if this comes forward with the other sites in this area (298/1110 and 110/1110). The site is bordered by the A26 providing a potential source of noise for occupiers of any development.
	Green & Blue Infrastructure	There are mature trees along the site boundaries, which any development should seek to retain to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated biodiversity sites within the site, and it is not within a biodiversity opportunity area. There is a small area of Priority Habitat Deciduous Woodland in the southwest corner of the site, adjacent to the A26. All development will need to provide a minimum of 10% BNG. The site is within the 7km zone of influence for the Ashdown Forest SPA and so any development will require an HRA.
	Historic & Cultural Heritage	The site is not within a conservation area but is within an area of archaeological interest due to the earthwork remains of a possible Bloomery site and ironstone extraction pit. Whilst investigations are required, there is the potential for development to affect this historic site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Landscape & Townscape	The site is within the High Weald National Landscape and is detached from the settlement pattern of Crowborough by virtue of the A26 / Eridge Road. The site is assessed within the Landscape evidence base as being moderate to high landscape sensitivity due to its location, however it is noted that sensitivity is impacted by the presence of existing urban fringe land uses such as golf courses, sports fields and a campsite, the enclosed nature of the site and the proximity to the A26. A planning application for 2 (net) dwellings under planning reference was refused permission, and dismissed at appeal in November 2023, as the proposal would result in unacceptable harm to the countryside and landscape quality of the High Weald National Landscape, by encroaching into the open countryside, materially altering its character. The impact may be reduced is part of the site were delivered comprehensively with adjacent development, in a suitable quantum, scale and layout, but the proposed 12 dwellings and site extant are likely to cause some harm as set out.
	Transport and Accessibility	Site is within walking distance (200m) of bus stops on Green Lane however there is no pedestrian access to / from the site and it is unlikely this could be achieved, unless through neighbouring land/sites. There is an existing vehicular access onto Eridge Road however this would need significant improvement to make it suitable for intensification which is considered difficult as visibility onto the A26 is very poor given the bend in the road. Part of the site has been developed (2 dwellings) and the site could utilise the newly constructed access if this can support further intensification (it will need to meet correct standards, it does not appear to at present).
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures: **Water Resources; Health & Wellbeing; Town and Village Centres; Economy & Employment and Education and Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
200/1110	Land north of Stone Cross Road at Alderbrook, Crowborough																				

COMMENTARY	
Site	Size is 3.19ha and is greenfield agricultural land, to the west and southwest of Crowborough Athletic Football Club.
Parish / Settlement	Alderbrook / Crowborough (Type 1 Settlement – Town)
Development Proposal	80 (net) dwellings
Summary of Assessment	The site is on the southern edge of Crowborough and is well enclosed within the wider landscape by the boundary trees and hedgerows, with good access to local amenities and public transport. The existing vehicular access to the site via Alderbrook Farm, off Alice Bright Lane, would not be acceptable to serve development of this scale and is not included in the submission. A new vehicular / pedestrian access from Brooklands Avenue has potential to provide a solution to resolve the existing access difficulties, but it is not known whether this is available for this purpose. There is known contamination of the site comprising five small areas of filled land of unknown material and surveys/mitigation would be required. Buffer zones would also be needed to mitigate the impact of development on the adjacent ancient woodland (that lies to west and south) and to protect mature trees on the site boundary. The lower part of the site, adjacent to the ancient woodland, is also an important wetland habitat.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	None of the sites around this site have planning permission. Should sites be allocated for development this is likely to change the immediate character of the southern edge of Crowborough, including in relation to light pollution, landscape/townscape and traffic. If development came forward with other sites, they would need to consider potential impact to the Ashdown Forest SPA/SAC, High Weald National Landscape and the wider countryside
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 80 (net) dwellings on the site, and this would contribute to the district's identified housing need. In addition, due to the quantum of proposed housing, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. There is an area of surface water flood risk running along the western boundary, although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	The site is adjacent to an area of Ancient Woodland / Priority Habitat to the south, which would require a suitable buffer. There are no designated biodiversity sites or priority habitats within the site. The lower part of the site, adjacent to the ancient woodland, is an important wetland habitat, and relevant ecological surveys, to include mitigation and enhancement proposals, would be required. All development will need to provide a minimum of 10% BNG. The site is within the 7km zone of influence for the Ashdown Forest SPA, therefore development would require an appropriate assessment under the Habitats Regulation.
	Town & Village Centres	The site is close to the centre of the settlement and provided suitable access could be achieved will support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources
	Soil, Land & Minerals	The site is within the Environment Agency's waste disposal site and consultation area and there are 5 small areas of filled land of unknown material within the site, potential for contamination. Surveys and potential mitigation would be required.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which any development should seek to retain and protect, to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Landscape & Townscape	The site is outside of the High Weald National Landscape however it is in an area assessed as having moderate to high landscape sensitivity in part due to the areas elevated and undulating ridged landform and its intervisibility with the rest of the High Weald NL. The site itself slopes steeply however it is well enclosed by boundary vegetation which would need to be retained and protected. Given the scale of proposed development and the steeply sloping nature of the site, impacts are considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Transport & Accessibility	The site is 400m from the nearest bus stop and is close to services and facilities in Crowborough, with footpaths along all the surrounding roads providing good pedestrian access. However, the site was last known to be currently land locked and any access (vehicular and pedestrian) would need to be established, preferably through Brooklands Avenue to the north of the site. Currently, it is not known whether this is available. A crossing point on Fermor Road to reach Whitehill Road is required, to access the bus stops and school and to provide a general route to the town centre. Whilst location and accessibility are very positive further details are needed on access proposals.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills**.

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
572/1110	Castle End, Hurtis Hill, Crowborough																				

COMMENTARY	
Site	Size is 0.66ha and is a brownfield site comprising a residential dwelling with access drive and gardens, located on the southern edge of Crowborough on the south side of Hurtis Hill.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town)
Development Proposal	Proposed for 3 (net) dwellings, however, the site is capable of accommodating more units so has been assessed on that basis.
Summary of Assessment	The site comprises a residential dwelling, access drive and gardens to the south of Hurtis Hill, Crowborough. The site has no flood risk but a small part is within an area of groundwater concern so further investigation may be needed, and mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The site as submitted cannot be provided with suitable vehicular access to serve new housing development and would need to rely on Site 573/1110, otherwise it is landlocked. In addition, it is not known whether appropriate sightlines along Hurtis Hill can be achieved for vehicular access, given the existing 30 mph speed limit, topography of the site and bend in the road. Furthermore, the nature of Hurtis Hill Road means a pedestrian crossing to the footpath on the opposite side is unachievable. The Grade II listed Old Smugglers Cottage and Entrance Gates, Gatepiers and flanking wall to the north of Old Smugglers Cottage are to the northwest of the site and development could impact on their setting. The vast majority of the site is covered in Priority Habitat Deciduous Woodland and would require significant protection to maintain its biodiversity value. The proposed development is small-scale and may be able to be accommodated with appropriate mitigation measures, however details of any housing scheme are lacking currently.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	None of the adjacent sites have planning permission. A number of sites have been submitted adjacent to this SHELAA site, which could, in a comprehensive scheme, provide a suitable vehicular access subject to further transport studies being undertaken. It is considered that this site, alongside SHELAA Site 573/1110 would be able to provide an area of frontage which could potentially allow for pedestrian access to the site. If development came forward with other sites, they would need to consider potential impact to the Ashdown Forest SPA/SAC. Comprehensive development with site 573/1110 could provide opportunities to better protect the Priority Habitat and Ancient woodland on this site.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. There is an area of surface water flood risk running along the eastern boundary and an isolated area in the centre of the site, although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development would deliver dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Green & Blue Infrastructure	There are trees and hedgerows around the residential curtilage of the site and the southern boundary is enclosed by a mature tree screen, whilst the vast majority of the site is covered by woodland (Priority Habitat and band of Ancient Woodland). Any development should seek to retain and protect the trees, woodland and hedgerows, including a suitable buffer to the ancient woodland along the western boundary, to maintain and enhance the green infrastructure network, particularly given the connectivity to the ancient woodland to the south. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The majority of the site is covered in Priority Habitat Deciduous Woodland and would require significant protection to maintain its biodiversity value. Part of the woodland along the site's western boundary is also Ancient Woodland (Alice Bright Lane Gill). The proposed development is small-scale and may be able to be accommodated with appropriate mitigation measures however details of any housing scheme are lacking currently. All development will need to provide a minimum of 10% BNG and the site is within the 7km zone of influence for the Ashdown Forest SPA; therefore, development would require a Habitats Regulation Assessment.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Historic & Cultural Heritage	There are two Grade II listed buildings adjacent to the north of the site (Old Smuggles Cottage and the Entrance Gates, Gatepiers and Flanking Wall to the north of Old Smugglers Cottage) and new development (including the creation of pedestrian and vehicular access) may have a detrimental impact on their setting.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	The site is within walking distance of bus stops on Hurtis Hill however there are no pedestrian footways on the southern side of Hurtis Hill, and the nature of the road means a pedestrian crossing to the footpath on the opposite side of is unachievable. Notwithstanding this, the site as submitted cannot be provided with a suitable vehicular access to serve new housing development and it is not known whether appropriate sightlines along Hurtis Hill can be achieved for a vehicular access, given the existing 30 mph speed limit, topography of the site and bend in the road. The site is reliant on 573/1110 otherwise it is landlocked.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures: **Water Resources; Soil, Land & Minerals; Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Town & Village Centres and Education & Skills.**

SITE SUMMARY FORM

PARISH: CROWBOROUGH		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
573/1110	Hurtis Hill House, Hurtis Hill, Crowborough																				

COMMENTARY	
Site	Size is 0.53ha and is a brownfield site comprising a residential dwelling and associated curtilage, located on the southern edge of Crowborough on the south side of Hurtis Hill.
Parish / Settlement	Crowborough / Crowborough (Type 1 Settlement – Town)
Development Proposal	Proposed for 3 (net) dwellings, however, the site is capable of accommodating more units so has been assessed on that basis.
Summary of Assessment	The site comprises a residential dwelling and associated curtilage to the south of Hurtis Hill, Crowborough. The site has no flood risk, however mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The existing vehicular access to the site has poor visibility onto Hurtis Hill, and would require substantial improvements, with a traffic speed data assessment required to establish if the site could accommodate satisfactory visibility splays at the existing access. The site is within walking distance of a bus stop but there are no pedestrian footways on the southern side of Hurtis Hill, and the road alignment limits the provision of a pedestrian crossing to the footway on the other side. Although the site is not within the conservation area, the Grade II listed Old Smugglers Cottage and Entrance Gates, Gatepiers and flanking wall to the north of Old Smugglers Cottage are adjacent to the north of the site and development could impact on their setting.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	None of the adjacent sites have planning permission. However, if this this site came forward for development alongside site 572/1110 in a comprehensive scheme, they could potentially provide a suitable vehicular access subject to further transport studies being undertaken. These sites would be able to provide an area of frontage, which would potentially allow for pedestrian access to the site and a level presentation to cross to the footway on the opposite side of Hurtis Hill. If development came forward with other sites, they would need to consider potential impact to the Ashdown Forest SPA/SAC.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The development would deliver 3 (net) dwellings on the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Biodiversity	There are no biodiversity designations within the site however Priority Habitat Deciduous Woodland (on Site 572/1110) adjoins the eastern boundary of the site and a suitable buffer would be required to protect it. The proposed development is small-scale and may be able to be accommodated with appropriate mitigation measures however details of any housing scheme are lacking currently. All development will need to provide a minimum of 10% BNG and the site is within the 7km zone of influence for the Ashdown Forest SPA; therefore, development would require a Habitats Regulation Assessment.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Green & Blue Infrastructure	The boundaries of the site are enclosed by hedgerows and trees, with the eastern boundary adjoining Alice Bright Lane Gill Ancient Woodland. Any development should seek to retain and protect the trees and hedgerows, and suitably buffer the ancient woodland, to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Historic & Cultural Heritage	There are two Grade II listed buildings adjacent to the north of the site (Old Smuggles Cottage and the Entrance Gates, Gatepiers and Flanking Wall to the north of Old Smugglers Cottage) and new development (including the creation of pedestrian and vehicular access) may have a detrimental impact on their setting.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	The site is within walking distance of bus stops on Hurtis Hill however there are no pedestrian footways on the southern side of Hurtis Hill, and the nature of the road means a pedestrian crossing to the footpath on the opposite side of is unachievable. The current vehicular access would require substantial improvement, with a traffic speed data assessment required to establish whether the site could accommodate satisfactory visibility splays at the existing access, given the topography of the site and the bend in the road at this point.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures: **Water Resources; Soil, Land & Minerals; Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Town & Village Centres and Education & Skills**

EAST HOATHLY & HALLAND

SA SITE ASSESSMENTS: EAST HOATHLY AND HALLAND

PARISH: EAST HOATHLY AND HALLAND

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
685/2060	Land at The Halland Forge Hotel, Eastbourne Road, Halland																				
837/1950	Land east of South Street (Site B), East Hoathly																				
1202/1950	Old Whyly, London Road, East Hoathly																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
685/2060	REJECT	Site situated within Halland, which is 'not considered a sustainable settlement' according to the settlement hierarchy, lies outside of any proposed development, and does not conform with the overall strategy for development. Small-scale employment development would not be considered suitable given the presence of ancient woodland which adjoins the site to the north and wraps around a large section of the eastern part of the site, and the need to achieve suitable vehicular access, interventions around the A22 and pedestrian connectivity. There is also potential risk of harm to the setting of the Grade II Listed Building (Hartfield Farmhouse) which lies to the northwest.
837/1950	REJECT	Site is situated within East Hoathly, which is considered a 'sustainable settlement' according to the settlement hierarchy. The site is outside the proposed settlement boundary but the settlement boundary for East Hoathly bounds the western boundary of the site. The northern part of the site has been granted planning permission for 55 homes at planning appeal under planning reference WD/2019/1674/MAO and could provide suitable access, but only if proven feasible and flood risk can be overcome. Ancient woodland bounds the site's western boundary. In addition, the depth of the site would extend development into the countryside, and this would have detrimental impact on landscape character in this location. The site is divided from SHELAA site 782/1950 by a small stream and dense belt of woodland and the land slopes to the east and north-east. Also, the ancient woodland and group of TPOs located adjacent to the site's southwestern boundary and the risk of surface water flooding within the northwestern part of the site, and the sewage treatment works, which lies to the west would need to be taken into consideration as part of any development.
1202/1950	REJECT	Site is situated in semi-rural location, in between the settlements of East Hoathly and Halland and is outside the proposed settlement boundary. The site is comprised of two separate parcels of greenfield land. Ancient woodland bounds a small part of the northern boundary and a large part of the site's eastern and southern boundaries which means it is not possible to deliver a suitable access point through to the site along the southern boundary, and it would therefore be reliant on third party land to do this (i.e. SHELAA site 996/1950) which has similar vehicular access concerns. Overall, residential development is not considered to be suitable, given that without third party land, appropriate vehicular access cannot be provided due to the woodland to the south and east of the site, much of which is ancient woodland. Furthermore, there is potential risk of harm to the setting of Whyly, Grade II listed on the site's southwestern boundary. In addition, development of the site could have an impact on the multiple public rights of way that pass through the site, and land located at the southern and northern boundaries are at risk of surface water flooding, particularly around the pond located in the northwestern corner of the site.

SITE SUMMARY FORM

PARISH: EAST HOATHLY AND HALLAND		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
685/2060	Land at The Halland Forge Hotel, Eastbourne Road, Halland																				

COMMENTARY	
Site	Site is 1.58ha and is mixed greenfield brownfield, located east of the roundabout to the A22 and B2192.
Parish / Settlement	East Hoathly & Halland/ East Hoathly (Type 4 - Secondary village)
Development Proposal	Employment use only. Site assessed for employment use although it is promoted for residential use development. As the SHELAA concluded residential use to be unsuitable, this residential use is not tested as part of the SA process.
Summary of Assessment	Land at The Halland Forge Hotel, Eastbourne Road, is formed of a hotel, restaurant, car parking, and woodland (Bentley Wood), which lies to the east and north of the site. The site is located to the east of the roundabout to the A22 and B2192 within Halland, an unsustainable settlement according to the Council's settlement hierarchy due to lack of services and facilities and alternatives to the private car to access key services. The site lies outside of any proposed development boundary and therefore does not conform with the overall strategy for development within Wealden. The development proposes employment use only, which has potential to contribute positively to the District's identified employment need. However, ancient woodland adjoins the site to the north and wraps around a large section of the eastern part of the site, which when taking into account the need to provide a buffer, precludes development beyond the existing hotel. This, however, means that further intensification of the site would harm the ancient woodland on site. In addition, suitable access would be required. The existing access to the site would need to be reassessed due to right turning movements onto A22 where larger vehicles may be expected to traverse around, which could be a highway safety risk, and obstructions at the tight bend in the centre of the village as a result of street parking and buses trying to pass, and traffic. The location is also not suitable for cyclists, and pedestrian provision (footways and crossings) would need to be improved to reach bus stops. Furthermore, any development would need to consider the setting of the Grade II Listed Building (Hartfield Farmhouse) which lies to the northwest. Given that insufficient details have been submitted to show these impacts can be suitably mitigated, the site cannot be considered as a 'reasonable alternative' for employment use.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable vehicular access and pedestrian connectivity. Any development would need to incorporate opportunities to protect the setting of the Listed Building. The provision of SuDS and landscape buffering and planting would mitigate other impacts. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Historic Environment, the Natural Environment, and Infrastructure could mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission. However, a planning application for 21 (net) dwellings was refused on the site under planning reference WD/2018/0320/MAJ and an appeal dismissed on the grounds that such a development would harm ancient woodland on the site and would be unsustainable in terms of the extent of new vehicle movements generated and a lack of public transport in Halland. In addition, two further sites within Halland have also been refused planning permission for 30 (net) dwellings under WD/2016/2343/MAO and 21 (net) dwellings under WD/2017/0331/MAJ, with the sustainability of development within the settlement cited as a key reason for refusal. Any development of this site, alone and in combination with other land within the area and other land uses, including the residential development which lies to the north west, west and south west, beyond Eastbourne Road (A22) and Lewes Road, will result in pressure on the highway network (A22), other natural and built infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	Site in Flood Zone 1 and is not at risk of groundwater flooding. Some small areas to the north west and from from the east going into the centre of the site are at risk of surface water flooding. Overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Economy & Employment	The proposed development is for employment use only; therefore, the proposed development will generate employment opportunities and local jobs, with positive impacts expected on the local economy.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change adaptation	Further details required.
	Water resources	Wealden has been identified as an area of serious water stress. The site is not within a groundwater source protection zone. The site does not contain watercourses.
	Landscape and Townscape	The 2023 Landscape Sensitivity Assessment states that this site has a low to moderate sensitivity to new development due to the existing commercial uses on site, car park, and its proximity to the A22.
	Soil, Land & Minerals	Site is mixed greenfield brownfield. The brownfield part of the site has several existing buildings with associated car parking, and its redevelopment will ensure the efficient use of land.
	Historic & Cultural Heritage	The site is not within a conservation area. A Grade II Listed Building (Hartfield Farmhouse) lies to the northwest of the site and requires consideration. There are no listed buildings within the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	The site has existing vehicular access on Eastbourne Road. The site can be accessed via existing footpaths located on Eastbourne Road and Lewes Road, located on the north side of the A22, which provides connectivity to Halland. The nearest bus stops lies directly adjacent the existing vehicular access to the site on Eastbourne Road. The nearest train station is Uckfield, which lies approximately 5km to the north west of the site. East Hoathly with Halland Footpath 26b lies adjacent the north west corner of the site.
Major Negative		
	Green & Blue Infrastructure	There are significant trees, hedgerows, and woodland within the site, which provide excellent wildlife corridors and steppingstones to the wider area, particularly as a priority habitat (deciduous woodland) is located within the eastern half of the site. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that provide connectivity to the wider. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	Ancient woodland (Bentley Woods), also classified as a priority habitat, covers the eastern half of the site and adjoins the site's eastern and northern boundaries. An appropriate landscape buffer is required to mitigate impacts. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that contribute to the biodiversity of the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Housing, Pollution, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village centres.**

PARISH: EAST HOATHLY AND HALLAND

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
837/1950	Land east of South Street (Site B), East Hoathly, BN8 6DT																				

COMMENTARY	
Site	Size is 10.14ha, and is greenfield, agricultural land at the south eastern edge of East Hoathly.
Parish / Settlement	East Hoathly & Halland/ East Hoathly (Type 4 - Secondary village)
Development Proposal	100 (net) of dwellings
Summary of Assessment	Land east of South Street (Site B) comprises two agricultural fields to the southeast of East Hoathly, which is considered a 'sustainable settlement' according to the settlement hierarchy. The site is outside the proposed settlement boundary for East Hoathly, but the west of the site does adjoin it. The development proposes 100 (net) dwellings, which has potential to contribute positively to the District's identified housing need. The development of this site in entirety for housing would have a detrimental impact on landscape character in this location as the site is detached from East Hoathly when considered in isolation, and development would appear highly imposing in the landscape due to the site's topography. In addition, ancient woodland bounds the site's western boundary. The site would also be required to achieve suitable vehicular access via land to the west (SHELAA site 782/1950) of the site, which has been granted outline planning consent for up to 55 dwellings on appeal but yet to be constructed. It has not demonstrated that this can be achieved in light of the adjacent surface water flood risk. An assessment of South Street/High Street/London Road would be required, in particular the right turning movements onto A22, the obstructions at the tight bend in the centre of the village due to street parking, buses trying to pass, and traffic, and public footpaths and pedestrian connectivity. The site is divided from SHELAA site 782/1950 by a small stream and dense belt of woodland and the land slopes to the east and north-east. These issues are further exacerbated by presence of ancient woodland and the group of TPOs located adjacent to the site's southwestern boundary, the risk of surface water flooding within the northwestern part of the site, and the sewage treatment works, which lies to the west would need to be taken into consideration as part of the development. Given that the issues identified will need to be overcome, and insufficient details have been submitted to show access can be achieved in isolation, residential development is not considered suitable.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable access as part of a comprehensive scheme, A22 interventions and upgrades to pedestrian connectivity and public footpaths. Traffic calming measures may be required to be introduced along South Street. Further impacts could be mitigated by ensuring high quality design through SuDS, noise attenuation measures and landscape buffering and planting or a Landscape and Ecological Management Plan (LEMP). The implementation of specific Local Plan policies in relation to the Historic Environment, Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not benefit from a planning permission in its entirety. However, the northern part of the site was granted full planning permission under planning reference WD/2022/0341/MAJ in October 2022 and works have since commenced on site. It is acknowledged that the proposed development alone and in combination with neighbouring sites and land uses, including the existing residential development that bounds the site to the north and west, will have an impact on the highway network, other built or natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 100 (net) dwellings on the developable area of the site, and this would contribute to the District's identified housing need. In addition, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Economy & Employment	The development is likely to create employment opportunities in the short term in relation to construction and wider benefits are expected for the local economy overtime.
	Town & Village centres	The proposed development is in close proximity to the services and facilities within East Hoathly, and this will support the long-term vitality and viability of services within the settlement.
	Education & Skills	The proposed development will offer employment opportunities, which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water resources and quality	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. There are no watercourses within the site or within close proximity. The site is not within a groundwater source protection zone. The East Hoathly Wastewater Treatment Works (WwTW) lies adjacent the sites south western boundary. Impacts could be suitably mitigated through good design and the provision of SUDs.
	Soil, Land & Mineral	Site is greenfield agricultural land that has not been classified within the Agricultural Land Classification survey. Housing proposed will ensure efficient use of land.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health Wellbeing	East Hoathly benefits from an existing GP practice, although this is currently operating within 86% of the clinical space it requires. The existing capacity within the health sector for this area would need to be expanded. The nearest hospital is Uckfield, however, this does not contain an A&E department, the closest of which is Eastbourne, which lies approximately 18km to the southeast. Further details are required on the proposed development and existing capacity within the health sector for this area.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district classed by CPREs light pollution mapping as being 'darker,' thus, development will introduce light pollution to the area. Air and noise pollution is expected to increase both in construction and operation. The site may also be impacted by odour from the East Hoathly Wastewater Treatment Works (WwTW) that lies in close proximity to the west of the site.
	Green & Blue Infrastructure	There are significant trees and hedgerows located along site boundaries and the in-field hedgerow within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly as a priority habitat (deciduous woodland) is located adjacent to the site's western boundary. However, the site is wholly exposed on the southeastern boundary. The two agricultural fields that form the site are divided by a mature hedgerow that crosses east to west through the centre of the site. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that provide connectivity to the wider. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designated sites within the site. The site does not lie within a Biodiversity Opportunity Area (BOA). A parcel of ancient woodland (Martinland Wood) forms the sites south western boundary of the site. There are also a group of trees with TPOs located adjacent the site's western boundary. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that contribute to the biodiversity of the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The site lies outside of the High Weald National Landscape, however, there are far reaching views towards the South Downs National Park. The 2023 Landscape Sensitivity Assessment states that this site has moderate sensitivity. The site is divided from site 782/1950 by a stream and dense belt of woodland and the land slopes to the east and north-east. The elevated parts of the site are open and exposed in long range views to the south.
	Transport & Accessibility	The site could achieve suitable vehicular access via land to the west (SHELAA site 782/1950) of the site, which has been granted outline planning consent under planning reference WD/2019/1674/MAO for up to 55 dwellings on appeal but yet to be constructed. However, this is subject to evidence this can be secured and over coming flood risk as set out below. There are currently no footpaths to the site. The nearest bus stop is located on South Street approximately 250m to the west of the site. This cannot currently be accessed via pedestrian footpaths. Uckfield Rail Station, which offers services to London and Crowborough lies approximately 7km to the north west of the site. The train station is a significant distance from the site and would rely on the private car to access this form of sustainable transport.
Major Negative		
	Flood risk	The site lies wholly within Flood Zone 1 and is not at risk of groundwater flooding. Only a small area of the site is at risk of surface water flooding. However, a surface water flood path runs along the western boundary in the adjacent SHELAA site which will preclude the provision of safe access at all times without the provision of appropriate infrastructure which is not supported by the relevant submission by the land promoter.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for **Historic & Cultural Heritage** and can be addressed through mitigation measures.

PARISH: EAST HOATHLY AND HALLAND

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
1202/1950	Old Whyly, London Road, East Hoathly																				

COMMENTARY	
Site	Size is 1.00ha and is greenfield land formed of two land parcels located to the northwest of East Hoathly.
Parish / Settlement	East Hoathly & Halland/ East Hoathly (Type 4 - Secondary village)
Development Proposal	30 (net) of dwellings
Summary of Assessment	Old Whyly, London Road, is comprised of two separate parcels of greenfield land located in the countryside to the northwest of East Hoathly, which is considered a 'sustainable settlement' according to the settlement hierarchy. The site is in a semi-rural location in between the settlements of East Hoathly and Halland and is outside the proposed settlement boundary. The development proposes 30 (net) dwellings, which has potential to contribute positively to the District's identified housing need. The western parcel is formed of a small agricultural field and significant amount of ancient woodland (Bentley Wood), which would preclude development on much of the site. The eastern part of the site is comprised of a large open field, a tennis court, pond, and garden containing mature vegetation that is associated with Old Whyly Boutique Bed & Breakfast. Ancient woodland bounds a small part of the northern and large part of the site's eastern and southern boundaries which means it is not possible to deliver a suitable access point through to the site along the southern boundary, and it would therefore be reliant on third party land to do this (i.e. SHELAA site 996/1950) which has similar vehicular access concerns. The unnamed lane located between both sites (that leads to Hesmonds Stud), which serves as a public right of way that provides important connectivity across the wider countryside to the northwest of East Hoathly is unsuitable for appropriate vehicular access, is a narrow lane that would require significant improvement to serve further development. A dwelling, Whyly, Grade II listed, is located adjacent to the site's southwestern boundary, which would impact new residential development in this location. These issues are further exacerbated the presence of multiple public rights of way that pass through the site and the land located at the southern and northern boundaries are at risk of surface water flooding, particularly around the pond located in the northwestern corner of the site. Given that without third party land appropriate vehicular access could be provided due to the woodland to the south and east of the site, much of which is ancient woodland, residential development is not considered to be suitable.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable access as part of a comprehensive scheme, A22 interventions and upgrades to pedestrian connectivity and public footpaths. Further impacts could be mitigated by ensuring high quality design through SuDS, noise attenuation measures and landscape buffering and planting or a Landscape and Ecological Management Plan (LEMP) is in place. The implementation of specific Local Plan policies in relation to Historic Environment, Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not benefit from a planning permission. However, the site to the southeast has achieved planning permission for 205 (net) dwellings under planning reference WD/2022/0341/MAJ. It is acknowledged that the proposed development alone and in combination with neighbouring sites and land uses, including the existing residential development to the southwest, will have an impact on the highway network, other built or natural infrastructure and air and noise pollution
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	None	None
Minor Positive Impacts		
	Housing	The development proposes 30 (net) dwellings and would make a small but positive contribution towards the District's housing need.
	Economy & Employment	The development is likely to create employment opportunities in the short term in relation to construction and wider benefits are expected for the local economy overtime.
	Town & Village centres	The site is in a sustainable location and benefits from services and amenities available in East Hoathly, therefore, its development is likely to have a positive impact on the viability and vitality of the settlement.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Site is greenfield and is not classified under the Agricultural Land Classification. The site is not safeguarded for minerals or waste operations.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district classed by CPREs light pollution mapping as being 'darker, thus, development will introduce light pollution to the area. Air and noise pollution is expected to increase both in construction and operation.
	Historic & Cultural Heritage	The development of the site could have a detrimental impact upon the setting of the Grade II Listed Building (Whyly) that is located to the southwest of the site. The site is not located within an Archaeological Notification Area. The East Hoathly with Halland Conservation Area lies some considerable distance to the southeast of the site and will not be impacted by development.
	Transport & Accessibility	The site currently has vehicular access via an access track from London Road to the south; however, this is a Public Right of Way (East Hoathly with Halland Footpath 2c), which runs along the eastern boundary of the western land parcel. There are currently no pedestrian footpaths on the north side of London Road that provide pedestrian access to the site. The nearest bus stop is located on South Street approximately 600m to the southeast of the site and cannot currently be accessed via pedestrian footpaths. The development would be able to utilise the footpaths that are to be provided on the site to the south east, which has achieved planning permission for 205 (net) dwellings under planning reference WD/2022/0341/MAJ. Uckfield Rail Station, which offers services to London and Crowborough, lies approximately 6.5km to the north west of the site. The train station is a significant distance from the site and would rely on the private car to access this form of sustainable transport. East Hoathly with Halland PRoW 1a, 1b and 4 pass through the eastern land parcel.
Major Negative		
	Flood risk	The site lies wholly within Flood Zone 1 and is not at risk of groundwater flooding. However around 20% of the site is at risk of surface water flooding running through the centre and subsequently onto the access track leading to London Road. Although this may leave sufficient developable area to provide the proposed quantum of development, the extent of the site does include the proposed access to highway, there does not seem to be alternative access arrangement in place to allow for safe access of the site at all times.
	Green & Blue Infrastructure	There are significant trees, hedgerows and woodland located along site boundaries and within the site that provide excellent wildlife corridors and stepping stones to the wider area, particularly as there are numerous priority habitats located within the site and adjacent site boundaries. These provide links to the green infrastructure network that surrounds the site. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that provide connectivity to the wider. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are significant parcels of woodland located within the site and along its boundaries. Ancient woodland is located within the site and adjacent to the northeastern boundary. The ancient woodland located within the western land parcel is priority habitat deciduous woodland. Priority habitat woodland also adjoins the sites northern boundary. Development will have a likely significant impact on the trees, hedgerows and woodland located along the site's boundaries and within the site that contribute to the biodiversity of the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The site lies outside of the High Weald National Landscape, however, there are far reaching views towards the South Downs National Park. Developing this site will introduce significant built form into a largely rural area in a location that is visually detached from the settlement. The site was not specifically assessed within the 2023 Landscape Sensitivity Assessment. The site lies within the East Hoathly Character Area which states that this area has a moderate-high sensitivity to small scale residential development and high sensitivity to medium scale residential and commercial/industrial development. The site demonstrates many of the characteristics of the wider assessment unit which increases sensitivity, including the pastoral character of the landscape, a strong network of thick hedgerows and trees, views from the public rights of way network and a strong rural character with an area of remoteness and tranquillity.
No Significant Impacts		
		The impacts are not considered to be significant for **Water resources and Health & Wellbeing.** can be addressed through mitigation measures.

FLETCHING

SA SITE ASSESSMENTS: FLETCHING

PARISH: FLETCHING

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
013/1410	Copwood Farm, Rocks Road, Uckfield, TN22 3PT																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
013/1410	REJECT	The site is within a semi-rural location, separated from the westernmost part of the existing town by the busy A22. The size and scale of the development is likely to alter the rural character and appearance of the landscape, which forms part of the setting to Uckfield. Therefore, housing development may not be suitable. However, given that part of the site has been approved for solar electric with associated highway works, including non-motorised accessibility under planning reference WD/2021/2001/MFA, the remaining land available for development could be considered for economic development if delivered as part of wider development with neighbouring sites. Impacts could be suitably mitigated through SuDS, noise and landscape buffering, and further investigation of potential watercourse contamination.

SITE SUMMARY FORM

PARISH: FLETCHING		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
013/1410	Copwood Farm, Rocks Road, Uckfield, TN22 3PT																				

COMMENTARY	
Site	Size is 17.28 (ha), and is greenfield agricultural land, located to the west of the A22 to the west of Uckfield and the Copwood Roundabout.
Parish / Settlement	Fletching / Uckfield (Type 1 – Town)
Development Proposal	100 (net) dwellings
Summary of Assessment	Copwood Farm comprises of a patchwork of fields in agricultural use located to the western side of the A22 to the west of Uckfield and the Copwood Roundabout. The site is greenfield, is in a rural location which is outside the proposed development boundary of Uckfield and is separated from the westernmost part of Uckfield, by the A22, which limits access to local services and facilities and sustainable travel modes. The site proposes 100 (net) dwellings on the developable area of the site, and this would contribute positively towards the district's identified housing need. Given the site's roadside position (A22) at an important junction at the edge of Uckfield, its southern portion has gained planning permission under application reference WD/2021/2001/MFA for a solar electric forecourt project linked with highway works off Copwood roundabout, including non-motorised accessibility, which would cover a substantial part of the remaining land. The proposed new access could serve development on the remaining land. Nevertheless, housing development may be detrimental to the rural character and appearance of the landscape and lack necessary infrastructure and connectivity if delivered in isolation. The site could be considered a 'reasonable alternative' for economic development, if delivered as part of wider development with neighbouring SHELAA sites; however, uncertainty remains on a multitude of key issues which prevent selection at this stage.
Mitigation Measures	• Mitigation measures need to be identified. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • Impacts from the proposed development could be suitably mitigated by ensuring good layout and design through SuDS, landscape and noise buffering, pedestrian crossing infrastructure to enable connectivity to Uckfield, and an additional access on the Uckfield bypass, and further investigation of potential contamination. The implementation of specific Local Plan policies in relation to Climate Change Adaptation and Mitigation, Design, Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site in its entirety does not currently benefit from planning permission; however, the southern portion of the site has gained planning permission under WD/2021/2001/MFA for solar electric forecourt. Further work will need to be undertaken to understand the impact of the development on the highway network and other infrastructure. Due to the site's proximity to one of the district's main towns, Uckfield, its development alone and in combination with specific SHELAA sites (674/1410, 1180/1410 and 1205/1410), other proposals such as 1,000-house development at Ridgewood Place that is under construction, plus the commercial estate is likely to result in pressures on the highway infrastructure, including the bypass just south of the Copwood roundabout. Other built and natural infrastructure and air and noise pollution, including impact to the Ashdown Forest SPA/SAC area, needs to be considered.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 100 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Economy & Employment	The development is likely to create employment opportunities in the short term in relation to construction and wider benefits are expected for the local economy overtime.
	Town and Village centres	The development's proximity to Uckfield is likely to increase footfall in town centre, which would in turn support Uckfield's town centre businesses, contributing to the long-term vitality and viability of the town centre and the wider settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood risk	The southern part of the site is at risk of groundwater flooding (circa 15%) and fluvial flooding (flood zones 2 and 3) associated with the River Uck, which reduces the developable area although sufficient land remains available to deliver the proposed quantum. Impacts will need to be mitigated through the provision of SUDs alongside the application of a sequential approach to the location of development. The impact of the proposed development will remain uncertain until further information is submitted.
	Water resources and quality	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. In addition, as the River Uck flows east to west along the southern edge of the site there is the potential of contamination for the watercourse from the proposed development. Impacts could be suitably mitigated through good design and the provision of SUDs.
	Soil, Land & Mineral	Site is greenfield agricultural land that has not been classified within the Agricultural Land Classification survey. Housing proposed will ensure efficient use of land.
	Pollution	The size and scale of development proposed for the site is likely to introduce more light pollution to the area, which is classed as being on the fringe of a darker area in CPREs light pollution mapping. Air and noise pollution are likely to increase due to the construction and operation of the development. However, the southern portion of the site has planning approval (under WD/2020/1244/MAJ) for a renewable energy scheme in the form of a solar farm with energy storage and associated electric vehicle charging points. Impacts for this scale of development may be suitably mitigated through the provision of renewable energy sources and noise attenuation measures, subject to details being submitted.
	Green & Blue Infrastructure	The field boundaries on the site comprise of hedgerows and trees (some mature). The development is required to provide at least 10% BNG in accordance with the Environment Act 2021. Suitable landscape buffering is required to protect/retain some planting.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health Wellbeing	The nearest health services are in Uckfield.The nearest hospital is in Uckfield, approximately 1.2 miles to the east. The impact is uncertain given that the existing capacity within the health sector for this area would need to be expanded over the longer term and the lack of sustainably accessible health services.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste	Development will result in an increase in waste in both construction and operation.
	Biodiversity	The site does not contain any designated sites. However, the site is within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. There is Beechen Wood to the west of the site, which comprises of priority habitat ancient deciduous woodland, and additional ancient woodland in the centre of the northern fields. The southern edge of the site is within the River Uck and its Headwaters BOA. West Park Local Nature Reserve in Uckfield is on the opposite side of the A22 to the northeast. The development is required to provide at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment confirms that the site is considered moderately sensitive to residential development and highly sensitive to commercial development partly due to the presence of mature woodland vegetation at the boundaries, and rural landscape, which forms part of the setting of the settlement.
	Transport and Accessibility	The site is located west of the A22, one of the busiest highways in East Sussex and the Copwood roundabout, one of the most congested roundabouts on the bypass with its spur road into Uckfield Town Centre. The site itself is detached from Uckfield (a sustainable settlement) by the A22 and its local services, facilities and public transport. The site has access to the A22 via the proposed access for the approved solar electric forecourt in the southern portion of the site, but further development may require further highways work. There is no safe pedestrian access currently. The nearest bus stop to the site is 1 km to Uckfield Bus Station to the east of the site and there is no pedestrian connectivity at this stage. The nearest train station is Uckfield, 1.2 kilometres east of the site, although the only reasonable access to the station is via private motor vehicle.
Major Negative		
	None	None
No Significant Impacts		
		Impacts are not considered to be significant for these SA objectives. **Historic & Cultural Heritage, Education & Skills**

FRAMFIELD

SA SITE ASSESSMENTS: FRAMFIELD

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
028/1410	Cysleys Farm, Eastbourne Road, Uckfield																				
289/1410	Land by Croft House, Eastbourne Road, Uckfield																				
297/1410	Land adjacent to Croft House, Eastbourne Road, Uckfield																				
1222/2020	Land north of Eastbourne Road																				
1237/1790	Land Adjoining Old Mill House, Framfield Road, Blackboys																				
1243/2020	Land north west of Sand Hill Lane																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
028/1410	**REJECT**	The part of the site not subject to the planning permission is considered highly landscape sensitive due to its visual prominence in the wider landscape, particularly from Eastbourne Road. The site includes priority habitat woodland, hedgerows, and species-poor grassland, and development would impact a wider ecological network. Removal of this priority habitat would result in unacceptable habitat loss, fragmentation, and the undermining of conservation aims.
289/1410	**UNCERTAIN for Residential**	The site lies southeast of Uckfield, near committed development, and requires further consideration on options to improve pedestrian connectivity to Uckfield. The site has high visual prominence within the wider landscape, with unobstructed views afforded by lack of mature trees/vegetation and short boundary hedgerows, but noting that changes that will take place in the immediate locality, the context of the site will change. This may allow for development along the northern portion of the site, to provide a continuous development frontage to Eastbourne Road.
297/1410	**UNCERTAIN for Residential**	The site lies southeast of Uckfield, near committed development, and requires further consideration on options to improve pedestrian connectivity to Uckfield. The site has high visual prominence within the wider landscape, with unobstructed views afforded by lack of mature trees/vegetation and short boundary hedgerows, but noting that changes that will take place in the immediate locality, the context of the site will change. This may allow for development along the northern portion of the site, to provide a continuous development frontage to Eastbourne Road.
1222/2020	**UNCERTAIN for Residential**	The site lies north of Eastbourne Road, adjacent to existing and proposed housing and has moderate landscape sensitivity due to the balance between higher sensitivity features (historic field pattern, mature woodland and wooded backdrop to Uckfield) and the presence of modern agricultural development, the proximity of Eastbourne Road and the visual enclosure afforded to the site from the boundary vegetation. The site does not have an existing suitable vehicular access to the highway networkor pedestrian connectivity, and would rely on access through neighbouring sites, which has not yet shown to be achievable.
1237/1790	**SELECT for Residential**	The site occupies a central location within Blackboys, north of the B2102, and is adjoined by housing as well as being close to bus stops and a footway linking to the village services and facilities. Mature hedgerows define the site boundaries and should be retained and enhanced to support biodiversity, the green infrastructure network and mitigate landscape effects. With appropriate layout and mitigation, the site could form a well-integrated village extension.
1243/2020	**REJECT**	The rural location of this site, isolated from services and facilities, makes it unsuitable for further development, in an isolated location away from any footpath connectivity to sustainable transport options, and making future users reliant on the private motor car. Development would not align with the spatial strategy, even noting that some very small scale intensification to he front of the site may have limited landscape and biodiversity impacts.

SITE SUMMARY FORM

PARISH: FRAMFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
SELECT	**SA Reg 18(1) Results**																				
028/1410	Cysleys Farm, Eastbourne Road, Uckfield																				

COMMENTARY	
Site	The site is 16.78 ha Area of site without planning permission 2.8 ha comprising greenfield agricultural land, built form and hardstand, north of Eastbourne Road, near Uckfield.
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	185 (net) dwellings. The majority of this site has outline planning permission for 145 dwellings (WD/2024/2955/MAO). A small proportion of the land (approx. 2.8ha) consisting of farm buildings and land immediately to the northwest was excluded from that proposed development site, thus remains for assessment.
Summary of Assessment	The site is on the southeastern fringe of Uckfield, and the majority has outline planning permission for up to 145 net dwellings. The part of the site not subject to the planning permission is considered highly landscape sensitive due to its visual prominence in the wider landscape, particularly from Eastbourne Road, and the 2023 landscape evidence base states development should be avoided in this part of the site for that reason. The site also includes priority habitat woodland, hedgerows, and species-poor grassland, and development would impact a wider ecological network. Removal of this priority habitat would result in unacceptable habitat loss, fragmentation, and the undermining of conservation aims. It is considered that these effects cannot be fully mitigated, and achieving 10% Biodiversity Net Gain is uncertain. Relevant ecological surveys, mitigation, and enhancement proposals would be required. Given these matters, the site is not considered suitable for allocation.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies and site-specific surveys in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, Heritage, Biodiversity and Green & Blue Infrastructure could also seek to help to mitigate impacts
Cumulative Impacts	The wider part of this SHELAA site has outline planning permission for housing and should this proceed, development it is likely to change the landscape character of Eastbourne Road, including in relation to Green Infrastructure, light pollution, Heritage, Biodiversity, landscape/townscape, health services, community facilities, education and traffic. If development comes forward with the planning permission site or other site in the area it would need to consider potential impact to the Ashdown Forest SPA/SAC and the wider countryside.
Selection / Rejection / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. A small area is affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the deliverability of the proposed scheme. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Additional homes alongside the 145 dwellings already granted outline planning permission (WD/2024/2955/MAO) would make a positive contribution to meeting local housing need and deliver much-needed affordable housing, as well as opportunities for Custom and Self Build development.. Detail is required regarding the proposed housing mix to ensure it aligns with local needs and policy objectives.
	Town & Village Centres	The site is within walking distance of Uckfield town centre, and provided suitable access can be secured, its development for housing would help support the long-term vitality and viability of the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	A report submitted with the outline planning application classified land in this area of the site as Grade 3b. Site specific reports detailing how soil disturbance and pollution of soil will be minimised and showing how the previously developed elements of the site would be prioritised have not been provided
	Pollution	This part of the site is within an area classed by CPRE as having relatively high sky brightness and therefore this quantum of development is unlikely to have a significant impact on dark skies. Eastbourne Road along the site frontage is likely to provide a potential source of noise for occupiers of any development and would need to be mitigated. The commercial buildings, farm buildings and hardstand area within the site could be a source or ground contamination.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site has two existing vehicle accesses onto Framfield Road which has a footpath on the opposite side providing pedestrian connectivity with Uckfield Town Centre. The distance to the High Street where there is a train station is 1.8km (23 min) walk. The existing accesses have not been tested for their suability for a higher volume of traffic and there may be a requirement to remove vegetation to achieve appropriate site lines should these accesses form part of proposals for the site, the impact on the wider highway network will also require testing. There are bus stops on Framfield Road along the site frontage. The Highway Authority were satisfied with the pedestrian accessibility considered as part of the approved planning application (which would widen the existing footway).
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 landscape evidence base assesses this site as a whole as having moderate landscape sensitivity to residential development due to the historic field pattern of small to medium scale assarts, mature woodland with pockets of ancient woodland within and adjacent to the site, the public right of way passing through the north of the site, and the contribution to the rural wooded setting of Uckfield. However, the assessment particularly notes that the southern edge of the site (the part without PP) is visually prominent in the wider landscape, particularly from Eastbourne Road, increasing sensitivity in the part of the site. It goes on to state that as a result, development should be avoided in the southwest of the site due to its prominence in views within the wider landscape. As such, further development in the area that remains for assessment is unlikely to be accommodated without resulting in unacceptable landscape impacts.
	Historic & Cultural Heritage	Cysleys Farmhouse (Grade II listed) is located within the site and development here would directly affect its setting. The Landscape Sensitivity Assessment advises that development should be avoided in this part of the site due to proximity to the listed building. Additionally, this part of the site contributes to the wider setting of the designated Framfield Conservation Area. Development here would not preserve the setting of these heritage assets, and further assessment will be required to determine the extent of potential harm.
	Economy & Employment	The site contains commercial development as the proposed development is for housing this will result in the loss of employment floorspace within the District.

Major Negative	
Green & Blue Infrastructure	There are mature trees within this part of the site (designated as priority habitat deciduous woodland) that would be lost to facilitate development. These trees are prominent in the landscape and contribute to the existing green infrastructure network in the locality. Their loss could not be mitigated. The removal of priority habitat would cause direct habitat loss and fragmentation, reducing connectivity, and limiting opportunities for nature recovery.
Biodiversity	This part of the site contains a wooded area along the Eastbourne Road field boundary hedgerow sections, and some areas of species-poor grassland. The woodland area is designated as priority habitat deciduous woodland and therefore likely to have significant biodiversity and ecological value. To accommodate an additional 40 dwellings, the wooded area would need to be removed, resulting in the loss of habitat that is connected to habitat outside the site, forming part of a wider ecological network. Development would also require the removal of built form, some of which may provide habitat for species i.e. bats. All development must achieve a minimum of 10% Biodiversity Net Gain (BNG), and it is currently unclear whether this would be achievable. Relevant ecological surveys, including mitigation and enhancement proposals, would be required. Given the presence of wooded areas within and around the site, lighting in this area may also impact upon Bat activity if not appropriate. The site lies within the 7km zone of influence for the Ashdown Forest Special Protection Area (SPA), and therefore development would require an Appropriate Assessment under the Habitats Regulations.
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Health & Wellbeing and Education & Skills.**

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
289/1410	Land by Croft House, Eastbourne Road, Uckfield																				

COMMENTARY	
Site	The site is 4.44ha and comprises of agricultural land divided into two fields by a hedgerow.
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	50 (net) dwellings
Summary of Assessment	The site is located to the southeast of Uckfield and detached from the current existing built form of the town. It has high visual prominence within the wider landscape (but is not within the High Weald National Landscape) with unobstructed views afforded by lack of mature trees/vegetation and short boundary hedgerows. However, the character of the area is subject to change following the permission granted for 145 dwellings north of the site, the opposite side of Eastbourne Road, and permission to the immediate west of this site. Whilst parts of the site therefore remain sensitive to the south, areas to the north may replicate and be seen in context of that permitted built form. The site is within walking distance of Uckfield and its services and facilities, with a footpath existing to the south side of Eastbourne Road, although noting there is a lack of sufficient verge to extend the footway. Potential links via a rear public footpath and an adjacent site under construction, both rely on third-party land and cannot be guaranteed at this time. Cysleys Farmhouse a Grade II Listed Building lies opposite the site across Eastbourne Road; any development must respect its historic setting and consider appropriate mitigation. Additionally, part of the site falls within the 7km zone of influence for the Ashdown Forest SPA, requiring an Appropriate Assessment under the Habitats Regulations.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies and site specific surveys in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, Heritage, Biodiversity and Green & Blue Infrastructure could also seek to help to mitigate impacts
Cumulative Impacts	If development comes forward here or nearby, further assessment will be needed to understand impacts on the transport network and infrastructure such as education, healthcare, and community facilities. Combined landscape effects from wider development in the area will also require consideration.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.2%). Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	A scheme of around 50 homes could make a positive contribution to housing need, including affordable and Custom and Self Build housing, helping support Uckfield Town Centre and local services. Details on housing mix will be needed at application stage.
Minor Positive Impacts		
	Biodiversity	The site does not contain any designated sites. However, the site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however a Low likelihood that it is 'best and most versatile' agricultural land based on the DEFRA Predictive BMV Land Assessment mapping.
	Pollution	The site is within an area CPRE say is in a moderately bright category, meaning it already experiences some light pollution, but is not among the brightest areas meaning development would not impact the darkest skies, but could still contribute to further light pollution, especially if external lighting is not well controlled. Eastbourne Road along the site frontage is likely to provide a potential source of noise for occupiers of any development. Survey work and reporting at application stage is likely to provide suitable mitigation for these sources of pollution.
	Green & Blue Infrastructure	Mature hedgerows and trees along the site and field boundaries form wildlife corridors linking to the wider countryside. Development should aim to retain and enhance this green infrastructure. Potential impacts are uncertain and depend on the implementation of a suitable landscape scheme.
	Transport & Accessibility	The site currently has no vehicular or pedestrian access. There may the potential to provide vehicular access given that the adjacent site (Fernley Park) delivered a new roundabout onto Eastbourne Road. Further assessment would be required. Pedestrian connectivity also requires consideration as a footpath exists to the site frontage, but may require widening, and assessment is needed on if this achievable noting property and verge width along Eastbourne Road. Whilst there is a public footpath to the rear of the site and a development under construction adjacent to the site to the northwest could offer pedestrian and cycle permeability, both options rely on third-party land and cannot be guaranteed.
	Historic & Cultural Heritage	Cysleys Farmhouse a Grade II Listed Building with associated curtilage is located on the other side of Eastbourne Road from the site. Any development would need to respect this historic setting and consider what mitigations would be required to lessen the impact of development.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	The site is within walking distance of Uckfield town centre, and should it be possible to provide suitable pedestrian access, housing development would help support the long-term vitality and viability of the settlement.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 landscape evidence base assesses this site as having moderate to high landscape sensitivity to development primarily due to the rural character and setting as well as there being open and unobstructed views from Eastbourne Road across the site due to a lack of mature trees/hedgerows along this edge, resulting in a prominent character within the wider landscape. Development of this site, especially to far south, could be visually intrusive in the wider landscape. However, the townscape will change following permissions being granted for housing development to the north and west, thus changing context of this site and potentially enabling a new consistent road frontage to be accommodated either side of Eastbourne Road.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures **Health & Wellbeing: Economy & Employment and Education & Skills.**

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	**SA Reg 18(1) Results**																				
297/1410	Land adjacent to Croft House, Eastbourne Road, Uckfield																				

COMMENTARY	
Site	The 2.91ha site comprises agricultural land with a central pond and wooded area to the south.
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	84 (net) dwellings
Summary of Assessment	The site is located to the southeast of Uckfield and detached from the current existing built form of the town. It has high visual prominence within the wide landscape, with unobstructed views afforded by lack of mature trees/vegetation and short boundary hedgerows. However, the character of the area is subject to change following the permission granted for 145 dwellings north of the site, the opposite side of Eastbourne Road, and permission further west of this site. Whilst parts of the site therefore remain sensitive to the south, areas to the north may replicate and be seen in context of that permitted built form. The site is within walking distance of Uckfield and its services and facilities, with a footpath existing to the south side of Eastbourne Road, although noting there is a lack of sufficient verge to extend the footway. Potential links via a rear public footpath and an adjacent sites under construction, both rely on third-party land and cannot be guaranteed at this time. Cysleys Farmhouse a Grade II Listed Building lies opposite the site 100m north west across Eastbourne Road; any development must respect its historic setting and consider appropriate mitigation. Additionally, part of the site falls within the 7km zone of influence for the Ashdown Forest SPA, requiring an Appropriate Assessment under the Habitats Regulations.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies and site-specific surveys in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, Heritage, Biodiversity and Green & Blue Infrastructure could also seek to help to mitigate impacts
Cumulative Impacts	If development comes forward here or nearby, further assessment will be needed to understand impacts on the transport network and infrastructure such as education, healthcare, and community facilities. Combined landscape effects from wider development in the area will also require consideration.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	A scheme of around 84 homes could help meet housing need, including affordable and Custom and Self Build units, while supporting Uckfield's town centre and local services. The housing mix would need to be confirmed at application stage.
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. There are small areas at risk from surface water flooding associated with the presence of ponds on site although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	The site does not contain any designated sites. However, the site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG. Given the presence of wooded areas and hedgerows around the site, lighting in this area may also impact upon Bat activity if not appropriate.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however a Low likelihood that it is 'best and most versatile' agricultural land based on the DEFRA Predictive BMV Land Assessment mapping.
	Pollution	Parts of the site fall within a low sky brightness area (CPRE), indicating minimal artificial lighting and a predominantly dark night-time character. Eastbourne Road may generate noise for future occupiers, though these matters could be addressed through survey work and mitigation at application stage.
	Green & Blue Infrastructure	Mature hedgerows and tree groups around the site provide wildlife corridors to the wider countryside, while the pond with surrounding vegetation adds ecological and landscape value. Development should retain and enhance these green and blue infrastructure features. Potential impacts are uncertain and depend on the implementation of a suitable landscape scheme.
	Transport & Accessibility	The site currently has no vehicular or pedestrian access. There may the potential to provide vehicular access given that the adjacent site (Fernley Park) delivered a new roundabout onto Eastbourne Road. Further assessment would be required. Pedestrian connectivity also requires consideration as a footpath exists to the site frontage, but may require widening, and assessment is needed on if this achievable noting property and verge width along Eastbourne Road. Whilst there is a public footpath to the rear of the site and a development under construction nearby could offer pedestrian and cycle permeability, both options rely on third-party land and cannot be guaranteed.
	Historic & Cultural Heritage	Cysleys Farmhouse, a Grade II Listed Building with associated curtilage, is located approximately 100m northwest of the site, across Eastbourne Road. Any development would need to respect its historic setting and incorporate appropriate mitigation to reduce potential impacts.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	The site is technically within walking distance of Uckfield town centre, should it be possible to provide suitable pedestrian access, housing development would help support the long-term vitality and viability of the settlement.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 landscape evidence base assesses this site as having moderate to high landscape sensitivity to development primarily due to the rural character and setting as well as there being open and unobstructed views from Eastbourne Road across the site due to a lack of mature trees/hedgerows along this edge, resulting in a prominent character within the wider landscape. Development of this site, especially too far south, could be visually intrusive in the wider landscape. However, the townscape will change following permissions being granted for housing development to the north and west, thus changing context of this site and potentially enabling a new consistent road frontage to be accommodated either side of Eastbourne Road
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures **Health & Wellbeing: Economy & Employment and Education & Skills.**

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
N/A	Not assessed in SA Reg 18(1)																				
1222/2020	Land north of Eastbourne Road																				

COMMENTARY	
Site	The 3ha site comprises agricultural land that has a wooded area to the west and pond to the east with mature trees around it.
Parish / Settlement	Framfield/Uckfield (Type 1 – Town)
Development Proposal	60 (net) dwellings
Summary of Assessment	The site lies north of Eastbourne Road, adjacent to existing and proposed housing. The site is assessed as having moderate landscape sensitivity to small-scale residential development, with the higher sensitivity features of historic field pattern, mature woodland and wooded backdrop to Uckfield balanced against the presence of modern agricultural development, the proximity of Eastbourne Road and the visual enclosure afforded to the site from the boundary vegetation, which decrease site sensitivity. Any development would need to ensure the retention, protection and enhancement of the boundary vegetation and woodland, as well as the onsite woodland and pond to maintain the biodiversity and ecological connectivity of the site. However, the site as submitted does not have a suitable vehicular access to the highway network, and whilst this could be achieved as part of comprehensive development with Cysleys Farm (028/1410), there is no evidence submitted to show this can be achieved. Pedestrian access could be gained through diverting the existing PRoW in order to provide a safe and accessible route for walkers and cyclists to Eastbourne Road. The site is within walking distance of Uckfield's services and facilities as well as bus stops on Eastbourne Road, offering sustainable transport options provided pedestrian access to the site can be achieved, subject to access being resolved. .
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies and site-specific surveys in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, Biodiversity and Green & Blue Infrastructure could also seek to help to mitigate impacts
Cumulative Impacts	If development comes forward here, further assessment will be needed to understand impacts on transport, biodiversity, education, healthcare, and community infrastructure. Cumulative landscape effects from wider development will also need consideration.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	A scheme of around 60 homes could support Uckfield's town centre and local services, while helping to meet housing need, including affordable housing and Custom and Self Build units. The housing mix would need to be confirmed at application stage.
Minor Positive Impacts		
	Flood Risk	The majority of the site lies within Flood Zone 1, with a small section in the north falling within Flood Zone 2 and Flood Zone 3. Mapping indicates areas at risk of surface water flooding, including overland flow paths and pooling. The site is not affected by groundwater flooding. Overall it would have a marginal impact on the developable area without interfering with the proposed access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), based on the DEFRA Predictive BMV Land Assessment mapping there is a moderate likelihood that it is 'best and most versatile' agricultural land.
	Pollution	The site is within an area CPRE say is in a moderately bright category, meaning it already experiences some light pollution, but is not among the brightest areas meaning development would not impact the darkest skies, but could still contribute to further light pollution, especially if external lighting is not well controlled. Survey work and reporting at application stage is likely to provide suitable mitigation for this source of pollution.
	Green & Blue Infrastructure	The site has a large area of mature trees to the west of the site which are designated as priority habitat deciduous woodland. The site also has a pond to the east that is bounded by mature vegetation these features provide ecological and landscape value. Development should retain and enhance these green and blue infrastructure features. There is a public footpath running through the site. To be suitable, any development proposals will need to retain, protect and enhance these features.
	Biodiversity	The site contains priority habitat woodland and a pond with mature vegetation, both of ecological value, but there are no other biodiversity designations within / close to the site. The site is within 7km of the Ashdown Forest SPA and therefore, if it were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The 2023 landscape evidence base assesses this site (as part of the larger Site 194/1410) as having moderate sensitivity to small-scale residential development with the historic field pattern, mature woodland, public rights of way and contribution to the wooded backdrop of Uckfield indicating higher sensitivity. However, the same woodland along the site boundaries limits views in from the wide landscape and existing modern agricultural development in proximity of the site has some influence of the pastoral character and decreases the sites landscape sensitivity. The presence of Eastbourne Road also decreases sensitivity. The site would be seen in the context of other built form in the area; at its northern periphery, it abuts the existing Fernley Park development, albeit separated by vegetation along the site boundary. Cysleys Farm to the southeast has outline planning permission for 145 units, and allocation FF2 (30 units) from the Regulation 18 plan is also nearby. Any development would need to retain, protect and enhance boundary vegetation to maintain the sites visual enclosure and where possible retain the historic field pattern.
	Transport & Accessibility	The site as submitted does not have a suitable access to the highway network. Access would rely on utilising the neighbouring site at Cysley's Farm which has an approved access as part of an outline planning permission for 145 dwellings. The additional 60 units proposed on this site would not alter the principle of the approved access, provided the sites are brought forward comprehensively. However, there is no evidence of such at this stage. The PRoW that currently serves as pedestrian access to this site does not meet safety standards for any user and so should be diverted to allow for a safe and useable connection to Eastbourne Road.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	The site is technically within walking distance of Uckfield town centre, and if suitable pedestrian access can be provided, housing here could help support the town's long-term vitality and viability.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures **Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills.**

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
NONE	Not assessed in SA Reg 18(1)																				
1237/1790	Land Adjoining Old Mill House, Framfield Road, Blackboys																				

COMMENTARY	
Site	This 1.37 ha site comprises agricultural land enclosed by mature hedgerow with some trees along the north boundary.
Parish / Settlement	Framfield / Blackboys (Type 4 – Secondary village)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site lies within the village of Blackboys, north of the B2102, and is adjoined by existing residential development. The proposal for 20 homes would contribute to local housing need, including affordable and self-build opportunities. The site is centrally located within this sustainable settlement, with bus stops at the frontage and a footway linking to village services, supporting long-term community vitality. The site is in Flood Zone 1, with no surface water or groundwater flood risk, and lies on greenfield land of moderate agricultural quality. While located in an area of very dark skies, existing village lighting provides a baseline for managing light spill. Noise from the B2102 and proximity to Blackboys Wastewater Treatment Works may require assessment. The adjacent Grade II listed Old Mill House will require careful design to avoid harm to its setting. Mature hedgerows define the site boundaries and should be retained and enhanced to support biodiversity, deliver a minimum 10% biodiversity net gain, and mitigate landscape effects. The site is gently sloping and visually connected to the High Weald National Landscape, however, with appropriate layout, scale, and mitigation, the site could form a logical and well-integrated extension to the village. The site lies adjacent to SHELAA Site 082/1790 which has planning permission for 7 new dwellings (WD/2016/1195/F).
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • The implementation of specific Local Plan policies and site-specific surveys in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, Biodiversity, Green & Blue Infrastructure and Heritage could also seek to help to mitigate impacts
Cumulative Impacts	If development comes forward here, further assessment will be needed to understand impacts on transport, biodiversity, landscape, heritage, education, healthcare, and community infrastructure.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Transport & Accessibility	The site is centrally located to a village, with good access to the services and facilities in Blackboys, a sustainable settlement. There are footways along the B2102, and bus stops at the site frontage provide sustainable transport options for any future residents of the site. Footway improvements are required along with a crossing point over Framfield Road to connect to John Dann Close and School Lane.
	Housing	20 homes proposed, which would make a positive contribution to housing need, provide custom and self-build opportunity and contribute to affordable housing in Blackboys. Details needed on type/tenure of homes.
	Town & Village Centres	The site is near the services and facilities within Blackboys, and housing development here will support the long-term vitality and viability of services within the settlement, particularly given the pedestrian access and bus services.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), based on the DEFRA Predictive BMV Land Assessment mapping there is however a moderate likelihood that it is 'best and most versatile' agricultural land.
	Pollution	The site lies within an area identified by CPRE as having very dark skies, however, the existing village already contributes to baseline light levels providing a benchmark that any new development should not exceed. The B2102 may be a source of noise for future occupiers, and the site lies approximately 357 metres south of Blackboys Wastewater Treatment Works. Survey work at application stage would likely be required to confirm the site's suitability for residential development and to inform any necessary mitigation to address these potential sources of pollution.
	Green & Blue Infrastructure	Mature hedgerows define the eastern, southern, western, and internal field boundaries, with the northern boundary comprising hedgerow and hedgerow with trees. These features function as wildlife corridors and contribute to the local green infrastructure network. Development should retain, protect and enhance these features, with opportunities to introduce street trees and additional planting to support local nature recovery through improved ecological connectivity.
	Landscape & Townscape	The site is located north of the B2102 in an area of existing residential development forming part of the established settlement pattern of Blackboys. The site is bordered by residential properties, the B2102 and allotments, features which collectively enclose the site from the wider countryside and create a defined settlement edge. The site relates well to the existing village-scape of Blackboys. The site is close (200m) to, but outside of, the boundary of the High Weald National Landscape, which likely contributes to the setting of the site. The National Landscape is visible in views eastwards from the site. The site is within an area assessed within the 2023 landscape evidence base as having moderate to high sensitivity to small-scale residential development due to the existing settlement being dispersed along rural lanes and generally well-integrated into the landscape and the public right of way running along the eastern boundary of the site, offering close-range views. With a suitable layout and density, development on this site could form a logical and well-integrated extension to the village, responding positively to both the landscape setting and the established pattern of development
	Historic & Cultural Heritage	Old Mill House (Grade II listed) lies adjacent to the site's western frontage. Development in the south-western part of the site would fall within its immediate setting. The scale of growth proposed offers the opportunity to avoid or sensitively landscape this area to reduce potential impacts. A detailed heritage assessment will be required to determine the extent of any potential harm and inform appropriate mitigation.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Biodiversity; Health & Wellbeing; Economy & Employment and Education & Skills.**

PARISH: FRAMFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
N/A	Not assessed in SA Reg 18(1)																				
1243/2020	Land northwest of Sand Hill Lane																				

COMMENTARY	
Site	Site is 3ha however, 1.93 ha is the part of the site that does not have existing development or planning permission for commercial development and it is this area that forms the basis of this assessment
Parish / Settlement	Framfield / Uckfield (Type 1 – Town)
Development Proposal	Employment
Summary of Assessment	The site comprises of a number of commercial units in the south of the site, with four buildings sited in the west and two recently approved in the east. The site is proposed for employment provision and would provide some employment floorspace. It would also contribute to the development of skills locally. However, it does not relate well to any sustainable settlement, lacking any pedestrian connectivity with no realistic scope to provide this. The site has no pedestrian access to public transport, services or facilities. Therefore, the site does not conform to the overall spatial strategy for the District.
Mitigation Measures	• Specific Mitigation measures have not been provided at this stage. • Development could mitigate impacts through appropriate landscaping measures that ensure the protection of the surrounding Low Weald Landscape. • The implementation of specific Local Plan policies and site-specific information in relation to Climate change adaption and mitigation, Water Resources; Waste & Minerals and Biodiversity, Heritage and Transport could also help to mitigate impacts.
Cumulative Impacts	Given the rural nature of the highway at Palehouse Common, a transport assessment would be required to determine whether the employment uses envisaged are appropriate. In addition, landscape and heritage assessments should evaluate whether the cumulative impact of the additional built form—when considered alongside existing development—can be accommodated acceptably in this location.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site lies within Flood Zone 1 and is not at risk of ground water flooding. There are some small areas at risk of surface water flooding along the northern and western boundary. Overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Economy & Employment	Promoted for employment use, the site could serve as an extension to the existing Enlightened Business Park and would make a positive contribution to meeting the district's employment needs.
	Education & Skills	The proposed employment use could offer opportunities for training and skills development, depending on the nature of the scheme that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Pollution	The site lies within a CPRE-identified dark skies area with low light pollution. Survey work would be needed at application stage to confirm suitability for commercial use and inform any necessary light mitigation. Existing employment use may generate noise, and new development could affect nearby businesses or homes depending on the proposed use. Further detail is required to assess potential impacts.
	Biodiversity	There are no designated biodiversity sites or priority habitats within or adjacent to the site. However, the western boundary contains a strip of ancient woodland which would require a suitable buffer to protect it from any adverse effects of developing the site, making parts of this site unsuitable for development. A site-specific ecological and drainage assessment would be required to confirm whether development can be achieved. All proposals will be required to deliver a minimum of 10% Biodiversity Net Gain (BNG). Given the potential constraints and the live appeal scheme the site's deliverability remains uncertain.
	Green & Blue Infrastructure	The site is bounded largely by hedgerows, with mature trees along part of the northern edge and ancient woodland adjoining the western boundary. These features contribute to the area's green infrastructure network, and development should seek to retain and protect them.
	Historic & Cultural Heritage	Pelham Farmhouse and Pelhams Place Old Mill House (Grade II listed) are located on the other side of the road adjacent to the site's western frontage. Development in the southern part of the site would fall within their setting. A detailed heritage assessment will be required to determine the extent of any potential harm and inform appropriate mitigation.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site slopes down to the north and is within an open landscape where field boundaries allow views from roads and public rights of way over land parcels to higher land to the north. The site is within an area assessed as having high landscape sensitivity to commercial development within the 2023 landscape evidence base. Should development extend to the north of the existing site boundary, development would be out of character and harmful. Even though the site would be viewed in the context of the existing Enlightened Business Park, landscape mitigation would likely be required.
Major Negative		
	Transport & Accessibility	The site is partially within 400m of the nearest bus stop, however there is no pedestrian connectivity to the bus stop as there are no footpaths along Palehouse Common Road serving the site. The road itself is a rural lane with no scope to provide footpaths. The site is therefore not accessible to any form of public or sustainable transport. There is an existing vehicular access into the site serving the existing employment use, however it is unclear whether this would be suitable for any intensification of development. While the Highway Authority did not object to the appeal proposal (WD/2021/3056/MAJ) for the site, mitigation was required in the form of directional signage to prevent unneighbourly traffic movements through Palehouse Common.
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources Soil, Land & Minerals; Health & Wellbeing; and Town & Village Centres**.

FRANT

SA SITE ASSESSMENTS: FRANT

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
443/1610	Strawberry Hill Farm, Eridge Road, Tunbridge Wells																				
581/2030	The Glebe Land, Church Lane, Frant																				
651/1610	Land at Bayham Road, Tunbridge Wells																				
1215/1750	Land adjacent to Reflex Buildings, Bells Yew Green Road, Bells Yew Green																				
1255/1750	Buckhurst Works, Bells Yew Green, Tunbridge Wells																				
1108/1610	Land at Town Court Farm and Quarry Farm, Bayham Road, Tunbridge Wells																				
126/1610	Land to the east of Benhall Mill Road, Tunbridge Wells																				
947/1750	Land at Stubbygrove Business Park and Works, Bells Yew Green Road, Bells Yes Green																				
1261/1610	The Stables, Hawkenbury Road, Bells Yew Green																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
443/1610	**UNCERTAIN for Residential**	The site is visually and functionally separated from Tunbridge Wells and occupies a visually prominent location in the High Weald National Landscape. Development of the site in isolation would likely have a negative landscape impact in the wider context of the landscape and surroundings of the town. Development of this scale would require a new/upgraded vehicular access from Eridge Road and the extension and improvement of existing pedestrian footpaths along Eridge Road, which cannot be achieved in isolation. If the site were to come forward alongside wider development in the locality this would alter the character and appearance of the landscape and street scene to such a degree as to enable this site to potentially come forward, effectively creating an extension of the built form of Tunbridge Wells further south, either side of the A26, to create a new approach into the town itself.
581/2030	**SELECT for Residential**	The site is in a sustainable location, close to existing services and facilities and development would not have a significant adverse effect on the High Weald National Landscape. Housing development would require provision of an upgraded vehicular access from Church Lane, which is considered achievable; the re-provision of the existing vehicular access to the playing fields to the north and improving existing footpaths to improve pedestrian connectivity to Frant. Development also need to take account of the adjoining Conservation Area; investigate whether there are archaeological remains present on the site; consider the site's sloping topography and the group TPO located along the site's southeastern boundary.
651/1610	**SELECT for Residential**	The site is within a sustainable location for growth, close to existing services and facilities and access via public transport to a high order settlement (Tunbridge Wells). The site is well enclosed within the landscape, although some landscape mitigation would be required as part of any development, to limit the impacts of development upon the High Weald National Landscape that the site sits within. The development of the site would be required to provide a new vehicular access to the site and pedestrian connectivity to Tunbridge Wells via the creation of new pedestrian footpaths.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
1215/1750	**REJECT for Employment**	The site is within the High Weald National Landscape and a rural location, and whilst there are commercial uses adjoining it, the proposed site is of substantial scale in comparison to the existing and fails to provide any vehicular access, or evidence of how this can be achieved. Based on this, the site cannot be progressed at this stage.
1255/1750	**REJECT for Employment**	Whilst the site is within the High Weald National Landscape and a rural location, it is already in employment use and therefore some further appropriately scaled development for employment use should not have a significant effect on the wider landscape, although this will depend to some degree on the design and layout of any scheme. The site also has strong treed boundaries which should be retained, enhanced and protected to retain the visibility screening as well as the green infrastructure network and biodiversity of the area. The Priority Habitat Deciduous woodland will require a suitable buffer. Due to the location of the site within the High Weald NL if development were to come forward, it would need to ensure the protection of the surrounding landscape designation. The site does not benefit from any accessibility by public transport or safe and convenient walking and cycling options and therefore does not align with the spatial strategy for the district.
1108/1610	**REJECT for Mixed Use**	Wholescale development of this extensive and undulating site would have an unjustified impact on the character and appearance of the attractive and high-quality High Weald National Landscape, particularly given the visual prominence of the central and southern parts of the site, which are also at some distance from services and facilities in Tunbridge Wells with no access routes. In additional the site would not relate well with the neighbouring proposals to the west and north both in terms of townscape impact and good connectivity, including due to flood risk. However, development in the north of the site could be acceptable given its more enclosed nature, but this would require the extension of existing footpaths located on the south side of Bayham Road to provide pedestrian connectivity to Tunbridge Wells, which would require the site to the west (755/1610) to also be developed for the extension of the footpaths to be achievable. There are no bus stops within 400m of the site and so access to public transport would need to be addressed. The site would also require the provision of a new or improved vehicular access onto Bayham Road, as the existing narrow track is unsuitable for the intensification of this site.
126/1610	**SELECT for Residential**	The site is in a sustainable location with existing vehicular access, which would require improvement and upgrading, and pedestrian access via footpaths along Benhall Mill Road. The site is also well enclosed within the landscape and development would be screened but also seen in the context of existing residential development to the south and east of the site. The removal of the onsite habitat and potential impacts on biodiversity and the LWS immediately to the north would require investigation and suitable mitigation but it is noted that all development now must provide a minimum of 10% BNG which will have a positive impact.
947/1750	**REJECT for Employment**	The proposed development is for employment floorspace which will have a positive impact on employment opportunities within the area together with the potential for skills-based learning depending on the type of employment use that comes forward. Whilst the site is within the High Weald National Landscape and a rural location, it is in existing commercial use, and the proposed development would extend the existing estate and maintain this use. Due to the location of the site within the High Weald NL if development were to come forward, it would need to ensure the protection of the surrounding landscape designation. However, notwithstanding, the site lacks access to sustainable transport modes and pedestrian connectivity to any settlement. Therefore, it does not align with the spatial strategy for the district.
1261/1610	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	The site is situated in an isolated location with no access to public transport or local services and facilities. The site is located solely in the High Weald National Landscape and any harm would need to be mitigated. However, development to the northern section of the site would create an extension to an existing gypsy and traveller site and will contribute to the districts assessed need.

SITE SUMMARY FORM

PARISH: FRANT																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
443/1610	Strawberry Hill Farm, Eridge Road, Tunbridge Wells																				

COMMENTARY	
Site	Size is 2.97ha and is greenfield agricultural land located on the southwestern fringe of Tunbridge Wells.
Parish / Settlement	Frant / Tunbridge Wells
Development Proposal	50 (net) dwellings. Part of the site had planning permission for 4 dwellings WD/2021/0391/F
Summary of Assessment	The site comprises Grade 3 agricultural land located at the southern edge of Tunbridge Wells and situated between the A26 and Hargate Forest to the east. This is a visually prominent site within the High Weald National Landscape and is currently somewhat separated from the urban area of Tunbridge Wells which lies to the north. Development of the site in isolation would likely have a negative impact in the wider context of the landscape and surroundings of the town. Furthermore, development of this scale would require the provision of a new/upgraded vehicular access from Eridge Road and the extension and improvement of existing pedestrian footpaths along Eridge Road. Given the fast-moving nature of Eridge Road, it is unlikely to be acceptable for a housing development in isolation. However, if the site were to come forward alongside wider development in the locality, namely through housing development on site 729/1610 which lies opposite this site, this would alter the character and appearance of the landscape and street scene to such a degree as to enable this site to potentially come forward, resulting in a new consistently aligned urban edge of Tunbridge Wells either side of the A26. Development of this scale may also result in improved vehicular access options and pedestrian links between and alongside these sites.
Mitigation Measures	Specific mitigation measures have not been identified at this stage. The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area. If development came forward with Site 726/1610 this would alter the character and appearance of the landscape and street scene to such a degree as to enable this site to potentially come forward.
Select / Reject / Uncertain	**UNCERTAIN for residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.7%) along the western boundary. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development would deliver 50 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries provide excellent wildlife corridors and steppingstones to the wider area, particularly as the site lies within a BOA and a deciduous woodland forms the eastern boundary. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network.
	Town & Village Centres	The site is on the edge of Tunbridge Wells, however there is good access to regular bus services facilitating journeys into town, supporting the vitality and viability of the town centre.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources
	Soil, Land & Minerals	Part of the west/southwest of the site is classed as Grade 3 agricultural land by the Agricultural Land Classification system (ALC).
	Biodiversity	The site lies within the Eridge and Broadwater BOA and Priority Habitat Deciduous woodland lies to the northeast and southwest of the site, the latter being beyond Eridge Road. However, there are no other biodiversity designations within / close to the site. All development will need to provide a minimum of 10% BNG.
	Transport & Accessibility	The site is in a sustainable location and benefits from proximity to the services, amenities and public transport available in Tunbridge Wells. However, development of this site for housing would require the provision of a new/upgraded vehicular access from Eridge Road and the extension and improvement of existing pedestrian footpaths along Eridge Road. The creation of a vehicular access onto Eridge Road, where traffic is fast moving, is unlikely to be acceptable for this housing development in isolation. However, if the site were to come forward alongside wider development in the locality, namely through housing development on site 729/1610, this may result in improved vehicular access options and pedestrian links between and alongside these sites. There would need to be a continuation of urban features including 2m wide footways, bus stops with shelters and seating and an extension of the 30mph speed limit. At this stage, availability of these requirements is unknown.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Landscape & Townscape	This is a visually prominent site with moderate landscape sensitivity to residential development within the 2023 landscape evidence base due to the influence of the settlement edge of Tunbridge Wells to the north, the proximity of the A26, and modern agricultural buildings to the south of the site. Nonetheless, housing development of this scale may appear out of keeping with the rural surroundings if developed in isolation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage; Health & Wellbeing, Pollution, Economy & Employment, Education & Skills**

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
581/2030	The Glebe Land, Church Lane, Frant																				

COMMENTARY	
Site	Site is 0.38ha and comprises an irregular shaped vacant scrubland, situated in a central village location between Frant primary school and Frant Grange.
Parish / Settlement	Frant / Frant (Type 4 settlement – Secondary village)
Development Proposal	5 (net) dwellings
Summary of Assessment	The site lies in close proximity to Frant, which is considered a 'sustainable settlement', and is therefore located in close proximity to existing services and facilities within the settlement. The development of the site would have an impact upon the High Weald National Landscape; however, this is lessened as the site has very few characteristics of the National Landscape that require protection. The development of the site for housing would require the provision of an upgraded vehicular access from Church Lane, which is considered achievable. However, this would also require the re-provision of the existing vehicular access to the playing fields to the north, otherwise development cannot be brought forward. The development must also improve existing footpaths to improve pedestrian connectivity to Frant; take account of the adjoining Conservation Area; investigate whether there are archaeological remains present on the site; consider the sites sloping topography and the group TPO that is located along the site's southeastern boundary. Nonetheless, the site lies in a sustainable location for development.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a tree protected by group TPO on the sites southeastern boundary. There are several mature trees located within the site itself. These provide excellent wildlife corridors and steppingstones to the wider area. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network.
	Biodiversity	There are no designations within the site or in close proximity. All development will need to provide a minimum of 10% BNG.
	Transport & Accessibility	The site is located in close proximity to existing services and facilities within Frant and there are existing pedestrian footpaths on the south side of Church Lane that would provide pedestrian connectivity to village. The site is also within walking distance of bus stops. Frant train station is 2km from the site, meaning access is likely to be by private vehicle. The site has the potential to provide an upgraded vehicular access road to the site, which will be suitable to serve further development from Church Lane. However, the site serves as the primary vehicular access to playing fields that are located to the north of the site and from site 599/2030. Therefore, the redevelopment of the site would require the re-provision of an acceptable vehicular access to the playing fields.
	Housing	The development would deliver potentially 8 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Town & Village Centres	The site lies near the existing services and amenities located within Frant and there are footpath links to the village and will support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Landscape & Townscape	The site is within the High Weald National Landscape an area considered to be of high landscape sensitivity to residential development. The site itself is assessed as having moderate sensitivity to residential development in the 2023 landscape evidence base in part due to its flat topography, mown lawns and it only have a few defining characteristics of the National Landscape (dark landscape, scenic beauty and glimpsed long views northwards at the north of the site). The site is centrally located and the scale of development is unlikely to have an adverse effect on the landscape/townscape, although this will depend on the scheme design, which is lacking currently.
	Historic & Cultural Heritage	The Frant Conservation Area lies to the east and south of the site lies wholly within the Frant Archaeological Notification Area (ANA). Development needs to take into consideration the impact on the adjoining Conservation Area and further investigation may be required to determine whether there are archaeological remains present on the site.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Health & Wellbeing; Economy & Employment and Education & Skills.**

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
SELECT	**SA Reg 18(1) Results**																				
651/1610	Land at Bayham Road, Tunbridge Wells																				

COMMENTARY	
Site	Site is 3.78ha and and comprises agricultural land and commercial buildings
Parish / Settlement	Frant / Tunbridge Wells
Development Proposal	Part of this site was previously found suitable for development and allocated for 30 dwellings in the Regulation 18 draft Wealden Local Plan under Policy SA1, Site Reference FR3, to be sited to the northern parcel of the site. This assessment is undertaken for an increased housing figure of up to 50 dwellings to include part of the land to the southern part of the site also following an updated boundary submission by the land promoter.
Summary of Assessment	The site is adjacent to Tunbridge Wells, which is considered to be a sustainable settlement. The site is promoted for the provision of 80 dwellings, which has the potential to make a positive contribution to the District's identified need. The site does not currently benefits from pedestrian access into Tunbridge Wells although this could be provided as part of the development. This would improve the connectivity of the site and allow access to significant services and facilities. Further access arrangements will need to be considered to secure a safe access as part of the comprehensive development of the site. The impact is expected to be minor negative on this Landscape Objective as the site would involve the development of land within the High Weald AONB, however, given the enclosed nature of the site and its close relationship with Tunbridge Wells it is considered that this effect could be reduced through suitable mitigation measures. Additionally, the neighbouring site is proposed for residential development and was a proposed allocation as part of the consultation on the draft plan. Further development would therefore be continuing the proposed pattern of development at this location. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. Site 755/1610 is proposed for allocation for 100 dwellings in the draft Local Plan. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model), and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**SELECT for Resdiential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (I0.3%) along the western boundary. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development would deliver up to 80 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Details are needed on type/tenure of homes. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. A small area of Priority Habitat Deciduous woodland is within the south east of the site
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and whilst the quantum of development is not stated, the size of the site means the potential scale of development may have an impact on water resources.
	Soil, Land & Minerals	The site comprises agricultural land and commercial buildings and there could be land contamination associated with these.
	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 lies to the south west of the site. However, there is limited vegetation within the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts are considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site is within a mile from a train station and within 450m from a bus stop. However they cannot currently be accessed from the site due to the absence of footpaths along Bayham Road which could be extended to the site. Such provision would also allow access into Tunbridge Wells which benefits from significant services and facilities, as well as significant public transport options. Yes. There is an existing vehicular access to the site via a farm gate located at the north western boundary onto Bayham Road. Development of this scale would require the provision of a new or improved vehicular access onto Bayham Road.
	Quality of Life & Place	Further detail required.
	Social Inclusion	Further detail required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	Existing linear residential development and gardens are located to the north fronting onto Bayham Road. The site is located within the High Weald AONB and the 2023 Landscape Sensitivity Assessment has found that this site has moderate to high sensitivity to development, in part due to it being close to a ridge line and its field boundaries that contributes to the highly interconnected woodland network and rural landscape of the wider area. The site is well contained with mature tree screening at all sides that would need to be retained and reinforced in particular to the south and east where longer views are possible. This lowers landscape sensitivity, as does its connection to the settlement edge of Royal Tunbridge Wells, which reduces tranquillity and dark skies in this location.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Town & Village Centres; Education & Skills**

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
N/A	Not assessed in SA Reg 18(1)																				
1215/1750	Land adjacent to Reflex Buildings, Bells Yew Green Road, Bells Yew Green																				

COMMENTARY	
Site	Site is 1.68ha and is a greenfield site located in the countryside to the west of Bells Yew Green and to the north of Bells Yew Green Road.
Parish / Settlement	Frant / Bells Yew Green
Development Proposal	Employment only (3,000sqm), noting that residential use was deemed unsuitable in the SHELAA.
Summary of Assessment	The site is to the west of Bells Yew Green and to the north of Bells Yew Green Road. The proposed development is for employment floorspace which will have a positive impact on employment opportunities within the area together with the potential for skills-based learning depending on the type of employment use that comes forward. Whilst the site is within the High Weald National Landscape and a rural location, there are commercial uses adjoining the site and it would be seen within this context. The site also has strong treed boundaries which should be retained, enhanced and protected to retain the visibility screening as well as the green infrastructure network and biodiversity of the area. Due to the location of the site within the High Weald NL if development were to come forward, it would need to be appropriately scaled and ensure the protection of the surrounding landscape designation. Notwithstanding, the site offers no provision of suitable access, with preferable options being dependent upon land in separate ownership. Achievability of this has not been shown, which prevents the site progressing at this time.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Development of this site cumulatively with other sites in the area would need to consider their potential impact on the landscape and the highway capacity.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts	
Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
Biodiversity	An area of ancient woodland and Priority Habitat Deciduous woodland (Stubbygrove Wood) adjoins the sites western boundary however there are no other designations within the site or in close proximity. Any development would need to ensure a suitable buffer to the ancient woodland to prevent any adverse impacts. All development will need to provide a minimum of 10% BNG.
Economy & Employment	The proposed development is for employment floor space which will positively contribute to the district's employment needs.
Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaptation measures need to be identified
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping and due to the scale, but dependent on the type of employment use, development could have a negative impact. The site is also within a rural location and again, depending on the type of employment use that comes forward, noise from development could be an issue, albeit there are limited residential properties near the site. There are other commercial uses adjacent to the site's northern and southern boundaries.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation
Landscape & Townscape	The site is in an exposed location within the High Weald National Landscape, and an area considered to have high landscape sensitivity to development in the 2023 landscape evidence base, although the site itself is not assessed for its sensitivity at this time. Although it is noted there are existing commercial uses on the neighbouring site to the north, the site proposed for development is extensive in scale and would extend built form considerably into the undeveloped countryside. Without a detailed scheme to show suitable layout, site coverage and design/scale fo industrial units, it is not shown that adverse impact is avoided.
Major Negative	
Transport & Accessibility	The rural location of this site, isolated from services and facilities, makes it unsuitable for residential development and somewhat isolated even for industrial uses, as there are no options for travel via public transport. Importantly, the site does not adjoin the highway and there is no existing access. The owner would need to agree rights of access with the adjoining land to facilitate access. Speed limit is 60mph and as such access sightlines require 120m x 2.4m. The site has poor accessibility with no footways to reach bus and rail services. If the site is to use the existing access designated to Reflex Buildings, the access will need to be tested in terms of suitability, as the visibility sightlines are substandard at present. Any intensification of the site should be resisted if a safe access cannot be accommodated.
No Significant Impacts	
	Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & Place; Social Inclusion and Town & Village Centres**.

SITE SUMMARY FORM

PARISH: FRANT																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1255/1750	Buckhurst Works, Bells Yew Green, Tunbridge Wells																				

COMMENTARY	
Site	Site is 0.76ha and comprises several employment units, located to the northwest of Bells Yew Green along the B2169 / Bayham Road.
Parish / Settlement	Frant / Bells Yew Green
Development Proposal	Assessed for Employment only (3,500sqm), noting SHELAA assessment outcome that the site is unsuitable for residential development
Summary of Assessment	The site is to the northwest of Bells Yew Green, along the B2169 / Bayham Road (between the road and the railway line). The site has existing buildings in commercial use to the eastern side of the site. Whilst the site is within the High Weald National Landscape and a rural location, it is already in employment use and therefore the redevelopment for further employment uses may not have a significant effect on the wider landscape, although this will depend to some degree on the design and layout of any scheme. Due to the location of the site within the High Weald NL if development were to come forward, it would need to ensure the protection of the surrounding landscape designation. However, notwithstanding this the site is inaccessible by public / sustainable transport or walking and therefore does not align with the spatial strategy for the district.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Development of this site cumulatively with other sites in the area would need to consider their potential impact on the landscape and the highway capacity.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by ground water flood risk. There is a very small risk of surface water flooding in the north of the site. overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Economy & Employment	The site is an existing employment site, and the proposal would provide additional floorspace, having a positive effect on the district's employment floorspace needs.
	Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping and due to the scale, but dependent on the type of employment use, development could have a negative impact. The site is also within a rural location and again, depending on the type of employment use that comes forward, noise from development could be an issue, albeit there are limited residential properties near the site. The site is, however, in existing commercial use.
	Biodiversity	An area of Priority Habitat Deciduous woodland covers around 50% of the site and there are other areas of the same habitat in the immediate vicinity, likely a continuation of the woodland on site. There are no other designations on site or close by. Any development would need to ensure a suitable buffer to the woodland to prevent any adverse impacts. All development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further detail required.
	Landscape & Townscape	The site is within the High Weald National Landscape and an area considered to have high landscape sensitivity to development in the 2023 landscape evidence base, although the site itself is not assessed for its sensitivity at this time. However, given the existing commercial use on the site, redevelopment for commercial purposes may be suitable, although any development would need to take full account of and mitigate its impact on the wider landscape.
	Social Inclusion	Further detail required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Town & Village Centres	Whilst the site is technically within a short walk of the village, there is no pedestrian connectivity and therefore development will not support the vitality and viability of the village centre.
Major Negative		
	Transport & Accessibility	The site is off Bayham Road and is brownfield, with a wide forecourt area directly abutting the highway with land to the southeast with its own existing access. Access will need to be defined and tested based on any intensification of the established land use, however is already provided in some form. Notwithstanding, the site does not benefit from any accessibility by public transport or safe and convenient walking and cycling options, making it accessible by private car only. Although noting this is an employment use, the isolated and rural location limit accessible choices in this case.
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Housing and Health & Wellbeing.**

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
1108/1610	Land at Town Court Farm and Quarry Farm, Bayham Road, Tunbridge Wells																				

COMMENTARY	
Site	Site size is 12.23ha and comprises agricultural land and commercial buildings.
Parish / Settlement	Frant / Tunbridge Wells
Development Proposal	130-160 (net) dwellings, 10% Self-build / Custom build homes and approx. 1,500sqm of light industrial floorspace. The site promoter also states provision of play areas, landscaping, amenity space and the retention of the on-site woodland.
Summary of Assessment	This is an extensive site within the High Weald National Landscape, with varying topography and levels which make the southern and central areas of the site very prominent and visible within the wider landscape. Development within those parts of the site would have an unjustified impact on the character and appearance of the attractive and high-quality landscape. Considering the proposed layout of development away from the frontage of Frant Road, development beyond the northern part of the site is likely to have a negative impact on the wider context of the landscape and surroundings of the town. In addition, those parts of the site are at some distance from Tunbridge Wells and the services and facilities, with no access and limited scope to link the site with the neighbouring site to the north (1201/1610) due to flood risk, so development would be isolated. Development within the north of the site is closer to Tunbridge Wells although development here would require the extension of existing footpaths located on the south side of Bayham Road to provide pedestrian connectivity to Tunbridge Wells. This would require the site to the west (755/1610) to also be developed for the extension of the footpaths to be achievable. It should be noted that there are no bus stops within 400m of the site and so access to public transport would need to be addressed. The site would also require the provision of a new or improved vehicular access onto Bayham Road, as the existing narrow track is unsuitable for the intensification of this site.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Part of Site 651/1610 was proposed for allocation for 30 dwellings in the draft Local Plan and additional capacity is being explored following a boundary update. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area.
Select / Reject / Uncertain	**REJECT for Mixed Use**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.3%) along the western boundary. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development would deliver 130-160 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population (including 10% Self-Build/Custom Build homes) as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Biodiversity	A small area of Priority Habitat Deciduous woodland is within the east of the site, bordering Quarry Farm, and there are other small pockets of the same habitat to the east and south, the latter also being a small pocket of Ancient Woodland (Tangier Farm Shaw). There are no other designations on site or close by. The site promoter states that the woodland will be retained, and by association buffered/protected, which could positively contribute to biodiversity. In any case, development will need to provide a minimum of 10% BNG.
	Economy & Employment	The site promotes approx. 1,500sqm of light industrial floorspace on site which will positively contribute to the district's employment needs.
	Education & Skills	The proposed 1,000sqm light industrial floorspace could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Water Resources	Wealden is in an area of serious water stress and whilst the quantum of development is not stated, the size of the site means the potential scale of development may have an impact on water resources.
	Soil, Land & Minerals	The site comprises agricultural land and commercial buildings and there could be land contamination associated with these. The southern part of the site is also Grade 3 agricultural land under the Agricultural Land Classification.
	Pollution	CPRE identifies the very southern part of the site as being within an area of low sky brightness, indicating very low levels of artificial light and a relatively dark night-time environment. In contrast, most of the north of the site is within an area of high sky brightness, indicating high levels of artificial light.
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Transport & Accessibility	Tunbridge Wells Station is located approximately 1 mile to the north of the site and could be accessed by pedestrian subject to appropriate pedestrian improvements. Both extremities of the site are within walking distance from bus stops although there are currently no footpaths to allow this connectivity. There is an existing vehicular access to the site from Bayham Road via a narrow access track that runs along the eastern boundary of the site providing access to the existing residential dwellings on site. However, development of this scale would require the provision of a new or improved vehicular access onto Bayham Road. There are currently no existing footpaths that provide pedestrian connectivity to the site. There are some existing footpaths located on Bayham Road to the west; however, these do not extend to the site. Development would require the extension of existing footpaths located on the south side of Bayham Road to provide pedestrian connectivity which would connect the site to Tunbridge Wells which benefits from significant services and facilities, as well as public transport options. This would require the site to the west (755/1610) to also be developed for the extension of the footpaths to be achievable. Should development extend to the western area of the site, access could not be relied on via the neighbouring site to the north (1201/1610) due to the presence of surface water flooding.
	Health & Wellbeing	Site proposes large scale development that has the potential to impact health outcomes, but as no scheme is submitted to address this, further detail is required.
	Quality of Life & Place	Further detail required.
	Social Inclusion	Further detail required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Landscape & Townscape	The site is located within the High Weald National Landscape and within an area considered to have moderate to high landscape sensitivity to residential development within the 2023 landscape evidence. The northern part of the site is more enclosed within the landscape, whereas the central and southern parts are more prominent and visually exposed. Development within the central and southern parts of this site would be out of keeping with the surrounding area and would have an unjustified impact on the character and appearance of the attractive and high-quality landscape which surrounds the area. Development in the north of the site may be more acceptable although landscape mitigation would still be required. The south and west of the site are at some distance from the settlement edge of Frant and Tunbridge Wells and do not relate to the existing built form considering development proposed across Frant Road (979/1610) will be set back from the road and will not include frontage development. The southern part of the site is significantly more rural and relates more visually and functionally to the High Weald National Landscape to the south of Tunbridge Wells. As already stated, site 651/1610 forms part of this site (northern part) and has been assessed as suitable for residential development (30 net dwellings) due to its enclosure within the landscape and proximity to the settlement edge.
	Town & Village Centres	Whilst the north of the site (which has PP as part of site 651/1610) is close to the services and facilities in Tunbridge Wells, the remainder of the site is at some distance with no connectivity, which will not help support the vitality and viability of the town.

Major Negative	
	NONE
No Significant Impacts	
	Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures.
Education & Skills	
Historic & Cultural Heritage	There are no heritage assets within the site, but a Grade II listed cottage lies to the west of the southern part of the site, on the other side of Frant Road / A267. It is unlikely development will impact on the setting or the building itself.

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
N/A	Not assessed in SA Reg 18(1)																				
126/1610	Land to the east of Benhall Mill Road, Tunbridge Wells																				

COMMENTARY	
Site	Site is 6.11ha, located on the southeastern edge of Tunbridge Wells, comprising of a single, irregular-shaped parcel of plantation woodland and some grassland.
Parish / Settlement	Frant / Tunbridge Wells (Outside of District)
Development Proposal	Promoted by landowner(s) for 184 (net) dwellings. Site previously had a resolution to grant planning permission for 159 (net) dwellings, but the application was withdrawn.
Summary of Assessment	The site is in a sustainable location on the southeastern edge of Tunbridge Wells with existing vehicular access, which would require improvement and upgrading, and pedestrian access via footpaths along Benhall Mill Road. The site is also well enclosed within the landscape and development would be screened but also seen in the context of existing residential development to the south and east of the site. The removal of the onsite habitat and potential impacts on biodiversity and the LWS immediately to the north would require investigation and suitable mitigation but it is noted that all development now must provide a minimum of 10% BNG which will have a positive impact.
Mitigation Measures	Specific mitigation measures have not been identified at this stage. The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape as well as highways.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 184 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Landscape & Townscape	The site is on the southeastern edge of Tunbridge Wells and has a flat to undulating topography, sloping gently downhill towards the northeast. This site is not prominent and the impact of development on the surrounding landscape, particularly the High Weald National Landscape to the south, would be reduced by the enclosure provided by the mature treed boundaries and a landscaping scheme could enhance the landscape setting of the site. The site is slightly detached from the edge of Tunbridge Wells however development would be seen within the context of existing residential development to the south and east of the site.
	Town & Village Centres	The site lies near the existing services and amenities located within Tunbridge Wells and there are footpath links along Benhall Mill Road, and will support long-term vitality and viability of settlement.
	Transport & Accessibility	The existing site access is via a driveway to Little Mount Farm which would need upgrading to serve a development of this scale, but has been proven feasible by the previous resolution to grant planning permission. There are footpaths along Benhall Mill Road which would facilitate pedestrian access to Tunbridge Wells, with a bus stop north west of the site on within walking distance.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Flood Risk	The site is not affected by fluvial and groundwater flood risk. However, some areas of the site along the eastern boundary and within the northwest of the site are affected by surface water flood risk, which may impact the developable area without interfering with the proposed access. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	Part of the site is a former landfill and so investigations as to potential contaminated land will be required.
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees whilst the majority of the site itself is covered by Priority Habitat Deciduous Woodland, both contributing to the green infrastructure network in the area. It is difficult to see how development of the proposed scale could be accommodated whilst maintaining the contribution of the site to the green infrastructure network.
	Biodiversity	The scale of the proposed development would require significant removal of the Priority Habitat Deciduous Woodland which covers the majority of the site, adversely affecting the biodiversity value of the woodland. There are also pockets of the same habitat in the immediate vicinity of the site. The removal of the onsite trees/woodland will also be likely to have an impact on the Local Wildlife Site immediately to the north, and these ecological impacts would require full investigation. Notwithstanding this, all development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Health & Wellbeing	Site proposes large scale development that has the potential to impact health outcomes, but as no scheme is submitted to address this, further detail is required.
	Quality of Life & Place	Further detail required.
	Social Inclusion	Further detail required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage; Pollution; Economy & Employment and Education & Skills**

PARISH: FRANT

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
REJECT	SA Reg 18(1) Results																				
947/1750	Land at Stubbygrove Business Park and Works, Bells Yew Green Road, Bells Yes Green																				

COMMENTARY	
Site	Site is 2.02ha, comprising a commercial/light industrial estate located in the countryside to the west of Bells Yew green and to the north of Bells Yew Green Road.
Parish / Settlement	Frant / Bells Yew Green
Development Proposal	Employment only (3,600sqm)
Summary of Assessment	The site is to the west of Bells Yew Green and to the north of Bells Yew Green Road. The proposed development is for employment floorspace (3,600sqm) which will have a positive impact on employment opportunities within the area together with the potential for skills-based learning depending on the type of employment use that comes forward. Whilst the site is within the High Weald National Landscape and a rural location, it is in existing commercial use and the proposed development would maintain this use. Due to the location of the site within the High Weald NL if development were to come forward, it would need to ensure the protection of the surrounding landscape designation. However, notwithstanding these site specific details, the site is inaccessible by public / sustainable transport or walking and therefore does not align with the spatial strategy for the district.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Development of this site cumulatively with other sites in the area would need to consider their potential impact on the landscape and the highway capacity.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Biodiversity	An area of ancient woodland and Priority Habitat Deciduous woodland (Stubbygrove Wood) adjoins the sites western boundary however there are no other designations within the site or in close proximity. Any development would need to ensure a suitable buffer to the ancient woodland to prevent any adverse impacts. All development will need to provide a minimum of 10% BNG.
	Economy & Employment	The proposed development is for employment floor space which will positively contribute to the district's employment needs.
	Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Soil, Land & Minerals	The existing use of the site for commercial purposes means there could be the potential for contaminated land. This would require investigation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping and due to the scale, however it is in existing commercial use and the redevelopment for employment floorspace is unlikely to increase light pollution, but dependent on the type of employment that comes forward. The site is also within a rural location and again, depending on the type of employment use that comes forward, noise from development could be an issue, albeit there are limited residential properties near the site. The site is, however, in existing commercial use.
	Landscape & Townscape	The site is in an exposed location within the High Weald National Landscape, and an area considered to have high landscape sensitivity to development in the 2023 landscape evidence base, although the site itself is not assessed for its sensitivity at this time. However, given the existing commercial uses on the neighbouring site to the north, new development for commercial purposes may be suitable, although any development would need to take full account of and mitigate its impact on the wider landscape.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Town & Village Centres	Whilst the site is on the edge of Tunbridge Wells, is at some distance from the centre, with no pedestrian connectivity and no access to public transport, and development will not help support the vitality and viability of the town or any settlement within Wealden.
Major Negative		
	Transport & Accessibility	The site is to the west of Bells Yew Green and to the north of Bells Yew Green Road. The site is currently accessed by an informal, single lane track off Bayham Road (B2169), with no footpath provision. And there is no footpath provision along Bayham Road to facilitate pedestrian connectivity. The site also lacks access to any form of public transport, with the nearest train station being Frant (1.5 miles south east of the site) and no bus stops within walking distance of the site. The lack of footpath provision along Bayham Road prevents pedestrian access to the train station, and it is approx. a 30 min walk. The site therefore lacks access to any sustainable transport modes and does not align with the spatial strategy for the district.
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Quality of Life & Place and Social Inclusion.**

SITE SUMMARY FORM

PARISH: FRANT		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1261/1610	The Stables, Hawkenbury Road, Bells Yew Green																				

COMMENTARY	
Site	The site is 3.23 hectares and comprises of a large size field enclosed by woodland. There is an existing gypsy and traveller property in the northern parcel of the site with one pitch
Parish / Settlement	Frant /Bells Yew Green (Closest proximity))
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site exists as a registered gypsy residential site occupied by one static residential unit with no day room. The site lies to the northwest of Frant, however is approximately 2.3 miles from the centre and 2.7 miles from the centre of Tunbridge Wells and is therefore not in close proximity to existing services and facilities within any settlement. The site is situated in an isolated location with no access to public transport without the use of a private vehicle. The site already has a vehicular access point via Hawkenbury Road, however, may need upgrading dependant upon the level of development. The development of the site will have an impact on the High Weald National Landscape; however, the site is well screened and maintained in parts. Any harm to the High Weald National Landscape could potentially be mitigated if only a smaller parcel of land were developed, to the north of the site, relating to the existing development. The site is adjacent to a priority habitat to the north east of the site and therefore any development in this area would need to contain mitigations.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site in its entirety does not currently benefit from planning permission, however the northern portion of the site has been subject to multiple planning applications. These include temporary permission for the stationing of one mobile home and one touring caravan (WD/2007/2407/F), renewal of permission for one mobile home and one touring caravan (WD/2012/1809/FA) and permission for stationing an additional mobile home on the site. (WD/2022/2626/FR). The site was refused planning permission for a day room (WD/2014/1640/F) due to the size of the building being out of scale with the use of the site for one family. There are no further planning permissions surrounding the site.
Select / Reject / Uncertain	**UNCERTAIN** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is within Flood Zone 1, and there is no risk of surface water or groundwater flooding on site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Woodland adjacent to the north east of the site is a designated priority habitat. Any mature trees and hedgerows on site boundaries should be maintained. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The Landscape Sensitivity Assessment 2023 states this area is of moderate to high landscape sensitivity to development. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape that surrounds Tunbridge Wells. If developed to its full extent, the site would likely dominate the immediate surroundings and adversely affect the landscape and local character. However, a reduced scale scheme that is sensitively located and supported by appropriate mitigation, may allow for suitable development.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Hawkenbury Road, however this may need to improvements to the access dependent on the level of development on the site. There is no pedestrian connectivity or PrOW to the site. There are no bus stops within walking distance to the site, and the nearest train station is Frant approximately 19 miles away, therefore the only reasonable access to the station is via private vehicle. However, it is noted that the site is an existing gypsy and traveller site and meets the current needs of the existing members of the community.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Health and Wellbeing, Economy & Employment, Town & Village Centres**

HAILSHAM

SA SITE ASSESSMENTS: HAILSHAM

PARISH: Hailsham

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
052/1310	Former Southern Water Sewerage Works. Station Road, Hailsham																				
091/1310	Wellfield,154 -156 Station Road, Hailsham																				
252/1310	Land adjoining Waldernheath, Amberstone, Hailsham																				
308/1310	Amberstone Grange, Amberstone, Hailsham																				
724/1310	Land between Station Road and Old Swan Lane, Hailsham																				
845/1310	Summerhill Cottages, Summerhill Lane, Hailsham																				
846/1310	Summerhill Barn, Summerhill Lane, Hailsham																				
854/1310	Creepers Cottage, Coldthorn Lane, Hailsham																				
895/1310	Land at Davmau Farm, Coldthorn Lane, Hailsham																				
903/1310	Land and access track to the rear of 168 Battle Rd, Hailsham																				
1033/1310	Victoria Road Car Park, Hailsham																				
1044/1310	World of Water, Ersham Road, Hailsham																				
1050/1310	Land to the south of The Old Loom Mill, Ersham Rd, Hailsham																				
1129/1310	Oaklands, Ersham Road, Hailsham																				
1179/1310	Land at White Dyke, White Dyke, Hailsham																				
1217/1310	Land west of Station Road, Hailsham																				
1223/1310	25 London Road, Hailsham, East Sussex																				
1259/1310	Mushroom Farm, Saltmarsh Lane, Downash, Hailsham																				
1217/1310	Land west of Station Road, Hailsham																				
467/1310	Development Land at Station Road, Hailsham																				

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
052/1310	**SELECT for Employment**	Further investigation would however be required in relation to potential contamination issues on site, as well as odour mitigation due to the wastewater treatment to the south of the site. The site benefits from an existing access which may require upgrading. Alternative access provision should be investigated via the neighbouring industrial estate to avoid impact on priority habitat.
091/1310	**SELECT for Residential**	Development at this location would constitute infill development in a sustainable settlement with good connections to the town centre including via existing footpath and public transport, with additional options being provided by the neighbouring site under construction. The site previously benefited from planning permission which established that suitable access could be secured on Station Road.
252/1310	**UNCERTAIN for Residential**	Development is proposed adjacent to Hailsham in an area where a number of developments are under construction. Although it is some distance away, the site benefits from good pedestrian connection into Hailsham with good public transport options immediately next to the site which contribute to the viability and viability of the settlement. Access arrangements remain unknow at this stage hence the outcome for the site.
308/1310	**REJECT**	Development is proposed adjacent to Hailsham but would be separate from the built form due to the presence high flood risk in the southern part of the site. Although it is some distance away, the site benefits from pedestrian connection into Hailsham with good public transport options immediately next to the site which contribute to the viability and viability of the settlement. Access arrangements remain unknown at this stage but notwithstanding, development at this location would have a negative impact on the townscape and lead to significant change to the entrance into Hailsham.
724/1310	**UNCERTAIN for Employment**	The site represents a significant scale of development, for which access and traffic generation would require further investigation. Alternative access provision should be investigated to avoid impact on priority habitat. Further investigation would also be required in relation to potential contamination issues on site, as well as odour mitigation due to the wastewater treatment to the south of the site.
845/1310	**REJECT**	The site presents as visually detached from the south of Hailsham with no possibility to provide appropriate pedestrian access to public transport options or services without the use of third-party land. The achievability of safe access for the proposed quantum has not been demonstrated.
846/1310	**REJECT**	The site presents as visually detached from the south of Hailsham with no possibility to provide appropriate pedestrian access to public transport options or services without the use of third-party land. The achievability of safe access for the proposed quantum has not been demonstrated.
895/1310	**REJECT**	The site presents as visually detached from the south of Hailsham with no possibility to provide appropriate pedestrian access to public transport options or services without the use of third-party land. The achievability of safe access for the proposed quantum has not been demonstrated. The site is on the periphery of Hailsham and has significant intervisibility with the rural area between Hailsham and Polegate.
903/1310	**UNCERTAIN for Residential**	This site is well located centrally located in Hailsham with good pedestrian connectivity to the town centre and public transport options. The site does not currently benefit from a suitable access to allow for redevelopment, although alternative arrangement may be achievable via third party land.
1033/1310	**SELECT for Residential**	This is brownfield land well located centrally in Hailsham with good pedestrian connectivity to the town centre and public transport options. The site benefits from existing access although delivery will remain uncertain until the impacts on the car parking spaces can be addressed.
1044/1310	**REJECT**	The site lies some distance to the south of Hailsham, in a semi-rural location. The site benefits from some public transport options although considering current arrangement it is considered that the site would be heavily reliant on the use of private vehicle.
1050/1310	**REJECT**	The site lies some distance to the south of Hailsham, in a semi-rural location, and does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport and would be heavily reliant on the use of private vehicle. Development at this location would further encroach into the countryside and would result an isolated area of residential development north of Hailsham with very little opportunity to provide appropriate infrastructure to support it. Safe access at all time cannot be provided due to flood risk.
1129/1310	**SELECT for Residential**	Development at this location would constitute a natural extension to Hailsham and is well enclosed within limited intervisibility with the wider countryside. The site is well connected to the town centre both via pedestrian access and public transport due to the improvements to be provided by the neighbouring site.
1179/1310	**REJECT**	The site is adjacent to the built-up area between the existing residential area of Hailsham and a site granted permission for the provision of 220 new homes. It has the potential to be well connected to Hailsham which would have a positive impact on the vitality and viability of the settlement. However development at this location would result in further encroachment of development in the countryside and break the existing built pattern at this location.
1217/1310	**REJECT**	The site is well located in relation to the settlement but would result in the loss of trees and vegetation, including TPO, and some of the best and most versatile agricultural land.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
1223/1310	**UNCERTAIN for Residential**	The site is centrally located in Hailsham. It benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site.
1259/1310	**UNCERTAIN for Residential**	The site is located to the south of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarch, adjacent to the built-up area. The site would make a significant contribution to the District's identified need. The site relates well to the settlement spatially, although appropriate connections including for pedestrian, public transport and access via the neighbouring site have not been evidenced as part of the submission, hence the uncertain allocation outcome. The western part of the site is affected by flooding, priority habitat and a schedule monument and development should be directed away from this area. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
1217/1310	**REJECT for Gypsy, Traveller and Travelling Showperson Development**	The site is well connected to existing services and facilities in Hailsham with existing pedestrian access and public transport options which would have a positive contribution to the vitality and viability of Hailsham. The site is heavily treed and overgrown with vegetation and a TPO is in place to the north of the site. Development would not be able to take place without the removal of trees protected by TPO, which will have a negative impact on the on the site and immediate area.
467/1310	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	The site is well connected to existing services and facilities in Hailsham with existing pedestrian access and public transport options which would have a positive contribution to the vitality and viability of Hailsham. The site is completely covered by a priority habitat and development, and necessary BNG requirements would require a detailed assessment before any development could take place. The site is close to the Waste Water Treatment Works which could also require odour assessment.

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
052/1310	Former Southern Water Sewerage Works. Station Road, Hailsham																				

COMMENTARY	
Site	Site is 1.63ha and is a former wastewater treatment works but is now a vacant field
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	Site assessed for employment use although it is promoted for residential development. As the SHELAA concluded residential use to be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site comprises of an area of grassland that was previously used as a site for a former wastewater treatment work located at the southeastern edge of Hailsham. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. Further investigation would however be required in relation to potential contamination issues on site, as well as odour mitigation due to the wastewater treatment to the south of the site. Overall, the site is considered to have good sustainable transport options available from the site. The site benefits from existing vehicular access, albeit upgrade would result in the removal of priority habitats, which would have a negative impact on the biodiversity objective regardless of the potential for biodiversity net gain. Alternative access arrangements are available and will need to be explored. The existing access could be affected by the area of surface water flooding on the site and a site specific FRA will be required to address this and identify whether any specific mitigation is required. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted on the opposite side of Station Road for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4 miles to the south with services to London, Hastings and Brighton. The Cuckoo Trail nearby provides a walking/cycling route to connect to Polegate, but the most convenient and frequently used option would be access by private vehicle or bus from Hailsham town centre. The site is within 15 mins walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road, following the implementation of the planning permission for 700 dwellings on a neighbouring site. Further provision is expected along Station Road from that same development. Appropriate crossing may need to be delivered to link this. The site benefits from an existing vehicular access from Station Road to the south but is likely to require significant upgrade to accommodate further development. This may require the removal of priority habitat deciduous woodland. Alternative access may be achievable from the neighbouring site to the south via South Barn Lane, currently utilised by employment units and the Hailsham Waste and Recycling centre. Further details are required.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is wholly in Flood Zone 1 and is not affected by ground water flood risk. There is an area of the site in the south east corner and along the site frontage affected by surface water flooding and whilst it would have a marginal impact on the developable area, it may interfere with the existing access of the site. A site specific FRA would be required to address this and determine any mitigation that would be needed. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Pollution	There could be potential contamination from the previous use of the site as a wastewater treatment works. Investigations would be required. The South Hailsham Water Treatment Works located to the southeast of the site may require mitigations due to odour impacts although proposed employment development would be less sensitive. Potential for noise from the recycling centre, Swan Business Centre and industrial estate.
	Green & Blue Infrastructure	The site is now grassland with hedgerow and tree boundaries which provide linear wildlife corridors, particularly to the woodland on the western boundary of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is about 400m west of the Pevensey Levels Ramsar/SAC/SSSI and 300m from a biodiversity opportunity area. There are no designated biodiversity sites within the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. The southwestern part of the site fronting onto Station Road is partially covered by priority habitat deciduous woodland, which may require removal to accommodate vehicular access to the site from Station Road, although alternatives may be available. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land and Minerals; Landscape & Townscape; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
091/1310	Wellfield,154 -156 Station Road, Hailsham																				

COMMENTARY	
Site	Site is 0.63ha and comprises of a residential curtilage and former commercial use although all structures have been removed from the site
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	9 (net) dwellings
Summary of Assessment	The site is located to the south east of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the built-up area between the existing residential area of Hailsham and the 700-home development to the south east of Hailsham and would constitute infill development along Station Road. This brownfield site is promoted for the provision of 9 dwellings, which has potential to make a positive contribution to the District's identified need. The site benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site. Additionally, further options are being delivered via the neighbouring large site under construction which will benefit future occupiers for the development. This will have a positive impact on the vitality and viability of the settlement. The site previously benefited from planning permission which established that suitable access could be secured on Station Road, although it may now be desirable to secured access via the neighbouring site.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted to the south of the site for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial and ground water flood risk, and has negligeable part of the site affected by fluvial flood risk (less than 0.02%). Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Soil, Land & Minerals	The site is previously developed land and development at this location will contribute to the efficient use of land.
	Biodiversity	The site is about 600m west of the Pevensey Levels Ramsar/SAC/SSSI and 500m from a biodiversity opportunity area. There is no designated biodiversity sites within the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. The Appropriate Assessment, carried out for the planning application for 9 dwellings, concluded that subject to two stage surface water and control of flow rate, the proposal would not have likely significant effect on Pevensey Levels. A further development specific assessment will be required for any future development. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4 miles to the south with services to London, Hastings and Brighton. The Cuckoo Trail nearby provides a walking/cycling route to connect to Polegate, but the most convenient and frequently used option would be access by private vehicle or bus from Hailsham town centre. The site is within 15 mins walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road, following the implementation of the planning permission for 700 dwellings on a neighbouring site. Further provision is expected along Station Road from that same development. The site was granted permission (although now lapsed) which included an agreed detailed assessment in relation to access from the south eastern corner of the site onto Station Road. Alternative access may be desirable from the neighbouring site currently under construction. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
	Housing	9 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site centrally located which would form infill development and support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors, contribute to the green infrastructure network in the area and act as a stepping stone across the wider area including priority habitats both east and west of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
252/1310	Land adjoining Waldernheath, Amberstone, Hailsham																				

COMMENTARY	
Site	Site is 0.53ha and is agricultural use
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	8 (net) dwellings
Summary of Assessment	The site is located to the north east of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is promoted for the provision of 8 dwellings, which would make a positive contribution to the District's identified need. Although it is some distance away, the site benefits from good pedestrian connection into Hailsham with good public transport options immediately next to the site which contribute to the viability and viability of the settlement. Access arrangements have not been disclosed by the site promoter and may be challenging to achieve due to the proximity with the junction of the A271 and New Road. Further details are required, to consider the acceptability of development in terms of access and impacts on surrounding junctions. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. There are recent planning permissions to the south of the site which take access onto the A271 for 45 and 80 dwellings, to the north west of the site 360 dwellings. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flood risk. The western corner of the site is affected by surface water flood risk. Overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	8 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site well related to settlement which would support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however moderate likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The site's boundaries comprise mature hedgerows and hedgerow trees which provide linear wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site, but the site is within the Pevensey and Cuckmere Valley Link biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to appropriate assessment under the Habitat Regulations. It will also need to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station the nearest station is 5.1 miles to the south although it cannot be accessed via pedestrian footpaths and would require the use of bus services from Hailsham Centre or private vehicle. Bus stops are directly next to the site with regular connection to larger settlement (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells) although there is no existing safe pedestrian access to the bus stop on the south side of the A271 to access journeys to any of these locations. Vehicular access as this site is challenging due to the proximity with the junction with the A271 to the south of the site, including poor visibility splays. The site is currently accessed via Featherbed Lane although detailed design will need to be developed and subject to road safety audit to confirm suitability. The site is a 35 mins walk of the High Street in Hailsham with its services and amenities and has some pedestrian access via existing footpaths along Amberstone and Battle Road although a safe crossing would need to be provided. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
308/1310	Amberstone Grange, Amberstone, Hailsham																				

COMMENTARY	
Site	Site is 4.98ha and is grazing land.
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	35 (net) dwellings
Summary of Assessment	The site is located to the north east of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is assessed for the provision of 35 dwellings, which would make a positive contribution to the District's identified need. Although it is some distance away, the site benefits from pedestrian connection into Hailsham with good public transport options immediately next to the site which contribute to the viability and viability of the settlement. Access arrangements have not been disclosed by the site promoter and may be challenging to achieve due to the proximity with the junction of the A271 and New Road. Further details are required, to consider the acceptability of development in terms of access and impacts on surrounding junctions. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. The site is severed from the existing built form of Hailsham due to the presence of flood risk in the southern half of the site. The site provides a rural setting to Hailsham and has a visual connection to the Pevensey Levels to the east of the site. Development at this location would be out of keeping with the current streetscape and pattern of development.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. There are recent planning permissions to the south of the site which take access onto the A271 for 45 and 80 dwellings, to the north west of the site 360 dwellings. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Housing	35 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site is related to settlement which would support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The southern half of the site is within Flood Zone 2, 3a and 3b with parts affected by surface water flooding, which will affect developable areas considerably. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted. The site is not affected by groundwater flooding.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however moderate likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. Although a number of developments have been approved in the vicinity of the site which are likely to alter the area ahead of the assessed site coming forward. The Hurst Haven River runs along the southern boundary of the site and is classed by the Environment Agency to be in a moderate ecological status. Development of the site could exacerbate its ecological status through potential pollution, directly or indirectly through surface water runoff or discharge.
	Green & Blue Infrastructure	The mature hedgerows along the site boundaries provide linear wildlife corridors to the wider countryside. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site, but the site is within the Pevensey and Cuckmere Valley Link biodiversity opportunity area. There is no designated biodiversity sites. An area of priority habitat Coastal and Floodplain Grazing Marsh is located within the south of the site and corresponds to the area within Flood Zone 3a, where development would not be acceptable. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site, and would be subject to appropriate assessment under the Habitat Regulations. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Historic & Cultural Heritage	The site is not within a conservation area. However, a Grade II Listed Building (Amberstone Grange) and its curtilage is located adjacent to the eastern boundary of the site. Any development would need to respect this historic setting and consider what mitigations would be required to lessen the impact of development. The site lies adjacent an Archaeological Notification Area (Amberstone Grange) and further investigation is required.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is assessed as having moderate sensitivity to development within the evidence base, primarily due to the presence of the mature hedgerows along the site boundaries along the road network, the inclusion of the site within the Pevensey and Cuckmere Valley Link BOA, the historic field pattern of regular piecemeal enclosure, the rural setting the site provides to Hailsham, the separation the site provides between Hailsham and Magham Down, and the visual connection to the Pevensey Levels to the east. Development at this location would alter the existing character of the area and would not relate well to the existing linear pattern along the A271. The Flood Zone 3 within the southern part of the site severs the site from the built-up area of Hailsham and development would be isolated in this location and not relate well to the existing settlement.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station the nearest station is 5.1 miles to the south although it cannot be accessed via pedestrian footpaths and would require the use of bus services from Hailsham Centre or private vehicle. Bus stops are directly next to the site with regular connection to larger settlement (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells) although there is no existing safe pedestrian access to the bus stop on the north side of the A271. The site does not have access to the highway with severe problems with creating suitable vehicular access due to the proximity of the junction to the south west of the site, including poor visibility splays along the A271. The access proposal will need to be developed in detail and subject to road safety audit to confirm suitability. The site is a 35 mins walk of the High Street in Hailsham with its services and amenities and has some pedestrian access via existing footpaths along Amberstone and Battle Road Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
724/1310	Land between Station Road and Old Swan Lane, Hailsham																				

COMMENTARY	
Site	Site is 7.5ha and is a former wastewater treatment works but is now a vacant field
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	The north western corner (1.8ha) is a proposed allocation for 40 dwellings and is not assessed here. The remainder of the site is assessed for employment use although it is promoted for residential use development. The SHELAA concluded residential use to be unsuitable on the entirety of the site, and as such, this is not tested as part of the SA process.
Summary of Assessment	The site comprises of an area of grassland that was previously used as a site for a former wastewater treatment work located at the southeastern edge of Hailsham. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. Further investigation would however be required in relation to potential contamination issues on site, as well as odour mitigation due to the wastewater treatment to the south of the site. Overall, the site is considered to have good sustainable transport options available from the site. The site benefits from existing vehicular access, albeit upgrade would result in the removal of priority habitats, which would have a negative impact on the biodiversity objective regardless of the potential for biodiversity net gain. Alternative access arrangements are available and will need to be explored. However, given the scale of the proposed development and potential associated traffic generation, further investigation would be required. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Employment**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaption measures need to be identified.
Flood Risk	The eastern part of the site is within Flood Zone 2 and 3a with the remainder of the site within Flood Zone 1. There are some areas of surface water flood risk to the north of the site. the site is not affected by ground water flood risk. Only less vulnerable uses, which includes the proposed use of this site (employment), are permitted within Flood Zone 2 and 3a in line with government guidance on flood risk and coastal change. The proposed development of the site is therefore suitable, however a sequential approach to the location of development on site should still be taken to direct development first to the areas of the site not at risk of flooding. Mitigation measures will need to be identified to address the flood risk from the watercourse within the site and in terms of surface water runoff as development will introduce impermeable surfaces.
Pollution	There could be potential contamination from the previous use of the site as a wastewater treatment works. Investigations would be required. The South Hailsham Water Treatment Works located to the southeast of the site may require mitigations due to odour impacts although proposal form employment development would be less sensitive. Potential for noise from the recycling centre, Swan Business Centre and industrial estate.
Green & Blue Infrastructure	The site has mature vegetation along Old Swan Land and part of Station Road (also Priority Habitat). Internally the site has a wooded area to the west (not assessed as such as part of the proposed scheme) and a network of mature hedgerow linking Old Swan Lane to the block of Priority Habitat. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Biodiversity	The site is neighbouring the Pevensey Levels Ramsar/SAC/SSSI and a biodiversity opportunity area. There are no designated biodiversity sites within the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. The southwestern part of the site fronting onto Station Road is partially covered by priority habitat deciduous woodland, which may require removal to accommodate vehicular access to the site from Station Road, although alternatives may be available. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4 miles to the south with services to London, Hastings and Brighton. The Cuckoo Trail nearby provides a walking/cycling route to connect to Polegate, but the most convenient and frequently used option would be access by private vehicle or bus from Hailsham town centre. The site is within 15 mins walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk along Station Road with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road, following the implementation of the planning permission for 700 dwellings on a neighbouring site. Further provision is expected along Station Road from that same development. Appropriate crossing may need to be delivered to link this. The site benefits from an existing vehicular access from Station Road to the south but is likely to require significant upgrade to accommodate further development. This may require the removal of priority habitat deciduous woodland. It also has access via Old Swan Lane. Alternative access may be achievable from the neighbouring site to the south to use South Barn Lane, currently utilised by employment units and the Hailsham Waste and Recycling centre. Further details are required to establish the highway impacts of the proposals on the relevant junctions especially given the scale of the site and the potential associated traffic generation.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative	
	NONE
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Landscape & Townscape; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
845/1310	Summerhill Cottages, Summerhill Lane, Hailsham																				

COMMENTARY	
Site	Site is 0.99ha and comprises of a residential dwelling and garden
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, north of Summerhill Lane. Although the site is adjacent to Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy, and a site under construction, it does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport. No public transport or the town centre can be reached safely with very little prospect for upgrade, thus the site is unsustainable and reads quite isolated in this respect. The site benefits from existing access, although suitability is uncertain considering the proximity with a junction and the width of Summerhill Lane. Development of the site would result to further changes north of the ancient woodland adjacent to the site which would have a negative impact in landscape terms on the character of the area.The site is promoted for the provision of 20 dwellings, which would make a positive contribution to the District's identified need. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is adjoining to Hailsham although it does not relate well to the settlement. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. A surface water flow path runs along the northern boundary of the site and development would need to be directed away from it. Overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	20 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors, contribute to the green infrastructure network in the area and act as a stepping stone across the wider area including priority habitats and Ancient Woodland immediately north of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. Ancient Woodland is bounding the site to the north with deciduous woodland that will need to be protected and will require appropriate buffer. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that this site has moderate sensitivity to residential development, with ancient woodland bounding the site on the northern boundary and the site containing planned private enclosure historic field pattern, which increases sensitivity. A nearby site to the north/east is under construction for the provision of 241 dwellings and will therefore alter the character for the area. The site is however physically separated from this development by Ancient Woodland and further development is likely to further change the rural character of the area as the development would be accessed separately and therefore not benefit from the same connectivity nor the same setting.
	Town & Village Centres	The site is on the periphery of the south of Hailsham with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre.
Major Negative		
	Transport & Accessibility	The site is adjacent to Hailsham and a site granted permission for the provision of 241 dwellings however it does not relate well to the settlement or the adjacent site from a transport and accessibility perspective. The Cuckoo Trail is located around 300m to the east of the site and may be able to provide pedestrian connectivity to Hailsham if link can be made via the neighbouring site, although there is no certainty as to whether this is achievable. No public transport can be reached safely from the site. The closest bus stops are to the north and the east of the site on Ersham Road and provides services to Hailsham. This is not currently accessible via secured footpath along Coldthorn Lane or Summerhill Lane and it is unlikely to be achievable considering the current width of the lane. The nearest train station is at Polegate, 2 miles south of the site, although the only reasonable opportunity to access the station is via a private car. Due to these issues, the site lies in an unsustainable location as it is car-reliant, with no genuine choices of travel that can be made available on this site in isolation. The site is currently accessed from Summerhill Lane, in close proximity with the junction with Coldthorn Lane, which are both narrow single width rural lanes, with no footway and limited visibility. In terms of safety for car reliant development, the junction to the east is not unlikely to be up to standards.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
846/1310	Summerhill Barn, Summerhill Lane, Hailsham																				

COMMENTARY	
Site	Site is 0.89ha and is in agricultural use
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	17 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, north of Summerhill Lane. Although the site is adjacent to Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy, and a site under construction, it does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport. No public transport or the town centre can be reached safely with very little prospect for upgrade, thus the site is unsustainable and reads quite isolated in this respect. The site benefits from existing access, although suitability is uncertain considering the proximity with a junction and the width of Summerhill Lane. Development of the site would result to further changes north of the ancient woodland adjacent to the site which would have a negative impact in landscape terms on the character of the area. The site is promoted for the provision of 20 dwellings, which would make a positive contribution to the District's identified need. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is adjoining to Hailsham although it does not relate well to the settlement. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.2%). Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	17 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors, contribute to the green infrastructure network in the area and act as a stepping stone across the wider area including priority habitats eand Ancient Woodland immediately north of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. Ancient Woodland is bounding the site to the north with deciduous woodland priority habitat that will need to be protected and will require appropriate buffer. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that this site has moderate sensitivity to residential development, with and Ancient woodland bounding the site on the northern boundary and the site containing planned private enclosure historic field pattern, which increases sensitivity. The neighbouring site to the north is under construction for the provision of 241 dwellings and will therefore alter the character for the area. The site is however physically separated from this development by Ancient Woodland and further development is likely to further change the rural character of the area as the development would be accessed separately and therefore not benefit from the same connectivity nor the same setting.
	Town & Village Centres	The site is on the periphery of the south of Hailsham with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre.
Major Negative		
	Transport & Accessibility	The site is adjacent to Hailsham and a site granted permission for the provision of 241 dwellings however it does not relate well to the settlement or the adjacent site from a transport and accessibility perspective. The Cuckoo Trail is located around 300m to the east of the site and may be able to provide pedestrian connectivity to Hailsham if link can be made via the neighbouring site, although there is no certainty as to whether this is achievable. No public transport can be reached safely from the site. The closest bus stop is to the east of the site on Ersham Road and provides services to Hailsham. This is not currently accessible via secured footpath along Summerhill Lane and it is unlikely to be achievable considering the current width of the lane. The nearest train station is at Polegate, 2 miles south of the site, although the only reasonable opportunity to access the station is via a private car. Due to these issues, the site lies in an unsustainable location as it is car-reliant, with no genuine choices of travel that can be made available on this site in isolation. The site is currently accessed from Summerhill Lane, in close proximity with the junction with Coldthorn Lane, which are both narrow single width rural lanes, with no footway and limited visibility. In terms of safety for car reliant development, the junction to the east is not unlikely to be up to standards.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
854/1310	Creepers Cottage, Coldthorn Lane, Hailsham																				

COMMENTARY	
Site	Site is 1.60ha and includes a residential dwelling with garden and paddock
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	25 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, along Coldthorn Lane. Although the site is adjacent to Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy, it does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport. No public transport or the town centre can be reached safely with very little prospect for upgrade, thus the site is unsustainable and reads quite isolated in this respect. The site benefits from existing access, although suitability is uncertain considering the proximity with a junction and the inconsistent width of Coldthorn Lane. The site is on the periphery of Hailsham and has significant intervisibility with the rural area between Hailsham and Polegate. Although neighbouring site was granted permission the site would not relate to the site and benefit from the same setting resulting in negative impact on the character of the area. The site is promoted for the provision of 25 dwellings, which would make a positive contribution to the District's identified need. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is adjoining to Hailsham although it does not relate well to the settlement. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flooding. A surface water flow path runs along the southern boundary. Overall it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	25 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors, contribute to the green infrastructure network in the area and act as a stepping stone across the wider area including priority habitats and Ancient Woodland immediately north of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. Ancient Woodland is bounding the site to the north and to the east on the other side of Coldthorn lane, both with deciduous woodland priority habitat that will need to be protected and will require appropriate buffer. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is considered to be moderately sensitive within the 2023 Landscape Sensitivity Assessment due to the sites elevated position and steep slopes which afford long ranging views across the rural area between Hailsham and Polegate. The site physically separated from the neighbouring approved development and further development is likely to further change the rural character of the area as the development would be accessed separately and therefore not benefit from the same connectivity nor the same setting.
	Town & Village Centres	The site is on the periphery of the south of Hailsham with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre.
Major Negative		
	Transport & Accessibility	The site is adjacent to Hailsham and a site granted permission for the provision of 241 dwellings to the east, however it does not relate well to the settlement or the adjacent site from a transport and accessibility perspective. No public transport can be reached safely from the site. The closest bus stops are to the west along the A22 and to the east of the site on Ersham Road and provides good services to Hailsham and other neighbouring large settlements. These are not currently accessible via secured footpath as there is no certainty that pedestrian connection can be made to the A22 and Coldthorn Lane/Summerhill Lane are narrow single width rural lanes with no footway and it is unlikely to be achievable considering the current width of the lanes. The nearest train station is at Polegate, 2 miles south of the site, although the only reasonable opportunity to access the station is via a private car. Due to these issues, the site lies in an unsustainable location as it is car-reliant, with no genuine choices of travel that can be made available on this site in isolation. The site is currently accessed from Coldthorn Lane, in close proximity with the junction with Summerhill Lane, which are both narrow single width rural lanes, with no footway and limited visibility. In terms of safety for car reliant development, the junction to the east is not unlikely to be up to standards. The site would be required to provide pedestrian footpaths on Coldthorn Lane to connect to the pedestrian footpaths that are to be provided as part of the development for 31 (net) dwellings to the north that was granted planning permission under planning reference WD/2020/1504/MAO. It is currently uncertain as to whether this is achievable.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
895/1310	Land at Davmau Farm, Coldthorn Lane, Hailsham																				

COMMENTARY	
Site	Site is 5.32ha and comprises a residential dwelling and its associated garden, stables and pastureland used for grazing
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	80 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, along Coldthorn Lane. Although the site is adjacent to Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy, it does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport. No public transport or the town centre can be reached safely with very little prospect for upgrade, thus the site is unsustainable and reads quite isolated in this respect. The site benefits from existing access, although suitability is uncertain considering the proximity with a junction and the inconsistent width of Coldthorn Lane. The central and western part of the site are segregated from the rest of the site by a flow path of surface water flood risk which is likely to impact the capacity of the site. The site is on the periphery of Hailsham and has significant intervisibility with the rural area between Hailsham and Polegate and development would have a detrimental impact on the character of the area. The site is promoted for the provision of 80 dwellings, which would make a positive contribution to the District's identified need. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is adjoining to Hailsham although it does not relate well to the settlement. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 80 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
		NONE
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. The site is not within a Groundwater Source Protection Zone.
	Soil, Land & Minerals	Land at this location is in part good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	The majority of the site comprises pastureland and is bound by mature trees and hedgerows which connect into the patchwork of fields to the east and south. It provides wildlife corridors, contributes to the green infrastructure network in the area and act as a stepping stone across the wider area including priority habitats and Ancient Woodland immediately north of the site and the shaw to the south west. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There are no designated biodiversity sites or priority habitats within the site. There is an extensive area of ancient woodland (Coldthorn Wood) immediately to north of the site and also a parcel of priority habitat deciduous woodland along part of the southern boundary of the site towards the south-western corner. That will need to be protected and will require an appropriate buffer. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. A surface water flow path runs along the southern boundary and continues onto the northern boundary to Coldthorn Lane, sectioning the site in two parts. This is likely to significantly impact the developable area and/or require development to be delivered in two separate parcels, which may not be feasible when considering access constraints. It is unlikely that development of this scale could provide the appropriate mitigation measures.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the site has moderate sensitivity to small-scale residential development due to its proximity to Coldthorn Wood ancient woodland, intact historic assart field pattern, rural character with animal grazing, mature shaws and hedgerows, and access by public rights of way. The site physically separated from the neighbouring approved development and further development is likely to further change the rural character of the area as the development would be accessed separately and therefore not benefit from the same connectivity nor the same setting.
	Town & Village Centres	The site is on the periphery of the south of Hailsham with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre.
Major Negative		
	Transport & Accessibility	The site is adjacent to Hailsham and a site granted permission for the provision of 241 dwellings to the east, however it does not relate well to the settlement or the adjacent site from a transport and accessibility perspective. No public transport can be reached safely from the site. The closest bus stops are to the west along the A22 and to the east of the site on Ersham Road and provides good services to Hailsham and other neighbouring large settlements. These are not currently accessible via secured footpath as there is no certainty that pedestrian connection can be made to the A22 and Coldthorn Lane/Summerhill Lane are narrow single width rural lanes with no footway and it is unlikely to be achievable considering the current width of the lanes. The nearest train station is at Polegate, 2 miles south of the site, although the only reasonable opportunity to access the station is via a private car. Due to these issues, the site lies in an unsustainable location as it is car-reliant, with no genuine choices of travel that can be made available on this site in isolation. The site is currently accessed from Coldthorn Lane, in close proximity with the junction with Summerhill Lane, which are both narrow single width rural lanes, with no footway and limited visibility. In terms of safety for car reliant development, the junction to the east is not unlikely to be up to standards. The site would be required to provide pedestrian footpaths on Coldthorn Lane to connect to the pedestrian footpaths that are to be provided as part of the development for 31 (net) dwellings to the north that was granted planning permission under planning reference WD/2020/1504/MAO. It is currently uncertain as to whether this is achievable.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
903/1310	Land and access track to the rear of 168 Battle Road, Hailsham																				

COMMENTARY	
Site	Site is 0.73ha and include a builder's yard.
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site is located in the north east area of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. Development at this location would constitute infill development between Battle Road and a site with planning permission for up to 145 dwellings. This site is promoted for the provision of 20 dwellings, which has potential to make a positive contribution to the District's identified need. The site benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site. This will have a positive impact on the vitality and viability of the settlement. The site does not currently benefit from a suitable access to allow for the intensification of use, although alternative arrangements may be achievable via third party land. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, and uncertainty on suitable access arrangements being achievable, further work is required.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by ground water flood risk. Small isolated areas of the site in the centre of the site and on the southern boundary are affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	20 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site well related to Hailsham and would support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	Part of the site comprises a field and the site is bound by mature trees and hedgerows which connect into the patchwork of fields to the east. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is about 650m west of the Pevensey Levels Ramsar/SAC/SSSI and 200m from a biodiversity opportunity area. There are no designated biodiversity sites within the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Historical & Cultural Heritage	The site is not within a conservation area. However, a Grade II Listed Building (Whiteoaks) and its curtilage is located adjacent to the western boundary of the site. Any development would need to respect this historic setting and consider what mitigations would be required to lessen the impact of development. The site is adjacent to an Archaeological Notification Area (ANA).
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4.3 miles to the south with services to London, Hastings and Brighton although it cannot be accessed via pedestrian footpaths and would require the use of bus services from Hailsham Centre or private vehicle. The site is within 20 mins walk of the High Street in Hailsham with its services and amenities. The site can be accessed via existing pedestrian footpaths. There are bus stops within 5 mins walk with direct frequent services to Hailsham Centre and other larger settlements, both accessible via pedestrian footpaths. The site is accessed via a narrow, single-width track located between two dwellings off the A295 (Battle Road). The existing vehicular access has limited visibility in both directions due to a road fronting dwelling to the north and established roadside vegetation to the south, however, a suitable access is likely to be achievable. Vehicular access may be alternatively be achieved via adjacent SHELAA site 135/1310 to the east or through residential development to the south, albeit this has not materialised at this stage.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals, Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1033/1310	Victoria Road Car Park, Hailsham																				

COMMENTARY	
Site	Size, current use e.g. greenfield / agricultural (Grade 3b)
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site is located in the central area of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. Development at this location would constitute infill development along Victoria Road. This brownfield site is promoted for the provision of 20 dwellings, which has potential to make a positive contribution to the District's identified need. The site benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site. Development will be in close proximity with the town centre which will have a positive impact on the vitality and viability of the settlement although it au result in the loss of parking provision which would need to be appropriately justified or provided elsewhere. This evidence in this respect has not be provided to-date resulting in an uncertain outcome for this site. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site lies within Hailsham Town Centre. Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Transport & Accessibility	The nearest train station is in Polegate, approx. 4 miles south of the site. The nearest bus stop is on George Street approx. 30m north west of the site and is accessible on foot. There is the Cuckoo Trail which offers pedestrian and cycle links to Polegate from Hailsham. Both the bus stop and train station can be accessed by existing pedestrian footpaths and the site can be accessed via existing footpaths, with around a 2-3 minute walk to the town centre. The site benefits from an existing vehicular access from Victoria Road and this is likely suitable to serve the redevelopment of the site.
Minor Positive Impacts		
	Soil, Land & Minerals	The site is previously developed land and development at this location will contribute to the efficient use of land.
	Housing	20 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Historic & Cultural Heritage	The Hailsham Conservation Area forms the northern boundary to the site and this contains a number of Listed Buildings. Careful consideration would need to be given to any development that comes forward, particularly in terms of the setting of the conservation area in this location.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centre	Site centrally located which would form infill development and support long-term vitality and viability of settlement although it would also result in the potential loss of public car parking which would need to be appropriately justified.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Green & Blue Infrastructure; Biodiversity; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1044/1310	World of Water, Ersham Road, Hailsham																				

COMMENTARY	
Site	Site is 0.53 and is formed of two commercial businesses and associated car park
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	Site assessed for employment use although it is promoted for residential use development. As the SHELAA concluded residential use to be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site lies some distance to the south of Hailsham, in a semi-rural location. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. The proposal will allow for the use of previously developed land. The site benefits from some public transport options although considering current arrangement it is considered that the site would be heavily reliant on the use of private vehicle. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is not adjoining any settlement although it relates best to Hailsham. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Soil, Land & Minerals	The site is previously developed land and development at this location will contribute to the efficient use of land.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is not affected by surface water and groundwater flood risk. However, over 99% of the site is within Flood Zone 2 and 3a. Less vulnerable uses, which includes the proposed use of this site (employment), are permitted within Flood Zone 2 and 3a in line with government guidance on flood risk and coastal change, however preferable sites not at risk of flooding are likely to exist.
	Green & Blue Infrastructure	There are dense trees adjoining the western and southern boundaries of the site, which provide stepping stones to the wider countryside and join the Cuckoo Trail. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated biodiversity sites, Priority Habitats or irreplaceable habitats within the site. The site is not within a Biodiversity Opportunity Area (BOA), however, the Cuckoo Trail Habitat Link lies to the west of the site and the Pevensey Levels BOA lies to the east of the site on the opposite side of Ersham Road. A small area of Coastal and floodplain grazing marsh priority habitat adjoins the southern boundary of the site. Coastal and floodplain grazing marsh priority habitat associated with the Pevensey Levels lies to the east, beyond Ersham Road. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Transport & Accessibility	The site is detached from Hailsham and any rural settlement and is therefore isolated from local services, facilities and public transport. The Cuckoo Trail is in close proximity to the site's western boundary and may be able to provide pedestrian connectivity to Hailsham if links can be made with the site. It is currently uncertain whether this is achievable due to land ownership on Ersham Road. The closest bus stops are located adjacent to the south eastern corner of the site on Ersham Road and this provides services to Hailsham. Passengers would have to embark / disembark into the existing vehicular access to the site. The nearest train station is at Polegate, 4 miles south of the site, although the only reasonable opportunity to access the station is via a private car. The existing vehicular access to the site is taken from Ersham Road and is considered suitable for the existing use.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1050/1310	Land to the south of The Old Loom Mill, Ersham Road, Hailsham																				

COMMENTARY	
Site	Site is 3.39ha and
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	30 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, along Ersham Road. The site lies some distance to the south of Hailsham, in a semi-rural location, and does not relate well to the settlement. The site does not benefit from appropriate arrangement to facilitate access for all modes of transport and would be heavily reliant on the use of private vehicle. No public transport or the town centre can be reached safely, although there is a possibility to connect to improvements delivered by a neighbouring site, but the site is unsustainable and reads quite isolated in this respect. Development at this location would further encroach into the countryside and would result an isolated area of residential development north of Hailsham with very little opportunity to provide appropriate infrastructure to support it. Safe access at all times cannot be provided due to the risk of flooding. The site is promoted for the provision of 30 dwellings, which would make a positive contribution to the District's identified need. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is not adjoining any settlement although it relates best to Hailsham. Hailsham is a large settlement that benefits from significant services, amenities, public transport options and employment opportunities. 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, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Housing	30 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is in part good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	There are dense trees adjoining the western and southern boundaries of the site, which provide steppingstones to the wider countryside and join the Cuckoo Trail. 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. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated biodiversity sites, Priority Habitats or irreplaceable habitats within the site. A line of priority habitat deciduous woodland forms the sites western boundary. The site is not within a Biodiversity Opportunity Area (BOA), however, the Cuckoo Trail Habitat Link forms the western boundary of the site and the Pevensey Levels BOA lies to the east of the site on the opposite side of Ersham Road. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is assessed as having low to moderate sensitivity to residential development in part due to the existing development to the north, and the caravan park that lies to the south, which reduces the rurality of the site. The development of the site would have a detrimental impact upon the wider landscape, as it would encroach further into the countryside south of Hailsham and would effectively form an isolated form of urban development within the countryside and, as opposed to the land to the north, which does not share its brownfield characteristics.
	Town & Village Centre	The site is on the periphery of the south of Hailsham with poor / limited access to the town centre for people to reach services and facilities and it is unlikely to support the vitality and viability of the town centre
Major Negative		
	Transport & Accessibility	The site is detached from Hailsham and any rural settlement and is therefore isolated from local services, facilities and public transport. The Cuckoo Trail is in close proximity to the site's western boundary and may be able to provide pedestrian connectivity to Hailsham if links can be made with the site. The nearest bus stop is on Ersham Road, approx. 170m north of the site, however there is no pedestrian access as there are no pavements along Ersham Road. The site would be able to connect to the pedestrian footpaths that are being created as part of the development to the north (WD/2017/0839/MAO) to access the bus stop, which has now been built out. The nearest train station is at Polegate, 1.7 miles south of the site, although the only reasonable opportunity to access the station is via a private car.
	Flood Risk	Majority of site in Flood Zone 1, with the north eastern part fronting onto Ersham Road within Flood Zone 2 and Flood Zone 3a which precludes the creation of a direct access onto Ersham Road. Alternative arrangements have not been provided. However, access via the neighbouring site to the north is equally subject constraint therefore the proposed development is unable to demonstrate that safe access can be provided at all times. The site is not affected by groundwater flooding.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1129/1310	Land at Oaklands, west of Coldthorn Lane, Ersham Road, Hailsham																				

COMMENTARY	
Site	Site is 2.75ha and is formed of land used for equestrian purposes
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	40 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the proposed built-up boundary for the settlement and will provide an extension to the proposed approved development immediately to the north of the site. It is a greenfield site promoted for the provision of 40 new homes, which has the potential to make a positive contribution to the District's identified need. The site will benefit from good connection to the settlement, in particular due to the planned highways improvement from neighbouring sites granted permission in the surrounding area. This will have a positive impact on the viability and the viability of the settlement. Access arrangements are unlikely to be an issue. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted to the north and south of the site for the provision of over 450 new homes cumulatively. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flood risk. There is a small isolated area of surface water flood risk in the western part of the site and a surface water flood risk flow path running from Coldthorn Lane and crossing the site to the south west corner. Overall it would have a marginal impact on the developable area considering the proposed quantum of development for the size of the site, and it would not interfere with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Housing	40 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
Town & Village Centres	The site is on the periphery to the south of Hailsham with relatively good access to the town centre by alternative modes of transport for people to reach services and facilities although it is some distance away.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaption measures need to be identified.
Soil, Land & Minerals	Land at this location is in part good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
Green & Blue Infrastructure	The tree lined boundaries of the site and trees within the site provide linear wildlife corridors to the wider countryside, especially the ancient woodland to the west and south of the site. It contributes to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Biodiversity	There are no designated sites near or within the site but the site is wholly within the Wilmington Woodlands and Watershed Biodiversity Opportunity Area. The western half of the site is covered in deciduous woodland priority habitat. An extensive area of ancient woodland (Coldthorn Wood) adjoins the site to the west and south and would require the implementation of an appropriate buffer. Development may drain to the Pevensey Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and biodiversity. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Landscape & Townscape	This site was not individually assessed in the landscape evidence base however it lies within the Hailsham West Assessment Unit which is assessed as having moderate sensitivity to small scale residential development (2-2.5 storeys) and moderate to high sensitivity to medium scale residential development (3-4 storey flats and care homes) and commercial/industrial development. The narrow river valleys of the Cuckmere and its tributaries; ecological value (particularly extensive broadleaved and ancient woodland); historic features; and rural character of much of this assessment unit increase sensitivity. The south of however contained and well screened to the south with limited intervisibility with the wider area.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 2.4 miles to the south with services to London, Hastings and Brighton although it cannot be accessed via pedestrian footpaths and would require the use of bus services or private vehicle. The site is within 25 mins walk of the High Street in Hailsham with its services and amenities which will be accessible via footways to be delivered by neighbouring sites which received planning permission to the north and south. There are bus stops within 5 mins walk of the site on the junction of Coldthorn Lane and Ersham Road, which subject to the delivery of the site immediately to the north, will benefit from safe pedestrian crossing. The site is currently accessed via Coldthorn Lane although it is in the same ownership as the site with planning permission to the north which has been designed to allow for further development into the assessed parcel. Access via this development is likely to be more suitable considering the width of Coldthorn Lane. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Quality of Life & Place	Further details required.
Social Inclusion	Further details required.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative	
	NONE
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1179/1310	Land at White Dyke, White Dyke, Hailsham																				

COMMENTARY	
Site	Site is 13.87ha and is formed of agricultural land and two barns
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	100 (net) dwellings
Summary of Assessment	The site is located to the south east of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the built-up area between the existing residential area of Hailsham and a site granted permission for the provision of 220 new homes. It is a greenfield site promoted for the provision of 100 new homes, which has the potential to make a positive contribution to the District's identified need. The site has the potential to be well connected to Hailsham which would have a positive impact on the vitality and viability of the settlement. However further development at this location would have significant impacts in landscape and townscape terms, as it projects much further east than the existing settlement, encroaching into the undeveloped countryside that surrounds the town and contributes to character in this location nearby the Pevensey Levels. In addition, the rural nature of the access road and connection to Mill Lane along a single width roadway with no footpaths further highlight the more rural nature of the site and locality. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided. Of particular relevance, access arrangements have not been detailed will need to take into account flood risk affecting the site and its vicinity. Further evidence in relation to landscape impact will also be essential. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted to the north west for the provision of over 220 new homes cumulatively. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver 100 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
	Town & Village Centres	The site is well connected to Hailsham and other larger settlements which will support long-term vitality and viability of settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	Half of the site is in Flood Zone 1, the southern, eastern and northern boundaries being within Flood Zone 2 and 3a (with some small overlapping areas of surface water flooding) and extending into the site. This may affect the positioning of the future access into the site although they have not been disclosed at the time of this assessment. The site is not affected by groundwater flood risk. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. The site is not within a Groundwater Source Protection Zone.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however moderate likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	The site has tree and hedgerow lined boundaries which provide linear wildlife corridors and stepping stones into the wider countryside including onto the Pevensey Levels. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites within the site, although it is adjoining to the Pevensey Levels SAC/Ramsar to the east and south. The Pevensey Levels biodiversity opportunity area lies to the north, east and south of the site, in close proximity to the boundaries. There is no designated biodiversity sites within the site boundary. Coastal and Floodplain grazing marsh associated with the Pevensey Levels lies to the east of the site and adjoins part of the eastern and northern boundaries of the site. Some extends slightly into the south of the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to appropriate assessment under the Habitat Regulations. It will also need to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Historic & Cultural Heritage	The site is not close to listed buildings and/or a conservation area, but it has and is adjacent to archaeological notification areas due to medieval and post-medieval farm complex
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site was not individually assessed within the evidence base, however it lies within the Hailsham East Assessment Unit, which is assessed as having a low to moderate sensitivity to small scale residential development (2-2.5 storeys) and moderate sensitivity to medium scale residential (3-4 storey flats and care homes). The floodplain grazing marsh to the east (associated with the Pevensey Levels); small-scale historic field patterns; and rural character across much of the assessment unit increases sensitivity. The site benefits from tree and hedgerow lined boundaries. Their height varies in place resulting in limited screening and some long views ranging into the Pevensey Levels. Notwithstanding landscape impact, it is notable that the townscape does not extent as far east as these proposals, making development read as an incursion into the countryside, encroaching into this transient rural location.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4.4 miles to the south with services to London, Hastings and Brighton although would require the use of bus services from Hailsham Centre or private vehicle. The site is within 20-25 mins walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, although it is not currently accessible via public footpath with little prospect for improvement due to the width of White Dyke. Access arrangements have not been specified although they are unlikely to be acceptable from White Dyke due to the width of this rural lane and the risk of flooding which would prevent safe access at all times. Alternative arrangement via the approved development to the north west of the site are likely to be more acceptable and may be achievable considering the proposed layout. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measure**ealth & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1217/1310	Land west of Station Road, Hailsham																				

COMMENTARY	
Site	Site is 2.69ha and is a wooded area
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	Site assessed for employment use (6,000 sqm) although it is promoted for a variety of uses, including employment. As the SHELAA concluded residential use to be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site comprises of a wooded and overgrown area in the south east area of Hailsham. It is adjacent to the built-up area between the existing Industrial estate, the 700-home development to the south east of Hailsham and the Cuckoo Trail. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. Development of the site would result in the loss of trees and vegetation to allow for the construction phase which would have a negative impact on both green and blue infrastructure and biodiversity. Trees to the northeastern part of the site are also subject to a group Tree Preservation Order (TPO). Development would not be able to take place without some removal of these protected trees and vegetation, including development through the TPO area to gain access to the site from the existing estate road, which would be significant. In addition, the site does not have an independent access point to the highway so could not be delivered without this incursion through the TPO area.. The site is well connected to the settlement with existing pedestrian access and public transport options within reasonable walking distance from the site, however, these site constraints are not shown possible to overcome to enable development. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted to the south of the site for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly in Flood Zone 1 and is not at risk of groundwater flooding. some small area of the site along the northern boundary are affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around 40% of the site is Grade 3a agricultural land in the Agricultural Land Classification. Whilst this requires site specific assessment, development could result in the loss of some the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Biodiversity	There are no designated biodiversity sites, but the site include a small portion (less than 10%) of Priority Habitats deciduous woodland within the site. The site is not within a Biodiversity Opportunity Area (BOA), however, the Cuckoo Trail Habitat Link lies immediately to the west of the site and the Pevensey Levels BOA lies to the south east of the site on the opposite side of Station Road. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Major Negative		
	Green & Blue Infrastructure	The site is heavily treed and overgrown with vegetation. Trees to the northeastern part of the site are subject to a group Tree Preservation Order (TPO). The site acts as a wildlife and contributes to the green infrastructure network in the area and acts as a stepping stone across the wider area including priority habitats to the west of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network, but the site itself cannot be developed or accessed without incursion into the protected tree area. Full impacts may remain uncertain at this stage as they depend on the implementation of a suitable landscape scheme, however, development would not be able to take place without some removal of trees and vegetation which is of major negative impact. .
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HAILSHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1223/1310	25 London Road, Hailsham, East Sussex																				

COMMENTARY	
Site	Site is 0.08ha and is used as a car park with some grass area
Parish / Settlement	Hailsham / Hailsham (Type 1 settlement – Town)
Development Proposal	5 (net) net dwellings
Summary of Assessment	The site is located along London Road, in central Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is a part brownfield site within the settlement boundary and would constitute infill development within the town. The site is assessed for the provision of 5 dwellings, which would make a positive contribution to the District's identified need. The site is centrally located and benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site. This will have a positive impact on the vitality and viability of the settlement although the loss of parking provision would need to be appropriately justified. Access arrangements would need to be confirmed. The site benefits from a good connection to the settlement with existing pedestrian access and frequent public transport options within reasonable walking distance from the site.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is centrally located within Hailsham, which is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. 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.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Soil, Land & Minerals	The site is part brownfield land and development at this location will contribute to the efficient use of land.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021. The site is immediately adjacent to the Pevensey Levels hydrological catchment and therefore may drain to the Levels. If this is the case an Appropriate Assessment will be required.
	Housing	5 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes although considering the site size, development tis likely to be flatted and therefore contribute to the need supply of smaller dwelling units.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	There are some mature trees on site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 3.7 miles to the south with services to London, Hastings and Brighton although it cannot be accessed via pedestrian footpaths and would require the use of bus services from Hailsham Centre or private vehicle. The site is within 5 mins walk of the High Street in Hailsham with its services and amenities. There are bus stops within 150 m from the site with a direct frequent service to Hailsham Centre and other large settlements, accessible via existing footpaths. The site benefits from existing access onto London Road although further information would be required to determine whether this would be a suitable access for residential use. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	Site centrally located which would form infill development and support long-term vitality and viability of settlement although it would also result in the potential loss of car parking which would need to be appropriately justified..
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: FRANT		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1259/1310	Mushroom Farm, Saltmarsh Lane, Downash, Hailsham																				

COMMENTARY	
Site	The site is 18.40 ha and agricultural and residential use
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	400 (net) dwellings
Summary of Assessment	The site is located to the south of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the built-up area south of the 700-home development. The site is promoted for the provision of 400 dwellings, which has potential to make a significant contribution to the District's identified need. The site relates well to the settlement, which would have a positive impact on the vitality and viability of the settlement, although it does not currently benefit from formalised connections. There is reasonable potential for those, as well as access arrangements, to be provided via the neighbouring site to address flood risk. However, no substantial evidence has been provided that appropriate arrangements are in place, hence the uncertain allocation outcome. The western part of the site is affected by flooding, priority habitat and a schedule monument and development should be directed away from this area. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigations measures have been identified at this stage • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area. Planning permission have been granted to the north of the site for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	400 homes proposed which would make a significant positive contribution to housing need. Details are needed on type/tenure of homes.
Minor Positive Impacts		
	Economy & Employment	The development will create temporary jobs during the construction phase which is estimated to last 5-8 years.
	Town & Village Centres	The site is close to the centre of the settlement and well connected to Hailsham and other larger settlements which will support the long-term vitality and viability of those settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is affected by fluvial and pluvial flood risk to the west which will reduce the developable area. The site is not affected by groundwater flood risk. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Soil, Land & Minerals	The site is greenfield land of good to moderate quality (Grade 3), there is however low likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. However, the site immediately north is currently under construction for residential development and will alter the light pollution map prior to this site progressing to application and construction stage. Tributaries of the Pevensey Haven water body run to the south of the site and flooding flow path are connected to them. Pevensey Haven is classified by the Environment Agency as being in a moderate ecological status. Development of the site could exacerbate its ecological status through potential pollution, directly or indirectly through surface water runoff and discharge.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site. There are coastal and floodplain grazing marsh priority habitats within the western part of the site. It overlaps with the areas at risk of flooding and therefore should not be affected by development. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to appropriate assessment under the Habitat Regulations. It will also need to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The site sits adjacent to a site approved for major residential development to south east of Hailsham. Only the western part of the site is included within the Landscape Sensitivity Assessment and is considered to by within the Pevensey Levels character assessment which is low to moderate sensitivity to residential development. Most of this area is affected by flood risk, priority habitat and a schedule monument and therefore is unlikely to accommodate development. The consolidation of built form at this location will further alter the growth pattern of the town and local character although the bulk of change at this location will be introduced by the site currently under construction to the north of the site. Further details required.
	Historical & Cultural Heritage	There is a schedule monument on site with overlaps with the area at risk of flooding and priority habitat and therefore development should be directed away from this area.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health & Wellbeing	A health impact assessment will be required due to the scale of the proposed development. The proposal is likely to be supported by the provision of open space and/or equipped play area although further details are required.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 4 miles to the south with services to London, Hastings and Brighton. The Cuckoo Trail nearby provides a walking/cycling route to connect to Polegate, but the most convenient and frequently used option would be access by private vehicle or bus from Hailsham town centre. The site is within 40 mins walk of the High Street in Hailsham with its services and amenities although the site does not benefit from pedestrian arrangements. Considering the level of housing promoted, the proposal will need to further explore what can be achieved to address the balance of offering genuine travel choice. Bus stops are available within 25 mins walk with a direct infrequent service to Hailsham Centre, which would require the provision of footpath unless linkage can be provided via the neighbouring development. The site benefits from an existing vehicular access via Saltmarsh Lane although it is likely to require significant upgrade to accommodate further development and may not be accessible at all times due to flood risk at this location. Alternative access may be achievable from the neighbouring site to the north and consideration will be needed to provide supporting public transport options. Further details are required.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Education & Skills**

SITE SUMMARY FORM

PARISH: Hailsham																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1217/1310	Land west of Station Road, Hailsham																				

COMMENTARY	
Site	The site is 2.69ha and is a wooded area.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the south of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site comprises of a wooded green field and is bounded by industrial development to the north and a residential site for 400 dwellings to the east. The site is heavily treed and overgrown with vegetation. Trees to the northeastern part of the site are subject to a group Tree Preservation Order (TPO). Development would not be able to take place without some removal of these protected trees and vegetation, including development through the TPO area to gain access to the site from the existing estate road, which would be significant. In addition, the site does not have an independent access point to the highway so could not be delivered without this incursion through the TPO area.. The site is well connected to the settlement with existing pedestrian access and public transport options within reasonable walking distance from the site, however, these site constraints are not shown possible to overcome to enable development. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to subject to an appropriate assessment.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, , Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities and public transport options. Other sites are put forward for development near the site and across Hailsham which may have a cumulative impact on the settlement and wider area. Planning permission has been granted to the south of the site for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network and other infrastructure such as education, heath services and community facilities and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	The site is in Flood Zone 1 and is not affected by groundwater flood risk. Small areas of the site to the north and east of the site are affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centres	The site is well related to Hailsham and will support long-term vitality and viability of the settlement.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Hailsham, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
	Pollution	The site is adjacent to Station Road Industrial Estate providing a potential source of noise for occupiers of the development. Site may also require odour assessment given proximity to Hailsham South Wastewater Treatment Works.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around 40% of the site being Grade 3a agricultural land and development would therefore result in the loss of some of the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Biodiversity	There are no designated biodiversity areas, but the site includes a small portion of priority habitat (deciduous woodland) within the site. The site is not within a Biodiversity Opportunity Area (BOA); however, the Cuckoo Trail Habitat Link lies immediately to the west of the site and the Pevensey Levels BOA lies to the southeast of the site on the opposite side of Station Road. The site is located within the catchment of the Pevensey Levels SAC/Ramsar designated as such due to the flora and fauna of the lowland wet grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to appropriate assessment to secure necessary mitigation to control water flows and protect water quality and protect biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station approximately 4 miles to the south with services to London, Hastings and Brighton, accessible via walking and cycling the Cuckoo Trail to the south west of the site, although noting this would not be as safe and convenient as private vehicle access to this rail station location. The site is within a 15 minute walk of the High Street in Hailsham with its services and amenities. The Cuckoo Trail is in close proximity to the sites eastern boundary and may be able to provide further pedestrian connectivity to Hailsham if links can be made with the site. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road, following the implementation of the planning permission for 700 dwellings on a neighbouring site. Further provision is expected along Station Road from that same development. Notwithstanding this, the extent of the site does not include access to the highway although the site promoter has advised that the site is accessed from Station Road via the industrial estate with full right of access to the site. However, this access then requires incursion into the TPO protected area at the north east of the site which has not been shown as suitable or achievable. No other vehicular access is show as an option, resulting in an overall negative assessment for access suitability.
Major Negative		
	Green & Blue Infrastructure	The site is heavily treed and overgrown with vegetation. Trees to the northeastern part of the site are subject to a group Tree Preservation Order (TPO). The site acts as a wildlife refuge and contributes to the green infrastructure network in the area and acts as a stepping stone across the wider area including priority habitats to the west of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network, but the site itself cannot be developed or accessed without incursion into the protected tree area. Full impacts may remain uncertain at this stage as they depend on the implementation of a suitable landscape scheme, however, development would not be able to take place without some removal of trees and vegetation which is of major negative impact. .
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Landscape & Townscape, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Hailsham																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
467/1310	Development Land at Station Road, Hailsham																				

COMMENTARY	
Site	The site is 1.30ha and is vacant land.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the southeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site lies adjacent to residential development to the west with some commercial development nearby. The site is in a sustainable location with respect to obtaining safe access and pedestrian links to the existing footpaths on Station Road. The site does not have an existing access and therefore further details are required to establish any highway impacts and potentials for a suitable access point. There are issues of impact from adjacent developments in terms of noise from commercial uses and odour from the nearby Wastewater Treatments Works (WwTW) would need to be considered. The ecological constraints, given the undeveloped nature mainly the priority habitat that covers the site would require detailed assessment, as would detail of any necessary increase via BNG. Development would not be able to take place without some removal of trees and vegetation and effect on habitat, and without further information in this regard, and consideration of potential net gain. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to subject to an appropriate assessment.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities and public transport options. Other sites are put forward for development near the site and across Hailsham which may have a cumulative impact on the settlement and wider area and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by groundwater flooding. Risk of surface water flooding along the northern boundary of the site although it would have a marginal impact on the developable area without interfering with the existing access of the site Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centres	The site is well related to Hailsham and will support long-term vitality and viability of the settlement.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Hailsham, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
	Pollution	The site is in close proximity to Hailsham Waste Water Treatment Works (WwTW) and therefore could be potential for odour issues. Possible noise issues from adjacent residential and commercial uses.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station approximately 4 miles to the south with services to London, Hastings and Brighton, accessible via walking and cycling the Cuckoo Trail, although noting this would not be as safe and convenient as private vehicle access to this rail station location. The site is within a 15-minute walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road. The extent of the site does not include access to the highway, but the site itself fronts Station Road, form which a suitable access could be delivered.. Further details are required to establish the highway impacts of the proposals on the suitability of the access and on the relevant junctions.
	Quality of Life & Place	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Green & Blue Infrastructure	The site is heavily treed and overgrown with vegetation. The site acts as a wildlife corridor, contributing to the green infrastructure network in the area and acts as a stepping stone across the wider area including priority habitat that covers the site and extends to the north of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Full impacts remain uncertain at this stage as they depend on the implementation of a suitable landscape scheme, however, development would not be able to take place without some removal of trees and vegetation, which should be limited and may prevent development of the site in entirety
	Biodiversity	There are no designated biodiversity areas, but a priority habitat is present and covers the entire site. Further investigation will be needed to determine whether any mitigation is possible, noting that retention of undeveloped land to mitigate development may be required. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021. The site is located within the catchment of the Pevensey Levels SAC/Ramsar and will therefore be subject to appropriate assessment to secure necessary mitigation to control water flows and protect water quality and protect biodiversity of the Levels.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Landscape & Townscape, Water Resource, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

HEATHFIELD & WALDRON

SA SITE ASSESSMENTS: HEATHFIELD & WALDRON

PARISH: HEATHFIELD & WALDRON

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
275/1210	Parklands, Burwash Road, Heathfield																				
547/1920	Land on the north-west side of Fir Grove Road, Cross in Hand																				
578/1210	Land north of Holbrook Barn, Little London Road, Heathfield																				
798/1210	The Old Half Moon, Burwash Road, Heathfield																				
848/1210	Collins Field, Burwash Road, Heathfield																				
1238/1210	5 Farthing Cottage, Back Lane, Cross in Hand																				
1230/1210	Monkhurst Field, Sandy Cross Lane																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
275/1210	**SELECT for residential**	The site has good hedge and tree enclosure, and development should not have any impact on the wider High Weald National landscape due to the site's location and topography. The open boundary with the listed building (the Old Half Moon) to the east means its setting should be given consideration as part of any development. The site access is likely achievable through the completed development of 4 dwellings on the site to the west, via a comprehensive scheme in combination with SHELAA site 260/1210 to the north.
547/1920	**REJECT for employment**	The site is close to an existing commercial area (Firgrove Farm Business Park) and could form an extension to this, or its development for employment use could be seen within the context of the existing business park. Development is most likely suitable in the eastern part of the site so as to relate to the existing employment development at Firgrove Business Park. Being within the High Weald National Landscape, any development will need to ensure the protection of the surrounding landscape and provide suitable buffering to the existing residential dwellings located adjacent to the site. However, whilst the quantum of development proposed is in line with the Spatial Strategy for allocation, the site is in an isolated, rural area and is detached from services and facilities.
578/1210	**REJECT**	A suitable vehicular access to the site cannot be secured as the lane between the A267 and Sheepsetting Lane is informal and would require significant upgrading to adoption standards in order to accommodate new residential development. The site also lacks any footpath connectivity to Heathfield, and it is unlikely that any can be established.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
798/1210	**SELECT for residential**	The site is within the High Weald National Landscape but is well enclosed, limiting its visual impact / influence on the wider landscape and Heathfield Park. The site's southern boundary is, however, open to the Grade II listed Old Half Moon pub and the redevelopment of the site would need to preserve and enhance the setting and significance of the listed building through appropriate landscaping/buffering. The site is within walking distance of several bus stops and the High Street, with good footpath provision along the A265.
848/1210	**REJECT for employment**	Commercial development on the site would be suitable given its proximity to the adjacent commercial estate and Heathfield household waste recycling centre. However, it is only considered that the southern field fronting onto the A265 (Burwash Road) is suitable for this purpose and that the existing tree boundary to the north is reinforced and amenities of the adjacent caravan site (to the east) be safeguarded. Site access could be achieved via the existing access to the adjacent recycling centre. The site is within walking distance of several bus stops and the High Street, with good footpath provision along the A265. Notwithstanding this, the quantum of development proposed falls below the threshold for employment allocation of 5,000sqm. Development is likely to be facilitated through Local Plan policy on extension to existing employment sites.
1238/1210	**SELECT for residential**	The site is centrally located within Cross-in-Hand and whilst it is within the High Weald National Landscape, it is well integrated into the built form of Cross in Hand. The site would need a significantly improved access, both for vehicular and pedestrian use, as there is no footpath along Back Lane, and there may also need to be some localised off-site junction/highway improvements to cope with additional traffic generated.
1230/1210	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	The site is wholly within the High Weald National Landscape and in a location that is of moderate to high landscape sensitivity to development. The site is also bounded by ancient woodland and priority habitat which mitigation measures would be required to protect these. The site is located down a narrow lane (Sandy Cross Lane) which may not be suitable dependent on the level of development taking place. The site as a whole is unsuitable, however small scale development that may mitigate impact could be considered.

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
275/1210	Parklands, Burwash Road, Heathfield																				

COMMENTARY	
Site	Size is 0.80ha and is greenfield agricultural land and a dwelling with residential curtilage, located on A265 on the eastern edge of Heathfield.
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 Settlement – Town)
Development Proposal	10 (net) dwellings
Summary of Assessment	The site comprises of a residential dwelling, garden and agricultural land located to the east of Heathfield (a sustainable settlement), to the south of the A265. The site is within the High Weald National Landscape and an area assessed as being of moderate to high landscape sensitivity within the 2023 landscape evidence base. The site does have good hedge and tree enclosure, and development should not have any significant impact on the wider landscape due to the site's location and topography. However, a more open boundary exists with the listed building (the Old Half Moon) to the east and therefore the setting of this listed building should be given consideration as part of any development proposal. Heathfield Park Registered Park and Garden adjoins the southern boundary of the site and its setting could also be impacted by development and would require careful consideration. Although the site has good access to services, facilities and bus services, suitable vehicular and pedestrian access to/from the site is currently lacking. However, there is a recently complete development of 4 (net) dwellings on a site to the west, which does provide the opportunity to secure a vehicular access to this site via a comprehensive scheme, particularly if SHELAA site 260/1210 to the north is also brought forward. Given the site's location within the High Weald National Landscape, additional structural planting would be needed to help reinforce the character and appearance of the landscape and to ensure protection of the visual character of the adjacent Heathfield Park. It should be noted that an application for 11 dwellings (WD/2022/1135/MAJ) was withdrawn for this site and heritage officers raised concerns in regard to the heritage assets adjoining the site. The reduced quantum of development should allow for sufficient mitigation to be implemented however this will still need careful consideration as part of any development.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. There are some sites nearby promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider the impact on the High Weald National Landscape and the listed building (Old Half Moon). There is an opportunity to secure a vehicular and/or pedestrian access to this site via a comprehensive scheme with the site to the west and SHELAA site 260/1210.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk and only has negligeable part of the site affected by pluvial flood risk (less than 0.3%) along the western boundary. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are significant, mature trees along the site boundaries which connect to the ancient woodland adjoining the southern boundary. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network.
	Housing	The development would deliver 15 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Biodiversity	Heathfield Park, a designated Ancient Woodland, Priority Habitat Deciduous Woodland and SSSI, adjoins the site's southern boundary. The site is within the Heathfield Habitat Link BOA but there are no other biodiversity designations within/close to the site. All development will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The site is wholly within the High Weald National Landscape and detached from the existing built form of Heathfield. The site is to the east of Heathfield in an area considered to have moderate to high sensitivity to development as landscape and visual characteristics/values are very susceptible to change and the defining components of character of the High Weald National Landscape are most strongly expressed (interconnected areas of ancient woodland, the prominent historic assart field pattern and significant outward views across the National Landscape). Heathfield Park adjoins the southern boundary. The site has good hedges and tree enclosure, and development should not have any impact on the wider landscape due to the site's location and topography. Additional structural planting would be needed to help reinforce the character and appearance of the landscape and to protect the visual character of the adjoining Heathfield Park.
	Transport & Accessibility	In isolation, this site does not have existing vehicular/pedestrian access. However, there is a development of 4 dwellings to the west, which provides the opportunity to secure vehicular access to this site via a comprehensive scheme, particularly if the site submitted to the north (SHELAA site 260/1210) is also brought forward. The site is on the edge of the town and is well connected with bus links/stops, cycle routes and access on foot to the High Street. A crossing point would be required to reach bus stop, however.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	The site is within walking distance of the High Street in Heathfield as well as good public transport services, if pedestrian access to the site can be secured, supporting the vitality and viability of the town centre.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Historic & Cultural Heritage	The site has a more open boundary with the Grade II Listed Old Half Moon pub to the east and development is likely to impact on this heritage asset and / or its setting, and mitigation would be needed.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
547/1920	Land on the north-west side of Fir Grove Road, Cross in Hand																				

COMMENTARY	
Site	Size is 2.05 ha and is greenfield agricultural land.
Parish / Settlement	Heathfield and Waldron / Cross in Hand (Type 4 Settlement - Secondary Village)
Development Proposal	Promoted for mixed residential and employment originally but now employment only (5,000m^2). Assessed for employment only.
Summary of Assessment	The site is in Rosers Cross, to the south of Cross in Hand, on the northern side of Fir Grove Road. The proposed development of this site is now just for employment floorspace which would have a positive impact on employment opportunities within the area together with the potential for skills-based learning depending on the type of employment use that comes forward. However, notwithstanding this the site is inaccessible by public / sustainable transport or walking and therefore does not align with the spatial strategy for the district.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • Development could mitigate impacts through appropriate landscaping measures that ensure the protection of the surrounding High Weald National Landscape, subject to paragraph 190 of the NPPF 2024. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Water Resources; Waste & Minerals and Biodiversity could also help to mitigate impacts.
Cumulative Impacts	There are no other sites within close proximity of this site. This site could logically form an extension to the existing Firgrove Farm Business Park (that contains commercial units) located to the northeast of the site. Given the rural nature of the highway at Fir Grove Road, a transport assessment would be required to assess whether employment uses envisaged would be appropriate.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has a negligeable isolated area of the site affected by pluvial flood risk (less than 0.7%) in the south west of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Economy & Employment	The proposed development is for employment floorspace which will positively contribute to the district's employment needs and could form an extension to the existing Firgrove Farm Business Park.
	Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping and due to the scale, but dependent on the type of employment use, development could have a negative impact. There is an existing light industrial area adjoining the north-west boundary of the site (Firgrove Farm Business Park). Depending on the employment use that comes forward, development could result in noise pollution to adjacent residential properties. Further details on mitigation are needed.
	Biodiversity	The site is within the River Uck and its Headwaters BOA; however, there are no other designated sites or habitats within the site or adjacent/adjoining. Development will need to provide a minimum of 10% BNG.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is detached from Cross in Hand and Heathfield. The site is sloping in nature meaning development would be visible in views to / from the south. The site is also within the High Weald National Landscape. Given the proposed scale of development, substantial landscape mitigation would likely be required. Development would be seen within the context of the existing Firgrove Farm Business Park, however.
	Transport & Accessibility	The rural location of this site, isolated from services and facilities, makes it unsuitable for residential development but potentially suitable for employment, particularly as it could be an extension to the Firgrove Farm Business Park to the north-east of the site. However, given the rural nature of the highway at Fir Grove Road, a transport assessment would be required to assess whether employment uses envisaged would be appropriate. A new vehicle access would need to be reviewed by the Highway Authority in detail in relation to access sightlines. There is no pedestrian access to the site as there are no footpaths along Fir Grove Road and unlikely to be scope to provide these given the road narrow width. The site is also inaccessible by public transport.
	Town & Village Centres	The site is in an isolated location and is detached from the services and facilities within Cross in Hand and Heathfield, and development of the site would not support the vitality and viability of those services.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Health & Wellbeing; Quality of Life & Place and Social Inclusion.**

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
578/1210	Land north of Holbrook Barn, Little London Road, Heathfield																				

COMMENTARY	
Site	Size is 0.49ha and is a brownfield site comprising of a residential dwelling and amenity land.
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 Settlement – Town)
Development Proposal	12 (net) dwellings
Summary of Assessment	The site is located close to the southern boundary of Heathfield, which is considered a sustainable settlement, and lies southeast of the community centre and playing fields along Sheepsetting Lane. The site is outside of the development boundary of Heathfield. The site is promoted for the provision of 12 dwellings, which has the potential to make a positive contribution to the district's identified need. The site does not currently benefit from suitable vehicular access, as the lane between the A267 and Sheepsetting Lane is informal and would require significant upgrading to adoption standards to accommodate new residential development. The site also lacks any footpath connectivity to Heathfield. Development would be required to take into consideration the site's proximity to the High Weald National Landscape, which adjoins the southeast and southwestern boundaries of the site. Existing residential development in this location is limited and, therefore, modern residential development would be out of keeping with the character and appearance of the area. Any development would require careful consideration of its design.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green & Blue Infrastructure, Landscape and Townscape, Flood risk and Transport & Accessibility could help to mitigate impacts.
Cumulative Impacts	There are many sites under consideration in and around Heathfield and cumulatively with this site development, could result in pressure on infrastructure and the built and natural environment.
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites or habitats within or adjacent to the site. The boundary trees will have some biodiversity value and should be retained and protected. Any development will need to provide a minimum of 10% BNG.
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Housing	The development would deliver 12 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Landscape & Townscape	The High Weald National Landscape adjoins the site on its southeastern and south-western boundaries. Development would be required to take into consideration the site's proximity to the High Weald National Landscape and potential impacts on its setting. Residential uses in this location are limited, and development here may be out of keeping with the character and appearance of the area, depending on its design.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Heathfield does not have a train station. Stonegate and Crowborough rail stations are approximately 8 miles from the site. The site does not currently benefit from a suitable vehicular access as the lane between the A267 and Sheepsetting Lane is informal and would require significant upgrading to adoption standards to accommodate new residential development. Notwithstanding this, there are no footways along the A267 to facilitate pedestrian access, and it is unclear whether pedestrian access to the site could be achieved.
	Town & Village Centres	The site is located close to the existing southern boundary of Heathfield and lies southeast of the community centre and playing fields along Sheepsetting Lane. The site is within walking distance of the High Street, however, there are no footways along the A267 to facilitate pedestrian access, and it is unclear whether pedestrian access to the site could be achieved.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land and Minerals; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills**

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
798/1210	The Old Half Moon, Burwash Road, Heathfield																				

COMMENTARY	
Site	Size is 0.84ha and is a greenfield site comprising a paddock adjacent to the A265. The eastern half of the site is classified as Grade 3 agricultural land under the Agricultural Land Classification (ALC)
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 Settlement – Town)
Development Proposal	10 (net) dwellings
Summary of Assessment	The site is adjacent to the A265 on the eastern edge of Heathfield, which is considered a sustainable settlement. The site is promoted for the provision of 15 dwellings, which has potential to make a positive contribution to the district's identified need. The site is also at no risk of flooding and is well enclosed within the landscape, limiting its visual impact / influence on the wider High Weald National Landscape and Heathfield Park. The site's southern boundary is, however, open to the Grade II listed Old Half Moon pub and the redevelopment of the site could have negative impacts on this heritage asset and / or its setting, if not sensitively undertaken. Any proposal should preserve and enhance the setting and significance of the listed building. It should be noted that an application for 11 dwellings (WD/2022/1135/MAJ) was withdrawn for the adjacent site (SHELAA Site 275/1210) and heritage officers raised concerns in regard to the heritage assets adjoining the site. The reduced quantum of development should allow for sufficient mitigation to be implemented however this will still need careful consideration as part of any development.
Mitigation Measures	Not all mitigation measures have not been identified at this stage. Provide appropriate screening planting on the southern boundary and retain and enhance the existing boundary vegetation. The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation; Historic & Cultural Heritage; Landscape and Townscape; Quality of Life and Social Inclusion could help to mitigate impacts.
Cumulative Impacts	There are many sites under consideration in and around Heathfield and cumulatively with this site development could result in pressure on infrastructure and the built and natural environment.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are trees along the site boundaries which connect to Heathfield Park ancient woodland and Priority Habitat Deciduous Woodland to the east. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network.
	Biodiversity	Heathfield Park, a designated Ancient Woodland, Priority Habitat Deciduous Woodland and SSSI, adjoins the site's eastern boundary. The site is within the Heathfield Habitat Link BOA and adjoins the Pevensey, Rother, Cuckmere Watershed BOA; however, there are no other biodiversity designations within / close to the site. All development will need to provide a minimum of 10% BNG.
	Housing	The development would deliver 15 (net) dwellings on the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Transport & Accessibility	The site is within walking distance of several bus stops with regular services. The site is also within a short walking distance of the High Street with good footpath provision along the A265. The site is accessible on foot and by bus, but a new access is required that can provide for both vehicles and pedestrians.
	Town & Village Centres	The site is within walking distance of the High Street in Heathfield, and has good public transport services, supporting the vitality and viability of the town centre.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The eastern half of the site is classified as Grade 3 agricultural land, so there is the potential to lose BMV land in this location.
	Landscape & Townscape	The site is within the High Weald National Landscape and detached from the existing built form of Heathfield. The site is to the north-east of the Heathfield along the A265 and is considered to have moderate to high sensitivity as landscape and visual characteristics/values are very susceptible to change and the defining components of character of the High Weald National Landscape are most strongly expressed (interconnected areas of ancient woodland, the prominent historic assart field pattern and significant outward views across the National Landscape). Heathfield Park adjoins the eastern boundary, but the site has good hedge and tree enclosure, and development should not have any impact on the wider landscape due to the site's location, boundary enclosure and topography.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Historic & Cultural	An open boundary exists with the Grade II listed building (the Old Half Moon), which is located adjacent to the southern boundary of the site and any development of this site would impact on the setting of this listed building. This would require mitigation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
848/1210	Collins Field, Burwash Road, Heathfield																				

COMMENTARY	
Site	Size is 3.97ha and is a brownfield site under employment use only.
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 Settlement – Town)
Development Proposal	Promoted for mixed residential and employment originally but now employment only (2,866m^2). Assessed for employment only.
Summary of Assessment	The site comprises of two fields located between the settlements of Heathfield and Broad Oak, to the north of the A265. The site has a gently undulating topography, is in pasture use and contains mature hedgerow trees. The site is within the High Weald National Landscape and retains its historic field pattern. It also contributes to the separation of development along the A265 and has high levels of tranquility in the north, with glimpsed views to the wider High Weald National Landscape. The site is classed as having moderate to high sensitivity to development in the 2023 Landscape evidence base. Whilst there is some commercial development along the A265, development of this site would erode the sense of separation along the A265 and given it's moderate to high landscape sensitivity, commercial development would not be suitable. The sites access is also not considered suitable for commercial use and it is unclear whether this could be rectified.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts. • Retain, protect and enhance mature trees and hedgerows. • Set development back from the A265 Burwash Road to avoid perceptions of coalescence, and away from the footpath to the northeast. • Intersperse any development in the south along the A265 Burwash Road with green open space and tree planting to avoid perceptions of continual commercial development along the road.
Cumulative Impacts	There are many sites under consideration in and around Heathfield and cumulatively with this site development could result in pressure on infrastructure and the built and natural environment.
Select / Reject / Uncertain	**REJECT for Employment**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts	
Green & Blue Infrastructure	The site is in grazing use, with mature hedgerow trees marking the internal field boundaries. There are some in-field trees in the south of the site and mature vegetation, and hedgerows line the A265 Burwash Road and on the western site boundary. There are trees along the site boundaries. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network.
Biodiversity	There are no designated sites or habitats within or close to the site. All development will need to provide a minimum of 10% BNG.
Economy & Employment	The proposed use is for employment although details are lacking as to type of business.
Education & Skills	The proposed development is for employment use, and this could provide opportunities for training / vocational uses.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Quality of Life & Place	Further details required.
Transport & Accessibility	The site is accessible on foot and by bus, but the existing access width is not considered to be acceptable by the Highway Authority and would need to be improved. It is likely this could be achieved given the existing access to the adjacent recycling centre. The site is within 400m of the nearest bus stop with regular services into Heathfield and there is also good pedestrian connectivity along the A265 via existing footways. The site is also a short walk from the High Street of Heathfield.
Social Inclusion	Further details required.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Landscape & Townscape	The site is within the High Weald National Landscape and is assessed as having moderate to high sensitivity to commercial/industrial development. The site has a gently undulating topography and the mature hedgerows and trees along the A265 Burwash Road limit visibility. However, there are long glimpsed views of the wooded hills of the wider High Weald National Landscape to the northeast and south across the A265 Burwash Road, but there are few views from the National Landscape looking back to the site. The edges of Heathfield and Broad Oak are not well-defined due to ribbon development along the A265 Burwash Road. This includes the Burwash Road Business Area of low-lying large commercial units (adjacent to the west of the site), household recycling centre, a 3.5 storey residential apartment block, caravan park (adjacent to the east of the site) and detached two storey houses.
Major Negative	
	NONE
No Significant Impacts	
	Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land& Minerals; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing and Town & Village Centres.**

SITE SUMMARY FORM

PARISH: HEATHFIELD & WALDRON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1238/1210	5 Farthing Cottage, Back Lane, Cross in Hand																				

COMMENTARY	
Site	Site is 0.3ha and greenfield land
Parish / Settlement	Heathfield and Waldron / Cross in Hand (Type 4 settlement – Secondary Village)
Development Proposal	5 (net) dwellings
Summary of Assessment	The site is located in the centre of Cross in Hand, to the south of existing linear development along the B2102. The site lies within the High Weald National Landscape but is reasonably well integrated into the existing settlement. The open, longer views to the south would require landscape buffering within the site to minimise visual impact of development. The site proposes 5 (net) dwellings within the centre of the settlement, which would have a positive impact on housing need and the vitality and viability of Cross in Hand. The site would need significantly improved access (vehicular and pedestrian) and there may also need to be some localised off-site junction/highway improvements to cope with the additional traffic generated. It is likely that the site will need to be delivered in conjunction with the adjacent SHELAA site 431/1920, which is allocated for the provision of 15 (net) dwellings in the draft Local Plan.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	The site is well integrated into Cross-in-Hand despite its location within the High Weald National Landscape. Cumulatively there could be a more negative impact on the landscape if developed alongside SHELAA sites 431/1920 and 430/1920. There is the potential for cumulative impacts on the highway as well.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated biodiversity sites or priority habitats within the site or in proximity to the site. All development will need to provide a minimum of 10% BNG.
	Housing	The development would deliver 5 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Town & Village Centre	The site is centrally located within Cross-in-Hand and would form infill development. The development will support the long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Green and Blue Infrastructure	There are large number of mature trees on the site's western boundary, a hedgerow on the southern boundary and some individual trees within the north of the site, which provide excellent wildlife corridors and contribute to the green infrastructure network within the area. Development of the site would need to retain and enhance the existing hedgerows and trees on the boundaries and to maintain and enhance the green infrastructure network.
	Landscape and Townscape	The site is wholly within the High Weald National Landscape and the 2023 Landscape and Visual Appraisal states that the site is of moderate to high sensitivity to residential development. However, the site is reasonably well integrated into the existing settlement; although it is open to longer views to the south, which would require landscape buffering within the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport and Accessibility	Whilst Cross in Hand does not have a rail station, it has a very frequent bus service to Heathfield (4-min journey) running 7 days a week, every half hour – with some evening services. The site is within 400m (5-min walk) of the nearest bus stops on the A267 and B2102. The site would need a significantly improved access (vehicular and pedestrian, as there is no existing footpath along Back Lane) and there may also need to be some localised off-site junction/highway improvements to cope with additional traffic generated.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of the development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, land & minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills**

SITE SUMMARY FORM

PARISH: Heathfield and Waldron		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1230/1210	Monkhurst Field, Sandy Cross Lane, Heathfield																				

COMMENTARY	
Site	The site is 1.8 hectares and comprises agricultural land.
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 - Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is comprised of agricultural land to the south of Sandy Cross Lane. The site is wholly situated in the High Weald National Landscape and is located within the Heathfield assessment area of the 2023 Landscape Sensitivity Assessment, which states this area is of moderate to high landscape sensitivity to development. Ancient woodland and priority habitat bound the eastern and southern part of the site and there are two Grade II listed buildings Monkhurst Farmhouse and Little Monkhurst lie to the north of the site. A suitable vehicular access to the site can not be achieved via Sandy Cross Lane due to the narrowness of the road and the inability to create a pedestrian footway to allow safe linkages with local services and facilities in Heathfield. Notwithstanding, the site does lie in proximity to a Type 1 sustainable settlement, with a number of services and facilities, and does not lie adjacent to and integrate with existing built form. Further detail required on access, and detail of the scheme, its extent and impact on the landscape need consideration. This currently remains uncertain at this stage.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider the impact on the High Weald National Landscape and the listed buildings, Monkhurst Farmhouse and Little Monkhurst. A recent planning application for 9 self-build dwellings on the site (WD/2024/1678/0 was dismissed at appeal due to harm to the landscape character of the High Weald National Landscape.
Select / Reject / Uncertain	**UNCERTAIN** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by groundwater flooding. Risk of surface water flooding is negligeable along the southern boundary and will not affected the proposed development. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Water Resource	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.
	Biodiversity	Site has no designations. Ancient woodland adjacent to the north east of the site is a designated priority habitat. Any mature trees and hedgerows on site boundaries should be maintained. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centre	The site is on the periphery of the south of Heathfield with limited access to the town centre for people to reach services and facilities. However, its location close to a settlement with immediate facilities is likely to support the vitality and viability of the town in some ways. .
	Education & Skills	The site benefits from its close proximity to a number of established schools within Heathfield, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The Landscape Sensitivity Assessment 2023 states this area is of moderate to high landscape sensitivity to development. If developed to its full extent, the site could dominate the immediate surroundings and adversely affect the landscape and local character. However, a reduced scale scheme that is sensitively located and supported by appropriate mitigation, may allow for some development.
	Historic & Cultural Heritage	Two Grade II listed buildings, Monkhurst Farmhouse and Little Monkhurst lie to the north of the site. With a scheme for gypsy and traveller use, any scheme would be single storey in nature only and subject to reduced site coverage, could be located adjacent to the existing commercial yard, rather than the heritage assets. However, impact remaisn uncertain at this stage
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Transport & Accessibility	The site does not currently benefit from a suitable vehicular access, and Sandy Cross Lane would be unsuitable to high volumes of additional traffic, however, this may be mitigated dependant upon scale of development There are no footways along Sandy Cross Lane to facilitate pedestrian access to the B2203 Hailsham Road and it is unlikely due to the narrowness of lane that this could be achieved. Heathfield does not have a train station. Stonegate and Crowborough are approximately 9 miles from the site, therefore the only reasonable access to the station is via private vehicle.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Health and Wellbeing, Economy & Employment**

HELLINGLY

SA SITE ASSESSMENTS: HELLINGLY

PARISH: HELLINGLY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
LOWER HORSEBRIDGE																					
009/3100	Field at North Street, Lower Horsebridge																				
067/3100	Land to the east of A267, Lower Horsebridge																				
1079/3100	Land at Broad Farm, south of New Street, Lower Horsebridge																				
1233/3000	Land at Horselunges Manor, Hellingly																				
LOWER DICKER																					
010/3090	and adjoining Rosendale, Hackhurst Lane, Lower Dicker																				
233/3090	Land west of Hackhurst Lane, Lower Dicker																				
579/3090	Land comprising Units 7 & 4 plus concrete hardstanding to rear of Hackhurst Lane, Lower Dicker																				
799/3090	Rainbow Farm and Oak Tree Farm, Camberlot Road, Lower Dicker																				
800/3090	Careways, The Dicker, Lower Dicker																				
803/3090	Land to the rear of Prospect House, The Dicker, Lower Dicker																				
864/3090	Ades Farm, The Dicker, Lower Dicker																				
869/3090	Meadowsweet, Caldicotts Lane, Lower Dicker																				
870/3090	Laurelhurst Farm, Lower Dicker																				
940/3090	Land adjoining Laurel Cottage, The Dicker, Lower Dicker																				
659/3090	Land at Lower Dicker Garden Centre, The Dicker, Lower Dicker																				
HAILSHAM																					
974/3000	Windy Ridge, Featherbed Lane, Hellingly																				
1081/3000	Hursthaven Nursery, New Road, Hellingly																				
1241/3000	Land at Park Farm, New Road, Hellingly																				
1264/1310	Land at New Road, Hellingly																				

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
009/3100	**SELECT for Residential**	The site is well connected to Lower Horsebridge, which is a sustainable settlement with frequent public transport alternatives to larger settlements. Suitable vehicular access will need to be provided. The site is well enclosed by boundary vegetation which will avoid impact on the nearby Conservation Area and listed buildings. Appropriate mitigations will be required, although the majority of issues will be addressed through the planning policies.
067/3100	**REJECT**	The site is located in Lower Horsebridge, which is a sustainable settlement with frequent public transport alternatives to larger settlements. The existing access to the site would need to be upgraded, which will negatively impact on a listed building. Development will result in significant change to the settlement pattern and would be out of keeping with the local character of the area. The site is part of a wider SHELAA site which would benefit from comprehensive development rather than piecemeal development. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
1079/3100	**UNCERTAIN for Residential**	The site is well connected to Lower Horsebridge, which is a sustainable settlement with frequent public transport alternatives to larger settlements. Access is achievable along the B2104, although upgrades will need to be implemented. The consolidation of built form as this location will alter the growth pattern of the area. Appropriate mitigations will be required, although the majority will be address through local planning policies.
1233/3000	**SELECT for Residential**	The site is well connected to Lower Horsebridge, which is a sustainable settlement with frequent public transport alternatives to larger settlements. The site benefits from an existing access onto the highway although further arrangements should be considered. New homes will be directed to the southern part of the site with recreation and open space in the northern part of the site. Appropriate mitigations will be required, although the majority will be address through local planning policies.
010/3090	**REJECT for Employment**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services and facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Notwithstanding this, small-scale employment development could be considered suitable given the surrounding employment uses and subject to achieving suitable access onto the site. Impacts could be suitably mitigated by ensuring high quality design through SuDS, noise attenuation measures and landscape buffering. However, access arrangements are not currently secured or proven to be achievable and this prevents progression of the site.
233/3090	**REJECT for Employment**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services and facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Notwithstanding this, small-scale employment development could be considered suitable given surrounding employment uses and subject to achieving suitable access onto the site. Impacts could be suitably mitigated by ensuring high quality design through SuDS, noise attenuation measures and landscape buffering. However, access arrangements are not currently secured or proven to be achievable and this prevents progression of the site.
579/3090	**REJECT for Employment**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services, facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Whilst small-scale employment development could be considered suitable given the surrounding employment uses this would be subject to achieving suitable access on the site
799/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Employment development would be unsuitable as the site lies to the south of the A22 with long reaching views which would negatively impact the wider countryside and would be out of keeping with the immediate locality and neighbouring form. Suitable access is required and would result in an intensification of access along the A22 which would need further consideration. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
800/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Employment development would be unsuitable as the site lies to the south of the A22 with long reaching views which would negatively impact the wider countryside and would be out of keeping with the immediate locality and neighbouring form. Suitable access is required and would result in an intensification of access along the A22 which would need further consideration. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
803/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. The depth of the site and projection of built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighbouring form, scale and site coverage of adjacent development. Suitable access is required and could be achieved in conjunction with the neighbouring industrial estate via Diamond Drive rather than intensifying the access along the A22. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
864/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Employment development would be unsuitable, as the site lies to the south of the A22 with long reaching views which would negatively impact the wider countryside and would be out of keeping with the immediate locality and neighbouring form. The site benefits from an existing access onto the A22 although the intensification of the access will need further consideration in highway terms. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
869/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. Employment development would be unsuitable. The depth of the site and projection of built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighboring form, scale and site coverage of adjacent development. The site does not benefit from suitable access to accommodate employment development and there is uncertainty on the potential impact of the proposal on the highway network. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
870/3090	**REJECT**	The site is situated within Lower Dicker, which is not a sustainable settlement, lies outside of any proposed development boundary, and does not conform with the overall strategy for development. The site benefit from an existing vehicular access although the impacts of the proposed development on the highways network are unknown. The southern part of the site is affected by surface water flooding which precludes safe access to the site at all times. The depth of the site and projection of built form would also extend development into the countryside to the north and would be out of character with the immediate locality and neighboring form, scale and site coverage of adjacent development. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS, noise attenuation measures, and landscape buffering.
940/3090	**REJECT for Employment**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services, facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Notwithstanding this, small-scale employment development could be considered suitable given the proposed allocation on the neighbouring site to the east but only subject to achieving a suitable access on the site.
659/3090	**REJECT**	The site is situated in Lower Dicker, which is not a sustainable settlement, and has limited access to services, facilities and public transport options. The site lies outside of any proposed development boundary and does not conform with the overall strategy for development. Whilst the site was previously granted planning permission for residential development, the proposal does not align with sustainability objectives assessed, specifically in relation to the development pattern of the area and residents accessing such services/facilities via sustainable transport options.
974/3000	**UNCERTAIN for Residential**	The site is situated on the outskirts of Hailsham, which is a sustainable settlement. The site lies outside the proposed development boundary and reads as detached from the settlement and would therefore not be acceptable in isolation. However, there is scope to deliver the site alongside the adjacent large scale development and would in that case be a small addition to the permitted site. Access arrangements will need to be considered via the neighbouring development to improve transport and accessibility credentials. Owing to the limited information on the development, there is some uncertainty on the likely impact of development and proposed mitigations measures.
1081/3000	**SELECT for Residential**	The site is situated on the outskirts of Hailsham, which is a sustainable settlement. The site lies outside the proposed development boundary and reads as detached from the settlement and would therefore not be acceptable in isolation, nor with the access arrangement as currently exists. However, there is scope to deliver the site alongside the adjacent permitted large scale development and would be a small addition to the site. Access arrangements will need to be considered via the neighbouring development to improve transport and accessibility credentials. Owing to the limited information on the development, there is some uncertainty on the likely impact of development and proposed mitigations measures.
1241/3000	**SELECT for Residential**	The site is situated on the outskirts of Hailsham, which is a sustainable settlement. The site lies outside the proposed development boundary and reads as detached from the settlement and would therefore not be acceptable in isolation. However, the site is proposed alongside the adjacent large-scale development and would constitute an appropriate extension of the settlement. The site is well enclosed by boundary vegetation. Appropriate access arrangements can be put in place subject to further details. Detailed submissions were provided demonstrating likely positive impact on biodiversity and blue and green infrastructure. Further impacts could be suitably mitigated by ensuring pedestrian connectivity from the site to the bus stop, and high-quality design through SuDS and landscape buffering.
1264/1310	**SELECT for Residential**	The site is located to the northeast of Hailsham, which is a sustainable settlement. The site is assessed for 10 dwellings alongside a 60-bed care home, which would make a positive contribution to the District's housing need, as well as the provision of jobs and the opportunity to develop skills and training locally. Although it is some distance away, the site benefits from good pedestrian connection into Hailsham with good public transport options immediately next to the site, which contribute to the viability and viability of the settlement. The site benefits from an existing site access via New Road which is likely to require some upgrades. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need an Appropriate Assessment. Owing to the limited information on the development proposal, there is still some uncertainty on the likely impacts and the associated mitigation measures which could be provided, although the majority are likely to be addressed by the local planning policies.

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
009/3100	Field at North Street, Lower Horsebridge																				

COMMENTARY	
Site	Site is 0.48ha and is agricultural land (grazing)
Parish / Settlement	Hellingly / Lower Horsebridge (Type 4 – Secondary Village)
Development Proposal	14 (net) dwellings
Summary of Assessment	The site is located to the north of Lower Horsebridge, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy, with the site located between the Hellingly Primary School and Hellingly Cemetery. The site is promoted for the provision of 14 dwellings, which has potential to make a small, but positive contribution to the District's identified need. Although the site is not immediately adjacent to the settlement, it benefits from a good connection to it with existing pedestrian access and frequent public transport options, which would have a positive impact on the vitality and viability of the settlement. Suitable vehicular access and crossing will need to be secured. The site is adjacent to Hellingly Cemetery which is likely to require mitigation measures to maintain the transition between development and tranquillity of the burial ground. The site is near the Hellingly Conservation Area and multiple heritage assets but is currently screened from view and therefore unlikely to have impacts on them or their setting. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Lower Horsebridge is classified as a sustainable settlement as it offers good sustainable access to a higher order settlement (Hailsham) whilst also providing for the day-to-day needs of its residents. There are a number of sites put forward for development adjacent or near to this site which may have a cumulative impact on the settlement and wider area. Planning permissions have been granted to the south of the site for residential development of up to 130 dwellings, and to the south west of the site for the provision of 55 dwellings. This is likely to change the immediate character of the area. Further sites are under consideration for allocation within the Local Plan. SHELAA Site 1233/3000 adjacent to the east and wrapping around the cemetery is promoted for 100 dwellings on the southern parcel, with open space on the northern parcel and SHELAA site 1079/3100 (including site 067/3100) to the west is promoted for 400 dwellings.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1. A small part of the site along the eastern boundary is affected by surface water flood risk and around 5% of the site is affected by ground water flood risk which would require further investigation. Overall this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	The site is adjacent to a Local Wildlife Site and within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide at least 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	Lower Horsebridge does not have a rail station. Berwick and Polegate Stations are both 4.8 miles to the south. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site does not benefit from an existing constructed access onto the B2104 which will need to be addressed alongside the provision of suitable crossing. Safety measures (reduced speed limit) have been secured following the grant of planning permission to the south of the site for the provision of 130 dwellings. The site is within walking distance of the primary school to the north and Lower Horsebridge to the south although with limited width via existing footways. The site could benefit from a pedestrian connection to Cuckoo Trail to the east, via improvement to existing footways, but there is no dedicated existing cycle path.
	Housing	14 dwellings proposed which would make a small, positive contribution to housing need. Details are needed on type/tenure of homes.
	Town & Village Centres	The site is close to the centre of the settlement and well connected to Hailsham and other larger settlements, which will support the long-term vitality and viability of those settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land and Minerals; Pollution; Landscape & Townscape; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
067/3100	Land to the east of A267, Lower Horsebridge																				

COMMENTARY	
Site	Site is 5ha and is agricultural land (Grade 3b)
Parish / Settlement	Hellingly / Lower Horsebridge (Type 4 – Secondary Village)
Development Proposal	160 (net) dwellings
Summary of Assessment	The site is adjacent to Lower Horsebridge, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is promoted for the provision of 160 dwellings, which has the potential to make a significant contribution to the District's identified need. The site is well connected to the centre of the existing settlement as well as larger towns, which would have a positive impact on the vitality and viability of the settlement. The site benefits from good access to services and facilities and sustainable public transport options. Further access arrangements will need to be considered to secure a safe access. The site is well contained, although development in this location will result in significant change to the settlement pattern of Lower Horsebridge and would be out of keeping with the local character. A comprehensive development of the area may be more desirable to maximise the use of land at this location and deliver necessary infrastructure and transport/accessibility improvements. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Lower Horsebridge is classified as a sustainable settlement as it offers good sustainable access to a higher order settlement whilst also providing for the day-to-day needs of its residents. There are a number of sites put forward for development adjacent to this site. Planning permissions have been granted to the east of the site for the provision of 55 residential dwellings, with a further 130 dwellings permitted further east past the B2104. This is likely to change the immediate character of the area, and whilst enabling a change in landscape to facilitate some potential development on part of the site, would not facilitate in entirety. Further sites are under consideration for allocation within the Local Plan. The wider SHELAA site 1079/3100 expanding north (which overlaps with the assessed site) is promoted for 400 dwellings. To the west of the B2104, SHELAA Site 1233/3000 is promoted for 100 dwellings on the southern parcel, with open space on the northern parcel, and site 009/3100 is promoted for 14 dwellings. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	160 dwellings proposed which would make a major positive contribution to housing need. Details are needed on type/tenure of homes.
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1. A small part of the site is affected by surface water flood risk and around 5% of the site is affected by ground water flood risk which would require further investigation. Overall this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Town & Village Centres	The site is close to the centre of the settlement and well connected to Hailsham and other larger settlements which will support the long-term vitality and viability of those settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have in impact on water resources.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. There is priority habitat deciduous woodland to the north west of the site which links with the trees along the access track and the biodiversity opportunity area to the east of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health & Wellbeing	A health impact assessment will be required due to the scale of the proposed development. The proposal is likely to be supported by the provision of open space and/or equipped play area although further details are required.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	Development of the site could introduce more light pollution in the area, extending into a currently undeveloped part of the countryside which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. However, this is to be considered in context of changes around the site. Noise attenuations may be required to buffer the noise from the A267.
	Historic & Cultural Heritage	Although there are no listed buildings within the site, two Grade II listed buildings lie in close proximity of the site to the south. One of these lies directly adjacent to the existing bridleway which would access the site, with necessary upgrade works having a substantial effect on setting and possible fabric of the Listed Building. Occasional views into the site increase sensitivity including from the public right of way crossing the site.
	Transport & Accessibility	Lower Horsebridge does not have a rail station. Berwick and Polegate Stations are both 4.8 miles to the south. The site is within 5 minutes' walk to bus stops, via the PROW track and along the footway on both sides of the B2104, with differing route providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site benefits from an existing access onto the A271 although visibility is unlikely to be acceptable as it is and the access would need upgrading and widening, which may not be feasible due to the siting of adjacent dwellings, which act as a pinch point where the access adjoins the A271.
	Landscape & Townscape	The consolidation of built form at this location and the quantum of growth envisaged will significantly alter the growth pattern of the village and would be out of keeping with the primarily road frontage ribbon style development. Whilst development may be acceptable in parts of the southern part of the site, the expansion into the northern part of the site extends significantly into the countryside. The wider landscape impact requires consideration of impact on settlement pattern, even if the site is generally well contained by mature wooded field boundaries which reduces sensitivity. Comprehensive development across the wider area may be more desirable to maximise housing provision at this location and deliver a cohesive and harmonious development on parts of the site that are appropriate.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land and Minerals; Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1079/3100	Land at Broad Farm, south of New Street, Lower Horsebridge																				

COMMENTARY	
Site	Site is 16.38ha and is agricultural land (Grade 3b, with a small portion of Grade 3a along the eastern boundary of the site)
Parish / Settlement	Hellingly / Lower Horsebridge (Type 4 – Secondary Village)
Development Proposal	400 (net) dwellings
Summary of Assessment	The site is adjacent to Lower Horsebridge, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is promoted for the provision of 400 dwellings, which has the potential to make a significant contribution to the District's identified need. The site is well connected to the existing settlement as well as larger towns, which would have a positive impact on the vitality and viability of the settlement. The site benefits from some access to services and facilities and sustainable public transport options. Further access arrangements will need to be considered to secure a safe access as part of the comprehensive development of the site. The development of the site will result in the loss of a parcel of greenfield land which includes some of the best and most versatile agricultural land (Grade 3a). The consolidation of built form as this location will alter the growth pattern of the area. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Lower Horsebridge is classified as a sustainable settlement as it offers good sustainable access to a higher order settlement (Hailsham) whilst also providing for the day-to-day needs of its residents. There are a number of sites put forward for development adjacent to the village. Planning permissions have been granted adjacent to the southeast of the site for the provision of 55 residential dwellings, with a further 130 dwellings permitted further east past the B2104. This is likely to change the immediate character of the area. Further sites are under consideration for allocation within the Local Plan to the west of the B2104, including SHELAA Site 1233/3000, which is promoted for 100 dwellings on the southern parcel, with open space on the northern parcel, and SHELAA site 009/3100, which is promoted for 14 dwellings. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model), including in relation to the impact on the Boship roundabout and the wider A22 corridor, and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	400 dwellings proposed which would make a major positive contribution to housing need. Details are needed on type/tenure of homes.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	The development will create temporary jobs during the construction phase which is estimated to last 5-8 years.
	Town & Village Centres	The site is close to the centre of the settlement and well connected to Hailsham and other larger settlements which will support the long-term vitality and viability of those settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is wholly within Flood Zone 1. The site is marginally affected by surface water flood risk which would not reduce the developable area. Around 15% of the site is affected by groundwater flood risk which would require further investigation. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. There is priority habitat deciduous woodland to the north west of the site which links with the trees along the access track and the biodiversity opportunity area to the east of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts are considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Historic & Cultural Heritage	Further details are required, including in relation to proposed layout. Although there are no listed buildings within the site, three Grade II listed buildings lie in close proximity of the site. The settings of these buildings could be impacted by new development and increases sensitivity. The site is also located near the Hellingly Conservation Area boundary with views from the site towards Hellingly Church. Occasional views into the site increase sensitivity including from the public right of way crossing the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Lower Horsebridge does not have a rail station. Berwick and Polegate Stations are both 4.8 miles to the south. The site within 5 minutes' walk to bus stops, via the PROW track and along the footway on both sides of the B2104, with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site borders the A267 to the north and the B2104 to the east and therefore access options would need to consider highway safety, speed limit and infrastructure required while achieving a comprehensive development of the area in the context of the surrounding sites. The site is within walking distance of Lower Horsebridge although with limited width via existing footways and has multiple PRoW running through the site. There is no existing cycle path. Further modelling will be necessary considering the scale and location of the proposed development.
	Health & Wellbeing	A health impact assessment will be required due to the scale of the proposed development. The proposal is likely to be supported by the provision of open space and/or equipped play area although further details are required.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around 10% of the site being Grade 3a agricultural land and development would therefore result in the loss of some of the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. The site is bordered by the A267 providing a potential source of noise for prolonged period of time for occupiers of any development. Noise attenuations measures may be required.
	Landscape & Townscape	The site is generally visually well contained by mature wooded field boundaries to the south and west which reduces sensitivity. However, screening is poor along the northern and eastern boundaries. Key landscape features including occasional in field trees and mature wooded field boundaries increasing sensitivity. The consolidation of built form at this location, and the scale and quantum of growth envisaged will significantly alter the growth pattern of the village and would be out of keeping with the primarily road frontage ribbon style development. The wider landscape impact requires consideration of impact on settlement pattern and coalescence.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals; Pollution; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1233/3000	Land at Horselunges Manor, Hellingly																				

COMMENTARY	
Site	Site is 6.30ha and is agricultural land (northern parcel is Grade 3a)
Parish / Settlement	Hellingly / Lower Horsebridge (Type 4 – Secondary Village)
Development Proposal	100 (net) dwellings on the southern parcel and open space on the northern parcel.
Summary of Assessment	The site is adjacent to Lower Horsebridge, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is promoted for the provision of 100 dwellings, which has potential to make a significant contribution to the District's identified need, alongside the equipped play space and open space, which will have a positive impact on resident's health and well-being. The site is near the centre of the settlement and relates well to the existing settlement, when noting planning permissions granted on adjacent land. It is also connected to larger towns (Hailsham), which would have a positive impact on the vitality and viability of that settlement. The site, in particular the southern parcel, benefits from good access to services and facilities and sustainable public transport options. Further access arrangements may need to be considered although the existing access is considered acceptable subject to appropriate arrangement relating to the adjacent lay-by. The site is adjacent to Hellingly Cemetery which is likely to require mitigation measures to maintain the tranquillity of the area. Development is proposed to be directed to the southern parcel of the site to safeguard the character along the edge of the Conservation Area and heritage assets located to the north and east of the site. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The northern field of the site is proposed to be retained as open space. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Lower Horsebridge is classified as a sustainable settlement as it offers good sustainable access to a higher order settlement whilst also providing for the day-to-day needs of its residents. There are a number of sites put forward for development adjacent to the village. Planning permissions have been granted directly adjacent to the south of the site for residential development of up to 130 dwellings, and to the south west for the provision of 55 dwellings. This is likely to change the immediate character of the area, including in relation to lighting. Further sites are under consideration for allocation within the Local Plan. SHELAA Site 009/3100 to the west of the northern parcel is promoted for 14 dwellings and SHELAA Site 1079/3100 (including 067/3100) to the west is promoted for 400 dwellings. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model), including in relation to the impact on the Boship roundabout and the wider A22 corridor, and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	100 homes proposed which would make a positive contribution to housing need. Details are needed on type/tenure of homes.
Minor Positive Impacts		
	Biodiversity	The site is adjacent to a Local Wildlife Site and within a biodiversity opportunity area. There are no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	Lower Horsebridge does not have a rail station. Berwick and Polegate Stations are both 4.8 miles to the south. The site is within 5 minutes' walk to bus stops with differing route providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site benefits from direct access onto the highway via a cattle gate, although it adjoins an existing lay-by which may require alternative arrangements for reprovision. Safety measures (reduced speed limit) have been secured following the grant of planning permission to the south of the site for the provision of 130 dwellings. A shared access arrangement with this development would be preferred to minimise access points on the B2104. The site is within walking distance of the primary school to the north and Lower Horsebridge to the south although with limited width via existing footways. The site would benefit from a direct PRoW provision or convenient connection to Cuckoo Trail. There is no existing cycle path.
	Health & Wellbeing	Development will include the provision of equipped play space alongside open space.
	Town & Village Centres	The site is close to the centre of the settlement and well connected to Hailsham and other larger settlements which will support the long-term vitality and viability of those settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is within Flood Zone 1, with small areas along the northern boundary within Flood Zone 2 which development should be steered away from. The site includes some isolated areas of surface water flood risk which will be addressed upon construction of the development. Around 75% of the site is at risk of groundwater flooding which will require further investigations. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have in impact on water resources.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Landscape & Townscape	The site sits adjacent to a site approved for major residential development. The consolidation of built form at this location will further alter the growth pattern of the village and local character, but the development proposal is for built form to the south of the site only, adjacent to approved development and thus reducing adverse impact. Further details required.
	Historic & Cultural Heritage	There are no recorded historic assets within the site the moated. A Grade I listed Manor House, Horselunges Manor lies to the east of the northern parcel of the site. The site is also in close proximity with the Hellingly Conservation Area to the north, which contains multiple listed building. However, development is proposed to be directed to the southern parcel of the site to safeguard the character along the edge of the Conservation Area and minimise impacts on historic assets. Proximity with the Hellingly Cemetery is noted and may require mitigation measures to maintain its tranquillity.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. The Cuckmere River is located around 100m east of the site and is classified by the Environment Agency as being in a poor ecological status. Development of the site could exacerbate its ecological status through potential pollution, directly or indirectly through surface water runoff and discharge.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land and Minerals; Pollution; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
010/3090	Land adjoining Rosendale, Hackhurst Lane, Lower Dicker																				

COMMENTARY	
Site	Site is 1.73ha and is vacant pasture.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Site assessed for employment use (3,300sqm) although it is promoted for residential use, and potentially mixed-use, development. As the SHELAA concluded residential/mixed use to be unsuitable, this residential use is not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker north of the A22 to the east of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site benefits from frequent public transport options to larger settlement. The site does not have suitable vehicular access to accommodate employment development. Although it may be achievable via Diamond Drive, this has not been demonstrated by the land promoter to date, and it is unlikely to be achievable given land ownership in this location. The overall impacts of the proposed development on the highway network remain unknown at this stage. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22 nearby. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also to the south, SHELAA Site 659/3090 was granted permission for the provision of 45 new homes although that planning permission has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well and the built and natural environment.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. A small part of the site along the northern boundary is affected by surface water flood risk. Overall this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaption measures need to be identified.
Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3). There is a low likelihood that it is 'best and most versatile' agricultural land (I.e. Grade 3a).
Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Pollution	The site is in close proximity of the A22. Noise attenuations may be required to buffer the noise from the A22. Considering the proposed use and the site being located behind existing residential properties, development is unlikely to be impacted. The proposed development may however cause noise nuisance to the neighbouring residential properties and will require to be appropriately manged. Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. Although the proposed use would be similar to neighbouring site to the west which has not significantly altered the area. The proposed use of the site may cause noise nuisance to neighbouring residential development, unless appropriately controlled.
Major Negative	
Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. Access via Hackhurst Lane is not considered acceptable to serve employment development, and alternative arrangement should be sought from Diamond Drive which connects to the industrial section of Hackhurst Lane as it has an access designed for industrial related vehicles although no evidence is provided to demonstrate this is achievable. It is unlikely to be achievable given land ownership in this location. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
233/3090	Land west of Hackhurst Lane, Lower Dicker																				

COMMENTARY	
Site	Site is 1.04ha and is in agricultural use
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Site assessed for employment use although it is promoted for residential use development. As the SHELAA concluded residential use to be unsuitable and this is not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker north of the A22 to the west of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunities to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site benefits from frequent public transport options to larger settlements. The site does not have suitable vehicular access to accommodate employment development. Although it may be achievable via Diamond Drive, this has not been demonstrated by the land promoter to date, and it is unlikely to be achievable given land ownership in this location. The overall impacts of the proposed development on the highway network remain unknown at this stage. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the neighbouring A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. To the south, SHELAA Site 659/3090 was granted permission for the provision of 45 new homes although this planning permission has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well and the built and natural environment.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site wholly within Flood Zone 1 and is not affected by groundwater flooding. A small part of the site along the northern boundary is affected by surface water flood risk. Overall, this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3). There is a low likelihood that it is 'best and most versatile' agricultural land (i.e. Grade 3a).
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is in close proximity of the A22. Noise attenuations may be required to buffer the noise from the A22. Considering the proposed use and the site being located behind existing residential properties, development is unlikely to be impacted. The proposed development may however cause noise nuisance to the neighbouring residential properties and will require to be appropriately manged. Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. Although the proposed use would be similar to neighbouring site to the west which has not significantly altered the area. The proposed use of the site may cause noise nuisance to neighbouring residential development, unless appropriately controlled.
Major Negative		
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. Access via Hackhurst Lane is not considered acceptable to serve employment development, and alternative arrangements should be sought via the neighbouring site to the east (Swallow Business Park Phase 2) although no evidence was provided to demonstrate this is achievable. It is unlikely to be achievable given land ownership in this location. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
579/3090	Land comprising Units 7 & 4 plus concrete hardstanding to rear of Hackhurst Lane, Lower Dicker																				

COMMENTARY	
Site	Site is 1.03 and is in employment use.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Site assessed for employment use (1,100sqm) although it is promoted for mixed-use development. As the SHELAA concluded mixed-use to be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker north of the A22 to the west of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as opportunities to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved, although limited as the site is brownfield land. The latter would however allow for the intensification of use on previously development land which would have a positive impact. The site benefits from frequent public transport options to larger settlements. The promoter has advised that access would be via the neighbouring industrial estate. Notwithstanding, the site offers no provision of suitable access, with preferable options being dependent upon land in separate ownership. Achievability of this has not been shown, which prevents the site progressing at this time.
Mitigation Measures	• Mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	The site is to the north of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. To the south, Site 659/3090 was granted permission for the provision of 45 new homes and is being considered for formal allocation as planning permission has expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well and the built and natural environment.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site wholly within Flood Zone 1 and is not affected by groundwater flooding. A small part of the site along the southern boundary is affected by surface water flood risk. Overall, this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Soil, Land & Minerals	The site is previously developed land and intensification of employment use at this location will contribution to the efficient use of land.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. There are TPO to along the eastern boundary of the site and to the north of the site, which is also Ancient Woodland, that will need to be protected. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development could provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	Ancient woodland sits adjacent to the site's northern boundary and trees subject to a group Tree Protection Order (TPO) are present on the eastern boundary, both of which would provide opportunities for wildlife corridors and stepping stones across wider area. This is brownfield land, already in employment use. Should use be intensified, it is not expected that the tree lined boundaries would be altered or development permitted within necessary buffer zones.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. Site within 5 minutes' walk to bus stops with differing route providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. The extent of the site does not include access to the highway although submission suggest that access would be secured via Diamond Drive. Of note, access via Hackhurst Lane is not considered acceptable to serve employment development, and alternative arrangement should be sought. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
799/3090	Rainbow Farm and Oak Tree Farm, Camberlot Road, Lower Dicker																				

COMMENTARY	
Site	Site is 5.89ha and consists of agricultural field with a residential dwelling
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Employment (6,000 sqm)
Summary of Assessment	The site is located at Lower Dicker south of the A22, immediately south of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. The site benefits from frequent public transport options to larger settlements although pedestrian access to these would need to be provided. The creation of an access onto the A22 will require further consideration as to whether it is fit for purpose and whether it would have severe delays on the strategic corridor. Development at this location will be out of keeping with the character of the area to the south of the A22 and will negatively alter it. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the south of Swallow Business Park of which the second phase is currently under construction. Other existing employment uses contribute to the low sensitivity of the area north of the A22 in landscape terms, alongside the loss of tranquillity with the A22. However, development to the south of the A22 is likely to have negative impacts on the wider landscape and character of the area, given its relatively undeveloped nature. Further sites are under consideration for employment development at this location. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the creation of a further access onto the A22. It is acknowledged that cumulative employment development in this area, is likely to result in pressures on certain infrastructure, as well and the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site wholly within Flood Zone 1 and is not affected by ground water fold risk. A small part of the site along the western boundary is affected by surface water flood risk. Overall, this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	The development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities, which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3) agricultural land. However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The site is bounded by dense established hedgerows, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site has a low landscape sensitivity to development due to the scale of the field with relatively simple pattern and the close proximity with the A22 in an area characterised by employment use. However, development at this location would alter the existing pattern of employment development in this location, which has predominantly developed north of the A22. On that basis the proposed development will result in a notable change in character to the south of the A22 where development is more sporadic and interspersed with undeveloped stretches, with more long reaching views towards the South Downs National Park (SDNP). Further details are required, including layout and scale of development, to consider the acceptability of development.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. The addition of an access onto the A22 will require further consideration as to whether it is fit for purpose and whether it would have severe delays on the strategic corridor. Joint arrangements may be relevant alongside Swallow Business Park that sits opposite and to the north of the A22. This would also require improve accessibility for walking, cycling and public transport. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
800/3090	Careways, The Dicker, Lower Dicker																				

COMMENTARY	
Site	Site is 1.34ha and is in residential use.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	The site is assessed for employment use although it is promoted for residential use. As the SHELAA concluded that residential use is unsuitable, this was not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker south of the A22, south east of Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. The site benefits from frequent public transport options to larger settlements although pedestrian access to these would need to be provided. The intensification of the existing access onto the A22 will require further consideration as to whether it is fit for purpose and whether it would have severe delays on the strategic corridor. Development at this location will be out of keeping with the character of the area to south of the A22, which is largely undeveloped and will negatively alter the area. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • Development should be directed in the northern part of the site, within close proximity of the A22 to retain the linear settlements pattern. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the south east of the Swallow Business Park of which the second phase is currently under construction. Other existing employment uses contribute to the low sensitivity of the area north of the A22 in landscape terms, alongside the loss of tranquillity with the A22. However, development to the south of the A22 is likely to have negative impacts on the wider landscape and character of the area. Further sites are under consideration for employment development at this location. Further work will need to be undertaken to understand and address the in-combination impact of employment development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of the existing access onto the A22. It is acknowledged that cumulative amount of employment development is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Flood Risk	The site is wholly within Flood Zone 1 and is not affected by ground water. The site includes some small areas of surface water flood risk along the eastern boundary of the site which will need be addressed. Overall, this would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff, as the development will introduce impermeable surfaces.
Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaption measures need to be identified.
Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3). However, there is a low likelihood that it is 'best and most versatile' agricultural land.
Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. The impacts are considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Landscape & Townscape	The site has a low landscape sensitivity to development due to the scale of the field with relatively simple pattern and the close proximity with the A22 in an area characterised by employment use. However, development at this location would alter the existing pattern of employment development in this area, which has predominantly developed north of the A22. On that basis, the proposed development will result in a notable change in character to the south of the A22 where development is more sporadic and interspersed with undeveloped stretches, with more long reaching views towards the South Downs National Park.
Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing route providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells), although there is no footway to the west and/or crossing to access them. There is an existing access onto the A22 that serves a single residential dwelling, although the impacts of employment development are unknown at this stage. The development scheme would need to ensure that traffic can be self-managed on the highway network. Further details are needed.
Major Negative	
	NONE
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
803/3090	Land to the rear of Prospect House, The Dicker, Lower Dicker																				

COMMENTARY	
Site	The site is 5.47ha and is grazing land
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	The site is assessed for employment use although it is promoted for residential use development. As the SHELAA concluded that residential uses would be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker, north of the A22 to the west of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site is adjacent to businesses limiting landscape impacts. However, the site is visible from the wider landscape due to the low vegetation along the site boundaries. The depth of the site and projection of built form would also extend development further north of existing development and would be out of character with the immediate locality and the neighbouring form, scale and site coverage of adjacent development. The site benefits from frequent public transport options to larger settlement. The site does not have suitable vehicular access to accommodate employment development, although it may be achievable via the A22. The overall impacts of the proposed development on the highway network remain unknown at this stage. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate, to some extent, any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the west of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also, to the south, SHELAA Site 659/3090 was granted planning permission for the provision of 45 new homes although this has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the addition of an access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by ground water. The site includes some small areas of surface water flood risk along the southern boundary of the site which will need be addressed. Overall, this would have a marginal impact on the developable area although it may restrict the location of the proposed access. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff, as the development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local businesses to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3). However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site forms part of an area of gently undulating and relatively simple medium scale fields which decrease sensitivity. Lower sensitivity to employment development given the proximity of existing commercial development which characterises the settlement edge of the area, and the site being adjacent to the A22 which limits the tranquillity of the site. The site is bordered by relatively low hedgerows which result in an open character. A PRoW passes along the site boundary and views from these will need to be preserved. The site does however retain a rural character that reads as a cohesive part of the open countryside to the north of the A22.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connections to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. A new access onto the A22 will require further consideration as to whether it is fit for purpose and whether it would have severe delays on the strategic corridor. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
864/3090	Ades Farm, The Dicker, Lower Dicker																				

COMMENTARY	
Site	Site is 4.01ha and in agricultural use.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	The site is assessed for employment use although it is promoted for residential use, which the SHELAA concluded to be unsuitable and therefore, this is not tested as part of the SA process.
Summary of Assessment	The site is located at Lower Dicker, to the south of the A22 and to the east of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunities to develop skills and training locally. The site benefits from frequent public transport options to larger settlements with suitable pedestrian access. The site has an existing vehicular access onto the A22. However, the overall impacts of the proposed development on the highway network remain unknown at this stage. Development at this location will be out of keeping with the character of the area to the south of the A22 and will negatively alter the area. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate, to some extent, any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also, to the west, SHELAA Site 659/3090 was granted permission for the provision of 45 new homes although that planning permission has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the provision of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flood risk. The site includes surface water flood risk running across the site (from south east into the centre of the site) which is acceptable to accommodate employment development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local businesses to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3). However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	Network of hedgerows to site boundaries likely to provide wildlife corridors, particularly due to adjoining treed fields which links to Lower Dicker SSSI to the south west. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	Low landscape sensitivity to development due to the scale of the field with relatively simple pattern and the close proximity with the A22 in an area characterised by some employment use. Development at this location, on the entirety and extent of the site as submitted, would however alter the existing pattern of employment development in this location, which has predominantly developed north of the A22. On that basis the proposed development will result to a notable change in character of the area to the south of the A22 where development is more sporadic and interspersed with undeveloped stretches. Development to the full extent south would be significant departure from other development in this location. The site has smaller scale field pattern derived from planned/private and piecemeal enclosure which should be preserved and enhanced. A PRoW runs along the boundaries of the site and views from these will need to be preserved. Further details required.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. The site benefits from an existing vehicular access onto the A22 although intensification of use will require further consideration as to whether it is fit for purpose and whether it would have severe delays on the strategic corridor. Parking and turning requirements would need to meet industrial estate standards. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
869/3090	Meadowsweet, Caldicotts Lane, Lower Dicker																				

COMMENTARY	
Site	Site is 3.87ha and is in agricultural use with a residential dwelling.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Employment (9,100 sqm)
Summary of Assessment	The site is located at Lower Dicker north of the A22 to the east of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site benefits from frequent public transport options to larger settlement with pedestrian access to these. The site does not benefit from suitable vehicular access to accommodate employment development. The overall impacts of the proposed development on the highway network remain unknown at this stage. Development at this location is likely to have negative impact on the landscape due to the rural character and the openness of the site. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also, to the south, SHELAA Site 659/3090 was granted planning permission for the provision of 45 new homes although this has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the provision of a new access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well and the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is in Flood Zone 1, with some localised surface water flooding to the southeast within the curtilage of the existing residential dwelling. The site is not affected by surface water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local businesses to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3). However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	There are mature trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	There is an higher landscape sensitivity to development in this location due to the relatively rural character and the partial openness and visibility within the wider landscape of the northern edge of the site. A PRoW runs along the boundaries of the site and views from these will need to be preserved. Further details required, including layout and scale of development, to consider the acceptability of development. However, development at this location would create a backland development and would be out of keeping with the surrounding land uses and form, thus would read as an incursion into the countryside, rather than dedicated employment provision along the A22 as seen elsewhere in the locality.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. Parking and turning requirements would need to meet industrial estate standards. The site is currently accessed via Caldicotts Lane, which is not suitable for intensive use, especially commercial vehicles. Further details, including scale and alternative access option, are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
870/3090	Laurelhurst Farm, Lower Dicker																				

COMMENTARY	
Site	Site is 4.54ha and in agricultural use
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Employment (11,500 sqm)
Summary of Assessment	The site is located at Lower Dicker, to the north of the A22 and to the east of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site benefits from frequent public transport options to larger settlements with pedestrian access to these. The site has vehicular access onto the A22. However, the overall impacts of the proposed development on the highway network remains unknown at this stage with safety concerns over the provision of new access points along the A22. Additionally, the southern area of the site along the A22 is subject to a flowpath of surface water flooding which affects the provision of safe access at all times. Development of the site could result in negative impacts in landscape terms although the promoter has not submitted detailed layout for the proposed development. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate to some extent any negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also, to the south, SHELAA Site 659/3090 was granted planning permission for the provision of 45 new homes although this has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local businesses to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3). However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	There are trees and hedgerows along the site boundaries, which provide wildlife corridors and contribute to the green infrastructure network in the area, particularly given the Ancient Woodland 75m to the north. Development of the site should seek to retain, maintain and enhance the green infrastructure network. The impact is considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is located within an area of irregular and small-scale fields with historic field pattern derived from assarts and piecemeal enclosure which increases sensitivity particularly in the northern part of the site where the field pattern is present. A PRoW runs along the western boundary of the site. The wooded field boundaries result in a semi-enclosed character and a limited relationship between the site and the settlement edge. The northern part of the site is more rural in character, and in open countryside that is more visible within the wider landscape. Overall there is higher landscape sensitivity to development due to the relatively rural character and the partial openness and visibility within the wider landscape of the northern edge of the site. Further details required.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. Parking and turning requirements would need to meet industrial estate standards. The site benefits from an existing access on the A22 although the impacts of employment development are unknown at this stage. However, there is a general concern in relation to the intensification of access points along the A22. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
	Flood Risk	The site is in Flood Zone 1 and is not affected by groundwater flood risk. The site includes surface water flood risk running across the southern boundary of the site, which prevents the creation of safe access at all times. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
940/3090	Land adjoining Laurel Cottage, The Dicker, Lower Dicker																				

COMMENTARY	
Site	Site is 1.01ha and in agricultural use
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	Employment (2,500 sqm)
Summary of Assessment	The site is located at Lower Dicker, north of the A22 and to the east of the Swallow Business Park. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. As policies are implemented for biodiversity, there is potential for biodiversity net gain to be achieved. The site benefits from frequent public transport options to larger settlement, which is accessible via a footpath. Access arrangements are unclear at this stage, and it would be more desirable via the neighbouring site which is being proposed for employment allocation. Notwithstanding, the site offers no provision of suitable access, with preferable options being dependent upon land in separate ownership. Achievability of this has not been shown, which prevents the site progressing at this time.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site is to the east of the Swallow Business Park of which the second phase is currently under construction. This development with other existing uses contributes to the low sensitivity of the area in landscape terms, alongside the loss of tranquillity with the A22. Further sites are under consideration for employment development at this location, including those to the north and south of the A22. Also, to the south, SHELAA Site 659/3090 was granted planning permission for the provision of 45 new homes but this has now expired. Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model, as well as the intensification of access onto the A22. It is acknowledged that cumulative employment development is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1. The site includes some areas within a surface water flood risk flowpath along the northern boundary of the site. There is no risk of groundwater flooding on site. The site passes the sequential test for employment development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local businesses to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate agricultural quality (Grade 3) However, there is a low likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	There are hedgerows along the site boundaries as well as trees and a pond on site, which provide wildlife corridors and contribute to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site comprises a wooded area of informal enclosure which forms part of a soft boundary to the settlement edge of Lower Dicker and modern agricultural development to the north and north east. The trees and hedgerows are key sensitive features themselves. The site is however in close proximity to commercial/employment land uses and the busy A22, which reduces the sense of rural tranquillity in this location. The site benefits from a strong boundary to the west, south and north resulting in a well enclosed site with limited visibility, and influence on the wider landscape. Further details are required, including layout and scale of development, to consider the acceptability of development.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. Parking and turning requirements would need to meet industrial estate standards. The proposed access location is unclear, and provision of an access via Knights Farm (SHELAA Site 1039/1310) may be preferrable. The impacts of employment development on the A22 are unknown at this stage. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Historic & Cultural Heritage; Housing; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
659/3090	Land at Lower Dicker Garden Centre, The Dicker, Lower Dicker																				

COMMENTARY	
Site	Site is 1.87ha and is in retail use.
Parish / Settlement	Hellingly / Lower Dicker (Type 5 – Neighbourhood settlement)
Development Proposal	45 (net) dwellings
Summary of Assessment	The site is located at Lower Dicker to south of the A22, to the south west of Swallow Business Park. The site is promoted for the provision of 45 dwellings, which has potential to make a positive contribution to the district's identified housing need, whilst encourage the use of previously developed land. However, the site is not located within a sustainable settlement according to the Council's draft settlement hierarchy, and although it benefits from some public transport connection options, the site is located in an area that is not well served by services and facilities. The redevelopment of the site will result in the loss of retail space which is likely to impact the vitality and viability of the settlement, and loss of employment opportunities. The site was previously granted permission for residential development and, therefore, the vehicular access was considered acceptable for this proposal. All development will result in an increase in greenhouse gas emissions and waste production, although the application of policies should help mitigate, to some extent, any negative impacts. Pollution from air and noise is likely to arise due to the proximity with the A22, as well as from light impacts. Overall, even noting the previous grant of planning permission for residential development, the site, when assessed against the SA objectives above would result in numerous negative impacts.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Further work will need to be undertaken to understand and address the in-combination impact of development on the transport network, including the A22 strategic corridor, through a county-wide transport model . It is acknowledged that cumulative development in this location is likely to result in pressures on certain infrastructure, as well as the built and natural environment.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Soil, Land & Minerals	The site is previously developed land and development at this location will contribute to the efficient use of land.
	Biodiversity	The site is adjacent to a Local Wildlife Site and is within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Housing	45 dwellings are proposed, which would make positive contribution to housing need. Details are needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is in Flood Zone 1. A flowpath of surface water flooding crosses the centre of the site. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS may allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Pollution	Air and noise pollution expected to increase from the A22 during both construction and operation. Noise attenuations may be required to buffer the noise from the A22. Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site does contain existing built form, but in the form of a garden centre, which is not out of character with the agricultural and commercial scale of buildings nearby. Redevelopment to provide 45 dwellings of the scale, extent and site coverage proposed would alter that character significantly and change the townscape and settlement pattern in this location.
	Transport & Accessibility	Lower Dicker does not have a rail station. Berwick Station is 3.9 miles to the south and Polegate Station 4.7 miles to the south east. The site is within 5 minutes' walk to bus stops with differing routes providing very frequent connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). These would benefit from an upgrade to Real Time Passenger Information. The access arrangements were considered acceptable at planning appeal. However, accessibility for pedestrian, cyclists and public transport is not significant or convenient in all cases, and the site lies in an relatively unsustainable location that would require travel by car to reach local services and facilities in many cases.
	Economy & Employment	Redevelopment would result in the loss of retail floorspace, and other employment opportunities currently offered by the garden centre and associated businesses on site.
	Town & Village Centres	The redevelopment of the site for residential use will result in the loss of retail floorspace. The site is close to the centre of Lower Dicker although the settlement benefits from limited services and facilities, no education provision and lacks community facilities or retail and leisure provision with a need for residents to travel to meet their day-to-day needs. The settlement has frequent bus services to higher order settlements and is therefore well connected to Hailsham and other larger settlements which will support long-term vitality and viability of settlements.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Green & Blue Infrastructure; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
974/3000	Windy Ridge, Featherbed Lane, Hellingly																				

COMMENTARY	
Site	Site is 0.29ha and is in agricultural use (Grade 3a)
Parish / Settlement	Hellingly / Hailsham (Type 1 – Town)
Development Proposal	5 (net) dwellings
Summary of Assessment	The site is located to the northeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is assessed for the provision of 5 dwellings, which would make a positive contribution to the district's identified housing need. Access arrangements have not been disclosed, and the site currently shares an access with neighbouring properties. The site in isolation would not be acceptable from a transport and accessibility perspective although there is scope to deliver the site alongside the large-scale development immediately south and west of the site. Development at this location would result in the loss of some of the most and best versatile agricultural land (Grade 3A). The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near to the site and across Hailsham which may have cumulative impacts on the settlement or the wider area, including immediately south and west of the site which was granted planning permission for 360 units. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 5 dwellings proposed would make positive contribution to housing need. Details are needed on type/tenure of homes.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. However, the neighbouring site to the south and west was granted planning permission for the provision of 360 dwellings and therefore, if implemented, is likely to alter the area regardless of the proposed site being developed.
	Green & Blue Infrastructure	The site has mature trees to the frontage, ancient woodland to the north which is also deciduous woodland priority habitat and hedgerows to the boundary. It provides wildlife corridors and contributes to the green infrastructure network in the area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites within the site. However, the site is bordered by Ancient Woodland to the north, is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and within the Pevensey & Cuckmere Valley Link Biodiversity Opportunity Area. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Historic & Cultural Heritage	There is a Grade II listed building, Cherry Tree, so the southeast of the site, next to the access road. The curtilage of the listed building is bordered by trees and development at this location may affect its setting. There is an archaeological notification area to the north of the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around 50% of the site is Grade 3a agricultural land and development would therefore result in the loss of the some of the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station the nearest station is 5.3 miles to the south. The site is within close proximity of bus stops to the south, with regular connection to larger settlement (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). However, the site does not benefit from pedestrian footpath or cycle infrastructure, with limited opportunity to deliver them alongside the proposal. The access to the site is currently shared with neighbouring properties, with the site failing to include any access proposals or show the site boundary adjoining the highways for access delivery. Development in isolation would therefore be unsuitable in access and accessibility terms, unless development on this site was integrated with the neighbouring site, granted planning permission for the provision of 360 new homes.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size of development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Landscape & Townscape; Health & Wellbeing; Economy & Employment; Town & Village Centres; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1081/3000	Hursthaven Nursery, New Road, Hellingly																				

COMMENTARY	
Site	Site is 0.56ha and is in residential use
Parish / Settlement	Hellingly / Hailsham (Type 1 – Town)
Development Proposal	5 (net) dwellings
Summary of Assessment	The site is located to the northeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is assessed for the provision of 5 dwellings, which would make a positive contribution to the district's identified housing need. Access arrangements have not been disclosed, and the site is currently served by an existing vehicular access of New Road, which is a narrow, partly single-width and affected by flood risk and therefore is not suitable at all times. The site in isolation would not be acceptable from a transport and accessibility perspective; however, there is scope to deliver the site alongside the large-scale development immediately east to the site. Development at this location would result in the use of brownfield land. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from planning policies.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near the site and across Hailsham which may have cumulative impacts on the settlement or the wider area, including immediately east of the site which was granted planning permission for 360 units. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**UNCERTAIN for Residential**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Soil, Land & Minerals	The site is previously developed land and development at this location will contribute to the efficient use of land.
Housing	5 dwellings proposed which would make a positive contribution to housing need. Details are needed on type/tenure of homes.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaption measures need to be identified.
Pollution	The Hurst Haven at Hailsham forms the northern and western boundaries of the site and is classified by the Environment Agency as being in a moderate ecological status. Development of the site could exacerbate the rivers moderate ecological status through potential pollution, directly and indirectly through surface water runoff and discharge. This can be mitigated via appropriate measures. Development is proposed in a brighter area in the CPRE's light pollution mapping which is comparable to the existing developed area of Hailsham.
Green & Blue Infrastructure	The site is surrounded by open countryside (although the site to the east has been granted planning permission for residential development, which will include the provision of a country park to the north of the site) and is bound by mature trees and hedgerows that connect into the wider field boundaries and areas of woodland. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
Biodiversity	There are no designated sites near the site, but the site is within the Pevensey & Cuckmere Valley Link Biodiversity Opportunity Area. There is no designated biodiversity sites or priority habitats within the site. It is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
Historic & Cultural Heritage	There are three Grade II listed building within close proximity of the site. The site is well enclosed, and development would not impact on these. There is an archaeological notification area to the southwest of the site.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Quality of Life & Place	Further details required.
Social Inclusion	Further details required.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Transport & Accessibility	Hailsham does not have a rail station. Polegate Station the nearest station is 5.3 miles to the south. The site is within 10 minutes' walk to bus stops, with regular connections to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site does not benefit from pedestrian footpath or cycle infrastructure, with limited opportunity to deliver them alongside the proposal. The extent of the site does not include access to the highway although the site is served by an existing vehicular access of New Road, which is a narrow, partly single-width (section leading into the site) country lane, and is considered acceptable from a highway perspective. However, it is within flood zone 3 which resulted in the refusal of planning permission in November 2024. Integration with the neighbouring site, granted planning permission for the provision of 360 new homes, may be more desirable to achieve safe access at all times.
Major Negative	
Flood Risk	The site is not affected by surface water and groundwater flooding. Around 5% of the site is within Flood Zone 2 along the north west boundary which reduces the developable area but would not preclude the delivery of the proposed quantum in itself. The extent of the site does not include access to the highway, but the site is currently access via a track from New Road, which is affected by flood zone 3 and prevents the creation of safe access at all times. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
No Significant Impacts	
	Owing to the size of development the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Landscape& Townscape; Health & Wellbeing; Economy & Employment; Town & Village Centres; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1241/3000	Land at Park Farm, New Road, Hellingly																				

COMMENTARY	
Site	Site is 12.40ha and is agricultural land.
Parish / Settlement	Hellingly / Hailsham (Type 1 – Town)
Development Proposal	100 (net) dwellings
Summary of Assessment	The site is located to the northeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is assessed for the provision of 100 dwellings alongside the provision of an equipped play area, which would make a significant positive contribution to the district's identified housing need and, on the health and wellbeing of the future residents. Access arrangements are proposed via the site granted planning permission for 360 dwellings, immediately to the south of the site, which will deliver a number of highways upgrades, including pedestrian improvements. Development at this location would result in the loss of some of the most and best versatile agricultural land. Submissions for the land promoter demonstrate some of the measures that will be implemented to protect and enhance biodiversity and the blue and green infrastructure which should result in positive impacts. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is still some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority are likely to be addressed by measures required from local planning policies.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage. • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near to this site and across Hailsham which may have cumulative impacts on the settlement or the wider area, including immediately south of the site which was granted planning permission for 360 units. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	100 homes are proposed which would make a significant positive contribution to housing need. Details are needed on type/tenure of homes.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are significant trees and hedgerows located along the site boundaries, and these provide excellent wildlife corridors and steppingstones to the wider area. There are also significant trees and hedgerows located on field boundaries within the site. There is ancient woodland on both the east and west of the site which are also classified as priority habitat deciduous woodland and extend into the site. The River Hurst Haven which flows through the site is a key source of blue infrastructure. Development of the site should seek to retain, maintain and enhance the green and blue infrastructure network. The indicative submission from the site promoter indicates the provision of significant open space, the creation of SuDS and the implementation of suitable buffers to ancient woodland alongside a further extension to the country park to the west of the site. The proposed scheme is likely to positively impact upon green and blue infrastructure network.
	Health & Wellbeing	Development will include the provision of equipped play space alongside open space.
	Town & Village Centres	The site is well connected to Hailsham and other larger settlements, which will support long-term vitality and viability of settlements.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is mainly within Flood Zone 1 with the area along the Hurst Haven within Flood Zone 2 and 3 as well as subject to surface water flood risk. Around 10% of the site is at risk of groundwater flooding which will require further investigations. Submissions from the site promoter suggest that development will be directed away from the areas at risk of flooding and that a bridge crossing will be provided to secure safe access. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Pollution	The Hurst Haven at Hailsham forms the southern boundary of the site and is classified by the Environment Agency as being in a moderate ecological status. Development of the site could exacerbate the rivers moderate ecological status through potential pollution, directly and indirectly through surface water runoff and discharge. This can be mitigated via appropriate measures. Development is proposed in a brighter area in the CPRE's light pollution mapping which is comparable to existing developed area of Hailsham.
	Biodiversity	The site is adjacent to Park Wood, a Local Wildlife Site with the south eastern part of the site being covered by the designation. The site is within the Pevensey & Cuckmere Valley Link Biodiversity Opportunity Area and is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. The site is bordered by Ancient Woodland to the east with some areas of the site, northeast and southeast, also being Ancient Woodland. The site includes deciduous woodland priority habitat, with an south eastern pocket and some in the northwest of the site. Submissions from the site promoters suggest that these areas of the site will be untouched and appropriate buffers applied. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The Landscape Sensitivity Assessment considers the site to be moderately sensitive to residential development, due in part of the characteristics of the Hurst Haven Stream, the presence of ancient woodland and undulating topography with the northeast of the site being more prominent within the landscape. The site is however well enclosed in particular to the north and east, and a number a sizeable developments have been granted planning permission for residential development around the site.
	Historic & Cultural Heritage	Although there are no listed buildings within the site, three Grade II listed buildings are located to the west and southwest of the site where longer views can be afforded towards the site. Appropriate screening would help to minimise the impacts on the setting of the listed buildings.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station 5.3 miles to the south. The site is within 10 minutes' walk to bus stops with regular connection to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The extent of the site does not include access to the highway although submissions from the site promoter suggest that access will be secured via the neighbouring sites to the south which were granted planning permission for the provision of 360 dwellings and is accessed via New Road. The site will need good quality connections to reach public transport. Further details required.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around a third of the site being Grade 3a agricultural land and development would therefore result in the loss of the some of the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.

Major Negative	
	NONE
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: HELLINGLY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1264/1310	Land at New Road, Hellingly																				

COMMENTARY	
Site	The site is 1.3 ha and is a former horticultural nursery
Parish / Settlement	Hellingly / Hailsham (Type 1 – Town)
Development Proposal	10 dwellings and 60-bed car home
Summary of Assessment	The site is located to the northeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is assessed for the provision of 10 dwellings alongside the provision a 60-bed care home which would make a positive contribution to the District's identified housing need, as well as the provision of jobs and the opportunity to development skills and training locally. Although it is some distance away, the site benefits from good pedestrian connection into Hailsham with good public transport options immediately next to the site which contribute to the viability and viability of the settlement. The site benefits from an existing site access via New Road which is likely to require some upgrades. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need an Appropriate Assessment. Owing to the limited information on the development proposal, there is still some uncertainty on the likely impacts and the associated mitigation measures which could be provided, although the majority are likely to be addressed by the local planning policies.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the hydrological catchment of the Pevensey Levels SAC will be required to provide at least 3 levels of SuDS treatment. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities, public transport options and employment opportunities. Other sites are put forward for development near to the site and across Hailsham which may have cumulative impacts on the settlement or the wider area, including immediately north and west of the site which was granted planning permission for 360 units. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	10 homes and 60-bed car home are proposed which would make a positive contribution to housing need. Details are needed on type/tenure of homes.
	Economy & Employment	Development will provide additional provide local jobs.
	Town & Village Centres	The site is well connected to Hailsham and other larger settlements, which will support long-term vitality and viability of settlements.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Blue& Green Infrastructure	The site is bounded by trees and hedgerow s that connect into the wider field boundaries and areas of woodland. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There are no designated sites near the site, but the site is within the Pevensey & Cuckmere Valley Link Biodiversity Opportunity Area. There is no designated biodiversity sites or priority habitats within the site. It is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station the nearest station is 5.3 miles to the south. The site is within 10 minutes' walk to bus stops, with regular connections to larger settlements (Hailsham, Eastbourne, Polegate, Lewes, Brighton and Tunbridge Wells). The site does not benefit from pedestrian footpath or cycle infrastructure, with limited opportunity to deliver them alongside the proposal although the neighbouring site will provide more significant upgrade that the proposed scheme could add to. Vehicular access as this site is challenging due to the proximity with the junction with the A271 to the south of the site, including poor visibility splays. The site is currently accessed via New Road although detailed design will need to be developed and subject to road safety audit to confirm suitability. A shared access with the neighbouring site may be desirable to avoid impact on the adjacent roundabout scheme being considered. The site is a 35 mins walk of the High Street in Hailsham with its services and amenities and has some pedestrian access via existing footpaths along Amberstone and Battle Road although a safe crossing would need to be provided. Further details are required to establish the highway impacts of the proposals on the relevant junctions.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing**

HERSTMONCEAUX

SA SITE ASSESSMENTS: HERSTMONCEUX

PARISH: HERSTMONCEUX

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
081/2090	Land to north of James Avenue, Herstmonceux																				
392/3390	Orchard View Park, Russett Way, Windmill Hill																				
553/2090	Higham Farm, Gardner Street, Herstmonceux																				
582/2090	Land at Gardner Street, Herstmonceux																				
610/2090	Land at Braemar, Bagham Lane, Herstmonceux																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
081/2090	**REJECT for Residential**	The majority of the site is located outside the proposed settlement boundary for Herstmonceux. It is noted that the development (beyond the existing planning permission for 4 dwellings under planning reference WD/2019/0543/MRM) could have a detrimental impact upon the landscape, due to the extent of built form, layout and and the character of the wider High Weald National Landscape, which forms part of the setting of Herstmonceux. The proposed development could also impact the setting of the listed building (Appleshaw) at the entrance to the site.
392/3390	**REJECT for Residential**	The sites lies in a semi-rural location, is outside the proposed settlement boundary for Herstmonceux and does not conform to the overall Spatial Strategy for the District. The site lies immediately adjacent to the High Weald AONB, therefore new residential development in this location would have an unacceptable impact on the high-quality landscape that surrounds residential development within the built settlement of Windmill Hill. Also, the development could have an impact on the wider High Weald National Landscape due to the site's steeply sloping topography which also helps to provide far reaching views across the High Weald National Landscape to the north. The proposed development will need to achieve suitable access, which may be challenging due to the nature of the existing vehicular access, which is an unmade road. Furthermore, the proposed development could also generate significant car trips due to the location detached form services/facilities, and would lead to loss of employment and tourism benefits associated with the current use.
553/2090	**REJECT for Residential**	The site lies wholly within the High Weald National Landscape and further development in the entirety of the northern portion of the site would have a detrimental impact on the designated landscape and countryside surrounding the north of Herstmonceux. Parts of this site are also very exposed to the wider landscape and elevated above surrounding land and properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape. The development also could impact upon the adjacent group TPO and on the setting of the Grade II Listed Buildings that lie in close proximity to the site's southwest boundary.
582/2090	**REJECT for Residential**	The site lies wholly within the High Weald National Landscape and further development in the entirety of the northern portion of the site would have a detrimental impact on the designated landscape and countryside surrounding the north of Herstmonceux. Parts of this site are very exposed in the wider landscape and elevated above surrounding land/ properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape. The development also could impact the setting of Elm Tree House, Grade II Listed, to the southwest and ancient woodland that bounds the northwestern corner of the site, and the two public rights of way that crosses the site along the eastern and western boundaries.
610/2090	**REJECT for Residential**	The development requires suitable access but given the narrow nature of Bagham Lane, and the Lane being effectively a Public Right of Way, there are very limited opportunities to widen due to the requirement for third party land and the removal of a large tree at the existing access to the site, which is protected by group TPO NO 48, 198. Therefore, achieving both vehicular and pedestrian access would be unlikely. The northern boundary of the site is adjacent to the High Weald National Landscape to the east, which is greatly exposed in this location; therefore, development would have a detrimental impact on the surrounding landscape given the intervisibility between the site and High Weald National Landscape. The development also could impact the setting of a number of Grade II Listed Buildings that lie in close proximity to the site along the northern side of Gardner Street (A271).

SITE SUMMARY FORM

PARISH: HERSTMONCEUX		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
081/2090	Land to north of James Avenue, Herstmonceux																				

COMMENTARY	
Site	Size is 1.21 (ha) and is greenfield agricultural land located on the northwestern edge of Herstmonceux and to the north of West End and James Avenue.
Parish / Settlement	Herstmonceux / Herstmonceux (Type 4 – Secondary Village)
Development Proposal	36 (net) dwellings
Summary of Assessment	Land to north of James Avenue is comprised of agricultural land located on the northwestern edge of Herstmonceux and to the north of West End and James Avenue. The site is greenfield and is situated in a semi-rural location in Herstmonceux, which is considered a 'sustainable settlement' according to the settlement hierarchy, albeit the site lies outside of the proposed settlement boundary. The development proposes 36 (net) dwellings, which has potential to contribute positively to the District's identified housing need. It is noted that part of the site (the southern portion) was granted planning permission (under reserved matters) in 2021 for 4 (net) dwellings under planning reference WD/2019/0543/MRM), but the scheme has not commenced, and the planning permission has expired. The site does not currently have an access onto James Avenue but planning application WD/2019/0543/MRM was approved based on an access via West Terrace and would be third party land. A suitable access is required, and a new vehicular access would need to be reviewed in detail. Improvements associated with other nearby schemes should be considered as part of any proposals for the site. The 2023 Landscape Sensitivity Assessment states that the site is of moderate to high sensitivity to residential development. The far northern and northeastern portions of the site is located within the High Weald National Landscape and is more exposed within the landscape and therefore more visually and physically related to the National Landscape that surrounds Windmill Hill to the north. In addition, there are also long views from James Avenue across the site to the wooded hills of the wider High Weald National Landscape and the Listed Building (Appleshaw) at the entrance to the site which increases sensitivity. It is considered that further development of this site (beyond the existing planning permission) could have a detrimental impact upon the landscape, so the extent of built form, layout and landscape issues need careful consideration. The development could also impact the setting of the Listed Building at the entrance to the site. Further residential development is therefore not considered suitable given that the proposed development is likely to alter the extent of the built form, layout and the character of the wider High Weald National Landscape, which forms part of the setting of Herstmonceux.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage • The proposed development could mitigate impacts by achieving a suitable access. A new vehicle access would need to be reviewed in detail. Improvements associated with other nearby schemes should be considered as part of any proposals for the site. Further impacts could be mitigated by fully incorporating opportunities protect the setting of the Listed Building and nearby residential amenity. Landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting is also required. The implementation of specific Local Plan policies in relation to Climate Change Adaptation and Mitigation, the Historic Environment, the Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission or any application for development. However, it is noted that part of the site (the southern portion) was granted planning permission (under reserved matters) in 2021 for 4 dwellings under planning reference WD/2019/0543/MRM.. In addition, the land to the west (SHELAA site 040/2090) was granted planning permission (under reserved matters) for 70 (net) dwellings under planning reference WD/2018/1584/RM and is expected to be completed by the end of 2026/27 period. Herstmonceux is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development within the settlement. It is, therefore, acknowledged that the development of this site in combination with the development of other neighbouring SHELAA Sites (553/2090, 582/2090 and 610/2090), residential development to the south and east of the site, will result in pressures on highway network, other built and natural infrastructure and the natural environment .
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 36 (net) dwellings proposed would make a small but positive contribution to the district's housing need. Details needed on type/tenure of homes.
	Town & Village Centre	Site is located centrally within Herstmonceux and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The site is greenfield agricultural land but is not classified under the Agricultural Land Classification system. The site is not safeguarded for minerals or waste operations.
	Green & Blue Infrastructure	There are significant trees and hedgerows located along the site boundaries, which provides excellent wildlife corridors and steppingstones to the wider area, contributing to the green infrastructure network within the area. The eastern and southern boundaries of the site are formed of trees and hedgerows. A small collection of trees lie to the southwest of the site. Development of the site would need to seek to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Also, the development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designations within the site or in proximity to the site. The site does not lie within a BOA. There are no priority habitats within the site or in proximity to the site. Nonetheless, the development could lead to loss of wildlife corridors. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site is accessible by bus and on foot. The site does not currently have access onto James Avenue but planning application under WD/2019/0543/MRM was approved based on access via West Terrace, this would be third party land. There are footways on both sides of James Avenue. The nearest bus stop, the Brewers Arms bus stop, is located 450m south east of the site. Polegate Station is the nearest train station and is 12.2km south of the site This is a significant distance from the site and would largely rely on the use of private car to access services and facilities. The 21AV (Cuckoo Trail) Cycle Route runs north-south through Hailsham, approx. 6.3km west of the site. Footpath HER/21/1 runs north-south along the eastern boundary of the site and footpath HER/58/1 runs north-south immediately to the west of the site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	All development will result in an increase in greenhouse gas emissions, although the application of Local Plan policies should mitigate any negative impact
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Historic and Cultural Heritage	Two Grade II Listed Buildings (Meadow Cottage and Appleshaw) lie to the south of the site, adjacent the current vehicular access of the site onto West End (Road), and their setting would potentially be impacted by the development of the site. An Archaeological Notification Area (ANA) (Gardner Street) also lies adjacent the southern boundary of the site. Therefore, further investigation is required to assess whether there are archaeological remains on the site, given the presence of an ANA.
Major Negative		
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment considers the site to be of moderate to high sensitivity to residential development as the far northern and north eastern portions of the site is located within the High Weald National Landscape and is more exposed within the landscape. There are also long views from James Avenue across the site to the wooded hills of the wider High Weald National Landscape that increase sensitivity. It is considered that the further development of this site (beyond the existing planning permission) would have a detrimental impact upon the landscape. The site lies on the northern edge of Herstmonceux and is characterised by estate and linear roadside residential development, which are of a relatively high density.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources, Pollution, Historic & Cultural Heritage, Health & Wellbeing; Economy & Employment; Education & Skills.**

SITE SUMMARY FORM

PARISH: HERSTMONCEUX		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
392/3390	Orchard View Park, Russett Way, Windmill Hill																				

COMMENTARY	
Site	Size is 1.91 (ha) and is greenfield land located at the north western periphery of Windmill Hill.
Parish / Settlement	Herstmonceux / Windmill Hill (Type 5 – Neighbourhood Settlement)
Development Proposal	33 (net) dwellings
Summary of Assessment	Orchard View Park, Russett Way, comprises of an existing holiday caravan park located on the northern edge of Windmill Hill in Herstmonceux, which is considered a 'sustainable settlement' according to the Settlement Hierarchy, albeit, the site lies outside of the proposed settlement boundary of Herstmonceux, which is some distance (approximately 500m) to the west of the site, and does not conform to the overall Spatial Strategy for the District. The northern part of the site was granted full planning permission for a change of use application for 32 holiday caravans to be converted to 31 static, permanent homes under planning reference WD/2018/0871/F, but the remainder of the site remains as holiday caravan park. The development proposes 33 (net) dwellings, which has potential to contribute positively to the District's identified housing need. The site benefits from existing vehicular access, however, this would require a significant upgrade/improvement if development was to be brought forward as it is currently an unmade road. Furthermore, the proposed residential development would generate a significant amount of car trips on Russett Way, an unmade road, which would in turn increase traffic, and air and noise pollution. The northwest corner of the site is also bounded by ancient woodland, which will need to be retained/protected. The 2023 Landscape Sensitivity Assessment states that the site is of low to moderate sensitivity to new residential development as the site contains existing chalet development and lies adjacent to the settlement edge of Windmill Hill. In addition, the site lies immediately adjacent to the High Weald National Landscape, therefore, new residential development (bricks and mortar) in this location would have an unacceptable impact on the high-quality landscape that surrounds Windmill Hill to the north. Development of the site is constrained due to its steeply sloping topography which also helps to provide far reaching views across the High Weald National Landscape to the north. Given the reasons identified above, and location of the site in a settlement with limited services and facilities, assessment against the objectives concludes that residential development is not considered suitable.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving a suitable access. A new vehicle access would need to be reviewed in detail. Pedestrian provision via Russett Way would also need improvement. Landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting is also required. The implementation of specific Local Plan policies in relation to the Climate Change Adaptation and Mitigation, the Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission or any application for development. However, it is noted that the northern part of the site was granted full planning permission for a change of use application for 32 holiday caravans to be converted to 31 static, permanent homes under planning reference WD/2018/0871/F, but the remainder of the site remains as holiday caravan park. To the south 9 (net) dwellings were built on The Horseshoe Inn site (WD/2019/0731/F) alongside a proposal for a new public house on the south of A271 (WD/2019/2565/F). Herstmonceux is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development within the settlement. It is, therefore acknowledged that development of this site in combination with the development of nearby residential development, land uses and sites, will result in pressures on highway network, other built and natural infrastructure and the natural environment
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 33 (net) dwellings proposed would make a small but positive contribution to meeting the district's overall housing need.
Uncertain Impacts		
	Climate Change adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The site is greenfield agricultural land but is not classified under the Agricultural Land Classification system. The site is not safeguarded for minerals or waste operations.
	Green & Blue Infrastructure	There are significant trees and hedgerows located along the site's boundaries. There is limited vegetation within the site itself, however, there are some landscaped areas within the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designations within the site or in proximity to the site. The site does not lie within a BOA. However, the northwest corner of the site is bounded by ancient woodland, which needs to be protected. Given the site's current use, there are limited opportunities for the site to serve as a wildlife corridor or stepping stone for biodiversity. Notwithstanding this, development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the site is of low to moderate sensitivity to new residential development as the site contains existing chalet development and lies adjacent to the settlement edge of Windmill Hill. The site lies immediately adjacent to the High Weald AONB, which increases sensitivity, therefore new residential development (bricks and mortar) in this location would have an unacceptable impact on the high-quality landscape that surrounds Windmill Hill to the north.
	Transport & Accessibility	There is an existing access that would need improvement. The site is not safely or conveniently accessible on foot as are no footways on Russett Way. However, there are footways on both sides of the carriageway on Victoria Road. The nearest bus stop is Victoria Road bus stop, which is located 550m south of the site on Gardner Street, but cannot be safely accessed by pedestrians. Windmill Hill itself also lacks facilities so will require trips to access services and facilities in other locations by private car. The nearest railway station is Pevensey Bay Station, which is located 10km south of the site. This is a significant distance from the site. Users would largely rely on the use of private car to access services and facilities. The 21AV (Cuckoo Trail) Cycle Route runs north-south through Hailsham, approx. 6.5km west of the site. There are no PRoWs in or adjacent to site.
Major Negative		
	Economy & Employment	Residential redevelopment of the site would result in the loss of a large part of the tourism facility that is the current caravan holiday park. Such a loss would affect employment arising as a result of this use, and an adverse impact through loss of tourism spend in the local economy.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources, Pollution, Historic & Cultural Heritage, Health & Wellbeing, Town & Village Centres and Education & Skills.**

SITE SUMMARY FORM

PARISH: Herstmonceux		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18 (1)**																				
553/2090	Higham Farm, Gardner Street, Herstmonceux																				

COMMENTARY	
Site	Size is 3.47 (ha) and greenfield agricultural and brownfield land on the eastern periphery of Herstmonceux.
Parish / Settlement	Herstmonceux / Herstmonceux (Type 4 – Secondary Village)
Development Proposal	49 (net) dwellings. Site not previously assessed in Reg 18 (1) SA.
Summary of Assessment	Higham Farm, Gardner Street, comprises of a large agricultural field on the eastern edge of Herstmonceux and to the north of Gardner Street. The site is located in close proximity to Herstmonceux, which is considered a 'sustainable settlement' according to the Council's Settlement Hierarchy, albeit the vast majority of the lies outside of the proposed settlement boundary. The site is in a semi-rural location and is in close proximity to the existing services, facilities and public transport within the settlement, all of which can be accessed via existing pedestrian footpaths. The development proposes 49 (net) dwellings, which has potential to contribute positively to the District's identified housing need. A suitable access is required, therefore, the existing access to the west which is shared with residential units needs to be reviewed in detail. A public right of way also runs along the site's western boundary from north to south. The site is largely within the High Weald National Landscape and development in this location would have an unjustified impact on and appear out of keeping with the character and appearance of the attractive and high-quality landscape which surrounds Herstmonceux. Parts of the site are very exposed in the wider landscape and elevated above surrounding land/properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape. Furthermore, the development of this site for housing would be required to take into consideration the impact of development upon the adjacent group TPO and on the setting of the Grade II Listed Buildings that are in close proximity to the south west of the site. Further investigation may also be required to determine whether there are archaeological remains on the site, given the presence of an ANA. Overall, residential development is not considered suitable given that the site is significantly constrained in relation to the landscape impact of development upon the High Weald AONB.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving a suitable access. A new vehicle access would need to be reviewed in detail. Pedestrian provision would also need to be improved on the northern side of Gardner Street. Further impacts could be mitigated by providing SuDS and protecting the amenity of residential development within Herstmonceux lies to the west of the site and the setting of the Listed Buildings. Landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting is also required. The implementation of specific Local Plan policies in relation to the Climate Change Adaptation and Mitigation, the Historic Environment, the Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission or any application for development. Planning permission for four dwellings, adjacent to the site, under planning reference WD/2020/0693/FA at the existing vehicular access to Gardner Street has now been completed. Gardner Street (A271) forms the sites southern boundary, beyond which lies a playing field, Herstmonceux Recreation Ground and agricultural land (SHELAA site 040/2090) that has been granted planning permission (under reserved matters) for 70 net dwellings under planning reference WD/2018/1584/RM. Herstmonceux is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development within the Settlement. It is, therefore acknowledged that development of this site in combination with the development of nearby SHELAA Sites (081/2090, 582/2090 and 610/2090), residential development within Herstmonceux that lie to the west of the site and other land uses, will result in pressures on highway network, other built and natural infrastructure and the natural environment.
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk, and has negligeable part of the site affected by pluvial flood risk (less than 0.3%) along the eastern boundary. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 49 (net) dwellings proposed which would make a small, but a positive contribution to the District's housing need. Details needed on type/tenure of homes.
	Town & Village Centres	The site is located in close proximity to the existing services, facilities and public transport within the settlement of Herstmonceux and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Majority of the site is greenfield agricultural land but is not classified under the Agricultural Land Classification system. The site is not safeguarded for minerals or waste operations.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries provide excellent wildlife corridors and steppingstones to the wider area, including a large pond and deciduous woodland located to the east of the site. There is limited vegetation within the site. A number of trees located adjacent the south western corner of the site are subject to group TPO NO 15, 198. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designations within the site or in proximity to the site. The site does not lie within a BOA. Deciduous woodland (Pocket Shaw) lies a short distance to the east of the site. However, this is further than 15m from the site, therefore, mitigations will not be required. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	There is an existing access to the west, which is shared with residential units. Access provision would therefore need to be reviewed in detail. The site is accessible by bus, but there is no footway adjacent to the site. There is a footway on the southern side of A271 Gardner Street. The nearest bus stop is Brewers Arms bus stop and is located 380m west of the site on A271 Gardner Street. The nearest railway station is Pevensey Bay Station and is located10.5km south of the site. 21AV (Cuckoo Trail) Cycle Route runs north-south through Hailsham, approx. 5.5km west of the site Footpath HER/24/1 runs north east - south west along the western boundary of the site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	All development will result in an increase in greenhouse gas emissions, although the application of Local Plan policies should mitigate any negative impact
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Historic & Cultural Heritage	A number of Grade II Listed Buildings (Higham House and Higham Cottage, The Keys, Elm Tree House and The Sundial Restaurant) lie in close proximity to the site's western boundary and their setting would potentially be impacted by the development of the site. The south western part of the site lies within an Archaeological Notification Area (Gardner Street). Therefore, further investigation is required to assess whether there are archaeological remains present on site.
Major Negative		
	Landscape & Townscape	The site is located within the 2023 Landscape Sensitivity Assessment Character Area for Herstmonceux, which states this area to be medium to highly sensitive to residential development. The site has an open and rural character due to the site being isolated. The site is largely within the High Weald National Landscape and development in this location would have an unjustified impact on and appear out of keeping with the character and appearance of the attractive and high-quality landscape which surrounds Herstmonceux. Parts of the site are very exposed in the wider landscape and elevated above surrounding land/properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resource, Pollution, Health & Wellbeing, Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: Herstmonceux		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No	**Address**																				
N/A	**Not assessed in SA Reg 18 (1)**																				
582/2090	Land at Gardner Street, Herstmonceux																				

COMMENTARY	
Site	Size is 2.59 (ha) and greenfield agricultural land at the northern edge of Herstmonceux and to the north of Gardner Street.
Parish / Settlement	Herstmonceux / Herstmonceux (Type 4 – Secondary Village)
Development Proposal	30 net dwellings. Part of site with planning permission for 4 dwellings under planning reference WD/2020/0693/FA has been completed, and the remainder is for assessment.
Summary of Assessment	Land at Gardner Street is part of the site with planning permission under planning reference WD/2020/0693/FA that has been completed. The 'site' is the remainder of the site for assessment, which is the northern portion of the site without planning permission. The far southern portion of the site has gained planning permission for 4 dwellings at the existing vehicular access to Gardner Street and has now been completed. The site comprises of agricultural land at the northern edge of Herstmonceux and to the north of Gardner Street. The site is located in close proximity to the settlement of Herstmonceux, which is considered a 'sustainable settlement' according to the Council's Settlement Hierarchy, albeit the vast majority of the lies outside of the proposed settlement boundary. The development proposes 30 (net) dwellings, which has potential to contribute positively to the District's identified housing need. The existing access as part of planning application WD/2020/0693/FA is acceptable. The site is accessible by bus and foot; therefore, the proposed development is likely to support local facilities and services in the Settlement. Notwithstanding this, the development could impact the setting of the Grade II listed dwelling (Elm Tree House), which lies to the southwest of the site. Ancient woodland also bounds the northwestern corner of the site, and two public rights of way cross the site along the eastern and western boundaries, and these would need to be retained/protected. Furthermore, the site lies wholly within the High Weald National Landscape and further development in the entirety of the northern portion of the site would have a detrimental impact on the designated landscape and countryside surrounding the north of Herstmonceux. Parts of this site are very exposed in the wider landscape and elevated above surrounding land/ properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape. Therefore, the site is not considered suitable for residential development as the proposed development is likely to alter the extent of the built form, layout and the character of the wider High Weald National Landscape, which forms part of the setting of Herstmonceux.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving a suitable access. Footpath Herstmonceux 1b and footpath Herstmonceux 24 would need to be maintained as part of any development. Further impacts could be mitigated by protecting residential amenity within Herstmonceux lie within the built form of Herstmonceux to the southwest and southeast of the site. Any development would also need to incorporate opportunities to protect the setting of the Listed Building. Landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting is also required. The implementation of specific Local Plan policies in relation to the Climate Change Adaptation and Mitigation, the Historic Environment, the Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The far southern portion of the site has gained planning permission for 4 (net) dwellings under planning reference WD/2020/0693/FA at the existing vehicular access to Gardner Street and have now been completed. Herstmonceux is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development within the Settlement. It is, therefore acknowledged that development of this site in combination with the development of nearby SHELAA Sites (081/2090, 553/2090 and 610/2090), residential development that lie within the built form of Herstmonceux to the southwest and southeast of the site and other land uses, will result in pressures on highway network, other built and natural infrastructure and the natural environment.
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	The site is in Flood Zone 1 and is not affected by ground water flood risk, but there is some risk of surface water flooding along the north western boundary and at the front of the site. Overall, it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The 30 (net) dwellings proposed which would make a small, but positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	The site is located in close proximity to the existing services, facilities and public transport within the settlement of Herstmonceux and will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The site is greenfield agricultural land but is not classified under the Agricultural Land Classification system. The site is not safeguarded for minerals or waste operations.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries provide excellent wildlife corridors and steppingstones to the wider area, including to the woodland and open countryside that forms the northern boundary of the site. Development of the site would need to seek to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designations within the site or in proximity to the site. The site does not lie within a BOA. Ancient woodland (Street Shaw) bounds the northwestern corner of the site, therefore, a suitable buffer would be required. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	There is an existing access onto A271 Gardner Street. The existing access as part of planning application WD/2020/0693/FA is acceptable. The site is accessible by bus and on foot. There are footways on both sides of A271 Gardner Street. The nearest bus stop is Brewers Arms bus stop, which is located 230m west of the site on A271 Gardner Street. The nearest railway station is Pevensey Bay Station, which is located 10.5km south of the site. 21AV (Cuckoo Trail) Cycle Route runs north-south through Hailsham, approx. 5.5km west of the site. Footpath HER/24/1 runs north east - south west through the site. Footpath HER/1/2 runs north-south through the site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	All development will result in an increase in greenhouse gas emissions, although the application of Local Plan policies should mitigate any negative impact
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Historic & Cultural Heritage	A number of Grade II Listed Buildings lie in close proximity to the site's western boundary, including a Grade II listed dwelling (Elm Tree House) lies to the southwest of the site and their setting would potentially be impacted by the development of the site. Additionally, the southern part of the site lies within an Archaeological Notification Area (Gardner Street). Therefore, further investigation is required to assess whether there are archaeological remains present on the site.
Major Negative		
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment Character Area for Herstmonceux considers the site to be of medium to high sensitivity to residential development. The site lies wholly within the High Weald National Landscape and development in this location would have an unjustified impact on and appear out of keeping with the character and appearance of the attractive and high-quality landscape which surrounds Herstmonceux. Parts of the site are very exposed in the wider landscape and elevated above surrounding land/properties with extensive and long-distance views to the north of the site, towards the High Weald National Landscape.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resource, Pollution, Health & Wellbeing, Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: Herstmonceux		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18 (1)**																				
610/2090	Land at Braemar, Bagham Lane, Herstmonceux																				

COMMENTARY	
Site	Size is 0.32 (ha) and mixed brownfield greenfield land on the northern fringe of Herstmonceux at the end of Bagham.
Parish / Settlement	Herstmonceux / Herstmonceux (Type 4 – Secondary Village)
Development Proposal	5 (net) dwellings. The site was not previously assessed in Reg 18 (1) SA.
Summary of Assessment	Land at Braemar, Bagham Lane, comprises of a house and a large narrow garden located on the northern fringe of Herstmonceux at the end of Bagham Lane within the settlement of Herstmonceux, which is considered a 'sustainable settlement' according to the settlement hierarchy, albeit the vast majority of the site lies outside of the proposed settlement boundary. The proposed development is for 5 (net) dwellings, which has potential to make a small but positive contribution to the district's identified housing need. The site is accessible on foot and by bus, but the existing access onto Bagham Lane is not considered to be acceptable. Achieving suitable access would be challenging given the narrow nature of Bagham Lane, which is effectively a Public Right of Way. There are also very limited opportunities to widen Bagham Lane due to the requirement for third party land, and the removal of a large tree at the existing access to site, which is protected by group TPO NO 48, 198. The site's landscape is considered to be moderately sensitive to residential development according the 2023 Landscape Sensitivity Assessment as the site's northern boundary is adjacent to the High Weald National Landscape to the east and is greatly exposed in this location. As such, residential development would have a detrimental impact on the surrounding landscape given the intervisibility between the site and High Weald National Landscape. In addition, there are views of the site from Gardner Street and Bagham Lane. The site is elevated above surrounding land and/or properties with extensive and long- distance views towards the AONB. The development of this site would also have an impact on the setting of the Grade II Listed Buildings that are in close proximity to the south of the site. Given the reasons above, the site is considered unsuitable for residential development.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable access. Further impacts could be suitably mitigated through Landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The development will have to incorporate opportunities to protect the setting of the Listed Buildings and residential amenity. Further investigation may be required to determine whether there are archaeological remains present on the site given the presence of an Archaeological Notification Area (Gardner Street). The implementation of specific Local Plan policies in relation to Historic Environment, Climate Change Adaptation and Mitigation, the Natural Environment, and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site has no planning permission. However, the planning permission for four dwellings on SHELAA Site 582/2090 under planning reference WD/2020/0693/FA) at the existing vehicular access to Gardner Street has now been completed, which is to the south of the site. Herstmonceux is classified as a sustainable settlement and there are a number of potential sites put forward for development in and around the town. Therefore, it is acknowledged that the proposed development alone or in combination with impacts arising from neighbouring land uses, including residential development within Herstmonceux, which lies to the south, west and north of the site and the development of nearby SHELAA Sites (081/2090, 553/2090 and 582/2090) in the locality, will generate significant car trips in the countryside, which would in turn have an impact on the local highway network (A271), other built or natural infrastructure, pollution and the natural environment.
Select / Reject / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 5 (net) dwellings proposed which would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Site is mixed brownfield greenfield land, so its development will lead to the loss of some greenfield land. The land is not safeguarded for minerals.
	Green & Blue Infrastructure	There are mature trees and hedgerow trees on the site's boundaries, which provides excellent wildlife corridors and contribute to the green infrastructure network within the area. There is very limited vegetation located on the site's eastern boundary. There is limited vegetation within the site. A large tree at the existing access to site is protected by TPO NO 48, 198. Development of the site would need to seek to retain and enhance the existing hedgerows and hedgerow trees on the boundaries to maintain and enhance the green infrastructure network. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	The site does not lie within a Biodiversity Opportunity Area (BOA). There are no designated biodiversity sites within the site or in proximity to the site. A traditional orchard (priority habitat) lies to the north of the site, beyond Bagham Lane. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	All development will result in an increase in greenhouse gas emissions, although the application of Local Plan policies should mitigate any negative impact
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the site's landscape is moderately sensitive to residential development. The northern boundary of the site is adjacent to the High Weald National Landscape to the east which is greatly exposed in this location; therefore, development would have a detrimental impact on the surrounding landscape given the intervisibility between the site and High Weald National Landscape. There are also views of the site from Gardner Street and Bagham Lane. The site is also elevated above surrounding land and /or properties with extensive and long- distance views towards the AONB.
	Historic & Cultural Heritage	A number of Grade II Listed Buildings (Buildings (Elm Tree House, The Sundial Restaurant, Barclays Bank and Bank Flat, The Brewers Arms Inn, London Cottage, Chestnut Cottages and Carriers) lie in close proximity to the site's western boundary, and their setting would potentially be impacted by the development of the site. Additionally, the southern half of the site lies within an Archaeological Notification Area (Gardner Street). Further investigation is required to assess the archaeological remains present on the site given the presence of an ANA.
	Transport & Accessibility	There is an existing access to Bagham Lane, which would need improvement/widening to support the intensification on the site. This is considered challenging as Bagham Lane is also classified as a PRoW (Herstmonceux 20a) in this location, is narrow and any improvements will require third-party land. The nearest bus stop, Brewers Arms bus stop, lies approximately 280m south of the site on A271 Gardner Street. The nearest Station is Pevensey Bay, which lies approximately 10.8km to the south of the site. The 21AV (Cuckoo Trail) Cycle Route runs north-south through Hailsham, approx. 5.3km west of the site. Herstmonceux Footpath 1a runs north to south along through the eastern part of the site. Herstmonceux Footpath 1b crosses north to south through the southwestern corner of the site.
Major Negative		
		NONE
No Significant Impacts		
	.	Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resource, Pollution, Health & Wellbeing, Social Inclusion, Economy & Employment, Town & Village Centres and Education and Skills**

HORAM

SA SITE ASSESSMENTS: HORAM

PARISH: HORAM

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
614/3030	Land at the Old Brickyard, Chiddingly Road, Horam																				
499/3030	Land at Horam Manor Estate, A267, Horam																				
123/3030	Land adjoining Coxlow House, A267, Horam																				
1062/3030	Land Adjoining Discovery Way and Village Hall, Horam																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
614/3030	**REJECT**	Employment development is considered unsuitable as the suitability of the existing access' needs to be assessed, and a transport assessment is required to determine the existing access' ability to serve further development. In addition, the removal of the existing trees and vegetation, at eastern portion of the site (behind the existing depot), which is also designated Priority Habitat Woodland, would have an unjustified impact on the wider landscape and potentially the ecology on site. Given the sensitivity of the landscape and ecological constraints to the site, an intensification of employment uses on site may not be considered. Further impacts could be mitigated by ensuring high-quality design through appropriate landscape buffering and planting as well as potential remediation works to resolve any contamination that may be present.
499/3030	**REJECT**	The site situated near the centre of Horam, which is considered a sustainable settlement, and has good access to services and facilities and public transport options. The site lies within the proposed development boundary and conforms with the overall strategy for development. However, overall, the site is not suitable for residential development as it would need to be accessed through the estate road to the Merrydown development to the east of the site which may not be suitable. In addition, the site's redevelopment would extend development into the open fields to the west, although this is subject to siting and design/layout and the southwest of the site is particularly sensitive, as this abuts the small, isolated Coneyburrow Wood Ancient Woodland. These issues are further exacerbated by the Grade II listed building, Manor Farmhouse, which lies to the east of the site and would be fully exposed to any new development, which increases sensitivity.
123/3030	**REJECT**	The site lies within the proposed development boundary and conforms with the overall strategy for development. However, the site is not suitable for residential development when considered in isolation due to unsuitable access and insufficient connectivity to the village and bus stops. Therefore, the site's development would need to form part of a comprehensive development with neighbouring SHELAA site, land at Coxlow Farm (reference 875/3030) to the east whereby the site would provide the main vehicular access point to the wider land beyond, and insufficient details have been submitted to show this can be achieved in isolation.
1062/3030	**SELECT for Residential**	Site situated in Horam, which is considered sustainable settlement, and has good access to services and facilities and public transport options. The site lies within the proposed development boundary and conforms with the overall strategy for development. Small-scale residential development is likely to be acceptable as the site appears to be of low sensitivity to small-scale residential development due to its proximity to the A267 and surrounding land uses, including residential development and its development would be seen as a natural extension. This is, however, subject to the site achieving suitable access, appropriate landscape buffering, and SuDS to any impacts from the large pond surrounded by mature trees in the north-western corner of the site and noise attenuation measures.

SITE SUMMARY FORM

PARISH: HORAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
614/3030	Land at The Old Brickyard, Chiddingly Road, Horam																				

COMMENTARY	
Site	Size is 4.69ha and is a mix of greenfield and brownfield land, to the southwest of Horam and to the west of Chiddingly Road.
Parish / Settlement	Horam / Horam (Type 3 – Primary Village)
Development Proposal	Employment use only. Site is assessed for employment use only although it was promoted for residential (62 net dwellings) and commercial units by the applicant. As the SHELAA concluded residential use to be unsuitable, only employment development was tested as part of the SA process.
Summary of Assessment	Land at The Old Brickyard comprises of mixed-use light industrial units and associated hardstanding to the central part of the eastern field, and a small number of buildings associated with equestrian uses and fields, paddock and scrub land and an existing dwelling (permitted in 2016) to the southwest of Horam and to the west of Chiddingly Road. The site is now assessed for employment use only, which has potential to contribute positively to the District's identified employment need. The site is mixed greenfield and brownfield, which lies partially within the proposed development boundary of the Settlement of Horam, which is considered a sustainable settlement. The development of the western fields of the site would have a significant visual impact, given the lack of screening and panoramic views over the wider landscape to the north. The majority of the eastern portion of the site (behind the existing depot) is heavily covered by existing trees and vegetation, which is also designated Priority Habitat Woodland, and its removal would have an unjustified impact on the wider landscape and potentially the ecology on site. Given the sensitive landscape and ecological constraints to the site, an intensification of employment uses on site is not considered suitable.
Mitigation Measures	• Specific mitigation measures have not been identified. • A transport assessment is required to determine the existing access' ability to serve further development. Due to the site's current use, potential remediation works may be required to resolve any contamination that may be present. The development could mitigate other impacts by ensuring high quality design through appropriate landscape buffering to protect the residential amenity of existing properties further to the north-east and/or Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing woodland, tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate.
Cumulative Impacts	The eastern part of the site (as well as the frontage along Chiddingly Road) was refused outline planning permission for 65 dwellings under planning reference WD/2017/1727/MAO for a number of reasons, including ecology, ancient woodland, and highways. It is acknowledged that the proposed development alone and in combination with the surrounding land uses and other committed development, including the residential amenity of existing properties further to the north-east along the main road frontage and commercial development to the east, could have an adverse effect on the integrity of the Ashdown Forest, biodiversity, the highway network and other built or natural infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Economy & Employment	The site is assessed for development of employment floorspace. This would bring economic benefits delivering and supporting jobs on and off site. The economic benefits would also include spin-off benefits to other businesses in the area as well as support local services within the locality, and this is expected to have positive impacts on the local economy.
Minor Positive Impacts		
	Flood risk	Site lies within Flood Zone 1 and is not affected by ground water flooding. Some isolated areas of the site are at risk of surface water flooding it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Transport & Accessibility	The site benefits from existing accesses off Chiddingly Road, including a field gate leading to the existing dwelling on the site and the commercial premises in the north-eastern corner. However, the existing access is not considered to currently be acceptable and will require improvement as well as it serving multiple uses, which will need to be considered. It is not known whether this is feasible given the restricted width of access points that connect to Chiddingly Road. The nearest bus stops are some 650m to the north-east (at the confluence of Chiddingly Road and the A267) and 0.6 miles to the north-east (in the centre of Horam). The bus services run every 30 minutes, with services running between Heathfield to the north and Eastbourne to the south. The nearest train stations are Buxted (6.4 miles) and Uckfield (6.7 miles), and given the distances involved and the options for connecting public transport, these stations can only be reached by private car. Pedestrian access to the existing facilities in Horam is present in the form of an existing footpath, which connects to the centre of Horam.
	Water resources	Wealden has been identified as an area of serious water stress. Site is not within a groundwater source protection zone. No watercourse within or in close proximity to site.
	Soil, Land & Minerals	Site is mixed greenfield/brownfield land. Site is not safeguarded for minerals or waste operations. No known contamination issues. However, given the site's current use, potential remediation works may be required to resolve any contamination that may be present.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
	Pollution	Site is within an area classified as 'Darker' by CPREs light pollution mapping. Therefore, any development will have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development to mitigate some of this impact. Air and noise pollution will increase in both construction and operation.
	Landscape & Townscape	Site lies in the open countryside. The Landscape Sensitivity Assessment 2023 states that the site landscape is moderately sensitive to development. Whilst existing buildings function as a screen from Chiddingly Road, the site is more open to the north-west / west which has open fields. Whilst commercial development could be kept low profile and less urbanised, the extent of the site into open countryside is considerable. Any development of the western fields of the site would have a significant visual impact, given the lack of screening and panoramic views over the wider landscape to the north.
Major Negative		
	Green & Blue Infrastructure	The site comprises a small amount of residential garden land, but it benefits from significant boundary tree lines and hedgerows. The frontage of the site adjoining Chiddingly Road comprises of a strong tree belt, which marks the end of the built form along Chiddingly Road, some of which are subject to a Tree Preservation Order. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	Site has no designations. Woodland on the north-eastern part of the site, which is designated and connects to nearby Ancient Woodland and Deciduous Woodland Priority Habitat. Much of the eastern portion of the site (behind the existing depot) is heavily covered by existing trees and vegetation, which is also designated Priority Habitat Woodland, and its removal would have an unjustified impact on the wider landscape and potentially ecology on site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage, Housing, Health & Wellbeing, Quality of Life & Place, Social Inclusion and Town & Village Centre.**

SITE SUMMARY FORM

PARISH: HORAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed at SA Reg 18(1)**																				
499/3030	Land at Horam Manor Estate, A267, Horam																				

COMMENTARY	
Site	Size is 1.52ha, and is brownfield, is set back from the A267 that lies to the north and east and is the area behind the new housing scheme that aligns with the A267 to the east.
Parish / Settlement	Horam / Horam (Type 3 – Primary Village)
Development Proposal	40 (net) dwellings
Summary of Assessment	Land at Horam Manor Estate lies close to the centre of Horam, which is considered a sustainable settlement, according to the Council's Settlement Hierarchy. The site comprises a historic farmstead and associated farm buildings, temporary buildings, a sand school, tracks, yards and some commercial premises. The development proposes 40 (net) dwellings, on brownfield land, which has potential to contribute positively to the district's identified need, and the vitality and viability of the settlement. The development site would extend development into the open fields to the west, although, this is subject to siting and design/layout. The southwest of the site is particularly sensitive, as this abuts the small, isolated Coneyburrow Wood Ancient Woodland. These issues are further exacerbated by the Grade II listed building, Manor Farmhouse, which lies to the east of the site and would be fully exposed to any new development, which increases sensitivity. A suitable vehicular access is required as the site would need to be accessed through the estate road to the Merrydown development to the east of the site which may not be suitable for the residential uses proposed. All these issues combine to restrict the flexibility of the site, therefore, overall, it is not considered to be suitable for residential development.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving suitable access and identifying and fully incorporating opportunities to better reveal the significance of the historic environment through protecting the listed building, reflecting the current good practice advice and research produced by Historic England. Due to the site's current use, potential remediation works may be required to resolve any contamination that may be present. Further impacts could be mitigated ensuring good design through appropriate landscape buffering and planting to protect the residential amenity of existing properties to the north and east, and/or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, Historic Environment, the Natural Environment, and Infrastructure could also mitigate impacts.
Cumulative Impacts	The site does not currently benefit from planning permission. However, it is acknowledged that the proposed development alone and in combination with the development of the surrounding land uses, including the residential properties to the east and north, could have an impact on the highway network, other built or natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	Site lies within Flood Zone 1 and is not affected by ground water flooding. An isolated small area of the site at the centre of the site is affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The 40 (net) dwellings proposed would make a small, but positive contribution to the district's housing need. Details needed on type/tenure of homes.
	Town and Village Centres	The site lies close to the centre of Horam, and this will increase footfall and in turn, support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Water resources	Wealden has been identified as an area of serious water stress. Site is not within a groundwater source protection zone. No watercourse within or in close proximity to site. However, there is a substantial pond to the south of the site.
	Soil, Land & Minerals	Site is brownfield land, and this will ensure efficient use of land. Site is not safeguarded for minerals or waste operations. No known contamination issues. However, given the site's current use, potential remediation works may be required to resolve any contamination that may be present.
	Landscape and Townscape	The 2023 Landscape Sensitivity Assessment states that the site landscape is moderately sensitive to new residential development, therefore, any development would need to be carefully laid out to be acceptable. The High Weald National Landscape boundary lies to the north, but sufficiently distanced, therefore, the site is not considered to be within the designation's setting. Nevertheless, any development would need to consider
	Transport & Accessibility	The site has access to the A267, through the recent Merrydown Way housing development to the site entrance itself. There are limited other options to connect to the highway. A new vehicular access to the site would be required and would need to connect through the estate road to the Merrydown development to the east of the site, but that may not be suitable for residential uses proposed. The site is connected to the centre of Horam by existing footways along the A267. However, it is noted there is no dedicated cycle route. The nearest bus stops are in Horam along the A267 (210m). The nearest train stations are Buxted (6 miles) and Uckfield (6.6 miles), but these train stations would only be accessible by car.
	Health & Wellbeing	The nearest health services are located in Horam (Manor Oak Surgery, Horebeech Lane), about 0.7 miles away, a 7-minute walk. The clinical area is currently operating within 86% of the clinical space it requires and the ICB will likely need funding to extend the surgeries in the area if they are able to. The existing capacity within the health sector for this area needs to be expanded. Further details required.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact.
	Green& Blue Infrastructure	To the south-west are established belts of tree screening / hedgerows (within the Ancient Woodland area) which can provide good connectivity to the countryside further to the west / north-west. There is also connectivity between the site and other woodland, via established hedgerows which demarcate the filed pattern. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There is ancient woodland to the south-western corner, which is also a Deciduous Woodland Priority Habitat. Another area of Deciduous Woodland is directly adjacent (and slightly infringes upon) the north-western corner of the site. the site is surrounded by hedgerow boundaries, mature field trees and Ancient Woodand. The southwest of the site is particularly sensitive as this abuts the small, isolated Coneyburrow Wood Ancient Woodland. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
Major Negative		
	Historic and Cultural Heritage	The site is wholly within the ESCC Archaeological Notification Area. Grade II listed Horam Manor Farmhouse and Stables lies directly adjacent to the east of the site and would be fully exposed to any new development, which increases sensitivity.
No Significant Impacts		
		Due to the type and scale of development there are considered to be No Significant Impacts on the objective of Education & Skills, and Economy and Employment

SITE SUMMARY FORM

PARISH: HORAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) results**																				
123/3030	Land adjoining Coxlow House, A267, Horam																				

COMMENTARY	
Site	Size is 0.41 (ha), and is greenfield, agricultural land, located south of Horam and to the east of the A267.
Parish / Settlement	Horam / Horam (Type 3 – Primary Village)
Development Proposal	Residential dwellings only – The site is for residential development although no quantum of housing is proposed. The small scale of the site limits this to no more than 10 dwellings.
Summary of Assessment	Land adjoining Coxlow House is vacant/cleared site adjacent to the existing built-up edge of Horam and fronts the A267 forming a logical extension to the village of Horam, which is considered a sustainable settlement' according to the Council's settlement hierarchy. The development proposes residential development only, which has potential to contribute positively to the district's identified need, and the vitality and viability of the settlement. The site is greenfield and is located within the proposed development boundary and therefore in accordance with the spatial strategy. Developing this site in isolation would introduce built form into an area where the wider countryside commences, increasing the settlement pattern and changing the character of the village by extending into the landscape that abuts it. However, the site sits directly south of existing built form, and its development could be seen as a natural extension. Nevertheless, overall, the site is not suitable for residential development when considered in isolation due to other issue of inadequate access and lack of safe connectivity to the village. The site would need to form part of a comprehensive development with neighbouring SHELAA site, land at Coxlow Farm (reference 875/3030) to be considered further.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable access as part of a comprehensive scheme as well as pedestrian connectivity to the southern bus stops and the centre of Horam. Further impacts could be mitigated by ensuring high quality design through noise attenuation measures to buffer noise from A267 and appropriate landscape buffering and/or a Landscape and Ecological Management Plan (LEMP). Any development would need to incorporate opportunities to protect/retain the residential amenity of the existing dwellings on the northern and southern boundaries of the site. The implementation of specific Local Plan policies in relation to Historic Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site does not benefit from a planning permission. The site forms part of SHELAA site 875/3030 (Land at Coxlow Farm), therefore, it is acknowledged that the proposed development alone and in combination with this site and other surrounding land uses, including the residential properties directly to the north and east, could have an impact on the highway network (A267), other natural or built infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no Ancient Woodland or TPOs on site. The site has no Priority Habitats and is not adjacent to Priority Habitats. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Housing	The development proposes residential development only. The proposed development would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Soil, Land & Minerals	Site is greenfield. Site is vacant/cleared. Site is not safeguarded for minerals or waste operations. There is no known contamination on site.
	Green and Blue Infrastructure	Existing hedgerow along site frontage provides green corridor along A267 beyond which lies Bowling green and skatepark. There are no trees within site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Landscape & Townscape	The Landscape Sensitivity Assessment 2023 identifies the site as moderately sensitive to residential development, noting that it is well contained within the landscape. It is noted the site is located adjacent to the relatively busy trunk road (A267), which reduces tranquility and decreases sensitivity. Existing development along the A267 influences the pastoral character and historic field pattern locally, reducing sensitivity along this edge.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact. Air and noise pollution is likely to increase in both construction and operation.
	Transport & Accessibility	The site does have an existing access onto the A267, however this is not considered to be acceptable by the Highways Authority and would be challenging to widen to support intensification. The nearest bus stops are located on the A267, 215m south of the site, and 269m to the north with buses running every 30 minutes and between Heathfield to the north and Eastbourne to the south, but with no footpath to connect to them. The only footway connection into Horam village is on the opposite side of the A267 and users are unlikely to cross a busy A Road to utilise these. The nearest train stations are Berwick and Buxted and are realistically only reachable by car. No public rights of way (PRoW) are located within, or close to the site. Therefore, overall, minor negative impacts are expected as there is no footway adjacent to the site access, nor pedestrian connections to the footway to the southern bus stops. Improvements to pedestrian infrastructure will therefore be required.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic and Cultural Heritage, Economy & Employment, Town & Village Centres,. Health & Wellbeing and Education & Skills.**

SITE SUMMARY FORM

PARISH: HORAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
1062/3030	**SA Reg 18(1) results**																				
1062/3030	Land adjoining Discovery Way and Village Hall, Horam																				

COMMENTARY	
Site	Size is 0.42 (ha), and is greenfield, located in Horam.
Parish / Settlement	Horam/ Horam (Type 3 – Primary Village)
Development Proposal	10 (net) dwellings The site was proposed for allocation for 5 dwellings (HOR1 under policy SA1 of the draft Local Plan), this assessment is testing whether the site can accommodate additional capacity.
Summary of Assessment	Land adjoining Discovery Way and Village Hall is an undeveloped parcel of land with residential development to the north of the site and on the opposite side of the A267 to the east, and with the Horam Village Hall to the south and employment units to the west. The site is located within the proposed development boundary of Horam, which is considered a sustainable settlement according to the Council's settlement hierarchy and conforms with the overall Spatial Strategy for development as it benefits from pedestrian accessibility to public transport links and services and facilities. The development proposes 10 (net) dwellings, which has potential to contribute positively to the district's identified need, and the vitality and viability of the settlement. The site is greenfield and is predominantly enclosed along its southern, eastern, and northern boundaries by hedgerows and trees. There is a large pond surrounded by mature trees in the north-western corner of the site, which would need to be retained and protected as part of any development. The site does not benefit from existing vehicle and/or pedestrian access, and these would need to be provided as part of any development. The site appears to be of low sensitivity to small-scale residential development due to its proximity to the A267 and surrounding land uses, including residential development and its development would be seen as a natural extension. Therefore, small-scale residential development is likely to be acceptable, subject to design/layout, the creation of suitable access and the provision of appropriate landscape and noise buffering.
Mitigation Measures	• Specific mitigation measures have not been identified. • The proposed development would need to achieve suitable access and pedestrian connectivity within the site. Further impacts could be mitigated by ensuring high quality design through SuDS, noise attenuation measures to buffer noise from A267 and the employment units to the west of the site. Appropriate landscape buffering or planting and/or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements to ensure the successful establishment, retention, restoration and enhancement of new and existing woodland, tree or hedgerow planting is required. Any development would also need to incorporate opportunities to protect/retain the residential amenity of the existing dwellings to the north of the site. The implementation of specific Local Plan policies in relation to Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site forms part of a larger land holding that was approved planning permission in 2013 under application WD/2011/2817/MAJ for a mixed-use development comprising 59 dwellings and employment units. This permission has been implemented and fully built out. Nevertheless, it is acknowledged that the proposed development alone and in combination with the surrounding land uses, including the employment units to the north-west, residential development to the north and east and the residential holiday park, will have an impact on the highway network (A267), other natural or built infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater flood risk. A negligible area (less than 0.2%) of the site is at risk of surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites near the site and it is not within a biodiversity opportunity area. There is no designated biodiversity sites or priority habitats within the site. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	Site was not assessed as part of the 2023 Landscape Sensitivity Assessment. However, the site is within the development boundaries and appears to be of low sensitivity to small-scale residential development due to its proximity to the A267 and surrounding development.
	Transport and Accessibility	The existing vehicle access would need to be reviewed in detail or a new access provided via the new residential development to the north. The site does have good access to bus services, but pedestrian provision needs improvement. There is a footpath along the frontage of the site with the A267 and a footpath to the rear along Discovery Way, which provides direct pedestrian connectivity into the core of the village. There are bus stops approximately 160m to the north of the site on the A267. The nearest train stations are Berwick and Buxted and are realistically only reachable by car. Footpath HOR/25/1 is located within the site but any proposals for development should not affect this PRoW.
	Housing	The 10 (net) dwellings proposed would make a small, but positive contribution to the district's housing need. Details needed on type/tenure of homes.
	Town and Village Centres	The site is located in relatively close proximity, to the centre/core of Horam and its associated services and facilities, therefore, its development will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Site is greenfield. Site is not safeguarded for minerals or waste operations. There is no known contamination on site. The housing proposed will ensure efficient use of land.
	Green & Blue Infrastructure	There are trees and hedgerows along the boundaries of the site; however, they do not connect into a wider network due to the intervening development around the site. There are also bushes and scrubs throughout the site. SuDS will be required to mitigate any impacts from the large pond surrounded by mature trees located in the north-western corner of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact. Air and noise pollution is likely to increase in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic and Cultural Heritage, Economy & Employment; Health & Wellbeing and Education & Skills.**

ISFIELD

SA SITE ASSESSMENTS: ISFIELD

PARISH: ISFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
057/3040	Land at Horsted Lane, Isfield																				
420/3040	Elms Farm, Station Road, Isfield																				
777/3040	Land adjacent to The Faulkners, Station Road, Isfield																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
057/3040	REJECT	The site is situated in a semi-rural location within Isfield, which is considered a 'sustainable settlement' according to the settlement hierarchy. The site lies outside any identified proposed boundary, however, the proposed settlement boundary for Isfield lies to the southwest of the site. Residential development is considered unsuitable as the site is severed from the main built form of the village of Isfield to the southwest by the railway line, which would be the route for reinstating Uckfield/Lewes Link. The boundary of the village is marked by the strong linear feature of the existing railway and associated buildings, and housing development in this location would be out of keeping with the general rural character of the countryside. In addition, there is no existing access and no evidence that safe access for vehicles can be provided on site due to the alignment (bend) of Horsted Lane. Furthermore, the site cannot achieve suitable pedestrian connectivity with the main built form of Isfield, therefore, the development of the site would result in a reliance on the private motor vehicle.
420/3040	REJECT	The site is situated within Isfield, which is considered a 'sustainable settlement' according to the settlement hierarchy, lies outside any identified proposed boundary, and does not conform with the overall strategy for development. Residential development would be unsuitable as the development of this site would be required to achieve suitable access from the site, which is currently from an existing drive marked for 'The Oast House', and would not appropriate for intensification. Also, development would be required to consider accessibility for pedestrians, which would be difficult due to insufficient verge width. Any development of the site would need to take into consideration the impact of development on the setting of three Grade II Listed Buildings located near the site and the Archaeological Notification Area, which partially covers the site, and the River Uck which lies to the west and the ProW that runs along the site's eastern boundary.
777/3040	REJECT	The site is situated within Isfield, which is considered a 'sustainable settlement' according to the settlement hierarchy, lies outside any identified proposed boundary, and does not conform with the overall strategy for development. Residential development would be unsuitable as the development of this site would be required to consider provision of a suitable access and vehicular access to the site from Station Road is likely to be difficult given visibility in this location and would also detract from the rural setting of the road with the necessary removal of hedgerow, and the existing PRoW (footpath Isfield 15) is narrows where it meets the site boundary and operates as a shared surface. The development of the site would also have a moderate landscape impact due to the location of the BOA to the north and in part due to the mature hedgerow trees and hedgerow boundaries, which are key landscape features that increase sensitivity to the site. Any development of the site would need to take into consideration the impact of development on the three Grade II Listed Buildings located near the site and the Archaeological Notification Areas. Further impacts could be mitigated through SuDS, incorporating opportunities to protect/retain the settings of the Listed Buildings, appropriate landscape buffering, and planting.

SITE SUMMARY FORM

PARISH: ISFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
057/3040	Land at Horsted Lane, Isfield																				

COMMENTARY	
Site	Size is 2.31ha and is greenfield, agricultural land, located to the east of the existing railway line and to the west of Horsted Lane in Isfield.
Parish / Settlement	Isfield / Isfield (Type 4 – Secondary village)
Development Proposal	25 (net) dwellings
Summary of Assessment	Land at Horsted Lane is comprised of agricultural land located to the east of the existing railway line and to the west of Horsted Lane within Isfield, which is considered a 'sustainable settlement' according to the settlement hierarchy. The site lies outside any identified proposed boundary, however, the proposed settlement boundary for Isfield lies to the southwest of the site. The site proposes 25 (net) dwellings, which has potential to make a small but positive contribution to the District's identified employment need. The site is greenfield, in a semi-rural location and is severed from the existing settlement by the existing railway line to the west. The site has no existing access and suitable pedestrian connectivity between the site and the main built form of Isfield. Therefore, development of the site would result in a reliance on the private motor vehicle. In terms of safety, there is no evidence that safe access for vehicles can be provided on site due to the alignment (bend) of Horsted Lane. The installation of a verge and footway will wipe out all boundary vegetation, unless access and Non Motorised User (NMU) links are provided at the western end where there is a section of highway land (adjacent to bus stop shelter) and where loss of vegetation can be minimised and can connect to existing footway network. Furthermore, the development of this site would significantly detract from the rural character of the entrance to the village and would not be a logical extension to Isfield as it is detached from the main built form of the village itself, severed by the railway line. The boundary of the village is marked by the strong linear feature of the existing railway and associated buildings, and therefore, housing development at this location would be out of keeping. Given the issues identified with access, pedestrian connectivity, the existing railway, character of the landscape, residential development of this scale is not considered suitable.
Mitigation Measures	• Specific mitigation measures have not been identified. • A transport assessment is required to determine the suitability or potential for a new or upgraded vehicular access onto Horsted Lane, given the bend of Horsted Lane to the north. Further impacts can be suitably mitigated by improving pedestrian connectivity to existing footway network, ensuring high quality design through SuDS, noise buffering from the existing railway line, landscape buffering and planting or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate.
Cumulative Impacts	The site does not currently benefit from planning permission. Isfield is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in and around the village. It is acknowledged that development of this site, in combination with other sites will result in pressures on the highway infrastructure, other built and natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	Site lies wholly within Flood Zone 1. A negligeable area of the site to the south is at risk of surface water flooding and a small area to the west at risk of groundwater flooding. Overall, it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	The development proposes 25 (net) dwellings, and this would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Soil, Land & Minerals	Site is greenfield agricultural land but not classified within the Agricultural Land Classification system. Site is not safeguarded for minerals or waste operations. There are no known issues with land contamination on site.
	Green & Blue Infrastructure	Site is bound by mature trees and hedgerows which contribute towards the green infrastructure network of the site as well as to the wider area. The trees are located within the northwestern corner of the site provide excellent wildlife corridors and steppingstones to the wider area There is also a cluster of mature trees located within the northern part of the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	There are no designations within or in close proximity to the site. The development of a greenfield site is likely to lead to some loss of biodiversity. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Historic and Cultural Heritage	The site is not within or in close proximity to a Conservation Area. However, the Grade II Listed Signal Box and Railway Level Crossing Gates lie in close proximity to the southern corner of the site. Therefore, any development will need to incorporate opportunities to protect/retain the setting of this heritage asset and without detail, impacts are unknown.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Some waste will still arise in both during construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact. The noise generated from the railway line used for limited heritage steam train services to the west may require mitigation within the development. Air and noise pollution is likely to increase in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the site landscape is low to moderately sensitive to development, albeit that there are valued natural features on the site that include mature hedgerows and trees. However, development on this relatively narrow but prominent site would have an adverse effect on the setting of the village at the approach from the east. The site is visually separate from the village townscape and settlement pattern, in a location where lower density road frontage development only exists to the south, and this site lies in a transient location to the north. The boundary of the village is marked by the strong linear feature of the existing railway and associated buildings, and therefore, housing development at this location would be out of keeping with the general rural character of the countryside.
	Transport & Accessibility	New vehicular access to the site is required along Horsted Lane, which would detract from the rural setting of the road with the necessary removal of hedgerow. There are no footpaths along Horsted Lane at this location. The site cannot be provided with pedestrian connectivity to Isfield due to narrow road and verge layout which cannot be widened in this location due to position of the existing railway station and third-party land ownership issues. The nearest bus stops are located adjacent to the southern boundary on Horsted Lane, but without safe pedestrian access to reach it. The Brighton and Hove number 29 bus provides frequent half hourly service between Tunbridge Wells and Brighton 7 days a week and includes evening services. Although there is a train station in Isfield it is a heritage line used primarily for tourism. The nearest commuter train station is 4km miles northeast of the site in Uckfield. Isfield 16b footpath runs east to west along the site's northern boundary.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Health & Wellbeing, Employment & Economy, Town & Village Centres and Education & Skills.**

SITE SUMMARY FORM

PARISH: ISFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
420/3040	Elms Farm, Station Road, Isfield																				

COMMENTARY	
Site	Size is 1.81 (ha), and is greenfield, agricultural land located to the northwestern edge of Isfield.
Parish / Settlement	Isfield / Isfield (Type 4 - Secondary village)
Development Proposal	20 (net) dwellings
Summary of Assessment	Elms Farm, Station Road, is comprised of agricultural land located at the northwestern edge of Isfield, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is greenfield and is in a semi-rural location at the western periphery of Isfield, outside the proposed Settlement Boundary. The development proposes 20 (net) dwellings, and this would make a small, but positive contribution to the district's housing need. The development of this site for housing would be required to consider provision of vehicular access from Station Road, which may prove difficult in this location. Achieving accessibility for pedestrians will be difficult due to insufficient verge width. In addition, access to the site is currently from an existing drive marked for The Oast House and would not be appropriate for intensification. Any development of the site would need to take into consideration the impact of development on the three Grade II Listed Buildings located near the site, the Archaeological Notification Area, which partially covers the site, and the River Uck which lies to the west and the ProW that runs along the site's eastern boundary. The development of the site would have a moderate to high landscape impact and would also be required to take into consideration biodiversity enhancements due to the BOA being in close proximity to the site. Although the site is located within a sustainable settlement, residential development is not considered suitable due to issues identified with access, pedestrian connectivity and PRoW, semi-rural character, the setting of the three Grade II Listed Buildings, the Archaeological Notification Area, biodiversity and flood risk associated River Uck on site.
Mitigation Measures	• Specific mitigation measures have not been identified. • Development could mitigate impacts by achieving suitable access, improving pedestrian connectivity to existing footway network, impacts ensuring high quality design through SuDS, noise attenuation measures, landscape buffering and planting or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate.
Cumulative Impacts	The site does not currently benefit from planning permission. Isfield is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in and around the village. It is acknowledged that development of this site, in combination with other sites, including the residential development abutting the site to the east, and the single dwelling (Elms Farm) will result in pressures on the highway infrastructure, other built and natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
None		**NONE**
Minor Positive Impacts		
	Housing	The development proposes 20 (net) dwellings, and this would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Flood risk	The entire site is in Flood Zone 1 and is not at risk of pluvial flooding. However the majority of the site is at risk of groundwater flooding, including along the frontage of the site where access would be provided which would require further investigation.
	Water resources	Wealden has been identified as an area of serious water stress. The site is not within a groundwater source protection zone. There are no watercourses within the site, although the River Uck flows in reasonably close proximity to the northwestern boundary of the site.
	Soil, Land & Minerals	Site is greenfield agricultural land which has not been classified within the Agricultural Land Classification system. Site is not safeguarded for minerals or waste operations. There is no known contamination on site.
	Green & Blue Infrastructure	Hedgerows make up the site's boundaries and provide a contribution to the site's biodiversity, including a larger hedgerow that fronts onto Station Road. The significant trees and hedgerows located along site boundaries provide wildlife corridors and steppingstones to the wider area. There is limited vegetation within the site. Development would need to seek to retain and enhance these features for biodiversity, but there are limited in-field trees or other biodiversity features within the site itself. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	The site does not contain any designated sites. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. The River Uck and its Headwaters BOA lies a short distance to the west of the site. Due to greenfield nature of the site, its development could result in the loss of some biodiversity during construction although it is unclear of the site's ecological value. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact. Air and noise pollution is likely to increase in both construction and operation.
	Landscape & Townscape	This site was assessed in the Landscape Evidence Base and is considered to have a moderate to high sensitivity to development in part due to site's rural character, its use for grazing, the historic regular piecemeal enclosure field pattern, and mature hedgerows, particularly at Station Road. The site is relatively open within the landscape, particularly to the south and west and this would be difficult to mitigate
	Historic & Cultural Heritage	The site is not within a conservation area. There are three grade II listed buildings within close proximity to the site. These are located the west (The Old Farmhouse and Barn) and northeast (Faulkners) of the site. The two listed buildings to the west of the site are likely be impacted in terms of their setting, given the proximity of those heritage assets to the site. An Archaeological Notification Area (Isfield West) covers the northwestern boundary of the site.
	Transport and Accessibility	There is no existing vehicular access onto the site. Therefore, a new vehicular access to the site is required. However, the creation of a new vehicular access to the site along Station Road is likely to be difficult given visibility in this location and would also detract from the rural setting of the road with the necessary removal of hedgerows along the Station Road. There are no footpaths along Station Road in this location. The nearest bus stops are located to the southeast of the site, at the junction of Station Road and Horsted Lane, approximately 0.6 miles (15 minute) walk depending on route taken. Buses provide a regular service to Uckfield and Lewes, with onward connections. There is no pedestrian connectivity to bus stops as there are no footpaths along this part of Station Road. Connectivity is, therefore, not possible to other facilities and services within the village without walking on the highway. Isfield Railway Station lies approximately 750m to the southeast however, this is a heritage steam railway line only used for tourism purposes only. The nearest passenger train station is Uckfield, which lies approximately 4km to the northeast of the site. The train station is a significant distance from the site and would rely on the private car to access this form of sustainable transport. There is PRoW footpath within the site along the eastern boundary of the site which runs from Station Road southwards towards the recreation ground. A public right of way (Isfield Footpath 8) runs crosses along the eastern boundary of the site.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Health & Wellbeing, Employment & Economy, Town & Village Centre and Education & Skills.**

SITE SUMMARY FORM

PARISH: ISFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
777/3040	Land adjacent to The Faulkners, Station Road, Isfield																				

COMMENTARY	
Site	Size is 1.35 (ha), and is greenfield agricultural land, located at the northwestern edge of Isfield of Isfield.
Parish / Settlement	Isfield / Isfield (Type 4 - Secondary village)
Development Proposal	8 (net) dwellings
Summary of Assessment	Land adjacent to The Faulkners, Station Road, is located at the northwestern edge of Isfield, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site comprises of a paddock located near to the centre of Isfield and fronts onto Station Road. The site is greenfield and is in a semi-rural location, outside the proposed Settlement Boundary. The development proposes 8 (net) dwellings, and this would make a small, but positive contribution to the district's housing need. The development of this site for housing would be required to provide vehicular access. A field gate at the southwestern corner of the site provides vehicular access, however, the access is private and there is an assistance mirror close to where the road meets Station Road which demonstrates inadequate driver visibility. Access from Station Road is unlikely as appropriate visibility sightlines close to the bend in road are not met. There is a Public Right of Way (PRoW) (footpath Isfield 15) that narrows where it meets the site boundary and operates as a shared surface. Active travel routes from the PRoW/private lane could be made but not for additional vehicles. Station Road fronting the site has a section where there are no footways, so traffic free walking is reliant on PRoW network which is not weatherproof nor ideal for security in darker hours. In terms of other considerations, any development of the site would need to take into consideration the impact of development on the setting of three Grade II Listed Buildings located near the site and the Archaeological Notification Areas. The development of the site would also have a moderate landscape impact due to its location to the BOA to the north and in part due to the mature hedgerow trees and hedgerow boundaries, which are key landscape features that increase sensitivity to the site. Although the site is located within a sustainable settlement, residential development is not considered suitable due to issues identified with access, pedestrian connectivity and PRoW, semi-rural character, the setting of the three Grade II Listed Buildings, the Archaeological Notification Area and flood risk on site.
Mitigation Measures	• Specific mitigation measures have not been identified. • Development could mitigate impacts by achieving suitable access, improving pedestrian connectivity to existing footway network, impacts ensuring high quality design through SuDS, noise attenuation measures, landscape buffering and planting or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. The implementation of other relevant Local Plan policies in relation to Climate Change Mitigation and Adaptation, Design, the Natural Environment, and Infrastructure could also mitigate.
Cumulative Impacts	The site does not currently benefit from planning permission. Isfield is classed as a sustainable settlement in the Settlement Hierarchy and there are a number of potential sites put forward for development in and around the village. It is acknowledged that development of this site, in combination with other sites and surrounding uses, including the residential development to the west and east will result in pressures on the highway infrastructure, other built and natural infrastructure and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Housing	The development proposes 8 (net) dwellings, and this would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Further details required.
	Flood risk	The entire site is in Flood Zone 1 and with some small areas at risk of surface water flooding although it would not affect the developable area to deliver the proposed quantum of development. The northern and southern parts of the site are at risk of groundwater flooding which would require further investigation.
	Soil, Land & Minerals	Site is greenfield agricultural land but not classified within the Agricultural Land Classification system. Site is not safeguarded for minerals or waste operations. There is no known contamination on site.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries provide wildlife corridors and steppingstones to the wider area. There is limited vegetation within the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Biodiversity	The River Uck and its Headwaters BOA lies a short distance to the north of the site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	This site was assessed in the Landscape Evidence Base and is considered to have a moderate sensitivity to development in part due to mature hedgerows and trees and the public rights of way which increase sensitivity. Sensitivity is decreased by the sites semi-enclosed nature, location within the existing settlement and lack of priority habitats or historic features. However, this site is on the edge of the existing built form of Isfield and is visually well contained in the wider landscape to the north by thick woodland. It is considered that the impact of development could be mitigated through landscaping and careful design.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Some waste will still arise in both construction and operation.
	Pollution	The site is within areas classified as 'Darker' by CPREs light pollution mapping. Any development will therefore have some notable effect on the rural tranquility of the area at night, and will need careful consideration in design, and layout and quantum of development, to mitigate some of this impact. Air and noise pollution is likely to increase in both construction and operation.
	Historic & Cultural Heritage	The site is not within a conservation area. There are three grade II listed buildings within close proximity to the site. To the west (The Old Farmhouse and Barn) and southeast (Faulkners) of the site. Two Archaeological Notification Areas lie adjacent to the site's boundaries.
	Transport & Accessibility	There is no existing vehicular access onto the site. A field gate at the south western corner of the site provides vehicular access Therefore, the creation of a new vehicular access to the site along Station Road is likely to be difficult given visibility in this location and would also detract from the rural setting of the road with the necessary removal of hedgerow. There are no footpaths along Station Road in this location. The nearest bus stops are located to the southeast of the site, on Station Road, approximately 850m away, and 900m away at Horsted Lane. Buses provide a regular service to Uckfield and Lewes, with onward connections. However, there is no pedestrian connectivity to bus stops as there are no footpaths along this part of Station Road. Connectivity is, therefore, not possible to other facilities and services, such as the village hall or church. Although there is a train station in Isfield it is a heritage line used primarily for tourism. The nearest commuter train station is 2.6 miles northeast of the site in Uckfield, which provides regular connections, with two trains per hour to London and Tunbridge Wells. There are PRoW Footpaths No. 14a and 19, which run along the northern and eastern border of the site
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Health & Wellbeing, Employment & Economy, Town & Village Centres and Education & Skills.**

LONG MAN

SA SITE ASSESSMENTS: LONG MAN

PARISH: LONG MAN

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
1029/1310	Natewood Farm, Polegate Road, Hailsham, BN27 3PH																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1029/1310	**SELECT for Employment**	Site is visually and functionally separated from Hailsham, Polegate and other settlements, but accessible via some public transport options nearby. On balance, the development of the site for employment uses is acceptable in principle given the employment uses nearby, including land adjoining to the south of the site which has gained full planning permission for employment uses and the solar farm to the west. Impacts could be suitably mitigated by ensuring improvements to pedestrian connectivity/crossing on the A22 southbound and high-quality design through landscape buffering and noise attenuation measures.

SITE SUMMARY FORM

PARISH: LONG MAN		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1029/1310	Natewood Farm, Polegate Road, Hailsham, BN27 3PH																				

COMMENTARY	
Site	Size is 2.06 (ha) and is greenfield agricultural land, accessed via the A22 on the site's eastern boundary.
Parish / Settlement	Long Man/ Hailsham (Type 1 – Town)
Development Proposal	Employment use only - 9,300m2 (net) employment floorspace
Changes since SA Reg 18(1)	The Eastbourne and Wealden Employment and Economic Study Update 2025 & Wealden Economic Development Strategy 2023-2033
Summary of Assessment	Natewood Farm is agricultural land situated on the western boundary of the A22 between two large, sustainable towns, Hailsham and Polegate, in the south of the district. The site proposes 9,300sqm (net) employment floor space. The site is greenfield, located in a rural location and is visually and functionally separated from Hailsham, Polegate and other settlements. However, the development of the site is considered reasonable for employment uses as the site to the west is a solar farm and land to the site's southern boundary has gained full planning permission for employment uses (under planning reference WD/2017/2261/MAJ) where upgraded access works have already been implemented. The site is well enclosed by existing vegetation alongside the A22; therefore, its development would have a limited impact on the existing vegetation within and surrounding the site, and in turn this would retain the enclosed character and historic field pattern of the site and reduce adverse visual impact from development of the site, subject to further mitigation.
Mitigation Measures	• Mitigation measures have not been identified at this stage • The proposed development could mitigate impacts by achieving suitable access from the A22 to all the necessary bus stops, and by improving pedestrian connectivity or controlled crossing on the A22 in close proximity to the site to enable access to the southbound bus stop. Development also needs to provide noise attenuation measures and a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements to ensure the successful establishment, retention, restoration and enhancement of new and existing woodland, tree or hedgerow planting. The implementation of specific Local Plan policies in relation Climate change Adaptation and Mitigation, Natural Environment, Economy and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site has no planning permission, however, the land directly adjacent to its southern boundary gained full planning permission for the demolition of existing farm buildings and the construction of a number of commercial and storage and distribution units under planning reference WD/2017/2261/MAJ, whilst a solar farm exists to the west of the site. There will need to be an assessment of cumulative impact of development on the A22, undertaken via County Wide transport modelling and site specific assessments.
Selection / Rejection / Uncertain	**SELECT for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
Economy & Employment		The proposed development is for 9,300sqm of employment floor space, which would provide support for Wealden businesses by stimulating the development of additional business units and offering employment opportunities, with positive impacts expected on the local economy.
Education & Skills		The proposed development will support the workforce with their skills as well as offer opportunities for apprenticeships and vocational training.
Minor Positive Impacts		
	Flood Risk	The site lies wholly within Flood Zone 1 and is not at risk of ground water flooding. A very small area of the south west corner of the site is affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Transport & Accessibility	Access to the site is from the existing layby off the A22 in the southeast corner of the site. There is a footpath connection to the nearest bus stop at the Woodside Hall (450 metres) to the north of the site, with buses available at multiple points every day heading in a northern direction. To access buses to the south, services go via Hailsham, or the A22 would need to be crossed, which gives more limited onward travel in this direction. Polegate station is approx. 1.6 miles south of the site and is accessed via private motor vehicle. Therefore, overall, minor positive impacts are expected on the basis that the site is semi accessible, has a footpath that connects to bus stop and additional bus services have been added to A22.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water resources and quality	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources; therefore, further details are required.
	Green and Blue Infrastructure	Site has thick frontage of hedgerows with sparse trees to the north, east and west of the site whilst open to the land to the south. Development of the site would result in the loss of agricultural/greenfield land within a rural location. The development is required to provide at least 10% BNG in accordance with the Environment Act 2021. Impacts uncertain as this is dependent upon how the proposed employment development will be implemented.
	Biodiversity	The site does not contain ancient woodland or any designated sites. The site is entirely within the Wilmington Woodlands and Watershed BOA. Development of the site would result in the loss of greenfield land with some biodiversity. The development is required to provide at least 10% BNG in accordance with the Environment Act 2021. Impacts uncertain as this is dependent upon how the proposed employment development will be implemented.
	Landscape and Townscape	The site is considered to be of low to moderate sensitivity within the Council's 2023 landscape evidence base primarily due to the site being well enclosed by existing vegetation alongside the A22. This means that its development would have a limited impact on the wider landscape. Nonetheless, the development needs to ensure protection of the existing vegetation within and surrounding the site to retain the enclosed character and historic field pattern of the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Town and Village centres	The site sits between the two large towns, Hailsham and Polegate, which have an array of services and facilities, but is functionally separated from them. Impacts on both Hailsham and Polegate town centres are considered to be uncertain at this stage.
	Soil, Land & Mineral	Site is agricultural land that has not been classified within the Agricultural Land Classification survey, thus impacts are uncertain at this stage.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development will result in an increase in waste in both construction and operation.
	Pollution	Site is classed as being on the fringe of darker areas in CPREs light pollution mapping, so its development could introduce more light to the area, although impact is limited by adjacent developments/uses. The site's rural location would encourage the use of motorised forms of transport during construction and operation, which is likely to increase air and noise pollution.
Major Negative		
	None	None
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage, Housing and Health & Wellbeing, Quality of Life & Place and Social Inclusion**

MARESFIELD

SA SITE ASSESSMENTS: MARESFIELD

PARISH: MARESFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
720/3120	Land at Batts Bridge Field, Batts Bridge Road, Maresfield																				
918/3120	Land at Oakwood Park, Maresfield Bypass, Maresfield																				
1000/3120	Land east of Top Drive, Maresfield Park, Maresfield																				
1110/3120	Land adjacent to the Maresfield Bypass, Maresfield																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
720/3120	**UNCERTAIN for Employment**	Whilst the proposed development could be seen as an extension to the Ashdown Business Park (for which the planning application has been submitted but yet to be determined), this is a significant quantum of floorspace in a countryside location and on a site which has an open visual character and intermittent clear views in from both the A272, A22 and PROWs. It may have an adverse impact on the countryside and landscape in this location and this would need to be considered in terms of mitigation. An appropriate vehicular access from the A272, or from the adjoining Ashdown Business Park would be required. There is no safe pedestrian access along the A272 until the road is alongside the Ashdown Business Park, and no access to cycle infrastructure. Further information would be required.
918/3120	**REJECT**	In landscape terms the area is of high sensitivity to large scale commercial/industrial development due to its open visual character, with intermittent clear views into the site from both the A272 and A22, and the public right of way. Aside from the Ashdown Business Park, there is little development within this area and on the site. Development of the quantum proposed would represent a significant encroachment into the countryside/landscape in this location
1000/3120	**SELECT for Residential**	The site is in a relatively sustainable location, subject to safe pedestrian and vehicular access being established, and is relatively close to services and facilities in Maresfield including public transport. It is within an existing dispersed, low density settlement pattern north of Maresfield and has a visually enclosed character, with moderate levels of tranquillity. Small-scale, low-density development would not be at odds with the existing settlement pattern in this location.
1110/3120	**REJECT**	Whilst the proposal would provide a significant amount of housing and employment floorspace, the isolated nature of the site and the lack of sustainable access via public transport, walking, cycling as well as vehicular access means housing development would be unsuitable in this location. The east of the site is currently inaccessible, and it is difficult to envisage the creation of a suitable vehicular/pedestrian access here given the constraints (significant ancient woodland, significant areas of Flood Risk and its more rural character and the existing highway alignment). The west of the site, whilst less constrained, has an open visual character and development of the scale proposed would be highly visible within the wider landscape and would require mitigation. The Ashdown Business Park, although close by, is well screened by thick woodland so development, in part, would not be seen in the context of the existing commercial area. The eastern part of the site retains a sense of remoteness and overall tranquillity.

SITE SUMMARY FORM

PARISH: MARESFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
720/3120	Land at Batts Bridge Field, Batts Bridge Road, Maresfield																				

COMMENTARY	
Site	The site is 9.88ha and is in agricultural use, located to the south of the A22 and the east of the A272, to the south of Maresfield.
Parish / Settlement	Maresfield / Maresfield (Type 4 Settlement – Secondary village)
Development Proposal	The site is promoted for employment only. The site forms part of an outline planning application WD/2022/3319/MAO for up to 60,000sqm of employment floorspace (Class E(g), B2, B8 and Office) as an extension to the Ashdown Business Park, but this has not been decided at the time of this assessment. This site has also been assessed as land within SHELAA Site 980/3120.
Summary of Assessment	This is a relatively isolated rural site, remote from public transport, local services and facilities and visually and functionally separated from the village of Maresfield. Whilst the proposed development could be seen as an extension to the Ashdown Business Park (for which the planning application has been submitted but yet to be determined), this is a significant quantum of floorspace in a rural location and on a site which has an open visual character and intermittent clear views in from both the A272, A22 and PROWs. It is possible that it would have an adverse impact on the countryside and landscape setting in this location, and this would need to be considered in terms of mitigation. An appropriate vehicular access from the A272, or from the adjoining Ashdown Business Park would be required although no evidence demonstrating this has been addressed has been provided. There is no safe pedestrian access along the A272 until the road is alongside the Ashdown Business Park, and no access to cycle infrastructure.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. However, this site forms part of SHELAA Site 980/3120 and if it came forward alongside the other adjacent SHELAA sites, cumulatively they would need to consider the impact on the landscape in this area and the highways impact. Highway improvements associated with other nearby future schemes should be considered as part of any proposals.
Select / Reject / Uncertain	**UNCERTAIN for Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Economy & Employment	The proposed development is for a significant quantum of mixed-use employment floorspace which would make a significant contribution to employment needs within the District, particularly as an extension to the Ashdown Business Park.
Minor Positive Impacts		
	Flood Risk	Part of the southwest of the site is within Flood Zones 2, 3a and 3b (functional floodplain) associated with the Batts Bridge Stream which flows along the southwestern boundary of the site. The details provided as part of the outline planning application for the wider SHELAA site (980/3120) demonstrate that development is to be kept away from that area. The southwest also contains small linear areas of surface water flood risk which would require mitigation. The site is not at risk of groundwater flooding. Notwithstanding the existing flood risk on site, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The agricultural land here is classified as Grade 3 by the ALC. However, it does not differentiate between Grade 3a and Grade 3b land. Therefore, development could result in the loss of BMV land if it is Grade 3a. It is also understood that PFAS may be present on the site. Further work will need to be undertaken to assess any land contamination risk and to identify whether potential mitigation is possible.
	Pollution	The CPRE identifies the area as having relatively high sky brightness indicating existing high levels of artificial light and a relatively light night-time environment. Development of this type in this location is unlikely to have a significant impact on light pollution levels. There is an existing sewerage works adjacent to the site and there could be issues with odour that would require further investigation and potential mitigation. Noise pollution is unlikely to be an issue given the proposed development and the presence of the existing Ashdown Business Park, recycling site and Fire Brigade Training Centre adjacent to the northeast of the site. It is also understood that PFAS may be present on the site. Further work will need to be undertaken to assess any pollution risk and to identify whether potential mitigation is possible.
	Green & Blue Infrastructure	There are hedgerows, trees and woodland surrounding the site that connect to priority habitats at the north-eastern boundary and south-western corner of the site and to the wider countryside. Development would need to retain, protect and enhance these boundary treatments to maintain the green infrastructure network of the area. The Batts Bridge Stream flows along the southwestern boundary and would also require retention and protection to maintain the blue infrastructure network. Scheme details are lacking currently.
	Biodiversity	The site is within a BOA and has ancient woodland (Park Wood) and pockets of priority habitat woodland adjoining the southwestern boundary, with priority habitat woodland also adjoining the northeastern boundary. Development would need to provide suitable buffers to the ancient and priority habitat woodland as well as consider the objectives of the BOA designation. All development will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the area has modeerate sensitivity to commercial/industrial development types. The site is influenced by the proximity of existing large scale commercial development and the A272/A22 intersection to the north, impacting the overall sense of remoteness and tranquillity. However, the site has an open visual character with intermittent clear views into the site from both the A272 and A22, and the public right of way. There is currently little development across the site, and although it is adjacent to an area of existing commercial development to the north, that development is well enclosed from the site by a thick band of woodland. Development of the scale proposed would represent encroachment into the countryside in this rural location and would be highly visible without mitigation.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	This is a relatively isolated rural site and is remote from public transport. In addition, an appropriate vehicular access from the A272, or from the adjoining Ashdown Business Park would be required which has not been demonstrated to-date. There is no safe pedestrian access along the A272 until the road is alongside the Ashdown Business Park, and no access to cycle infrastructure. The site has limited access to bus services, although new bus services are secured under WD/2022/0480/MAO (Mill House Farm, SHELAA 440/3120) which lies some way to the east of the site.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Housing; Health & Wellbeing and Town & Village Centres.**

SITE SUMMARY FORM

PARISH: MARESFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
918/3120	Land at Oakwood Park, Maresfield Bypass, Maresfield																				

COMMENTARY	
Site	Site is 11.34ha and comprises of polo/equestrian uses including a house, storage barn, arena, yard, polo field and viewing bund, located to the south of the A22 and to the south of Maresfield.
Parish / Settlement	Maresfield / Maresfield (Type 4 Settlement – Secondary village)
Development Proposal	Site is promoted for employment floorspace – 30,000sqm warehouse & distribution and 6,000sqm retail. This site has also been assessed as land within SHELAA Site 980/3120.
Summary of Assessment	This is a relatively isolated rural site, remote from public transport, local services and facilities and visually and functionally separated from the village of Maresfield. There is large scale commercial development to the north at Ashdown Business Park, that is well screened within the landscape by a thick band of woodland. In landscape terms, the area is of high sensitivity to large scale commercial/industrial development due to its open visual character, with intermittent clear views into the site from both the A272 and A22, and the public right of way. Aside from the Ashdown Business Park, there is little development within this area and on the site, albeit there are some agricultural style buildings associated with the current pole/equestrian use. Development of the quantum proposed would represent a significant encroachment into the countryside/landscape in this location and likely to have an adverse impact on the landscape without mitigation.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. SHELAA site 980/3120 is subject to an outline planning application (WD/2022/3319/MAO) for up to 60,000sqm of employment floorspace as an extension to the Ashdown Business Park, but this has not been decided at the time of this assessment. This site forms part of SHELAA Site 980/3120; however if it came forward alongside SHELAA site 980/3120 and the other adjacent SHELAA sites, cumulatively they would need to consider the impact on the landscape in this area, as well as the highways impact.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Economy & Employment	The proposed development is for a significant quantum of employment floorspace which would make a significant contribution to employment needs within the district. The retail floorspace would also provide employment opportunities.
Minor Positive Impacts		
	Education & Skills	The proposed development is for employment use, and this could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is in Flood Zone 1. No risk of surface water flooding; however, the site is within an area of groundwater concern which would need further investigation and potential mitigation. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	There are hedgerows and trees on the site boundaries which connect to ancient woodland on the southeastern and northwestern boundaries of the site (Furnacebank Wood and Calves Shaw respectively). Development would need to retain, protect and enhance these boundary treatments to maintain the green infrastructure network of the area. Scheme details are lacking currently.
	Biodiversity	The site is within a BOA and has ancient woodland (Furnacebank wood and Calves wood) on its southeastern and northwestern boundaries respectively. Calves wood is also a designated priority habitat woodland. Development would need to provide suitable buffers to the ancient and priority habitat woodland as well as consider the objectives of the BOA designation. All development will need to provide a minimum of 10% BNG.
	Pollution	The CPRE identifies the area as having a relatively high sky brightness indicating existing high levels of artificial light and a relatively light night-time environment. Development of this scale in this location is unlikely to have a significant impact on light pollution levels. However, there is a sewerage works to the east of the site and there could be issues with odour that would require further investigation and potential mitigation. Noise pollution is unlikely to be an issue given the proposed development and the presence of the existing Ashdown Business Park, recycling site and Fire Brigade Training Centre adjacent to the site and the A22.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the area has a high sensitivity to commercial/industrial development types. However, the site is influenced by the proximity of existing large scale commercial development and the A272/A22 intersection to the north, impacting the overall sense of remoteness and tranquillity. The site has an open visual character with intermittent clear views into the site from both the A272 and A22, and the public right of way. There is currently little development across the site, and although it is adjacent to an area of existing large-scale commercial development to the north, that development is well enclosed from the site by a thick band of woodland. Development of this scale proposed would represent a encroachment into the countryside in this rural location and would be highly visible and would require mitigation measures.
	Transport & Accessibility	This is a relatively isolated rural site and is remote from public transport. An appropriate vehicular access from the A22 would be required, although one does currently exist for the uses on site, it would need significant upgrading to deliver the quantum of development envisaged. The site, if brought forward for employment development, would need further consideration for matters relating to highways access/capacity, including sustainable transport options which are currently lacking.
	Town & Village Centres	The proposal includes 6,000sqm of retail floorspace in an out of town location, which is likely to draw visitors/customers away form the village centre services and facilities which in turn could have an adverse impact of the vitality and viability of the village centre.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Housing andHealth & Wellbeing..**

SITE SUMMARY FORM

PARISH: MARESFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1000/3120	Land east of Top Drive, Maresfield Park, Maresfield																				

COMMENTARY	
Site	Site is 1.59ha, located to the north of Maresfield, on the edge of the built-up area of Maresfield Park) and is used as a paddock.
Parish / Settlement	Maresfield / Maresfield (Type 4 Settlement – Secondary village)
Development Proposal	The site is promoted for 10 (net) dwellings.
Summary of Assessment	The site is in a relatively sustainable location, subject to a safe pedestrian and vehicular access being established and is relatively close to services and facilities in Maresfield including public transport. It is within existing dispersed, low density settlement pattern north of Maresfield and has a visually enclosed character, with moderate levels of tranquillity. Small-scale, low-density development would not be at odds with the existing settlement pattern here. Development will need to undertake an Appropriate Assessment as the site is within 7km of the Ashdown Forest SPA / SAC.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • All residential development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. There are sites promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on the highway and the Ashdown Forest SPA.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	There are no designated sites or habitats within the site; however, there are areas of Priority Habitat woodland adjoining the eastern and part of the northern boundaries of the site and along the north side of the existing access drive. Suitable buffers would be required to protect the woodland from any development impacts. The site is also within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Housing	The development would deliver 10 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Green & Blue Infrastructure	The site has matured treed boundaries with priority habitat woodland adjoining the eastern boundary and along the access drive, providing good wildlife corridors and connections to the woodland in the wider area. Development would need to retain, protect and enhance these boundary treatments to maintain the green infrastructure network of the area. Scheme details are lacking currently.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Landscape & Townscape	The site is considered to have moderate landscape sensitivity to small scale residential development in the 2023 landscape evidence base as it is within the dispersed, low density settlement pattern north of Maresfield and has a visually enclosed character, with moderate levels of tranquillity. Small-scale, low-density development would not be at odds with the existing settlement pattern and would not have an adverse impact on the wider landscape. The existing boundary vegetation would need to be retained and protected / enhanced to maintain visual enclosure of the site.
	Transport & Accessibility	No existing access to the site, which is set back from Top Drive by approximately 80-100m, although the site submission provides land for the creation of a new access. This would run alongside existing (priority habitat) woodland, at the top of an existing agricultural field. Top Drive to the west (where the proposed vehicular access is located) is a public footpath, although there are no formal footpaths to the side of the lane, which is also used by vehicular traffic. There are bus stops in the vicinity, within 500m – 650m of the site, with the closest stops being approximately 540m from the proposed access junction. Subject to a safe vehicular access being established, including a suitable balance between the footpath and vehicles using the footpath to access the site being considered acceptable, a low-density development referencing the prevailing pattern and form of development in the immediate location could be suitable at this site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
	Town & Village Centres	The site is on the edge of Maresfield; however, subject to a safe vehicular and pedestrian access being established, it is in proximity of services and facilities in Maresfield, which would support the vitality and viability of the village centre.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution Soil, Land & Minerals; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: MARESFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1110/3120	Land adjacent to the Maresfield Bypass, Maresfield																				

COMMENTARY	
Site	The site is 90.45 ha and comprises of several residential dwellings, agricultural land, woodland, lakes and a polo ground, located to the southwest of Maresfield, to the west and south of the A22 and east of A272.
Parish / Settlement	Maresfield / Maresfield (Type 4 Settlement - Secondary Village).
Development Proposal	The site is promoted for up to 2,000 (net) dwellings, an undetermined amount of office and light industrial floorspace and 28ha of green infrastructure. No scheme details submitted at this time. The site incorporates SHELAA Sites 720/3120, 980/3120 and 918/3120 that have been considered separately. Sites 720/3120 and 980/3120 are subject to an ongoing outline planning application (WD/2022/3319/MAO) for up to 60,000sqm of employment floorspace as an extension to the Ashdown Business Park.
Summary of Assessment	This is a large site which is relatively isolated, remote from local services and facilities and visually and functionally separated from the village of Maresfield. Whilst the proposal would provide a significant amount of housing and employment floorspace, the isolated nature of the site and the lack of sustainable access via public transport, walking, cycling as well as the difficulties of providing a vehicular access means housing development in particular would be unsuitable in this location. This is especially true for the eastern half of the site where there is currently no existing vehicular access and it is difficult to envisage the creation of a suitable vehicular/pedestrian access given the constraints here (significant ancient woodland, significant areas of Flood Risk and its more rural character and the existing highway alignment). Development of this scale would also have an unacceptable impact on the landscape on this edge of Maresfield, especially in the east of the site which possesses a well-wooded character, with a strong sense of tranquillity and remoteness. The west of the site, although more influenced by the proximity of the A272 and Ashdown Business Park, is also relatively tranquil and rural, with an open character and views into the site from the roads and PRoW. If residential development were to come forward, it would need to undertake an Appropriate Assessment as the site is within 7km of the Ashdown Forest SPA / SAC.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • All residential development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. Adjacent sites are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and the Ashdown Forest SPA.
Select / Reject / Uncertain	**REJECT for mixed use residential & employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development would deliver up to 2,000 (net) dwellings on the potential developable area of the site, and this would contribute to the district's identified housing need. In addition, due to the quantum of housing proposed, the development could accommodate an appropriate mix of type and tenure, including affordable housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
	Economy & Employment	The promoter has not disclosed the amount of employment floorspace to be provided as part of any development; however, given the size of the site it is likely to be substantial and will have a significant positive effect on employment provision within the district.
Minor Positive Impacts		
	Education & Skills	The amount of employment floorspace this site could provide could also provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Green & Blue Infrastructure	The southern and western boundaries are heavily treed and wooded, providing excellent green corridors into the wider landscape and ancient and priority habitat woodland to the south and west. The Batts Bridge Stream flows along the western boundary and the pond/lake in the southeast connects to the Shortbridge Stream, both of which contribute to the blue infrastructure network of the wider area. Any development would need to retain, protect and enhance these features to maintain and enhance the green and blue infrastructure network of the area and the site. The site promoter states 28ha of green infrastructure provision which would have a significant positive effect, but details of this provision are lacking at this time.
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Most of the site is Grade 3 agricultural land with the land in the west, within the flood zones, classified as Grade 4 agricultural land. It is also understood that PFAS may be present on the site, in the northwest (SHELAA site 720/3120) and the east (SHELAA site 918/3120). Further work will need to be undertaken to assess any pollution risk and to identify whether potential mitigation is possible regarding the potential presence of PFAS.
	Biodiversity	Within the central part of the site, is a large area of ancient woodland (Furnacebank Wood) that fronts the A22 to the north. Smaller pockets of ancient woodland (Grove Wood and Blackdown Wood) are within the southeastern half of the site, bordering and close to the pond/lake. Other ancient woodland also adjoins the site's western boundary (Park Wood) and southern boundary (Thirty Acre Wood and Blackdown Shaw). The site is also wholly within the Western Ouse Streams and Ashdown Forest BOA and contains pockets of priority habitat woodland, primarily in the southeastern half of the site (the area of the site outside of SHELAA Site 980/3120). The site therefore is likely to have significant biodiversity value, particularly in the southern/southeastern half and would require significant mitigation. The site is also within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for residential development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Health & Wellbeing	The site proposes large-scale development that has the potential to impact health outcomes but as no scheme is submitted to address this, further details are required.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Flood Risk	Part of the west of the site, alongside the Batts Bridge Stream, and through the centre of the site, associated with the pond/lake and Shortridge Stream, are within Flood Zones 2 and 3a. The western part is also within Flood Zone 3b functional floodplain. There are also extensive areas of surface water flood risk in the west, centre and south of the site associated with the watercourses and waterbodies on/adjacent to the site. Areas in the north of the site are at risk of ground water flooding and would require further investigations. These flood risks would require significant mitigation and careful consideration of any development design and layout which have not been provided to date. Notwithstanding this, mitigation measures would still need to be provided for the site in terms of surface water runoff, as development will introduce impermeable surfaces.
	Water Resources	Wealden is an area of serious water stress and development of this scale is likely to have an impact on water resources.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The CPRE identifies much of the site as being within an area of relatively high sky brightness, indicating existing high levels of artificial light and a relatively light night-time environment (being close to the A22 and A272 and other development). The same mapping identifies the southwest of the site as being within an area of relatively low sky brightness, indicating low levels of artificial light and a relatively dark nighttime environment (a more rural area with adjacent ancient woodland, countryside and little/no development). Development of this scale in this location is likely to have an impact on light pollution levels, particularly in the south of the site which could affect the ancient woodland habitat and the species it supports. Noise pollution because of development could also be an issue given the largely rural character of the site, particularly in the south and west of the site away from the roads. The sewerage works adjacent to the northern boundary of the site could pose odour issues and this would require investigation and potential mitigation.

Major Negative	
Transport & Accessibility	The western part of the site (incorporating SHELAA Sites 720/3120, 918/3120 and 980/3120) have no appropriate vehicular or pedestrian access for this scale of development. There is no safe pedestrian access along the A272 until the road is alongside the Ashdown Business Park, and no access to cycle infrastructure. There is currently no existing vehicular access to the eastern part of the site, and it is difficult to envisage the creation of a suitable vehicular/pedestrian access to the site given the constraints (significant ancient woodland, significant areas of Flood Risk and its more rural character and the existing highway alignment).
Landscape & Townscape	The east of the site possesses a well-wooded character, with a strong sense of tranquillity and remoteness, resulting in a moderate to high sensitivity to development in the 2023 landscape evidence base. The site is separated from Maresfield and Uckfield by the wooded corridors of the A22/A26 and wooded valley sides, and potential development here would have no relationship with the existing settlement edge. The rural character of this part of the site, with a relatively intact historic field pattern of assarts, areas of priority habitat and ancient woodland and multiple water courses increase sensitivity. Although there are minor impacts on tranquillity due to the proximity of the A26, the east of the site retains a sense of remoteness and overall tranquillity. The western half of the site comprises relatively flat, open modern field amalgamations in arable and pastoral use and is influenced by the proximity of the Ashdown Business Park and the A272/A22 intersection to the north, impacting the overall sense of remoteness and tranquillity and indicating moderate sensitivity to development. However, it does have an open visual character with intermittent clear views in from both the A272 and A22, and the public right of way and although it is adjacent to Ashdown Business Park to the north, that development is well enclosed from the site by a thick band of woodland. The site as a whole retains a sense of remoteness and overall tranquillity. Development of the scale proposed would have an adverse effect on the landscape and townscape in this area and would require significant mitigation.
No Significant Impacts	
	Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Historic & Cultural Heritage and Town & Village Centres**

MAYFIELD & FIVE ASHES

SA SITE ASSESSMENTS: MAYFIELD AND FIVE ASHES

PARISH: Mayfield & Five Ashes

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
959/1210	Little Rose, Meres Lane, Cross in Hand, Heathfield																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
959/1210	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	Development of this site would be an extension to an existing gypsy and traveller site and will contribute to the districts assessed need. However, the site is wholly within the High Weald National Landscape with ancient woodland and priority habitat being adjacent to the site. There is an existing access via Meres Lane however further assessment is required to determine whether this is suitable for further development, although constraints on this site and adjacent limit the amount of growth notwithstanding.

SITE SUMMARY FORM

PARISH: Mayfield and Five Ashes		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
959/1210	Little Rose, Meres Lane, Cross in Hand, Heathfield																				

COMMENTARY	
Site	Site is 0.31ha and is an existing Gypsy and Traveller site with one pitch.
Parish / Settlement	Mayfield and Five Ashes
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is an existing Gypsy and Traveller site to the south east of Five Ashes, north of Cross in Hand. The site is wholly situated in the High Weald National Landscape. Ancient woodland and priority habitat bound the east and south of the site and these should be maintained and appropriate buffers incorporated if any development were to take place. There is an existing access to the site via Meres Lane, however it is unclear whether the access could support the level of development proposed due to the narrowness of Meres Lane. The site is visually and functionally separated from Five Ashes and there is no pedestrian, bus or train access within a close distance of the site. Therefore, the site would be solely reliant on a private vehicle for travelling and accessing facilities and services. However, it is noted to provide existing GTSSP provision thus any development would act as an extension to that.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site benefits from a temporary planning permission (WD/2017/0727/FA) for two mobile homes. There are no other SHELAA sites in close proximity to the site.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District. The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern and eastern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Ancient woodland, local wildlife site and priority habitat is adjacent to the east and south of the site. Any mature trees and hedgerows on site boundaries should be maintained, and buffers will be required. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development according to the Landscape Sensitivity Assessment 2023 and is detached from the existing built form in Five Ashes. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Town & Village Centre	The site is in a rural location with poor / limited access to any town or village centre for people to reach services and facilities and it is unlikely to support the vitality and viability of a village or town centre.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Meres Lane, however this may need to be improvements to the access dependent on the level of development on the site. It is uncertain whether this could be achieved due to the narrowness of the Lane. There is no pedestrian connectivity or PrOW to the site. There is a bus stop within a 10 minute walk of the site, however there is no pedestrian connectivity or PrOW to the site. The nearest train station is Crowborough approximately 7 miles away or Buxted approximately 5 miles away, therefore the only reasonable access to the station is via private vehicle.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

NINFIELD

SA SITE ASSESSMENTS: NINFIELD

PARISH: NINFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
012/1630	Messens Farm, Potmans Lane, Lunsford's Cross																				
972/3170	Land west of Bexhill Road																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
012/1630	**REJECT for Residential**	The site is located in Lunsford Cross, a settlement not categorized within the settlement hierarchy for the district and therefore considered to be an unsustainable location. Despite the access to bus services, the site is in an isolated and detached location, has poor access to services and amenities and development would not conform with the Spatial Strategy for the district.
972/3170	**REJECT for Residential**	The site situated within a semi-rural location and lies outside a recognised settlement boundary, including that of Ninfield and does not conform with the overall strategy for development. Residential development is not considered suitable due to the nature of the site's topography, which would make the development highly visible in the wider landscape to the south and southwest. The proposed development would be seen from the site, including the High Weald Landscape and the Pevensey Levels in the wider views due to its countryside location where the existing vegetation on its boundaries is not well screened. Some impacts could be mitigated by achieving suitable access and speed limit within the area, footway on the west side of the A269, improved pedestrian connectivity to the existing network, and ensuring high quality design by protecting resident amenity and providing landscape buffering and planting however this does not overcome significant concerns of landscape and townscape impact.

SITE SUMMARY FORM

PARISH: NINFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed at SA Reg 18(1)**																				
012/1630	**Messens Farm, Potmans Lane, Lunsford's Cross, TN39 5JL**																				

COMMENTARY	
Site	Size is 1.26 (ha) and is a greenfield agricultural land, located to the west of Potman's Lane and to the northwest of Lunsford's Cross.
Parish / Settlement	Ninfield / Lunsford Cross (Unidentified in Settlement Hierarchy)
Development Proposal	Planning permission granted for 13 net dwelling. The remaining land is being assessed for the provision of an additional 5 (net) dwellings.
Summary of Assessment	The development proposes 5 (net) dwellings, which has potential to contribute positively to the district's identified housing need. The site comprises two agricultural fields located to the west of Potman's Lane and to the northwest of Lunsford's Cross. There is an existing tarmacked access into the lower middle part of the site although this looks to be single access with no gate. There is also a field gate and track access to the very north of the site. There are some footpaths along the A269 to the south of the site and on both sides of Potmans Lane but pedestrian connectivity beyond the immediate surrounds, to Ninfield (a sustainable settlement), does not exist and Lunsford Cross has no services or facilities. The site is around 1.5 miles from Ninfield and is therefore isolated and detached from any services and facilities. Together with the lack of pedestrian connectivity to Ninfield or any other settlement, the site has poor access to local services and amenities and would not accord with the spatial strategy for the District.
Mitigation Measures	• Specific mitigation measures have not been identified. • A suitable access would need to be achieved. The existing access into the site would need upgrading and widening, but as the site is generally flat, it is anticipated that minor upgrade works may be required. The site lies within a 30-mph zone on a relatively straight road, with a bend to the north where the road changes to the national speed limit, therefore a traffic assessment will need to be undertaken. A footway is required along the frontage to connect to the existing network. Footpaths to the southern end of the site would need extending into the site or up to the access point as there is limited road width space for pedestrian crossings. • Further impacts could be mitigated by ensuring high quality design by providing appropriate SuDS and landscape buffering and planting /or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. Any development would need to incorporate opportunities to protect the residential amenity of dwellings. The implementation of specific Local Plan policies in relation to Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The southern part of the site was granted planning permission (under reserved matters) for 13 dwellings under planning reference WD/2022/0649/MAJ, which was allowed at planning appeal. The planning permission will expire in March 2027. The northern part of the site was refused permission for four dwellings, under planning reference WD/2017/0169/O. It is acknowledged that development of this site, alone and in combination with the neighbouring land uses, including the residential development along Potman's Lane (road) to the east of the site (opposite) and to the south of the site will result in pressures on the highway network (A269), other natural and built infrastructure, and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Biodiversity	The site has no designations. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. Site has potential for wildlife corridors/ stepping stones. The site is largely pasture/grazing land, which has a low biodiversity value, and as the development of the site requires at least 10% BNG in accordance with the Environment Act 2021, most likely be a substantial biodiversity gain resulting from the proposed landscaping including a hedge along the rear boundary.
	Housing	The 18 (net) dwellings proposed would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	Site is greenfield agricultural land but has not been classified within the Agricultural Land Classification survey. The agricultural fields are to the north and west of the site. The land is not safeguarded for minerals
	Green & Blue Infrastructure	There is a mature hedge line to the front of the side, lining the road, and tree boundary to the north joining to further vegetation to northeast of site. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site lies within an area of the district considered to be of somewhat 'darker' by CPRE's light pollution mapping, its proximity to existing development means development of the site would have a negative impact upon degree of brightness in the darker countryside south of the settlement as well.
	Town & Village Centre	The site is located in Lunsford Cross, not a settlement classified in the district's settlement hierarchy and therefore an unsustainable location. There are no services or facilities within the area, and the site is at some distance from Ninfield, and development is unlikely to support the vitality and viability of the village centre.
	Transport & Accessibility	There is an existing tarmacked access into the lower middle of the site, however this looks to be single access and would need upgrade works to serve any development. There is also a field gate and track access to the very north of the site. The site can be accessed via existing footpaths from Ninfield Road (A269) to the south of the site and there are footpaths on both sides of Potman's Lane; one stops adjacent to the southern boundary of the site, and the opposite side of the road's footpath continues north. However, these footpaths are limited to the immediate surrounds of the site and provide no pedestrian connectivity to services and facilities in the nearest sustainable settlement of Ninfield. The nearest bus stop is on Ninfield Road at the junction between Potmans Lane and Ninfield Road and can be reached via the footpaths along Potman's Lane (approx. 290m from the site. However, the nearest train station is in Bexhill (approx. 3.2 miles from the site). Notwithstanding the access to bus services, the site is in an isolated and detached location and has poor access to local services and amenities and development would likely still be car dependent.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic & Cultural Heritage, Health & Wellbeing, Landscape and Townscape; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: NINFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
972/3170	**Land west of Bexhill Road, Ninfield, TN33 9EG**																				

COMMENTARY	
Site	Size is 1.66 (ha), and greenfield agricultural (Grade 3) land on southern edge of Ninfield fronting onto Bexhill Road (A269) to the east and Crouch Lane to the south and west.
Parish / Settlement	Ninfield /Ninfield (Type 4 - Secondary village)
Development Proposal	24 (net) dwellings
Summary of Assessment	Land west of Bexhill Road, Ninfield, contains two fields that are used for agricultural purposes on the southern edge of Ninfield fronting onto Bexhill Road (A269) to the east and Crouch Lane to the south and west. The Ninfield Working Men's Club is located on the northern boundary of the site but is not included within the site. The site is outside a recognised settlement boundary, including that of Ninfield which is approximately 2km from the site and considered a sustainable settlement. The development proposes 24 (net) dwellings, which has potential to contribute positively to the District's identified housing need. The site is greenfield, detached from any identified settlement but is relatively well located in relation to existing services with bus services running along the course of the A269 to more comprehensive services and facilities found in Bexhill, Hastings and Battle. The site has an existing agricultural vehicle access onto the Bexhill Road via the Ninfield Working Men's Club in the north of the site and then access between fields through a break in the boundary to the south, however, these accesses would need to be upgraded/widened for further intensification of the site and other landowners' agreement. The built form in this location is characterised by a line of residential dwellings facing Bexhill Road and there is also an established cluster of loose knit properties to the west. The area is further characterised by low rolling fields with scattered woodland which can be seen from the site, including the High Weald Landscape and the Pevensey Levels in the wider views. The site's topography falls away from north to south and is highly visible in the wider landscape to the south and southwest and is not well screened by existing vegetation on its boundaries. The site is also at a lower level than land to the north of the site where planning permission has been granted for 65 (net) dwellings under planning reference WD/2021/2454/MAO. Given these landscape and townscape issues, residential development of this scale is not suitable on this site.
Mitigation Measures	• Specific mitigation measures have not been identified. • New access would need to be provided. Therefore, the existing agricultural vehicle access from Bexhill Road (A269) to the existing Ninfield Working Men's Club on the site and/or the between fields through the boundary to the south would need to be upgraded/widened for further intensification of the site. In addition, the existing speed limit in this location is 40mph and a traffic assessment will need to be undertaken to determine whether sufficient visibility splays will be achievable, or this will need to be amended. Also, new pedestrian crossings and an improved footway on the west side of the A269 would have to be achieved. Further impacts could be mitigated by ensuring high quality design through noise attenuation measures and landscape buffering and/or a Landscape and Ecological Management Plan (LEMP) that accords with best practice standards and regulatory and legislative requirements, to ensure the successful establishment, retention, restoration and enhancement of new and existing tree or hedgerow planting. Any development would need to incorporate opportunities to protect the residential amenity of dwellings. The implementation of specific Local Plan policies in relation to Climate Change Adaptation and Mitigation, Natural Environment, Design and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	The site was subject to a planning application for up to 24 dwellings (planning reference WD/2024/1034/MAO), but this was refused by the Council and recently dismissed at planning appeal (October 2025) as the proposed development would result in substantial harm to the character and appearance of the area. The adjacent land to the north of the site has planning permission for 65 residential dwellings (WD/2021/2454/MAO), but differing landscape impacts. It is acknowledged that the proposed development alone and in combination with the development of the neighbouring SHELAA sites 831/3170 and 552/3170, surrounding land uses, including the established residential dwellings to the west of the site result in pressures on the highway network (A269), natural and built infrastructure, the natural environment and air and noise pollution.
Selection / Rejection / Uncertain	**REJECT for Residetnial**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impact		
	Flood risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The 24 (net) dwellings proposed would make a small, but positive contribution to the district's housing need.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Soil, Land & Minerals	The site is greenfield agricultural land and classified as grade 3 within the Agricultural Land Classification system (ALC). The site is not safeguarded for waste or minerals operations. There are no known issues with contamination of land.
	Biodiversity	The site does not contain any designated sites and is not in close proximity to any designated sites. However, ancient woodland Staplehurst wood is 100m to east of site and is also a priority habitat and is 4.91 ha of deciduous woodland. There is no ancient woodland or Priority Habitats within the site, or in close proximity to the site. The site is not within a Biodiversity Opportunity Area. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Green & Blue Infrastructure	There are mature hedgerows fronting the site along Bexhill Road. The trees and hedgerows contribute to the site's green infrastructure network as well as the wider area. Development of the site requires at least 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	The site has an existing agricultural vehicle access onto the Bexhill Road via the Ninfield Working Men's Club in the north of the site and then access between fields through a break in the boundary to the south. The existing speed limit in this location is 40mph. The site is within 450m of several bus stops offering regular and frequent services to Bexhill in 12-minutes, Tunbridge Wells in 29-minutes and Eastbourne in 55-minutes. Hastings can also be reached by bus in approx. 59-mins. The existing footpath in this location lies on the opposite side of Bexhill Road, therefore any development of the site would be required to provide a footpath along the west of the highway or pedestrian crossing infrastructure to connect with the existing footpath to help reduce the need to travel by car, although car travel will likely remain. The site is also within a 15-minute walk of the services on Lower Street via existing footpaths along the High Street. There is no dedicated cycle infrastructure. PRoW Footpath 15 is opposite the site to the east but does not enter.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
	Pollution	The site lies within an area of the district considered to be of somewhat 'darker' by CPRE's light pollution mapping, its proximity to existing development means development of the site would have a negative impact upon degree of brightness in the darker countryside south of the settlement as well.
	Landscape & Townscape	The site lies outside of the High Weald National Landscape. The site is considered to be of moderate sensitivity to development according to Landscape Sensitivity Assessment 2023 although it is more sensitive to the south due to the site's visibility in the wider landscape. The site falls away from north to south, so it will be highly visible in the wider landscape to the south and southwest due to its elevation. The site is detached, not well screened by existing vegetation on its boundaries and thus, development of the site would be out of character in the open countryside, and additional structural planting would be needed to help reinforce the character and appearance of the site although this may not necessarily lessen the negative effects.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment, Town & Village Centre and Education & Skills.**

PEVENSEY

SA SITE ASSESSMENTS: PEVENSEY

PARISH: PEVENSEY

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
1100/3200	The Old Mint House, High Street, Pevensey, BN24 5LF																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1100/3200	**SELECT for Mixed Residential/Employment**	Brownfield site within a sustainable settlement in close proximity to public transport and some services and facilities in Pevensey. Redevelopment of the site could negatively impact on heritage assets, but sensitive reuse could bring major positive impacts in securing reuse of a building at risk. This is uncertain at this stage. Further impacts could be mitigated where suitable access can be achieved, and the development sustains and enhances the significance of the heritage assets and puts them to a viable use that is consistent with their conservation.

SITE SUMMARY FORM

PARISH: PEVENSEY		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1100/3200	The Old Mint House, High Street, Pevensey, BN24 5LF																				

COMMENTARY	
Site	Size is 0.24 (ha) and is brownfield land with a residential dwelling, car park and commercial building with associated outbuildings.
Parish / Settlement	Pevensey / Pevensey (Type 2 – Urban settlement)
Development Proposal	2 (net) dwellings and 7 live /work units (employment space)
Summary of Assessment	The Old Mint House, a Grade II* listed building, is of high significance due to its age, its past uses and its prominent location within the village of Pevensey, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The development proposes 2 (net) dwellings and 7 live/work units, on brownfield land, which has potential to contribute positively to the district's identified need, and the vitality and viability of the settlement. Although the site has good access to services, facilities and sustainable public transport options, suitable vehicular access is of concern, given the narrow site entrance. In addition, the redevelopment of the site could have major negative impacts on the Grade II* heritage asset itself, if not sensitively undertaken, and also the setting of other listed buildings and heritage assets in close proximity to the site. However, impacts could be mitigated where suitable access can be achieved, and the development preserves and enhances the significance of the heritage assets and puts them to a viable use that is consistent with their conservation. This would have significant positive effects to reuse a heritage asset currently at risk.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The proposed development could mitigate impacts by achieving a suitable access, and by identifying and fully incorporating opportunities to better reveal the significance of the historic environment through protecting the listed building, reflecting the current good practice advice and research produced by Historic England. The implementation of specific Local Plan policies in relation to Historic Environment, Climate change adaption and mitigation, Natural Environment and Infrastructure could also help to mitigate impacts.
Cumulative Impacts	Pevensey is classified as a sustainable settlement, but issues of flood risk make the majority of proposed sites unsuitable. In contrast, this site is located in Flood Zone 1, and although no planning application has been submitted for the whole site, planning application WD/2020/0559/F was approved for the conversion of the industrial units to the rear of the site to be converted into live/work units. Therefore, redevelopment of the site is suitable in principle, and in combination with other limited sites in the locality, will result in limited pressure on infrastructure and the built and natural environment.
Selection / Rejection / Uncertain	**SELECT for Mixed Residential/Employment**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood risk	The majority of the site is within Flood Zone 1, with a small area in Flood Zone 2 and 3 when undefended at the back of the site and surface water flood risk in the centre. This would reduce the developable area although sufficient land remains available to deliver the proposed quantum of development. No risk of groundwater flooding on site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	The northern boundary of the site consists of hedgerows and a few trees, and this would contribute to the green infrastructure network in the area. Any development will need to provide a minimum of 20% BNG on site and/or off-site.
	Biodiversity	The Pevensey Levels SAC, SSSI and Ramsar are directly north of the site. Also, the Pevensey Levels BOA and the Pevensey Levels coastal and floodplain grazing marsh are directly to the north of the site. Any development would need to provide a minimum of 10% biodiversity net gain (BNG) on site and/or off-site, bringing benefits to this brownfield site.
	Transport & Accessibility	Site within 5-minute walk of bus stops with regular/frequent services to Eastbourne and other settlements such as Tunbridge Wells, Lewes and Polegate. Site within walking distance to Pevensey Bay, and Pevensey and Westham train stations. Site within walking distance of some services and facilities along Pevensey High Street. Existing access to site is narrow, so there is the need to provide suitable access to the site from the High Street or consider alternatives in this sustainable location, including a reduction to quantum of development if required.
	Housing	The 2 (net) dwellings and 7 live/work units proposed would make a small, but positive contribution to the district's housing need. Details needed on type/tenure of homes.
	Economy & Employment	7 live/work units are likely to create longer term employment opportunities as well as support the local economy during construction.
	Town and Village Centres	The development sits within the Pevensey High Street, and this will support the long-term vitality and viability of services within the settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Historic and Cultural Heritage	The Old Mint House is a Grade II* listed building located within the Pevensey and Westham Conservation Area, where there are a number of other grade II listed buildings along Pevensey High Street. The site is within close proximity to the Grade I listed St Nicolas Church, Pevensey and Pevensey Castle, a Scheduled Ancient Monument, which is less than 100 metres away from the site. Development reuses a listed property on the Building at Risk register, however, further details are required on how the development will be designed.
	Digital Infrastructure	Only 47% of all premises (residential and business) in the district are covered by at least one broadband operator for a fixed download speed.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in gashouse gas emissions in both construction and operation.
	Waste	Development reuses an existing property, and this will minimise waste during construction, but noting some waste will still arise in both construction and operation.
Major Negative		
None		**NONE**
No Significant Impacts		
		Owing to the type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water resources, Soil, Land & Mineral, Pollution, Landscape & Townscape, Health & Wellbeing and Education & Skills.**

POLEGATE

SA SITE ASSESSMENTS: POLEGATE

PARISH: Polegate		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
255/1510	Land at and adjoining Honey Farm, Eastbourne Road, Polegate																				
835/1510	Land at Polly Arch, Lynholm Road, Polegate																				
1069/1510	Polegate West																				

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
255/1510	**REJECT**	Owing to its location and the significant constraints in relation to infrastructure, transport, access, landscape and biodiversity, this site is considered unsuitable for residential development by itself and would be out of keeping with the surrounding land uses. If it were to come forward as part of a larger, comprehensive development with Site 1069/1510 it may be deemed suitable for development however impacts on the landscape, highways and biodiversity would require further investigation.
835/1510	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	Site is in a sustainable settlement with good connections to local services and facilities as well as connectivity with public transport. Development would be an extension to a current gypsy and traveller site and will contribute to the districts assessed need. Further detail required on access to the site and flood risk along the access route, although noting flood risk on the site itself may be suitable/mitigated.
1069/1510	**REJECT for Gypsy, Traveller and Travelling Showperson Development**	The site is bounded by the A22/A27 interchange which separates the site from the settlement of Polegate. Therefore, the site is isolated from local services and facilities. The site is within the setting of the South Downs National Park to the southern boundary as well as a cluster of listed buildings and a historic park and garden. The location the site as a whole is considered unsuitable in its entirety.

SITE SUMMARY FORM

PARISH: POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
255/1510	Land at and adjoining Honey Farm, Eastbourne Road, Polegate																				

COMMENTARY	
Site	41.52ha site containing agricultural land, a waste transfer station, A22 highway drainage infrastructure, allotments and amenity land to the west of Polegate
Parish / Settlement	Polegate and Willingdon/Polegate.
Development Proposal	Residential development
Summary of Assessment	Despite the site's proximity to the A27 and Polegate, a sustainable settlement, the site and immediate locality are rural in nature (used mainly for livestock farming) and is severed from local services and facilities, including public transport links in Polegate. Significant infrastructure improvements, associated road infrastructure to address the severance with Polegate, and upgraded pedestrian linkages with the town would all be required to make the site, by itself, potentially suitable for development. This is unlikely to be achievable or viable on the site as currently proposed. Furthermore, the site is moderate to highly sensitive to residential development and has prominent intervisibility with the South Downs National Park as well as contributing to the setting of Wootton Manor Historic Park & Garden and the cluster of listed buildings. Development of the scale and expanse identified is likely to have significant adverse impacts on their settings and views. The site also faces constraints in the form of flood risk, presence of Priority Habitat Deciduous Woodland, a watercourse, potential contaminated land and TPO trees. Owing to its location and site constraints, this site is considered unsuitable for residential development by itself and would be out of keeping with the surrounding land uses.
Mitigation Measures	• Mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could help to mitigate impacts.
Cumulative Impacts	Impacts on the landscape, highways and biodiversity would require further investigation to determine the cumulative impacts and identify mitigation.
Selection / Rejection / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development of this site for housing could deliver a substantial number of dwellings on the developable areas of the site, and this would contribute to the district's identified housing need. In addition, due to the size of the developable area of the site, the development could accommodate an appropriate mix of types and tenure, including affordable housing and Custom and Self-build Housing, meeting specific housing needs of the local population as well as making a positive contribution to meeting the district's overall housing need.
Minor Positive Impacts		
		NONE
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	Most of the site lies within Flood Zone 1, though areas of Flood Zones 2 and 3 are present in the lower central part, with linear elements extending from a larger area in the southeast. The southern portion is divided by an area at risk of surface water flooding, with additional smaller areas of risk in the north near Cophall Roundabout, along the access point and elsewhere across the site. The site is not at risk of groundwater flooding. These flood risks will need to be considered if the site comes forward for development. A site-specific Flood Risk Assessment would be required to demonstrate that the development would not increase flood risk on-site or elsewhere, and that appropriate mitigation can be secured. Considering the scale of the proposed development,, appropriate infrastructure could be delivered alongside the development to allow safe access at all times. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources. The site is not within a Groundwater Source Protection Zone, however the site is within the hydrological catchment of the Pevensey levels SAC / Ramsar site, and development could have an impact on water quality here.
	Green & Blue Infrastructure	The site is crossed and bounded by multiple rows of mature deciduous trees and hedgerows forming excellent wildlife corridors/stepping stones within the site and to the wider countryside/landscape. A prominent band of trees runs east–west through the site, continuing along the eastern boundary, and is designated as priority habitat deciduous woodland subject to a group Tree Preservation Order (TPO). There are also allotments in the north of the site which contribute to the green infrastructure network of the site. A water course bisects the southern section of the site running east to west contributing to the blue infrastructure network of the site and wider area. Any development would need to retain, protect and enhance these features to maintain and improve the green and blue infrastructure network.
	Biodiversity	There are no biodiversity designations within the site however the Wooton Manor Grassland Link BOA borders the site to the west. The eastern boundary of the site (along the A27) is demarcated by priority habitat deciduous woodland, and this habitat also bisects the north of the site from east to west. Any development will need to ensure appropriate buffers and protections for the woodland habitat to protect its biodiversity value. The tree and hedgerow field boundaries are also likely to have some degree of biodiversity value and should be retained, protected and enhanced as part of any development scheme. The site is also located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to appropriate assessment under the Habitat Regulations. It will also need to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. Notwithstanding this, all development must deliver a minimum 10% Biodiversity Net Gain (BNG),
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Health & Welbeing	The nearest health services are located in Polegate but these are not readily accessible from the site. The Eastbourne, Hailsham and Seaford CCG has indicated that contributions may be required to expand health provision and clinical capacity, depending on the scale and cumulative impact of development in the wider area. Within Polegate Parish, there is a deficit in amenity greenspace, play provision, and adult sports facilities, including cricket pitches. Development at this site would need to look to provide open space, including youth and adult play space which can comprise public access sports pitches, to support physical and mental wellbeing. However, the site remains detached from existing facilities due to its separation from the settlement, and mitigation measures should be explored through site-specific landscape and infrastructure assessments.
	Soil, Land & Minerals	National datasets suggest some parts of the site have low likelihood of them containing Best and Most Versatile (BMV) agricultural soils and some parts have a moderate likelihood, this cannot be confirmed without a site-specific assessment. The Council does not hold detailed mapping for this location, so further investigation will be necessary to establish the soil classification with certainty.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required

Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation
Historic & Cultural Heritage	The northern section of the site is covered by an Archaeological Notification Area. Site specific survey work would be needed to ensure development in this area of the site is possible. The site adjoins Wootton Manor Grade II Listed Historic Park & Gardens, which contains a cluster of Grade II listed buildings. The settings of these heritage assets will need consideration, and surveys would be required to assess any potential harm from development proposals and identify suitable mitigation. However, a development of this scale, siting, proximity and extent is likely to significantly alter the rural setting of these heritage assets.
Pollution	The site contains a waste transfer station, though the types of waste accepted are unknown. This existing use may pose a risk of land contamination, which would require investigation. Part of the site is also used as allotments, where long-term use of herbicides, pesticides, and fertilisers may have led to localised soil contamination. The site contains an attenuation basin which drains the A22 a likely source of pollution. Additionally, the site's proximity to the railway line and the A22 introduces potential noise.
Town & Village Centres	It is the view of the Highway Authority that the site is isolated and detached from any identified settlement or local facilities and amenities, they consider the site is not readily accessible to pedestrians and cyclists and there are limited attractive footpaths links to services and facilities in Polegate. The bus stops on the A22 do link the site to Polegate, but not the settlement centre.
Economy & Employment	There is a waste transfer station within the site and whilst employment numbers are likely to be low, this existing use does provide some local employment and may provide essential infrastructure that cannot be easily relocated. Redevelopment of the site for housing could result in the loss of this employment use, which should be considered as part of any future proposals.
Education & Skills	The nearest school provision is to the east and south of the site within Polegate and Willingdon. However, the site has no connectivity to either of these areas. There is a shortfall of 1 form entry at primary school level, expectant from around 2036/7. Options to address the need for education provision include consideration of a new primary school on the Mornings Mill site, south of this development site. There is no shortfall in early years and secondary provision. Development of this scale would require contributions towards provision of primary education infrastructure, but the site currently presents challenges for how children would access facilities.
Major Negative	
Landscape & Townscape	The site lies to the west of Polegate and the wooded A22 corridor forms a strong boundary separating the site from the settlement edge of the town. The 2023 landscape evidence base states that the site is moderate to highly sensitive to small scale residential development within the northern and eastern parts of the site, lowering to moderately sensitive in the southern part. The sites' location on gently rising, open, south-facing slopes means it is visually prominent when viewed looking north, increasing intervisibility with the South Downs National Park. Development would be highly visible from the National Park and intrusive in the wider landscape. The site plays a role in the setting of Wootton Manor Registered Park and Garden, and its sensitivity is further elevated by the presence of priority habitat woodland, historic assart field patterns, and linear woodlands and hedgerows along field boundaries. The 2023 landscape evidence base does note that the site's limited public access, proximity to infrastructure (A22, A27, railway, and Cophall services), semi-enclosed character in the north and west due to screening from Ogg's Wood and Abbot's Wood, and the general lack of historic features beyond field patterns and the Wootton Manor setting, decreases sensitivity. However, the impact on the setting of the listed buildings forming Wootton Manor, the Historic Park and Garden and the landscape impact on the setting of the South Downs National Park would need to be considered as part of any scheme and may result in significant adverse impacts.
Transport & Accessibility	The site does have an existing vehicular access to the A27 on the eastern boundary but does not currently benefit from pedestrian links into Polegate as it is severed from local services and facilities, including public transport links in the town. A pedestrian footway only exists along the northernmost 130m of the site frontage, between the allotment entrance and Cophall roundabout. This connects to a footway around part of the roundabout and a pedestrian crossing that then links with footways into Polegate town centre. However, the site would require significant upgrades to the existing vehicular access, surrounding road infrastructure and pedestrian linkages to make access safe. The Highway Authority deem that the site is only suitable for development subject to significant infrastructure improvements, including the provision of a grade-separated junction at Cophall Roundabout and associated road infrastructure to address the severance with Polegate. However, the cost of such infrastructure is likely to be substantial and is not considered realistic for a scheme of 1,000 dwellings to deliver independently. The nearest bus stop is on the A27, however, pedestrian access to it is limited. It is noted that as part of the A27 East of Lewes improvement scheme completed in June 2023, a range of pedestrian and cycle infrastructure upgrades, including new and improved crossings, were delivered however the Highway Authority maintain their view that the site is severed from Polegate by the dualled A27, creating a significant physical barrier between the site and the town and that the recent infrastructure upgrades are not sufficient to support development of this scale. Owing to its location and lack of connectivity, the site in isolation is unsuitable for residential development in regard to transport and accessibility.
No Significant Impacts	
	NONE

SITE SUMMARY FORM

PARISH: POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
835/1510	Land at Polly Arch, Lynholm Road, Polegate																				

COMMENTARY	
Site	The site is 0.17 hectares and is vacant land adjacent to an existing gypsy and traveller site. The existing gypsy and traveller site currently has six pitches.
Parish / Settlement	Polegate / Polegate (Type 2 Settlement)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the east of Polegate, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the built up area, between existing residential development in Polegate and an existing Gypsy and Traveller site to the east. The site is proposed for an extension to the existing gypsy and traveller site, which has the potential to make a positive contribution to the district's identified need. The site benefits from a good connection to the settlement with existing vehicle and pedestrian access along a shared access road. There is also frequent public transport options (bus and train) within reasonable distance from the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an appropriate assessment. Whilst therefore acceptable in principle, further details are required on access provision and flood risk to fully consider the scheme.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Polegate is classed as a local service centre and is a settlement with limited supply of social and economic infrastructure where local residents depend upon other larger settlements to meet a broad range of needs. Polegate lies in close proximity to Eastbourne. Should the site come forward for development, together with other land within the area for this and other development types, further work will need to be undertaken to understand the impact on other infrastructure such as transport, education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Transport & Accessibility	The site is within walking distance of a bus stop to the northeast with bus services to Eastbourne. The site is within a 15-minute walking distance to Polegate Train station. The site benefits from an existing vehicular access to the services and amenities located within Polegate, as well as utilising a shared surface as a pedestrian link between the existing Gypsy and Traveller site and the local highway to the north. Given the surfacing, use and location, this pedestrian access is considered to provide a convenient and suitable pedestrian link between the site and nearby facilities
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District. The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Town & Village Centres	The site is well related to Polegate and will support long-term vitality and viability of the settlement.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Polegate, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Flood Risk	Site itself is located in Flood Zone 1 and not affected by groundwater flooding. Risk of surface water flooding to part of the site, and potentially along access road leading to it. This will still enable sufficient developable area to deliver identified quantum, but further detail is required on the access provision. In addition, mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Pollution	The site is close to railway line providing a potential source of noise for occupiers of the development, which will need to be assessed and mitigated. Development of the site could introduce more light pollution to the area, however the site is already classed as a brighter area in the CPRE light pollution mapping.
	Water Resource	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.
	Green & Blue Infrastructure	The sites boundary includes mature hedgerows and trees which provide wildlife corridors and stepping stones to the wider area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality, and biodiversity of the Levels.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Biodiversity, Landscape & Townscape, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Polegate																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1069/1510	Polegate West																				

COMMENTARY	
Site	The site is of considerable scale and comprises mainly undulating fields used for grazing. A small proportion of the site is formed of residential buildings and associated farm buildings and service area of Cophall roundabout.
Parish / Settlement	Polegate / Polegate (Type 2 – Settlements that geographically relate to a region al centre out with Wealden District)
Development Proposal	The site was submitted as part of the Council's SHELAA Call for Sites, submitted for any use/development. It has therefore been assessed for Gypsy, Traveller and Travelling Showpeople Pitches.
Summary of Assessment	The site comprises of undulating fields used for grazing to the west and north west of the urban settlement of Polegate. The site is predominately agricultural grazing land, although a small proportion of the site is formed of residential dwellings and associated farm buildings of Cophall Farm, and service areas at Cophall roundabout. The site is bounded to the east and south by the A22/A27 interchange, which separates the site from the urban settlement of Polegate. The 2023 Landscape Sensitivity Assessment states that the site moderately to highly sensitive to development. There are portions of the site that are relatively enclosed within the wider landscape, benefitting from the extensive level of screening which surrounds the site and these areas may be suitable for development. However, there are particular constraints in terms of the landscape setting of the South Downs National Park, which lies in close proximity to the site's southern boundary. The impact on the setting of the listed buildings forming Wootton Manor located to the west of the site, the Historic Park and Garden may also have significant adverse impacts. Although close proximity to the A27 and Polegate, the site and immediate locality is rural in nature and is isolated from local services and facilities including public transport links to Polegate.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate Change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape & Townscape, Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Impacts on the landscape, highways and biodiversity would require further investigation to determine the cumulative impacts and identify mitigation.
Select / Reject / Uncertain	**REJECT for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat that adjoins the northern and central parts of the site. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the district
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is largely in Flood Zone 1. The northern boundary of the southernmost parcel is within flood zone 2 with small area of that also within flood zone 3a and 3b which would have a marginal impact on the developable area. Surface water flooding flowpaths extend from this area which may restrict access and therefore reduce the developable area of the site. Isolated areas of the site are also affected by surface water flooding around the access which will need to be addressed by the proposed scheme, as well as in the north east part of the site. Overall only small areas are affected which would not preclude development of the site although mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The site is not affected by groundwater flooding.
	Water Resource	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.
	Soil, Land & Minerals	Greenfield/ Agricultural land (not classified). The site is not safeguarded for waste or minerals operations. Development of the site is unlikely to result in land contamination. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
	Biodiversity	The site is likely to have some notable biodiversity value, noting the greenfield nature of the site, landscape features, some forming BOA on site, and deciduous woodland priority habitat adjacent. A large swathe of Ancient Woodland is located adjacent to the northern boundary of the site. Development would need to provide a suitable space and buffers to protect these areas and the habitat they provide. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and speciesit supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. BNG requirements will need to be met. Detailed mitigation measures will need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is an existing vehicular access at the site's eastern boundary, although would not be suitable if the site was completely built out. The site has access to some services and employment at the Cophall Roundabout. There is a signalled pedestrian crossing linking the site to Polegate Town Centre and train station approximately 1km from the site.
	Town & Village Centres	The site is isolated and detached from the local services and facilities, therefore will not contribute to the viability and vitality of Polegate.
	Education & Skills	The nearest school provision is in the Polegate and Willingdon areas, east and south of the site, however, the site is severed from both of these areas by the A22/A27. There is a shortfall of 1 form entry at primary school level, expectant from around 2036/7. Options to address the need for education provision include consideration of a new primary school on the Mornings Mill development site to the south, which has planning permission for 700 homes. There is no shortfall in early years and secondary provision.

Major Negative	
Pollution	The site is largely within area classed as ‘brighter–brightest’’ in light pollution mapping. The western most parts of the site fall just below this category, with land to the west adjoining areas designated as ‘darkest.’ The SDNP lies to the south of the site and could be affected by the increase in light pollution. The location is likely to result in car reliant development, and will increase traffic in the area, and add to the already congested Polegate/Willingdon A27/A22 interchange that abuts the site. The interchange and nearby traffic congestion have the potential to affect future residents of the development, both through air and noise pollution. The site abuts the A27 and A22 to the east, the main trunk road east-west through this part of the District. The site also abuts a main railway line and a further part of the A27 to the south of the site. Development along the east and south parts of the site, adjacent to the road and railway line, is likely to experience significant noise pollution. Mitigation will need to be identified to avoid any adverse impact, through careful layout and design, including potential noise barriers, and suitable construction.
Landscape & Townscape	The South Downs National Park lies in close proximity to the site’s southern boundary. The South Downs National Park is highly visible from the elevated parts of the site, particularly where topography of the site slopes upwards towards a ridge in the centre of the site. leading to likely significant landscape effects. The 2023 Landscape Sensitivity Assessment states that the site is moderately to highly sensitive to development.
Historic & Cultural Heritage	The south-west corner of the site abuts Wootton Manor Grade II Listed Registered Park and Gardens. Approximately 450m to the west of the site is a cluster of Grade II and Grade II* Listed Buildings within the Registered Park and Gardens. Development adjoining the boundary of the Registered Park and Garden would potentially erode the rural locality and setting of the site. Even if mitigation were achieved by setting built form back from this edge, the creation of a new settlement adjacent to this heritage asset is likely to have an impact on the relationship of the asset to its surroundings, and its historic evolution and context.
No Significant Impacts	
	The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution, Health & Wellbeing, Economy & Employment**

ROTHERFIELD

SA SITE ASSESSMENTS: ROTHERFIELD

PARISH: ROTHERFIELD

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
300/110	Oaks Field, Tubwell Lane, Crowborough																				
1010/1110	Owlsbury Depot, Hadlow Down Road, Crowborough																				
1015/1110	Orchard Farm (formerly Tubwell Farm), Tubwell Lane																				
1257/1110	Highfields Farm, Rotherfield																				
077/1630	Laurel Tree Farm, Boars Head, East Sussex																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
300/110	**REJECT**	The site is on the southeastern edge of Crowborough and whilst it is well contained within the landscape and low density development could be accommodated without adversely impacting the wider landscape (High Weald National Landscape), as well as being relatively close to services and facilities, access is unachievable given the narrow nature of the single track Tubwell Lane and the lack of opportunities to widen the track in this location. Even if technically achievable, the adverse visual impact caused by the creation of an urban access to serve the quantum of development identified would be significant, leading to harm to character and landscape features.
1010/1110	**REJECT**	The site is located within the High Weald National Landscape; however, it is brownfield land in commercial use and development for employment will make a positive contribution to the district's employment needs. The site is in an isolated location with limited options to travel by sustainable means, and improvements to the road network are unlikely due to restricted width of this ancient unadopted highway. Flood risk issues are also uncertain but may restrict intensification of the existing use and development.
1015/1110	**UNCERTAIN for Residential**	The site is in a semi-rural location, on the southeastern edge of Crowborough; however, with the existing residential development along Western Road, the development of the neighbouring site and the site being opposite the primary school on Hadlow Down Road, it potentially would form a logical extension to the urban area of Crowborough. Despite the site's location within the High Weald National Landscape, it is well contained and screened, given its sloping topography and the significant trees and hedgerows on its boundaries. Low density development and appropriate layout, together with the retention and protection of the green site boundaries, would ensure any development of the site retains its semi-rural character and enclosure within the landscape. Development would require the provision of an upgraded or new vehicular access to Hadlow Down Road and a transport assessment would be required to determine whether this is achievable, and also acceptable in terms of visual impact and retention of the semi-rural character of the road.
1257/1110	**UNCERTAIN for Residential**	The site is adjacent to Rotherfield which is a sustainable settlement. It relates well to the village centre and benefits from good connection to larger settlement including via public transport. Access arrangements are acceptable. The site is located within the High Weald National Landscape and would require careful layout to ensure that the National Landscape is protected an enhanced. A reduced scheme in the western part of the site is likely to be more acceptable in that it would replace the existing building and therefore reduce their impact across the wider area.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
077/1630	**REJECT for Gypsy, Traveller and Travelling Showperson Development**	The site is in an isolated location and is disconnected from Crowborough. The site is wholly within the High Weald National Landscape and is within 7km of the Ashdown Forest SPA. There is already a vehicular access to the site which could be suitable for this type of development. However, the site as a whole is not suitable for development due to the impact on the character and appearance of the High Weald National Landscape, isolated location away from any settlement, and the risk of surface water to some parts of the site.

SITE SUMMARY FORM

PARISH: ROTHERFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
300/1110	Oaks Field, Tubwell Lane, Crowborough																				

COMMENTARY	
Site	Size is 2.15ha and is a greenfield site comprising agricultural land in a semi-rural location on the south side of Tubwell Lane, on the southeastern edge of Crowborough.
Parish / Settlement	Rotherfield / Crowborough (Type 1 – Town)
Development Proposal	30 (net) dwellings
Summary of Assessment	The site comprises of agricultural land in a semi-rural location on the southeastern edge of Crowborough. This site is within the High Weald National Landscape, but it is well contained and screened given its sloping topography and the significant trees and hedgerows on its boundaries. Low density development and appropriate layout, together with the retention and protection of the green site boundaries, would ensure any development of the site retains its semi-rural character and enclosure within the landscape. However, the site would require the creation of a upgraded or new vehicular access onto Tubwell Lane, particularly given the proposed quantum of development. This is considered unachievable given the site's mature tree boundaries and the narrow form of Tubwell Lane, which cannot be widened in this location. Such changes would also significantly alter the character and form of this part of the High Weald National Landscape, urbanising this transition location and encroaching into the countryside.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on the landscape in this protected area, and potential impact to the Ashdown Forest SPA.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not at risk of groundwater or surface water flooding. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The development would deliver 30 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Green & Blue Infrastructure	The significant trees and hedgerows located along the site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat (deciduous woodland) that lies to the northeast of the site, beyond Tubwell Lane. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site does not contain any designated sites. An area of Priority Habitat Deciduous Woodland lies to the northeast of the site, but this is beyond Tubwell Lane. The site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site is in a semi-rural location on the southeastern edge of Crowborough and is within the High Weald National Landscape, with low density residential development to the east and recent development of 6 dwellings to the north, beyond Tubwell Lane. The site is in an area considered to have moderate to high landscape sensitivity but also an area of transition between the urban edge of Crowborough and the wider countryside to the south. Despite the site's location, the site itself is well contained and screened within the landscape, given its sloping topography and the significant trees and hedgerows on its boundaries. Low density development and appropriate layout, together with the retention and protection of the green site boundaries, would ensure any development of the site retains its semi-rural character and enclosure within the landscape. However, the proposed quantum of development is unlikely to be low density and would likely have a negative impact on the wider National Landscape. In addition, any changes required to secure access for such a quantum of development would result in urbanisation of parts of the attractive rural routeway in the immediately adjoining largely non-motorised Tubwell Lane to the north. Even if they could be achieved the access from a technical perspective, the works would be harmful to character and landscape.
	Town & Village Centres	The site is on the southeastern edge of Crowborough but is close to services and facilities including public transport. However, pedestrian access to Crowborough and the bus stops is lacking and would need to be provided as part of development. It is unclear whether this would be achievable given the single-track nature of Tubwell Lane and the lack of opportunities to widen it.
Major Negative		
	Transport & Accessibility	Tubwell Lane in this location is unmade and a single lane track. However, development on the neighbouring SHELAA site (112/1110) was granted planning permission for the provision of 5 (net) dwellings to include part surface of the lane. For the quantum of development proposed (30 dwellings), it is considered that a suitable vehicular access to the site is unachievable given the site's mature tree boundaries and the narrow form of Tubwell Lane, which cannot be widened in this location. The development of this site would require a vehicular access being provided from neighbouring land (SHELAA site 1015/1110); however, this has not been included in the site submission. Notwithstanding this, the site is close to bus stops on Western Road to the northwest of the site and to Crowborough itself, but there are no formal footpaths located on Tubwell Lane that provide pedestrian access to these bus stops or Crowborough.
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Soil, Land and Minerals; Pollution; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: ROTHERFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1010/1110	Owlsbury Depot, Hadlow Down Road, Crowborough																				

COMMENTARY	
Site	Size is 0.29ha is brownfield land comprising of a yard used for commercial uses to the south of Crowborough along Hadlow Down Road.
Parish / Settlement	Rotherfield / Crowborough (Type 1 – Town)
Development Proposal	The site is assessed for employment use although it is promoted for residential development. As the SHELAA concluded residential/mixed use to be unsuitable, this residential use is not tested as part of the SA process.
Summary of Assessment	The site lies wholly within the High Weald National Landscape and is located within a countryside location, to the south of Crowborough along Hadlow Down Road. The site is brownfield land in commercial use with an adjacent business use to the northeast. The proposed development of this site for employment floorspace will have a positive impact on employment opportunities within the area together with the potential for skills-based learning depending on the type of employment use that comes forward. This use nullifies several of the minor negative / uncertain effects previously assessed. However, flood risk issues may affect opportunities to intensify and extend the existing built form. In addition, the site is detached and therefore isolated from the services and facilities in Crowborough, including any public transport (bus stops). It is also noted that the intensification, or extension of commercial premises in this area would need to consider the highway capacity in this location, as the road is an ancient highway and is unadopted, with limited scope for improvement and safe spaces for active travel users. These issues make potential for intensified development unsuitable at this stage.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. There are no SHELAA sites within close proximity of the site.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flood risk. There is an isolated area affected by surface water flood risk (circa 18%) in the centre of the site which will need to be addressed as part of the proposed development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites within the site and whilst there is ancient woodland (Claylands Shaw) and Priority Habitat Deciduous Woodland to the south and southwest of the site, it is separated from them by Hadlow Down Road and intervening land respectively. All development will need to provide a minimum of 10% BNG.
	Economy & Employment	Development for employment space will positively contribute to the district's employment needs and could form an extension to the existing adjacent commercial site.
	Education & Skills	Development for employment use could provide opportunities for training/skills-based learning, depending on the type of development that comes forward.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
	Transport & Accessibility	The site is detached and therefore isolated from the services and facilities in Crowborough, including any public transport (bus stops). It is also noted that the intensification or extension of commercial premises in this area would need to consider the highway capacity in this location, as the road is an ancient highway and is unadopted, with limited scope for improvement and safe spaces for active travel users. Impact and requirements would be dependent on any detailed proposal submitted but are not likely to be mitigated.
No Significant Impacts		
		Owing to the size, type and location of development, site characteristics and surrounding land uses, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Green & Blue Infrastructure; Landscape and Townscape; Historic & Cultural; Heritage; Housing; Health & Wellbeing and Town & Village Centres.**

SITE SUMMARY FORM

PARISH: ROTHERFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1015/1110	Orchard Farm (formerly Tubwell Farm), Tubwell Lane																				

COMMENTARY	
Site	Size is 4.46ha and comprises of agricultural land located to the south of Crowborough, to the east of Hadlow Down Road and Jarvis Brook Primary School.
Parish / Settlement	Rotherfield / Crowborough (Type 1 – Town)
Development Proposal	75 (net) dwellings
Summary of Assessment	The site comprises of agricultural land in a semi-rural location on the southeastern edge of Crowborough. This site is within the High Weald National Landscape, but it is well contained and screened given its sloping topography and the significant trees and hedgerows on its boundaries. Considering the position of existing residential development along Western Road, the development of the neighbouring SHELAA site (065/1110) and the site being opposite the primary school on Hadlow Down Road, it potentially would form a logical extension to the urban area of Crowborough. Low density development and appropriate layout, together with the retention and protection of the green site boundaries, would ensure development of the site retains its semi-rural character and enclosure within the landscape. Any development of the site for housing would require the provision of an upgraded or new vehicular access to Hadlow Down Road, which could be problematic given the bend and steep banking along the roadside. A transport assessment would be required to determine whether this is suitable / achievable, with full details then enabling consideration of the character and visual impact of viable options. The existing vehicular access at Tubwell Lane to the east is unsuitable owing to its narrow nature and mature tree boundaries and cannot be widened.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission, but the site immediately north has recently been under construction for large scale residential development. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area, and potential impact to the Ashdown Forest SPA.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and has no risk of surface water or groundwater risk of flooding on site. The site passes the sequential test for residential development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The development would deliver 75 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. The site is being promoted to include affordable housing and a mix of dwellings, including bungalows.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat (deciduous woodland) that adjoins the southwestern corner of the site. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site does not contain any designated sites. However, an area of Priority Habitat Deciduous Woodland adjoins the site's southeastern boundary and its protection would need to be considered as part of any development. The site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The site is in a semi-rural location, on the southeastern edge of Crowborough. Considering the position of existing residential development along Western Road, the development of the neighbouring SHELAA site (065/1110) and the site being opposite the primary school on Hadlow Down Road, it potentially would form a logical extension to the urban area of Crowborough. The site is within the High Weald National Landscape and this area is considered to have a moderate to high landscape sensitivity, but also an area of transition between the urban edge of Crowborough and the wider countryside to the south. Despite the site's location, it is well contained and screened within the landscape, given its sloping topography and the significant trees and hedgerows on its boundaries. Low density development and appropriate layout together with the retention and protection of the green site boundaries, would ensure any development of the site retains its semi-rural character and enclosure within the landscape. Consideration would also need to be given to the access proposals, seeking the least visually intrusive and safest option possible, to reduce an adverse effect on the bank and transition location in the countryside.
	Transport & Accessibility	The development of the site for housing would require the provision of an upgraded or new vehicular access to Hadlow Down Road, which could be problematic given the bend and steep banking along the roadside. A transport assessment would be required to determine whether this is suitable / achievable, noting the existence of a recently constructed access north of the site in connection with adjacent development to the north. The existing vehicular access at Tubwell Lane to the east is unsuitable owing to its narrow nature and mature tree boundaries and cannot be widened. The site is adjacent to the proposed settlement boundary for Crowborough and is therefore near the main services, facilities and public transport options available within the settlement but the distance to bus stops and pedestrian provision needs improvement for any intensification of use.
	Town & Village Centres	The site is on the southeastern edge of Crowborough but is close to services and facilities including public transport. There are formal footpaths that provide connectivity from the site to Crowborough; however, these are located on the opposite side of Hadlow Down Road and a crossing point would need to be established as part of any development.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land and Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills.**

SITE SUMMARY FORM

PARISH: ROTHERFIELD		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1257/1110	Highfields Farm, Rotherfield																				

COMMENTARY	
Site	Site is 1.5ha and comprises an agricultural building and a residential dwelling
Parish / Settlement	Rotherfield / Rotherfield (Type 4 – Secondary village)
Development Proposal	15 (net) dwellings
Summary of Assessment	The site is adjacent to Rotherfield, which is considered a 'sustainable settlement' according to the Council's draft settlement hierarchy. The site is promoted for the provision of 15 dwellings, which has potential to make a significant contribution to the District's identified need. The site is near the centre of the settlement and relates well to the existing settlement. It is also connected to larger towns (Crowborough and Tunbridge Wells), which would have a positive impact on the vitality and viability of that settlement. The site benefits from good access to services and facilities and sustainable public transport options. Access arrangements are considered acceptable. The site is located within the High Weald National Landscape and benefits from relatively long reaching views across the wider area and therefore development across the entirety of the site would have significant negative impacts on the wider area. However existing buildings which would be replaced by the scheme are located within the western part of the site. Therefore development in that part of the site for a smaller scheme is likely to be more acceptable in landscape terms, subject appropriate massing and scaling of the proposed scheme. Owing to the limited information on the development proposals, there is some uncertainty on the mitigation measures which could be provided, although the majority is likely to be addressed by measures required from local planning policies. Further information will be needed to ensure mitigation measures are appropriate.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. There are no SHELAA sites within close proximity of the site. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide transport model) and other infrastructure such as education, health services and community facilities, and potential impact to the Ashdown Forest SPA
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Transport & Accessibility	Rotherfield does not have a train station. Crowborough train station is the nearest station 1.8 miles to the west of the site with services to London although it cannot be accessed via pedestrian footpath and would require the use of bus services or private vehicle. The site is within 5 minutes' walk to bus stops with differing route providing frequent connection to larger settlements (Heathfield, Crowborough and Tunbridge Wells). The site benefits from direct access onto the highway which did not attract highway objections upon submission of a planning application for residential development at this location, although it is likely to require upgrade and widening. The site is within walking distance of Rotherfield village centre, school and facilities and can be accessed via footways although width varies along the route. The site is bordered by a PRoW to the south which would need to be protected upon development of the site.
	Housing	The development would deliver 15 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
	Town & Village Centres	Site located near to village centre. Will support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping.
	Green & Blue Infrastructure	Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site does not contain any designated sites. The site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site lies wholly within the High Weald National Landscape and is located within the Rotherfield assessment area of the 2023 Landscape Sensitivity Assessment, which states the area to be of high landscape sensitivity. The site is visually prominent within the wider landscape due to the openness of the countryside and the gently undulating landscape at this location resulting in relatively far-reaching views. Therefore, development across the entirety of the site would appear out of keeping with the rural surroundings. Nonetheless, the site accommodates existing buildings on the western part of the site which would be replaced or integrated into the proposed development. On this basis, development in this part of the site may be more acceptable although landscape mitigations would be required such as low rise development to reduce the intervisibility across the wider area. The eastern part of the site is significantly more rural and relates more visually and functionally to the High Weald National Landscape, therefore development should be directed away from this area of the site.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land and Minerals; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: Rotherfield		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
077/1630	Laurel Tree Farm, Boars Head, East Sussex																				

COMMENTARY	
Site	The site is 28.58ha and comprises a residential dwelling, farm shop and agricultural land associated with a fruit farm.
Parish / Settlement	Rotherfield / Boars Head (Other)
Development Proposal	The site was submitted as part of the Council's SHELAA Call for Sites, submitted for any use/development. It has therefore been assessed for Gypsy, Traveller and Travelling Showpeople Pitches.
Summary of Assessment	The site is located to the north-east of Crowborough at Boars Head and to the west of the A26. The site is visually and functionally separated from Crowborough and is solely located within the High Weald National Landscape. Development in entirety would cause significant harm, and the ridge top elevated and exposed position of other parts of the site increase sensitivity and result in likely harm from development in these locations. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment to identify any impacts and subsequently any mitigation. There is already an existing vehicular access from the A26 to the site which currently allows access to the farm shop to the east of the site. Ancient woodland, also a designated priority habitat is adjacent and covers the western and central portions of the site. Therefore, no development would be suitable in these localities of the site. There is also a risk of surface water flooding to west of the site but will not impact access and sufficient developable area to deliver identified quantum. The site as a whole is not suitable for development. Furthermore, noting the isolated location of the site, away from any services or facilities or education provision, and with no accessible transport options to get to the nearest settlements, the site does not represent a sustainable location for new GTTSP provision.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate Change adaptation and mitigation, , Biodiversity, Landscape & Townscape, Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and potential impacts
Select / Reject / Uncertain	**REJECT for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by ground water flooding. Risk of surface water flooding along the western boundary of the site, and segregating the southern parcel of the wite. However, it will not impact access and allow sufficient developable area to deliver identified quantum. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat that adjoins the western and central parts of the site. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Ancient woodland, also a designated priority habitat is adjacent and covers the western and central portions of the site. Any development would need to maintain the ancient woodland on site and maintain any mature trees and hedgerows on site boundaries. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment to identify any impacts and subsequently any mitigation
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels.
	Soil, Land & Minerals	The site is greenfield agricultural land. Land at this location is good to moderate quality (Grade 3). It is uncertain whether the land is 'best and most versatile' agricultural land (i.e. Grade 3a).
	Historic & Cultural Heritage	Four Grade II listed buildings (The Boars Head Inn, Laurel Tree Cottage, Cruickshanks, Oasthouses and Granary to the east of Cruickshanks) lie to the east of the site. It is uncertain whether there would be any impact to these buildings.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste and Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is a bus stop directly outside the site on the A26 with services to Crowborough and Tunbridge Wells, however, noting the extent of the site this may not be accessible from all parts of any proposal. The site is located between train stations at Eridge and Crowborough, but with the topography of the area and road speed making cycling/walking unattractive and inconvenient. There is a pedestrian footpath along the A26, however, it is not available along the whole route towards Crowborough, therefore, making it inaccessible by walking. There is an existing vehicular access point via the A26 which currently provides access to the farm shop. This may be a suitable access for the level of development, however further investigation is required.
	Town and Village Centres	The site does not relate to a sustainable settlement and will not contribute to the viability and vitality of town and village centres.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility.
Major Negative		
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The extent, location and visibility of the site on a ridge top location would combine to make development highly visible and out of character, harmful to the High Weald landscape and its components. The isolated location of the site away from any settlement exacerbates impact and results in development alien, harmful and out of character with the rural locality. .
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution, Health & Wellbeing, Economy & Employment**

WADHURST

SA SITE ASSESSMENTS: WADHURST

PARISH: WADHURST

Ref. No.	Address	Sustainability Objectives																		
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
584/3330	Land adjacent to Jonas Drive, Wadhurst																			

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
584/33330	REJECT	The site lies at the northern edge of Wadhurst and benefits from proximity to the services, amenities, and public transport options within the settlement. The development of this site would be required to provide an upgraded pedestrian and vehicular access and provide a suitable buffer to the ancient woodland on the eastern boundary and the priority habitat deciduous woodland on site. Development of this site as a whole would extend development beyond the existing wooded boundary of the settlement and result in the loss of an assart fieldscape, which contributes to the dominant Medieval character of field patterns found within the High Weald National Landscape. Development in the east of the site would be at odds with the relatively complex topography of the site, which contributes to the pattern of faults and folds within the High Weald National Landscape, and would appear to 'spill out' beyond the ridge crest. Based on this, development would be unsuitable.

SITE SUMMARY FORM

PARISH: WADHURST		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	SA Reg 18(1) Results																				
584/3330	Land adjacent to Jonas Drive, Wadhurst																				

COMMENTARY	
Site	Site is 3.27ha and comprises of a medium size field of grass and scrub enclosed by woodland and shaws located adjacent to existing properties to the northeast of Durgates on the western edge of Wadhurst.
Parish / Settlement	Wadhurst / Wadhurst (Type 3 Settlement – Primary Village)
Development Proposal	30 (net) dwellings
Summary of Assessment	The site is in a sustainable location on the edge of Wadhurst and within walking distance of service and facilities, including bus services. Notwithstanding this it is acknowledged that both pedestrian and vehicular access will need to be improved as part of any development. Development of the whole site would have a significant negative impact on the High Weald National Landscape extending development beyond the existing wooded boundary of the settlement and resulting in the loss of an assart fieldscape. Development within the west of the site may be more acceptable as it would better relate to existing built form and minimise 'spillage' onto the steeply wooded incised valley side. However, the current landscape evidence suggests that the site is of 'high' sensitivity to small scale residential development (2-2.5 storey housing). Careful design and layout of development would be required to mitigate any potential adverse effects on the High Weald National Landscape and biodiversity, including the retention, protection and enhancement of the boundary vegetation and an appropriate buffer to the ancient woodland adjoining the east of the site. However, based on current extent and scale of the site, and evidence available, development would be harmful. Any development will also need to undertake an Appropriate Assessment as the site is within 7km of the Ashdown Forest SPA / SAC.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and the Ashdown Forest SPA.
Select / Reject / Uncertain	**REJECT**

IMPACTS OBJECTIVES	COMMENTARY
Major Positive Impacts	
	NONE
Minor Positive Impacts	
Flood Risk	Site is in Flood Zone 1. There is a small area of surface water flood risk associated with a drainage ditch which runs through the east of the site. Overall, it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Green & Blue Infrastructure	There are significant, mature trees along the site boundaries which connect to the ancient woodland adjoining the eastern boundary. Any development should seek to retain and protect the site boundary trees to maintain and enhance the green infrastructure network. The site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations.
Housing	The development would deliver 30 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Town and Village Centres	The site is within walking distance of the High Street in Wadhurst, as well as being in close proximity to good public transport services and has existing pedestrian access, albeit this would need improving as part of development. This would support the vitality and viability of the village centre.
Uncertain Impacts	
Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
Biodiversity	There are no designations within the site. However, a linear area of Ancient Woodland (Pump House Shaw), which is also Priority Habitat Deciduous Woodland, adjoins the site's eastern boundary. Some of the Priority Habitat extends into the east of the site. This would require a suitable buffer as part of any development proposal. The site is also within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Transport & Accessibility	The site benefits from an existing vehicular and pedestrian access to the services and amenities located within Wadhurst. However, these would need significant upgrading to serve this quantum of development, and it is unclear whether this is achievable. There is footpath provision on both sides of Jonas Drive. However, where this joins Jonas Lane, there is existing footpath provision along the western side of Jonas Lane only and this ends at Queens Cottages. Jonas Lane is narrow in parts, and it is unclear whether footpath provision could be achieved along its length. Improvements to Jonas Lane to the north, including footway improvements and uncontrolled crossing points across Jonas Lane at Queens Cottages/Bankside, would need to be provided as part of any development. The site is close to bus services on Station Road, and footway links directly through Queens Cottages should be explored to provide a shorter route to the primary school and other bus stops/facilities on Sparrows Green Road.
Quality of Life & Place	Further details required.
Social Inclusion	Further details required.
Minor Negative Impacts	
Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
Waste & Minerals	Development will result in an increase in waste in both construction and operation
Major Negative	
Landscape & Townscape	The site is wholly within the High Weald National Landscape and the 2023 landscape evidence base states that the site is highly sensitive to development. Development of this site as a whole would extend development beyond the existing wooded boundary of the settlement and result in the loss of an assart fieldscape, which contributes to the dominant Medieval character of field patterns found within the High Weald National Landscape. The site slopes steeply downhill towards the northeast with exposed sections from the centre of the site to this elevation. Development in the east of the site would be at odds with the relatively complex topography of the site, which contributes to the pattern of faults and folds within the High Weald National Landscape, and would appear to 'spill out' beyond the ridge crest. Should development come forward, it should be focused on the west and south of the site to better relate to existing settlement and to minimise development 'spilling' onto the steeply wooded incised valley side. However, until full details of mitigation for the development are known the impact is to remain negative.
No Significant Impacts	
	Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Health & Wellbeing; Pollution; Economy & Employment and Education & Skills.**

WESTHAM

SA SITE ASSESSMENTS: WESTHAM

PARISH: PARISH NAME

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
242/3360	Land adjacent to Peelings Lane, Westham																				
675/2070	Land at Peelings and Saxon Nurseries, Hankham Road, Hankham																				
677/3280	Land to the west of Stone Cross Garden Centre, Dittons Road, Stone Cross																				
1025/3280	Land south of Hankham Road, Stone Cross																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
242/3360	**REJECT**	The site is in a sustainable location and would contribute to meeting the Council's housing need. However, it has not been demonstrated that appropriate access can be achieved. Additionally, development at this location would negatively impact on the general character and appearance of the area.
675/2070	**UNCERTAIN for Employment**	The site is located within an unsustainable settlement, lacks pedestrian access and access to public transport and the quantum of development proposed is disproportionate to its location within an essentially small, residential hamlet.
677/3280	**SELECT for Residential**	The site is located in a sustainable location and would result in the provision of new retail floorspace. It benefits from good pedestrian and public transport connectivity. The site will need to be subject to an appropriate assessment
1025/3280	**SELECT for Residential**	The site is located in a sustainable settlement. It would contribute to meeting the housing need and support the vitality and viability of the settlements. The site will need to be subject to an appropriate assessment

SITE SUMMARY FORM

PARISH: WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
242/3360	Land adjacent to Peelings Lane, Westham																				

COMMENTARY	
Site	Site is 1.48ha and includes a residential dwelling, farm building and agricultural land
Parish / Settlement	Westham / Westham (Type 2 – Settlement that geographically relate to a regional centre out of Wealden District)
Development Proposal	30 (net) dwellings
Summary of Assessment	The site is adjacent to the settlement boundary of Westham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is assessed for the provision of 30 dwellings, which has potential to make a positive contribution to the District's identified need and could support the viability and viability of the settlement. Development at this location is likely to be out of keeping with the general character and appearance of the countryside due to its significant position within the landscape. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies. While the site is in close proximity with sustainable transport options, the site cannot achieve suitable vehicular or pedestrian access resulting in the site being undeliverable.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Westham is classed as a local service centre and is a settlement with a limited supply of social and economic infrastructure and where local residents depend upon other larger settlements to meet a broad range of needs. Westham lies in very close proximity to Eastbourne. 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Housing	30 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site well related to Westham and would support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Flood Risk	The site is not at risk of ground water flooding and marginally affected by surface water flooding. The eastern half of the site is within Flood Zone 2 significantly reducing the developable area to accommodate the proposed scheme. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impacts of the proposed development will remain uncertain until further information is submitted.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however moderate likelihood that it is 'best and most versatile' agricultural land.
	Green & Blue Infrastructure	The mature hedgerows and trees along the eastern, northern and southern boundaries of the site provide wildlife corridors and stepping stones to the wider countryside and enclose the site from the wider area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	There is no designated site within the site but the Pevensey Levels SAC/Ramsar/SSSI lies to the north east of the site. The Pevensey levels biodiversity opportunity area lies adjacent to the north and east boundary. Coastal and floodplain grazing marsh priority habitat forms the eastern and northeastern boundaries of the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Historical & Cultural Heritage	The Pevensey and Westham Conservation lies to the south east of the site. This contains a number of Listed Buildings and also Pevensey Castle, which could have their historic setting detrimentally impacted by development. The Pevensey & Westham Archaeological Notification Area covers the whole site.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Landscape & Townscape	The site was not individually assessed within the 2023 Landscape Sensitivity Assessment; however, it forms the south eastern part of 1099/3360, which was assessed as being moderately to highly sensitive to residential development. This is because of its prominent location and topography, the site provides far reaching views northwards towards the Pevensey Levels SSSI, SAC and Ramsar site and other rural locations north of the site. It is considered that landscape impacts in the central and eastern portions of the site are substantial and that it would not be appropriate to deliver housing in this part of the site.
Major Negative		
	Transport & Accessibility	The site benefits from a vehicular access at the south boundary of the site onto Peelings Lane which cannot be suitably upgraded given the steep lined banks of Peelings Lane and its narrow nature at this section of the site. There are currently no footpaths located on Peelings Lane in this location. There are footpaths located on Peelings Lane to the south east. Due to the narrow form of Peelings Lane and its steep embankments, pedestrian connectivity cannot be provided to the site. The nearest bus stop is approx. 300m from the site on Westham High Street and provides a frequent and regular bus service to the larger Eastbourne. The site is located approximately 350m from the nearest train station in Westham, which offers services to London, Brighton and Hastings. Public right of way (Westham 5b and 5d) runs along the western and northern boundaries of the site.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Health & Wellbeing; Economy & Employment; Education & Skills**

SITE SUMMARY FORM

PARISH: WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
675/2070	Land at Peelings and Saxon Nurseries, Hankham Road, Hankham																				

COMMENTARY	
Site	Site is 7.3ha and is a combination of agricultural and employment land
Parish / Settlement	Westham / Hankham (Type 6 – Residential settlement)
Development Proposal	Site assessed for employment use (13,300sqm) although it is promoted for residential use development. As the SHELAA concluded residential use to be unsuitable, this is not tested as part of the SA process.
Summary of Assessment	The site is located in Hankham, which is classed as an unsustainable settlement due to its lack of services and facilities, and limited public transport options. The site is assessed for the provision of employment development and would therefore provide job opportunities, as well as the opportunity to develop skills and training locally. The proposal will allow for the use of previously developed land, but may also result in the loss of land used for agricultural purposes. The site is however too isolated, and the quantum of development is disproportionate to its location within essentially a small residential hamlet. The site also lacks pedestrian access and public transport options. For these reasons it is not in line with the spatial strategy for the district. Access arrangements for future intensification of employment are uncertain, albeit the current arrangements are considered acceptable for the existing use. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Hankham is a residential settlement with a very limited supply of social and economic infrastructure and where local residents depend upon other larger settlements to meet a broad range of needs. It lies in very close proximity to Eastbourne. 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.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is not affected by fluvial and ground water flood risk. A very small area of the site is affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Economy & Employment	Development will provide additional employment floorspace and provide local jobs. It could also provide opportunities for local business to grow/expand.
	Education & Skills	The proposed development will offer employment opportunities which are linked to skills acquisition and vocational training.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Green & Blue Infrastructure	The mix of mature hedgerows and trees along the sites boundaries of the site provide wildlife corridors and stepping stones to the wider countryside and enclose the site from the wider area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is not affected by biodiversity designations. However it is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	The eastern site has access to Hankham Road and second access at the junction with Foords Lane. The western site has two access points to Hankham Road. However further investigation may be required should separate units be provided on site. The nearest bus stop is approx. 500m from the site on Hailsham and provides a frequent and regular bus service to the larger Eastbourne. However, the pedestrian connectivity is only partial as there is only narrow footpath on one site of Hankam Road and Hailsham Road and would require to be upgraded. The site is located approximately 1.3miles from the nearest train station in Westham, which offers services to London, Brighton and Hastings. There are currently no footpaths connecting the site to Westham and it would not be viable for pedestrian footpaths to be extended this far to provide access to the site.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Pollution; Landscape & Townscape; Historical & Cultural Heritage; Health & Wellbeing; Quality of Life & place; Social Inclusion; Town & Village Centres**

SITE SUMMARY FORM

PARISH: WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not Assessed in SA Reg18(1)**																				
677/3280	Land to the west of Stone Cross Garden Centre, Dittons Road, Stone Cross																				

COMMENTARY	
Site	Site 1.97ha and the western part of the site has been developed to provide a care home the remaining part of the site is vacant
Parish / Settlement	Westham / Stone Cross (Type 2 – Settlement that geographically relate to a regional centre out of Wealden District)
Development Proposal	20 (net) dwellings
Summary of Assessment	The site is located within the proposed built-up area of Stone Cross which is a sustainable settlement and would constitute in fill development. The site is well connected to Stone Cross and the wider area with good pedestrian and public transport connectivity. The site is assessed for the provision of 20 dwellings, which has potential to make a positive contribution to the District's identified need and could support the viability and viability of the settlement. The site is located with the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies. To note, there is a live planning application (WD/2025/2316/MAJ) for a retail unit on the site.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Stone Cross is classed as a sustainable settlement in the Settlement Hierarchy, and there are a number of potential sites put forward for development in and around the town. 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.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is wholly within Flood Zone 1 and is not affected by groundwater flooding. The northern part of the site is affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Transport & Accessibility	The site is about 1.3 miles from Polegate Station There are buses stop along the B2247 next to the site with good connections to Eastbourne and other neighbouring settlements which are accessible for pedestrians. The site benefits from appropriate pedestrian connectivity. The site benefits from an existing access which was upgraded following the delivery of the neighbouring care home.
	Housing	Development will provide additional local jobs.
	Town & Village Centres	Development will provide new retail floorspace
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified
	Green & Blue Infrastructure	The mix of mature hedgerows and trees along the sites boundaries of the site provide wildlife corridors and stepping stones to the wider countryside and enclose the site from the wider area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme
	Biodiversity	The site is not affected by biodiversity designations. However it is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Land, Soil & Minerals; Pollution; Landscape & Townscape; Historic & Cultural Heritage; Health & Wellbeing; Quality of Life & Places; Social Inclusion; Education & Skills**

SITE SUMMARY FORM

PARISH: WESTHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
REJECT	**SA Reg 18(1) Results**																				
1025/3280	Land south of Hankham Road, Stone Cross																				

COMMENTARY	
Site	Site is 5.75ha and is in agricultural use.
Parish / Settlement	Westham / Stone Cross (Type 2 – Settlement that geographically relate to a regional centre out of Wealden District)
Development Proposal	30 (net) dwellings
Summary of Assessment	The site is adjacent to the settlement boundary of Stone Cross, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site is assessed for the provision of 30 dwellings, which has potential to make a positive contribution to the District's identified need and could support the viability and viability of the settlement. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an Appropriate Assessment. Owing to the limited information on the development proposal, there is some uncertainty on the likely impacts of the proposed development and the associated mitigation measures which could be provided, although the majority is likely to be addressed by measures required from the planning policies.
Mitigation Measures	• Not all mitigation measures have not been identified at this stage • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could also help to mitigate impacts
Cumulative Impacts	Stone Cross is classed as a sustainable settlement in the Settlement Hierarchy, and there are a number of potential sites put forward for development in and around the town. 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.
Select / Reject / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	30 homes proposed which would make a positive contribution to housing need. Details needed on type/tenure of homes.
	Town & Village Centres	Site well related to Stone Cross and would support long-term vitality and viability of settlement.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaption measures need to be identified.
	Soil, Land & Minerals	Land at this location is good to moderate quality (Grade 3), there is however moderate likelihood that it is 'best and most versatile' agricultural land.
	Pollution	Development of the site could introduce more light pollution in the area, which is classed as being on the fringe of a darker area in the CPRE's light pollution mapping. Although a number of developments have been approved in the vicinity of the site which are likely to alter the area ahead of the assessed site coming forward.
	Green & Blue Infrastructure	The site is marked by mature trees and hedgerows on two sides which would form excellent wildlife corridors along with several mature trees on the site itself which could serve as wildlife stepping stones. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site. Development may drain to the Levels and will need to be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and the biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Landscape & Townscape	The 2023 Landscape Sensitivity Assessment states that the site landscape is low to moderately sensitive. This is because the site is well enclosed within the landscape and is heavily screened by existing vegetation, meaning the impact of development on the wider landscape would be limited. The layout and quantum of development would need to reduce in the east of the site to take account of the more rural setting of Hankham Road in this location. Development of the site would also be seen within the context of consented developments south of the A27 and allocation further to the west.
	Historic & Cultural Heritage	The site is not located within or in close proximity to a conservation area. The site is not located within an Archaeological Notification Area. The development of the site may have a detrimental impact upon the setting of two Grade II Listed Buildings located to the west (The White House) and to the north (Peelings).
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	The site benefits from an existing access to Hankham Road, at the northwestern corner. There is a narrow footpath along the opposite side of Hankham Road to the site. There is no dedicated cycle infrastructure. Improvements will be necessary to support development at this location. The nearest bus stop is approx. 100m from the site on Hailsham Road and provides a frequent and regular bus service to the larger settlements of Eastbourne and Hailsham. The site is located approximately 2.5km from the nearest train station in Westham, which offers services to London, Brighton and Hastings. This sustainable form of public transport cannot be accessed via pedestrian footpaths and would rely on the private motor vehicle. The bus stop adjacent to the site does provide a route to Eastbourne Train Station. A public right of way (Westham 15b) crosses east to west through the northern boundary of the site. Whilst having footpaths and onward travel options, the impact remains uncertain until further details are provided showing connectivity to these.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Health & Wellbeing; Economy & Employment; Education & Skills**

WILLINGDON & JEVINGTON

SA SITE ASSESSMENTS: WILLINGDON & JEVINGTON

PARISH: WILLINGDON

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Welbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
1234/3370	Land at Mornings Mill Farm.																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1234/3370	**SELECT for Residential**	The site is in Willingdon (a Type 2 settlement with strong links to Eastbourne and Polegate), offers a sustainable opportunity to deliver homes subject to consideration of scale and quantum of development to protect landscape views, and provision of access through the existing site which is of a substantial scale. While mitigation measures are currently uncertain due to limited proposal detail, most are expected to be addressed through the planning process.

SITE SUMMARY FORM

PARISH: WILLINGDON & JEVINGTON		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in SA Reg 18(1)**																				
1234/3370	Land at Mornings Mill Farm																				

COMMENTARY	
Site	3.15 Ha comprising of greenfield land.
Parish / Settlement	Willingdon & Jevington / Willingdon (Type 2 - Urban settlement)
Development Proposal	95 (net) dwellings
Summary of Assessment	The site lies within the Low Weald Landscape and forms part of the Mornings Mill development. It is well screened by built form and mature hedgerows and will soon be enclosed by residential development, although with some visibility from the South Downs National Park. The site comprises an area of a larger land parcel and does not have any physical boundaries but was retained as open space adjacent to the 1066 Footpath, protecting views and landscape here as part of the larger development at Mornings Mill. Subject to addressing this issue in a sensitive manner, the site or parts of it, could deliver homes in a highly sustainable location, supporting housing need and the vitality of Willingdon and Polegate. Vehicular and pedestrian access would need to be secured via the approved Mornings Mill scheme (WD/2021/0174/MEA), which also addresses flood risk at the access point. Localised highway improvements may be required at the A2270 junction. While mitigation measures are currently uncertain due to limited proposal detail, most are expected to be addressed through the planning process. Further assessment is needed to understand transport impacts and access, including consideration of the BOA designation.
Mitigation Measures	The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport & Accessibility could help to mitigate impacts.
Cumulative Impacts	The site is enclosed to the north by the approved Mornings Mill development (700 residential units, as well as education and commercial uses). Development here would further enclose a footpath which forms part of the 1066 Country Walk. The cumulative impact of consented and proposed submission sites would need to be considered in terms of additional vehicle trips at the junction with the A2270 and surrounding highway network, suitable infrastructure provision being provided, and impact on the protected landscape in this location.
Selection / Rejection / Uncertain	**SELECT for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	The development could provide up to 95 units of a suitable mix and have a tenure inclusive of a percentage of affordable housing and Self and Custom Build plots. The site is within a highly sustainable location so would offer a useful contribution to meeting the housing need in the south of the district and would be supportive of the local economy from its construction.
Minor Positive Impacts		
	Green & Blue Infrastructure	Due to the number of dwellings proposed, development would need to provide soft landscaping including informal open space. In addition, the NPPF requires street trees. Because at present the site comprises improved grassland only, the provision of native landscaping within the development would have a positive impact.
	Biodiversity	Site is improved/semi-improved grassland. All development unless exempt will need to provide a minimum 10% BNG.
	Town & Village Centres	Site located near to settlement centres and would form part of the wider development at Mornings Mill. It would support long-term vitality and viability of settlements.
	Transport & Accessibility	The site does not have an independent vehicle and/or pedestrian access but is owned by the same site owner of the adjacent larger site currently approved. Any site access would need to be achieved via the neighboring site. The approved development here identifies that access has been found suitable, so subject to a suitable connection to that site, access seems possible. The site lies in a highly sustainable location, well served by public transport with good connection via existing pedestrian routes.
Uncertain Impacts		
	Climate Change Adaptation	Climate Change Adaptation Specific climate change adaptation measures need to be identified.
	Water Resources	Wealden is in an area of serious water stress and development of this scale may have an impact on water resources.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Flood Risk	Most of the site is within Flood Zone 1 with the easternmost and westernmost areas of the site in Flood Zone 1. A small area of pluvial flood risk runs through the centre of the site and may reduce the developable area. The site is not at risk of groundwater flooding. The application of a sequential approach to the location of development alongside the provision of appropriate measures such as SuDS should allow the delivery of the proposed development. The impact of the proposed development will remain uncertain until further information is submitted.
	Landscape and Townscape	The site is located adjacent to Public Footpath 6, the 1066 Walk, where landscape impacts of the adjacent development were carefully considered. The Inspector at that time, in relation to the adjacent development noted that: "*Sensitive views will be significantly affected along the route of the two footpaths running across the site… however, the proposed development would retain and incorporate these routes, along with the existing trees and landscaping, creating green corridors. This would be particularly effective along the route of the 1066 footpath, where areas of open space would be located alongside, maintaining open views towards the distant South Downs escarpment.*" The proposed development of the site in entirety will alter this and have a clear impact on the character of the route, potentially eroding the open landscape character along the south-eastern boundary. Further consideration is therefore needed on the extent and quantum of development, or alternative mitigation, in order to prevent adverse effects.
	Quality of Life & Place	Further details required.
	Social Inclusion	Further details required.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Materials	Development will result in an increase in waste in both construction and operation.
Major Negative		
		None
No Significant Impacts		
		Owing the location of the development the impacts are not considered to be significant for these objectives. **Soil, Land & Minerals; Pollution; Historic & Cultural Heritage; Health & Wellbeing; Economy & Employment and Education & Skills.**

WITHYHAM

SA SITE ASSESSMENTS: WITHYHAM

PARISH: WITHYHAM

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
222/1110	Adds Farm, Hoadleys Lane, Crowborough																				
756/1630	Land at Royal Mires Nursery, London Road, Lye Green																				
1226/2040	The Paddock, Lealands Farm, Station Road, Groombridge																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
222/1110	**REJECT**	The site is close to services and facilities in Crowborough, with potential for footpath connectivity (albeit this would need extending to the site). However, the site is in an edge of settlement location with no connectivity to bus services. Any development would be car dependent due to the location of the site, lack of connectivity to other transport options, and characteristics of the road network.
756/1630	**REJECT**	The site is in an isolated, rural location within the High Weald National landscape, detached from services and facilities in larger settlements. There are no footpaths and no bus services to serve development, meaning it would be wholly car-dependent and therefore not in-keeping with the spatial strategy or sustainability principles of the Local Plan
1226/2040	**UNCERTAIN for Residential**	The site is close to the centre of Groombridge, and development would not have a significant effect on the wider High Weald National Landscape or townscape of this edge of the village. The site's lack of dedicated pedestrian access to the services and facilities in Groombridge, including bus services, would need to be addressed through additional information to consider any increase in non-motorised activity in the immediate locality.

SITE SUMMARY FORM

PARISH: WITHYHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
NA	**Not assessed in SA Reg 18(1)**																				
222/1110	Adds Farm, Hoadleys Lane, Crowborough																				

COMMENTARY	
Site	Site is 1.74ha, comprised of agricultural land located to the northwest of Crowborough and to the west of London Road. It is Grade 4 land under the Agricultural Land Classification.
Parish / Settlement	Withyham / Crowborough (Type 1 Settlement – Town)
Development Proposal	10 (net) dwellings
Summary of Assessment	Whilst the site is close to services and facilities in Crowborough, and low density, linear residential development along the frontage may be appropriate, it lacks access to sustainable transport (bus services) and although there is a footpath that provides connectivity into Crowborough, which would need to be extended to link to the existing footway network, it is some distance to services and the 40/60mph road makes it unsuitable for all cyclists. This results in a car dependent development, which does not accord with the spatial strategy. Hoadleys Lane is not suitable for vehicular access due to its narrow construction, however there is an existing access onto London Road which would need to be assessed for driver sightlines in a derestricted speed limit to determine its suitability.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
		NONE
Minor Positive Impacts		
	Flood Risk	The site is within Flood Zone 1 and the site is not at risk of groundwater flooding. There is a very small risk of surface water flooding along the site's northern boundary which has a minimal impact on the developable area and would not preclude the delivery of the proposed development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area. A line of trees subject to a TPO adjoin the southwestern corner of the site. The site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations.
	Biodiversity	An area of Priority Habitat Deciduous woodland adjoins the sites southern boundary however there are no other designations within the site or in close proximity. Any development would need to ensure a suitable buffer to the woodland to prevent any adverse impacts. The site is also within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Housing	The development would deliver 10 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Landscape & Townscape	The site is located wholly within the High Weald National Landscape and an area considered to have moderate to high landscape sensitivity. Significant development would be out of keeping with the character and appearance of the countryside and would have an unacceptable impact on landscape character in this location. Only sporadic, low density residential development exists to the south of the site (along London Road), whilst only rural development and open fields appear to the east, west and north (Pennybridge Lake), meaning that the site may appear as an isolated form of development unless appropriately designed and laid out, with small scale linear development along the site frontage only, replicating adjacent development.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
	Town & Village Centre	Whilst the site is close to services and facilities in Crowborough, it is poorly connected via public transport and would be car dependent. However, occupiers could still reach the town and will support long-term vitality and viability of settlement.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Transport & Accessibility	The site is in an edge of settlement location, somewhat remote from local services and facilities, but with a footpath that provides connectivity into Crowborough. The footway would need to be extended to link to the existing footway network. The site is, however, poorly connected as the nearest bus stops are some 20 minutes walk away, and the 60/40mph speed limit is not suited to all cyclists. Hoadleys Lane is not suitable for vehicular access due to its narrow construction, however there is an existing access onto London Road which would need to be assessed for driver sightlines in a derestricted speed limit. Any development would be car dependent due to the location of the site, lack of connectivity to other transport options, and characteristics of the road network.
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Soil, Land & Minerals; Historic & Cultural Heritage; Health & Wellbeing; Pollution; Economy & Employment and Education and Skills.**

SITE SUMMARY FORM

PARISH: WITHYHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
NA	**Not assessed in SA Reg 18(1)**																				
756/1630	Land at Royal Mires Nursery, London Road, Lye Green																				

COMMENTARY	
Site	Site is 1.46ha and comprises a retail garden centre located to the south of the small hamlet of Lye Green and to the east of London Road.
Parish / Settlement	Withyham / Lye Green (not classified in the Council's settlement hierarchy)
Development Proposal	5 (net) dwellings. The site was granted full planning permission for 5 dwellings under planning permission reference WD/2020/1300/F in November 2021. This planning permission has now lapsed but established the principle of development.
Summary of Assessment	The site is in an isolated, rural location within the High Weald National landscape, detached from services and facilities in larger settlements. There are no footpaths and no bus services to serve development, meaning it would be wholly car-dependent and therefore not in keeping with sustainability principles of the Local Plan. Notwithstanding this, it is acknowledged that a previous appeal decision for 9 dwellings was granted and gave greater weight to the reduction in vehicle trips than to the lack of transport options and a permission for 5 dwellings was granted on the site but has now lapsed.
Mitigation Measures	• Specific mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and on the Ashdown Forest SPA.
Select / Reject / Uncertain	**REJECT**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	Site in Flood Zone 1. No risk of surface water and groundwater flooding on site. Site passes the sequential test for residential development. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Housing	The development would deliver 5 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Soil, Land & Minerals	This is a brownfield land and due to its current use there could be issues with land contamination.
	Biodiversity	The site does not contain any designated sites. The site is within 7km of the Ashdown Forest SPA. Therefore, if the site were to come forward for development, it would require a Habitats Regulation Assessment. All development will need to provide a minimum of 10% BNG.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
	Landscape & Townscape	The site is in an isolated location within the High Weald National Landscape, and an area considered to be of moderate to high landscape sensitivity in the 2023 landscape evidence base. It does not relate to any existing settlement form. Whilst the current use of the site is commercial, it is single storey and given the sites mature treed boundaries is not highly visible within the landscape. Development for residential buildings could introduce multi-storey buildings, albeit likely to only be 1.5 or 2 story, which could be more visible within the landscape.
	Economy & Employment	The proposed development to residential would result in the loss of employment floorspace within the district.
Major Negative		
	Transport & Accessibility	The site is in a rural location and isolated from services and facilities in other settlements. In addition, there are no footways, no bus services and an unhelpful PRoW network. Whilst the change to residential would represent a reduction in vehicle journeys compared to the current use, development here would be car dependent. It is noted that a previous appeal decision on the site for 9 (net) dwellings (prior to the current lapsed permission for 5 dwellings) was granted, with the inspector noting that the lack of travel choice should not be a reason to refuse development and that the reduction in traffic movements overall carried more weight in favour of development. Notwithstanding, when assessed against sustainability criteria as part of this process, the site is isolated and has a major negative effect in terms of accessibility.
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Historic & Cultural Heritage; Health & Wellbeing; Pollution; Town & Village Centres and Education & Skills.**

SITE SUMMARY FORM

PARISH: WITHYHAM		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
NA	**Not assessed in SA Reg 18(1)**																				
1226/2040	The Paddock, Lealands Farm, Station Road, Groombridge																				

COMMENTARY	
Site	Site is 0.76ha, comprising of a paddock to the northeast of Station Road, on the eastern edge of Groombridge.
Parish / Settlement	Withyham / Groombridge (Type 4 Settlement – Secondary village)
Development Proposal	8 (net) dwellings
Summary of Assessment	The site is close to the centre of Groombridge, considered a sustainable settlement, and development would not have a significant effect on the wider High Weald National Landscape or townscape of this edge of the village, as it is adjacent to the built-up area, and residential development here is at the entry point to the village itself. Therefore, a low-density housing scheme that mirrors the local character of the area may be suitable for the site. However, the site lacks safe pedestrian access due to the lack of footpath provision along Station Road and this would need to be rectified.
Mitigation Measures	• Mitigation measures have not been identified at this stage. • All development within the 7km zone of influence for Ashdown Forest SPA will need to contribute to SANGS and SAMMS provision to mitigate its impact on the designation. • The implementation of specific Local Plan policies in relation to Climate change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity and Landscape and Townscape, could also help to mitigate impacts
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and on the Ashdown Forest SPA.
Select / Reject / Uncertain	**UNCERTAIN for Residential**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
Minor Positive Impacts		
	Housing	The development would deliver 8 (net) dwellings on the developable area of the site, and this would contribute to the district's identified housing need. Due to the size of the site and lack of any scheme detail, the type and tenure of housing is unclear currently.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified
	Biodiversity	The site does not contain any designated sites. However, the site is within 7km of the Ashdown Forest SPA and therefore, if the site were to come forward for development, it would require an appropriate assessment under the Habitats Regulations. All development will need to provide a minimum of 10% BNG.
	Landscape & Townscape	The site is located relatively close to the centre of Groombridge and is relatively open within the landscape, albeit that mature hedging fronts onto the Station Road. The site is assessed as having moderate to high sensitivity to development in the 2023 landscape evidence base primarily due to its location within the High Weald National Landscape, its rural and tranquil character and proximity to the Wealdway and any development would require some landscape mitigation. However, the site is located to the southeastern extent of Groombridge, adjacent to the built-up area, of a relatively proportionate scale to development surrounding, and residential development here is at the entry point to the village itself. Therefore, a low-density housing scheme that mirrors the local character of the area may be suitable for the site.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
	Town & Village Centre	Whilst the site is close to the centre of Groombridge, considered a sustainable settlement, and its services and facilities, there is no pedestrian connectivity due to the lack of footpaths along Station Road, which is a narrow rural road and provision of footpaths is unlikely. Therefore, it is unclear whether development here would support the vitality and viability of the village centre.
	Transport & Accessibility	Whilst the site is close to the centre of Groombridge, considered a sustainable settlement, there is no pedestrian connectivity due to the lack of footpaths along Station Road, which is a narrow rural road. However, the site is within 400m of the nearest bus stop on Station Road, even though there is currently no dedicated pedestrian access to it. There is no evidence of road safety issues for peds or cyclists on Station Rd in vicinity of the site, thus more evidence such as vehicle speeds and surveys of active travel users on the network will be needed to justify any increase in non-motorised activity on the network. The site does have an existing vehicular access off of Station Road, directly opposite Lealands Close. There is a nearby designated footway connection to reach the PRoW (Withyham 32) to connect to the village centre via the bridge over the Spa Valley Rail line. Further information is required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation
Major Negative		
		NONE
No Significant Impacts		
		Owing to the size, type and location of development, the impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Water Resources; Pollution; Green & Blue Infrastructure; Historic and Cultural Heritage; Soil, Land & Minerals.**

GTTSP

SA SITE ASSESSMENTS: GTTSP

GTTSP – Site Assessments

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
835/1510	Land at Polly Arch, Lynholm Road, Polegate																				
1261/1610	The Stables, Hawkenbury Road, Bells Yew Green																				
1230/1210	Monkhurst Field, Sandy Cross Lane																				
1262/1980	Five Badgers and Little Robins, Stonehurst Lane, Mayfield																				
1217/1310	Land west of Station Road, Hailsham																				
467/1310	Development Land at Station Road, Hailsham																				
959/1210	Little Rose, Meres Lane, Cross in Hand, Heathfield																				
878/3300	Robins Nursery, Coldharbour Road, Upper Dicker																				
077/1630	Laurel Tree Farm, Boars Head, East Sussex																				
1069/1510	Polegate West																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
835/1510	**UNCERTAIN**	Site is in a sustainable settlement with good connections to local services and facilities as well as connectivity with public transport. Development would be an extension to a current gypsy and traveller site and will contribute to the districts assessed need. Further detail required on access to the site and flood risk along the access route, although noting flood risk on the site itself may be suitable/mitigated.
1261/1610	**UNCERTAIN**	The site is situated in an isolated location with no access to public transport or local services and facilities. The site is located solely in the High Weald National Landscape and any harm would need to be mitigated. However, development to the northern section of the site would create an extension to an existing gypsy and traveller site and will contribute to the districts assessed need.
1230/1210	**UNCERTAIN**	The site is wholly within the High Weald National Landscape and in a location that is of moderate to high landscape sensitivity to development. The site is also bounded by ancient woodland and priority habitat which mitigation measures would be required to protect these. The site is located down a narrow lane (Sandy Cross Lane) which may not be suitable dependent on the level of development taking place. The site as a whole is unsuitable, however small scale development that may mitigate impact could be considered.
1262/1980	**UNCERTAIN**	The site is situated wholly in the High Weald National Landscape and is also within 7km of the Ashdown Forest SPA. There is an existing vehicle access to the site however it is located down a narrow lane (Stonehurst Lane), therefore the access may not be suitable dependent on the level of development taking place. Any development would be an extension to a current gypsy and traveller site and will contribute to the districts assessed need. The site as a whole is unsuitable, however small scale development that may mitigate impact could be considered.

SUMMARY OF FINDINGS		
Ref. No.	**Site Status**	**Commentary**
1217/1310	**REJECT**	The site is well connected to existing services and facilities in Hailsham with existing pedestrian access and public transport options which would have a positive contribution to the vitality and viability of Hailsham. The site is heavily treed and overgrown with vegetation and a TPO is in place to the north of the site. Development would not be able to take place without the removal of trees protected by TPO, which will have a negative impact on the on the site and immediate area.
467/1310	**UNCERTAIN**	The site is well connected to existing services and facilities in Hailsham with existing pedestrian access and public transport options which would have a positive contribution to the vitality and viability of Hailsham. The site is completely covered by a priority habitat and development, and necessary BNG requirements would require a detailed assessment before any development could take place. The site is close to the Waste Water Treatment Works which could also require odour assessment.
959/1210	**UNCERTAIN**	Development of this site would be an extension to an existing gypsy and traveller site and will contribute to the districts assessed need. However, the site is wholly within the High Weald National Landscape with ancient woodland and priority habitat being adjacent to the site. There is an existing access via Meres Lane however further assessment is required to determine whether this is suitable for further development, although constraints on this site and adjacent limit the amount of growth notwithstanding.
878/3300	**REJECT**	The site does not relate to a sustainable settlement and there is no access to public transport without a private vehicle. The site also proposes a new GTTSP site, rather than extension to existing in such a location. There is an existing access to the site which may be suitable for this type of development, however further work is required to fully assess this.
077/1630	**REJECT**	The site is in an isolated location and is disconnected from Crowborough. The site is wholly within the High Weald National Landscape and is within 7km of the Ashdown Forest SPA. There is already a vehicular access to the site which could be suitable for this type of development. However, the site as a whole is not suitable for development due to the impact on the character and appearance of the High Weald National Landscape, isolated location away from any settlement, and the risk of surface water to some parts of the site.
1069/1510	**REJECT**	The site is bounded by the A22/A27 interchange which separates the site from the settlement of Polegate. Therefore, the site is isolated from local services and facilities. The site is within the setting of the South Downs National Park to the southern boundary as well as a cluster of listed buildings and a historic park and garden. The location the site as a whole is considered unsuitable in its entirety.

SITE SUMMARY FORM

PARISH: POLEGATE		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
835/1510	Land at Polly Arch, Lynholm Road, Polegate																				

COMMENTARY	
Site	The site is 0.17 hectares and is vacant land adjacent to an existing gypsy and traveller site. The existing gypsy and traveller site currently has six pitches.
Parish / Settlement	Polegate / Polegate (Type 2 Settlement)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the east of Polegate, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. It is adjacent to the built up area, between existing residential development in Polegate and an existing Gypsy and Traveller site to the east. The site is proposed for an extension to the existing gypsy and traveller site, which has the potential to make a positive contribution to the district's identified need. The site benefits from a good connection to the settlement with existing vehicle and pedestrian access along a shared access road. There is also frequent public transport options (bus and train) within reasonable distance from the site. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to be subject to an appropriate assessment. Whilst therefore acceptable in principle, further details are required on access provision and flood risk to fully consider the scheme.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Polegate is classed as a local service centre and is a settlement with limited supply of social and economic infrastructure where local residents depend upon other larger settlements to meet a broad range of needs. Polegate lies in close proximity to Eastbourne. Should the site come forward for development, together with other land within the area for this and other development types, further work will need to be undertaken to understand the impact on other infrastructure such as transport, education, health services and community facilities, and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Transport & Accessibility	The site is within walking distance of a bus stop to the northeast with bus services to Eastbourne. The site is within a 15-minute walking distance to Polegate Train station. The site benefits from an existing vehicular access to the services and amenities located within Polegate, as well as utilising a shared surface as a pedestrian link between the existing Gypsy and Traveller site and the local highway to the north. Given the surfacing, use and location, this pedestrian access is considered to provide a convenient and suitable pedestrian link between the site and nearby facilities
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District. The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Town & Village Centres	The site is well related to Polegate and will support long-term vitality and viability of the settlement.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Polegate, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Flood Risk	Site itself is located in Flood Zone 1 and not affected by groundwater flooding. Risk of surface water flooding to part of the site, and potentially along access road leading to it. This will still enable sufficient developable area to deliver identified quantum, but further detail is required on the access provision. In addition, mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Pollution	The site is close to railway line providing a potential source of noise for occupiers of the development, which will need to be assessed and mitigated. Development of the site could introduce more light pollution to the area, however the site is already classed as a brighter area in the CPRE light pollution mapping.
	Water Resource	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.
	Green & Blue Infrastructure	The sites boundary includes mature hedgerows and trees which provide wildlife corridors and stepping stones to the wider area. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Biodiversity	The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality, and biodiversity of the Levels.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Biodiversity, Landscape & Townscape, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: FRANT		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1261/1610	The Stables, Hawkenbury Road, Bells Yew Green																				

COMMENTARY	
Site	The site is 3.23 hectares and comprises of a large size field enclosed by woodland. There is an existing gypsy and traveller property in the northern parcel of the site with one pitch
Parish / Settlement	Frant /Bells Yew Green (Closest proximity))
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site exists as a registered gypsy residential site occupied by one static residential unit with no day room. The site lies to the northwest of Frant, however is approximately 2.3 miles from the centre and 2.7 miles from the centre of Tunbridge Wells and is therefore not in close proximity to existing services and facilities within any settlement. The site is situated in an isolated location with no access to public transport without the use of a private vehicle. The site already has a vehicular access point via Hawkenbury Road, however, may need upgrading dependant upon the level of development. The development of the site will have an impact on the High Weald National Landscape; however, the site is well screened and maintained in parts. Any harm to the High Weald National Landscape could potentially be mitigated if only a smaller parcel of land were developed, to the north of the site, relating to the existing development. The site is adjacent to a priority habitat to the north east of the site and therefore any development in this area would need to contain mitigations.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site in its entirety does not currently benefit from planning permission, however the northern portion of the site has been subject to multiple planning applications. These include temporary permission for the stationing of one mobile home and one touring caravan (WD/2007/2407/F), renewal of permission for one mobile home and one touring caravan (WD/2012/1809/FA) and permission for stationing an additional mobile home on the site. (WD/2022/2626/FR). The site was refused planning permission for a day room (WD/2014/1640/F) due to the size of the building being out of scale with the use of the site for one family. There are no further planning permissions surrounding the site.
Select / Reject / Uncertain	**UNCERTAIN** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is within Flood Zone 1, and there is no risk of surface water or groundwater flooding on site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Woodland adjacent to the north east of the site is a designated priority habitat. Any mature trees and hedgerows on site boundaries should be maintained. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The Landscape Sensitivity Assessment 2023 states this area is of moderate to high landscape sensitivity to development. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape that surrounds Tunbridge Wells. If developed to its full extent, the site would likely dominate the immediate surroundings and adversely affect the landscape and local character. However, a reduced scale scheme that is sensitively located and supported by appropriate mitigation, may allow for suitable development.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Hawkenbury Road, however this may need to improvements to the access dependent on the level of development on the site. There is no pedestrian connectivity or PrOW to the site. There are no bus stops within walking distance to the site, and the nearest train station is Frant approximately 19 miles away, therefore the only reasonable access to the station is via private vehicle. However, it is noted that the site is an existing gypsy and traveller site and meets the current needs of the existing members of the community.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Health and Wellbeing, Economy & Employment, Town & Village Centres**

SITE SUMMARY FORM

PARISH: Heathfield and Waldron		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1230/1210	Monkhurst Field, Sandy Cross Lane, Heathfield																				

COMMENTARY	
Site	The site is 1.8 hectares and comprises agricultural land.
Parish / Settlement	Heathfield and Waldron / Heathfield (Type 1 - Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is comprised of agricultural land to the south of Sandy Cross Lane. The site is wholly situated in the High Weald National Landscape and is located within the Heathfield assessment area of the 2023 Landscape Sensitivity Assessment, which states this area is of moderate to high landscape sensitivity to development. Ancient woodland and priority habitat bound the eastern and southern part of the site and there are two Grade II listed buildings Monkhurst Farmhouse and Little Monkhurst lie to the north of the site. A suitable vehicular access to the site can not be achieved via Sandy Cross Lane due to the narrowness of the road and the inability to create a pedestrian footway to allow safe linkages with local services and facilities in Heathfield. Notwithstanding, the site does lie in proximity to a Type 1 sustainable settlement, with a number of services and facilities, and does not lie adjacent to and integrate with existing built form. Further detail required on access, and detail of the scheme, its extent and impact on the landscape need consideration. This currently remains uncertain at this stage.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission or are under construction. They are promoted through the SHELAA process for development and are assessed individually. Cumulatively, adjacent SHELAA sites would need to consider the impact on the High Weald National Landscape and the listed buildings, Monkhurst Farmhouse and Little Monkhurst. A recent planning application for 9 self-build dwellings on the site (WD/2024/1678/0 was dismissed at appeal due to harm to the landscape character of the High Weald National Landscape.
Select / Reject / Uncertain	**UNCERTAIN** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by groundwater flooding. Risk of surface water flooding is negligeable along the southern boundary and will not affected the proposed development. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Green & Blue Infrastructure	The site boundaries comprise large, mature trees and hedgerows, contributing to the green infrastructure network in the area. Development should look to retain and protect the trees and hedgerows to maintain the green infrastructure network in the area.
	Water Resource	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.
	Biodiversity	Site has no designations. Ancient woodland adjacent to the north east of the site is a designated priority habitat. Any mature trees and hedgerows on site boundaries should be maintained. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centre	The site is on the periphery of the south of Heathfield with limited access to the town centre for people to reach services and facilities. However, its location close to a settlement with immediate facilities is likely to support the vitality and viability of the town in some ways. .
	Education & Skills	The site benefits from its close proximity to a number of established schools within Heathfield, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The Landscape Sensitivity Assessment 2023 states this area is of moderate to high landscape sensitivity to development. If developed to its full extent, the site could dominate the immediate surroundings and adversely affect the landscape and local character. However, a reduced scale scheme that is sensitively located and supported by appropriate mitigation, may allow for some development.
	Historic & Cultural Heritage	Two Grade II listed buildings, Monkhurst Farmhouse and Little Monkhurst lie to the north of the site. With a scheme for gypsy and traveller use, any scheme would be single storey in nature only and subject to reduced site coverage, could be located adjacent to the existing commercial yard, rather than the heritage assets. However, impact remaisn uncertain at this stage
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Transport & Accessibility	The site does not currently benefit from a suitable vehicular access, and Sandy Cross Lane would be unsuitable to high volumes of additional traffic, however, this may be mitigated dependant upon scale of development There are no footways along Sandy Cross Lane to facilitate pedestrian access to the B2203 Hailsham Road and it is unlikely due to the narrowness of lane that this could be achieved. Heathfield does not have a train station. Stonegate and Crowborough are approximately 9 miles from the site, therefore the only reasonable access to the station is via private vehicle.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Health and Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Hadlow Down																					
		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1262/1980	Five Badgers and Little Robins, Stonehurst Lane, Mayfield																				

COMMENTARY	
Site	The site is 3.072ha and partly consists of existing adjacent sites containing two pitches at Five Badgers and one pitch at Little Robins for Gypsy, Traveller and Travelling Showpeople as well as agricultural land to the rear.
Parish / Settlement	Hadlow Down / Five Ashes (closest proximity)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is comprises two existing Gypsy and Traveller sites alongside an area of agricultural land to the rear. It is located within the High Weald National Landscape, an area recognised for its scenic value and therefore residential development would need to be approached sensitively. The site also falls within 7km of the Ashdown Forest SPA, meaning any future proposals would require a Habitats Regulations Assessment and appropriate mitigation.. Ancient woodland and priority habitats adjoin the northern and eastern boundaries, contributing to the sites natural character.. CPRE's light pollution mapping identifies the area as relatively dark, so any development would need to ensure careful design to avoid unnecessary impacts. The site currently benefits from two vehicular access points via Stonehurst Lane, serving Five Bagers and Little Robins. Stonehurst Lane is relatively narrow and the acceptability of additional vehicle movements would require further assessment. The site is predominantly accessible by private car, however, this reflects the existing pattern of use for the Gypsy and Traveller community already living here. Importantly the site already accommodates Gypsy and Traveller families, and any consideration to further pitches would need to balance landscape and environmental sensitivities with the recognised need for this type of accommodation.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Five Bagers benefits from planning permission (WD/2013/2348/FA). The site also had planning permission refused (WD/2025/1411/FA) to allow the use of the site for four caravans due to going beyond the powers conferred by section 73 of the Town and Country Planning Act 1990. Little Robins benefits from planning permission (WD/2015/2287/FR) for the stationing of two caravans for Gypsy and Traveller use. It is acknowledged that the proposed development will have an impact on the highway network, and other built or natural infrastructure.
Select / Reject / Uncertain	**UNCERTAIN for** Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1. Risk of surface water flooding to part of the site but will not impact access and sufficient developable area to deliver identified quantum. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern and eastern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Biodiversity	There are no designated sites within or near but the site is within a biodiversity opportunity area (River Uck and its Headwaters). Ancient woodland lies to the north-east boundary of the site as well as priority habitat to the north and east of the boundary of the site. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment and any mitigation.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development as per the Landscape Sensitivity Assessment 2023.However, this is based on two storey residential development and therefore, a proportionate extension to the gypsy and traveller use may be suitable when further details are provided. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area, but may be mitigated depending upon the extent of the iste and amount of development proposed. Air and noise pollution is also expected to increase both in construction and operation.
	Town & Village Centre	The site is in a rural location with poor / limited access to any town or village centre for people to reach services and facilities and it is unlikely to support the vitality and viability of a village or town centre.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Stonehurst Lane, however this may be unsuitable for a significant increase in traffic generation due to the narrowness of the lane. There is no pedestrian connectivity or PrOW to the site. There are no bus stops within walking distance to the site, and the nearest train station is Crowborough approximately 4 miles away, therefore the only reasonable access to the station is via private vehicle.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Hailsham																				
		Sustainability Objectives																		
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																			
N/A	**Not assessed in Reg 18(1)**																			
1217/1310	Land west of Station Road, Hailsham																			

COMMENTARY	
Site	The site is 2.69ha and is a wooded area.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the south of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site comprises of a wooded green field and is bounded by industrial development to the north and a residential site for 400 dwellings to the east. The site is heavily treed and overgrown with vegetation. Trees to the northeastern part of the site are subject to a group Tree Preservation Order (TPO). Development would not be able to take place without some removal of these protected trees and vegetation, including development through the TPO area to gain access to the site from the existing estate road, which would be significant. In addition, the site does not have an independent access point to the highway so could not be delivered without this incursion through the TPO area.. The site is well connected to the settlement with existing pedestrian access and public transport options within reasonable walking distance from the site, however, these site constraints are not shown possible to overcome to enable development. The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to subject to an appropriate assessment.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, , Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities and public transport options. Other sites are put forward for development near the site and across Hailsham which may have a cumulative impact on the settlement and wider area. Planning permission has been granted to the south of the site for the provision of 700 new homes and is currently under construction. This will change the immediate character of the area. Together with other land within the area, further work will be needed to understand the impacts on the transport network and other infrastructure such as education, heath services and community facilities and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**REJECT for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	The site is in Flood Zone 1 and is not affected by groundwater flood risk. Small areas of the site to the north and east of the site are affected by surface water flooding although it would have a marginal impact on the developable area without interfering with the existing access of the site. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centres	The site is well related to Hailsham and will support long-term vitality and viability of the settlement.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Hailsham, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
	Pollution	The site is adjacent to Station Road Industrial Estate providing a potential source of noise for occupiers of the development. Site may also require odour assessment given proximity to Hailsham South Wastewater Treatment Works.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Soil, Land & Minerals	The site is greenfield land with around 40% of the site being Grade 3a agricultural land and development would therefore result in the loss of some of the best and most versatile agricultural land.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Biodiversity	There are no designated biodiversity areas, but the site includes a small portion of priority habitat (deciduous woodland) within the site. The site is not within a Biodiversity Opportunity Area (BOA); however, the Cuckoo Trail Habitat Link lies immediately to the west of the site and the Pevensey Levels BOA lies to the southeast of the site on the opposite side of Station Road. The site is located within the catchment of the Pevensey Levels SAC/Ramsar designated as such due to the flora and fauna of the lowland wet grassland system and associated biodiversity and species it supports. Development may drain to the Levels and will therefore be subject to appropriate assessment to secure necessary mitigation to control water flows and protect water quality and protect biodiversity of the Levels. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station approximately 4 miles to the south with services to London, Hastings and Brighton, accessible via walking and cycling the Cuckoo Trail to the south west of the site, although noting this would not be as safe and convenient as private vehicle access to this rail station location. The site is within a 15 minute walk of the High Street in Hailsham with its services and amenities. The Cuckoo Trail is in close proximity to the sites eastern boundary and may be able to provide further pedestrian connectivity to Hailsham if links can be made with the site. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road, following the implementation of the planning permission for 700 dwellings on a neighbouring site. Further provision is expected along Station Road from that same development. Notwithstanding this, the extent of the site does not include access to the highway although the site promoter has advised that the site is accessed from Station Road via the industrial estate with full right of access to the site. However, this access then requires incursion into the TPO protected area at the north east of the site which has not been shown as suitable or achievable. No other vehicular access is show as an option, resulting in an overall negative assessment for access suitability.
Major Negative		
	Green & Blue Infrastructure	The site is heavily treed and overgrown with vegetation. Trees to the northeastern part of the site are subject to a group Tree Preservation Order (TPO). The site acts as a wildlife refuge and contributes to the green infrastructure network in the area and acts as a stepping stone across the wider area including priority habitats to the west of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network, but the site itself cannot be developed or accessed without incursion into the protected tree area. Full impacts may remain uncertain at this stage as they depend on the implementation of a suitable landscape scheme, however, development would not be able to take place without some removal of trees and vegetation which is of major negative impact. .
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Landscape & Townscape, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Hailsham		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
467/1310	Development Land at Station Road, Hailsham																				

COMMENTARY	
Site	The site is 1.30ha and is vacant land.
Parish / Settlement	Hailsham / Hailsham (Type 1 – Town)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located to the southeast of Hailsham, which is considered a 'sustainable settlement' according to the Council's settlement hierarchy. The site lies adjacent to residential development to the west with some commercial development nearby. The site is in a sustainable location with respect to obtaining safe access and pedestrian links to the existing footpaths on Station Road. The site does not have an existing access and therefore further details are required to establish any highway impacts and potentials for a suitable access point. There are issues of impact from adjacent developments in terms of noise from commercial uses and odour from the nearby Wastewater Treatments Works (WwTW) would need to be considered. The ecological constraints, given the undeveloped nature mainly the priority habitat that covers the site would require detailed assessment, as would detail of any necessary increase via BNG. Development would not be able to take place without some removal of trees and vegetation and effect on habitat, and without further information in this regard, and consideration of potential net gain The site is located within the hydrological catchment of the Pevensey Levels SAC/Ramsar site and will need to subject to an appropriate assessment.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Hailsham is classified as a sustainable settlement as it offers significant services, amenities and public transport options. Other sites are put forward for development near the site and across Hailsham which may have a cumulative impact on the settlement and wider area and potential impacts on the Pevensey Levels SAC/Ramsar.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by groundwater flooding. Risk of surface water flooding along the northern boundary of the site although it would have a marginal impact on the developable area without interfering with the existing access of the site Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
	Town & Village Centres	The site is well related to Hailsham and will support long-term vitality and viability of the settlement.
	Education & Skills	The site benefits from its close proximity to a number of established schools within Hailsham, providing convenient and equitable access to education for future residents. The strong education provision supports the development of skills within the community and contributes positively to the sites overall sustainability.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels. Development is therefore likely to be subject to Appropriate Assessment to secure necessary mitigation to control water flows to the SAC and protect water quality.
	Pollution	The site is in close proximity to Hailsham Waste Water Treatment Works (WwTW) and therefore could be potential for odour issues. Possible noise issues from adjacent residential and commercial uses.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Transport & Accessibility	Hailsham does not have a rail station. Polegate Station is the nearest station approximately 4 miles to the south with services to London, Hastings and Brighton, accessible via walking and cycling the Cuckoo Trail, although noting this would not be as safe and convenient as private vehicle access to this rail station location. The site is within a 15-minute walk of the High Street in Hailsham with its services and amenities. There are bus stops within 5 mins walk with a direct infrequent service to Hailsham Centre, which benefits from footpaths on the western side of Station Road. The extent of the site does not include access to the highway, but the site itself fronts Station Road, form which a suitable access could be delivered.. Further details are required to establish the highway impacts of the proposals on the suitability of the access and on the relevant junctions.
	Quality of Life & Place	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Green & Blue Infrastructure	The site is heavily treed and overgrown with vegetation. The site acts as a wildlife corridor, contributing to the green infrastructure network in the area and acts as a stepping stone across the wider area including priority habitat that covers the site and extends to the north of the site. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Full impacts remain uncertain at this stage as they depend on the implementation of a suitable landscape scheme, however, development would not be able to take place without some removal of trees and vegetation, which should be limited and may prevent development of the site in entirety
	Biodiversity	There are no designated biodiversity areas, but a priority habitat is present and covers the entire site. Further investigation will be needed to determine whether any mitigation is possible, noting that retention of undeveloped land to mitigate development may be required. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021. The site is located within the catchment of the Pevensey Levels SAC/Ramsar and will therefore be subject to appropriate assessment to secure necessary mitigation to control water flows and protect water quality and protect biodiversity of the Levels.
Major Negative		
		NONE
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Landscape & Townscape, Water Resource, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Mayfield and Five Ashes		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
959/1210	Little Rose, Meres Lane, Cross in Hand, Heathfield																				

COMMENTARY	
Site	Site is 0.31ha and is an existing Gypsy and Traveller site with one pitch.
Parish / Settlement	Mayfield and Five Ashes
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is an existing Gypsy and Traveller site to the south east of Five Ashes, north of Cross in Hand. The site is wholly situated in the High Weald National Landscape. Ancient woodland and priority habitat bound the east and south of the site and these should be maintained and appropriate buffers incorporated if any development were to take place. There is an existing access to the site via Meres Lane, however it is unclear whether the access could support the level of development proposed due to the narrowness of Meres Lane. The site is visually and functionally separated from Five Ashes and there is no pedestrian, bus or train access within a close distance of the site. Therefore, the site would be solely reliant on a private vehicle for travelling and accessing facilities and services. However, it is noted to provide existing GTSSP provision thus any development would act as an extension to that.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	The site benefits from a temporary planning permission (WD/2017/0727/FA) for two mobile homes. There are no other SHELAA sites in close proximity to the site.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Flood Risk	The site is not affected by pluvial, fluvial and ground water flood risk. Nonetheless, mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District. The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern and eastern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Ancient woodland, local wildlife site and priority habitat is adjacent to the east and south of the site. Any mature trees and hedgerows on site boundaries should be maintained, and buffers will be required. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area. Air and noise pollution is also expected to increase both in construction and operation.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development according to the Landscape Sensitivity Assessment 2023 and is detached from the existing built form in Five Ashes. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Town & Village Centre	The site is in a rural location with poor / limited access to any town or village centre for people to reach services and facilities and it is unlikely to support the vitality and viability of a village or town centre.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Meres Lane, however this may need to be improvements to the access dependent on the level of development on the site. It is uncertain whether this could be achieved due to the narrowness of the Lane. There is no pedestrian connectivity or PrOW to the site. There is a bus stop within a 10 minute walk of the site, however there is no pedestrian connectivity or PrOW to the site. The nearest train station is Crowborough approximately 7 miles away or Buxted approximately 5 miles away, therefore the only reasonable access to the station is via private vehicle.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Arlington		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
878/3300	Robins Nursery, Coldharbour Road, Upper Dicker																				

COMMENTARY	
Site	Site is 0.50ha and comprises a large shed, greenhouses associated with the existing nursery, ancillary nursery infrastructure, and area of woodland and two ponds.
Parish / Settlement	Arlington / Upper Dicker (Type 5 – Neighbourhood Settlement)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is located between Lower and Upper Dicker to the South of the A22, next to a poultry farm. The site proposed for Gypsy, Traveller and Travelling Showpeople would help meet the requirement for the district. The site does not relate to a sustainable settlement and has no access to public transport, services and facilities. The site does have an existing access that may be suitable for this type of development but there is no access to public transport without the use of a private vehicle. The site is in flood zone 1 but there are some concerns of surface water flooding and mitigation measures would need to be provided. Noting the location of the site, the site fails to meet sustainability objectives based on information currently available.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate Change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity, , Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Upper Dicker is a settlement with limited services and facilities. Other sites are put forward across the wider area which may have cumulative impacts on the settlement or the wider area. Together with other land within the area, further work will be needed to understand the impacts on the transport network (through a county-wide model) and other infrastructure such as education, health services and community facilities.
Select / Reject / Uncertain	**REJECT** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	The site is within Flood Zone 1 and is not affected by groundwater flood risk. There is an isolated area of surface water on the site associated with the presence of a pond in the centre of site. Mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces.
	Biodiversity	There are no designated sites near or within the site and it is not within a biodiversity opportunity area or a priority habitat. All development will need to provide a minimum of 10% BG in accordance with the Environment Act 2021.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Green & Blue Infrastructure	There are hedgerows and hedgerow trees to all boundaries of the site and these provide linear wildlife corridors to the wider countryside, including the woodland to the north. Development of the site should seek to retain, maintain and enhance the green infrastructure network. Impacts considered uncertain at this stage as they depend on the implementation of a suitable landscape scheme.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Education & Skills	The site is situated in a rural location, but it is noted there is some educational provision at nearby primary schools. Further detail is required.
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Town & Village Centres	The site does not relate to a sustainable settlement and will not contribute to the viability and vitality of town and village centres.
Major Negative		
	Transport & Accessibility	The site is nearly a mile from the nearest bus stop and whilst there are regular bus services to Hailsham from Upper Dicker, the bus stop cannot be reached on foot as there are no footpaths along this part of Coldharbour Road and there is no certainty as to whether footpaths could be provided as part of any development. Notwithstanding this, the site is beyond what would be considered a reasonable walking distance to a bus stop. There is no train station in Upper Dicker, the nearest being Berwick Station approx. 3.6 miles south of the site, although the only reasonable access to the station is via private car. There is an existing access onto Coldharbour Road associated with the existing use of the site as a nursery. Further details are required to establish the highway impacts of the proposals on the relevant junctions and likely traffic generation resulting from development; without which, the impact is considered major negative, especially noting as development fails to relate to existing services or an existing GTTSP development
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil Land & Minerals, Pollution, Landscape & Townscape, Health and Wellbeing, Economy & Employment, Education & Skills**

SITE SUMMARY FORM

PARISH: Rotherfield		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
077/1630	Laurel Tree Farm, Boars Head, East Sussex																				

COMMENTARY	
Site	The site is 28.58ha and comprises a residential dwelling, farm shop and agricultural land associated with a fruit farm.
Parish / Settlement	Rotherfield / Boars Head (Other)
Development Proposal	The site was submitted as part of the Council's SHELAA Call for Sites, submitted for any use/development. It has therefore been assessed for Gypsy, Traveller and Travelling Showpeople Pitches.
Summary of Assessment	The site is located to the north-east of Crowborough at Boars Head and to the west of the A26. The site is visually and functionally separated from Crowborough and is solely located within the High Weald National Landscape. Development in entirety would cause significant harm, and the ridge top elevated and exposed position of other parts of the site increase sensitivity and result in likely harm from development in these locations. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment to identify any impacts and subsequently any mitigation. There is already an existing vehicular access from the A26 to the site which currently allows access to the farm shop to the east of the site. Ancient woodland, also a designated priority habitat is adjacent and covers the western and central portions of the site. Therefore, no development would be suitable in these localities of the site. There is also a risk of surface water flooding to west of the site but will not impact access and sufficient developable area to deliver identified quantum. The site as a whole is not suitable for development. Furthermore, noting the isolated location of the site, away from any services or facilities or education provision, and with no accessible transport options to get to the nearest settlements, the site does not represent a sustainable location for new GTTSP provision.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate Change adaptation and mitigation, , Biodiversity, Landscape & Townscape, Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	No adjacent sites have planning permission. Cumulatively, adjacent SHELAA sites would need to consider impact on landscape in this protected area and potential impacts
Select / Reject / Uncertain	**REJECT** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1 and is not affected by ground water flooding. Risk of surface water flooding along the western boundary of the site, and segregating the southern parcel of the wite. However, it will not impact access and allow sufficient developable area to deliver identified quantum. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat that adjoins the western and central parts of the site. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network.
	Biodiversity	Site has no designations. Ancient woodland, also a designated priority habitat is adjacent and covers the western and central portions of the site. Any development would need to maintain the ancient woodland on site and maintain any mature trees and hedgerows on site boundaries. All development will need to provide a minimum of 10% BNG in accordance with the Environment Act 2021. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment to identify any impacts and subsequently any mitigation
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, with drainage ditches forming part of the drainage network of the levels.
	Soil, Land & Minerals	The site is greenfield agricultural land. Land at this location is good to moderate quality (Grade 3). It is uncertain whether the land is 'best and most versatile' agricultural land (i.e. Grade 3a).
	Historic & Cultural Heritage	Four Grade II listed buildings (The Boars Head Inn, Laurel Tree Cottage, Cruickshanks, Oasthouses and Granary to the east of Cruickshanks) lie to the east of the site. It is uncertain whether there would be any impact to these buildings.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
	Social Inclusion	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste and Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is a bus stop directly outside the site on the A26 with services to Crowborough and Tunbridge Wells, however, noting the extent of the site this may not be accessible from all parts of any proposal. The site is located between train stations at Eridge and Crowborough, but with the topography of the area and road speed making cycling/walking unattractive and inconvenient. There is a pedestrian footpath along the A26, however, it is not available along the whole route towards Crowborough, therefore, making it inaccessible by walking. There is an existing vehicular access point via the A26 which currently provides access to the farm shop. This may be a suitable access for the level of development, however further investigation is required.
	Town and Village Centres	The site does not relate to a sustainable settlement and will not contribute to the viability and vitality of town and village centres.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility.
Major Negative		
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development. The extent, location and visibility of the site on a ridge top location would combine to make development highly visible and out of character, harmful to the High Weald landscape and its components. The isolated location of the site away from any settlement exacerbates impact and results in development alien, harmful and out of character with the rural locality. .
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Pollution, Health & Wellbeing, Economy & Employment**

SITE SUMMARY FORM

PARISH: Polegate		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1069/1510	Polegate West																				

COMMENTARY	
Site	The site is of considerable scale and comprises mainly undulating fields used for grazing. A small proportion of the site is formed of residential buildings and associated farm buildings and service area of Cophall roundabout.
Parish / Settlement	Polegate / Polegate (Type 2 – Settlements that geographically relate to a region al centre out with Wealden District)
Development Proposal	The site was submitted as part of the Council's SHELAA Call for Sites, submitted for any use/development. It has therefore been assessed for Gypsy, Traveller and Travelling Showpeople Pitches.
Summary of Assessment	The site comprises of undulating fields used for grazing to the west and north west of the urban settlement of Polegate. The site is predominately agricultural grazing land, although a small proportion of the site is formed of residential dwellings and associated farm buildings of Cophall Farm, and service areas at Cophall roundabout. The site is bounded to the east and south by the A22/A27 interchange, which separates the site from the urban settlement of Polegate. The 2023 Landscape Sensitivity Assessment states that the site moderately to highly sensitive to development. There are portions of the site that are relatively enclosed within the wider landscape, benefitting from the extensive level of screening which surrounds the site and these areas may be suitable for development. However, there are particular constraints in terms of the landscape setting of the South Downs National Park, which lies in close proximity to the site's southern boundary. The impact on the setting of the listed buildings forming Wootton Manor located to the west of the site, the Historic Park and Garden may also have significant adverse impacts. Although close proximity to the A27 and Polegate, the site and immediate locality is rural in nature and is isolated from local services and facilities including public transport links to Polegate.
Mitigation Measures	Not all mitigation measures have been identified at this stage. The implementation of specific Local Plan policies in relation to Historic and Cultural Heritage, Climate Change adaptation and mitigation, Green & Blue Infrastructure, Biodiversity, Landscape & Townscape, Flood Risk and Transport & Accessibility could also help to mitigate impacts.
Cumulative Impacts	Impacts on the landscape, highways and biodiversity would require further investigation to determine the cumulative impacts and identify mitigation.
Select / Reject / Uncertain	**REJECT** for Gypsy, Traveller and Travelling Showpeople

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the District.
Minor Positive Impacts		
	Green & Blue Infrastructure	The significant trees and hedgerows located along site boundaries and within the site provide excellent wildlife corridors and steppingstones to the wider area, particularly to the priority habitat that adjoins the northern and central parts of the site. Any development should seek to retain and protect these trees and hedgerows to maintain and enhance the green infrastructure network.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the district
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Flood Risk	The site is largely in Flood Zone 1. The northern boundary of the southernmost parcel is within flood zone 2 with small area of that also within flood zone 3a and 3b which would have a marginal impact on the developable area. Surface water flooding flowpaths extend from this area which may restrict access and therefore reduce the developable area of the site. Isolated areas of the site are also affected by surface water flooding around the access which will need to be addressed by the proposed scheme, as well as in the north east part of the site. Overall only small areas are affected which would not preclude development of the site although mitigation measures will need to be provided for the site in terms of surface water runoff as development will introduce impermeable surfaces. The site is not affected by groundwater flooding.
	Water Resource	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.
	Soil, Land & Minerals	Greenfield/ Agricultural land (not classified). The site is not safeguarded for waste or minerals operations. Development of the site is unlikely to result in land contamination. Mitigation measures will need to be identified, which safeguard the soils health, particularly during construction.
	Biodiversity	The site is likely to have some notable biodiversity value, noting the greenfield nature of the site, landscape features, some forming BOA on site, and deciduous woodland priority habitat adjacent. A large swathe of Ancient Woodland is located adjacent to the northern boundary of the site. Development would need to provide a suitable space and buffers to protect these areas and the habitat they provide. The site is located within the catchment of the Pevensey Levels SAC/Ramsar site, designated as such due to the flora and fauna of the lowland west grassland system and associated biodiversity and speciesit supports. Development may drain to the Levels and will therefore be subject to Appropriate Assessment to secure necessary mitigation to control water flows and protect water quality and protect the biodiversity of the Levels. BNG requirements will need to be met. Detailed mitigation measures will need to be identified.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
	Quality of Life & Place	Further details required
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Transport & Accessibility	There is an existing vehicular access at the site's eastern boundary, although would not be suitable if the site was completely built out. The site has access to some services and employment at the Cophall Roundabout. There is a signalled pedestrian crossing linking the site to Polegate Town Centre and train station approximately 1km from the site.
	Town & Village Centres	The site is isolated and detached from the local services and facilities, therefore will not contribute to the viability and vitality of Polegate.
	Education & Skills	The nearest school provision is in the Polegate and Willingdon areas, east and south of the site, however, the site is severed from both of these areas by the A22/A27. There is a shortfall of 1 form entry at primary school level, expectant from around 2036/7. Options to address the need for education provision include consideration of a new primary school on the Mornings Mill development site to the south, which has planning permission for 700 homes. There is no shortfall in early years and secondary provision.

Major Negative	
Pollution	The site is largely within area classed as ‘brighter–brightest’’ in light pollution mapping. The western most parts of the site fall just below this category, with land to the west adjoining areas designated as ‘darkest.’ The SDNP lies to the south of the site and could be affected by the increase in light pollution. The location is likely to result in car reliant development, and will increase traffic in the area, and add to the already congested Polegate/Willingdon A27/A22 interchange that abuts the site. The interchange and nearby traffic congestion have the potential to affect future residents of the development, both through air and noise pollution. The site abuts the A27 and A22 to the east, the main trunk road east-west through this part of the District. The site also abuts a main railway line and a further part of the A27 to the south of the site. Development along the east and south parts of the site, adjacent to the road and railway line, is likely to experience significant noise pollution. Mitigation will need to be identified to avoid any adverse impact, through careful layout and design, including potential noise barriers, and suitable construction.
Landscape & Townscape	The South Downs National Park lies in close proximity to the site’s southern boundary. The South Downs National Park is highly visible from the elevated parts of the site, particularly where topography of the site slopes upwards towards a ridge in the centre of the site. leading to likely significant landscape effects. The 2023 Landscape Sensitivity Assessment states that the site is moderately to highly sensitive to development.
Historic & Cultural Heritage	The south-west corner of the site abuts Wootton Manor Grade II Listed Registered Park and Gardens. Approximately 450m to the west of the site is a cluster of Grade II and Grade II* Listed Buildings within the Registered Park and Gardens. Development adjoining the boundary of the Registered Park and Garden would potentially erode the rural locality and setting of the site. Even if mitigation were achieved by setting built form back from this edge, the creation of a new settlement adjacent to this heritage asset is likely to have an impact on the relationship of the asset to its surroundings, and its historic evolution and context.
No Significant Impacts	
	The impacts are not considered to be significant for **Pollution, Health & Wellbeing, Economy & Employment** and can be addressed through mitigation measures.

SA SITE ASSESSMENTS: HADLOW DOWN

PARISH: HADLOW DOWN

Ref. No.	Address	SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
		Sustainability Objectives																			
1262/1980	Five Badgers and Little Robins, Stonehurst Lane, Mayfield																				

SUMMARY OF FINDINGS

Ref. No.	Site Status	Commentary
1262/1980	**UNCERTAIN for Gypsy, Traveller and Travelling Showperson Development**	The site is situated wholly in the High Weald National Landscape and is also within 7km of the Ashdown Forest SPA. There is an existing vehicle access to the site however it is located down a narrow lane (Stonehurst Lane), therefore the access may not be suitable dependent on the level of development taking place. Any development would be an extension to a current gypsy and traveller site and will contribute to the districts assessed need. The site as a whole is unsuitable, however small scale development that may mitigate impact could be considered.

SITE SUMMARY FORM

PARISH: HADLOW DOWN		Sustainability Objectives																			
		SO1 Climate Change Mitigation	SO2 Climate Change Adaptation	SO3 Flood Risk	SO4 Water Resources	SO5 Soil, Land & Minerals	SO6 Waste & Materials	SO7 Pollution	SO8 Green & Blue Infrastructure	SO9 Biodiversity	SO10 Landscape & Townscape	SO11 Historic & Cultural Heritage	SO12 Digital Infrastructure	SO13 Transport & Accessibility	SO14 Housing	SO15 Health & Wellbeing	SO16 Quality of Life & Place	SO17 Social Inclusion	SO18 Economy & Employment	SO19 Town & Village Centres	SO20 Education & Skills
Ref. No.	**Address**																				
N/A	**Not assessed in Reg 18(1)**																				
1262/1980	Five Badgers and Little Robins, Stonehurst Lane, Mayfield																				

COMMENTARY	
Site	The site is 3.072ha and partly consists of existing adjacent sites containing two pitches at Five Badgers and one pitch at Little Robins for Gypsy, Traveller and Travelling Showpeople as well as agricultural land to the rear.
Parish / Settlement	Hadlow Down / Five Ashes (closest proximity)
Development Proposal	Gypsy, Traveller and Travelling Showpeople Pitches
Summary of Assessment	The site is comprises two existing Gypsy and Traveller sites alongside an area of agricultural land to the rear. It is located within the High Weald National Landscape, an area recognised for its scenic value and therefore residential development would need to be approached sensitively. The site also falls within 7km of the Ashdown Forest SPA, meaning any future proposals would require a Habitats Regulations Assessment and appropriate mitigation.. Ancient woodland and priority habitats adjoin the northern and eastern boundaries, contributing to the sites natural character.. CPRE's light pollution mapping identifies the area as relatively dark, so any development would need to ensure careful design to avoid unnecessary impacts. The site currently benefits from two vehicular access points via Stonehurst Lane, serving Five Bagers and Little Robins. Stonehurst Lane is relatively narrow and the acceptability of additional vehicle movements would require further assessment. The site is predominantly accessible by private car, however, this reflects the existing pattern of use for the Gypsy and Traveller community already living here. Importantly the site already accommodates Gypsy and Traveller families, and any consideration to further pitches would need to balance landscape and environmental sensitivities with the recognised need for this type of accommodation.
Mitigation Measures	• Not all mitigation measures have been identified at this stage. • The implementation of specific Local Plan policies in relation to, Climate change adaption and mitigation, Green and Blue Infrastructure, Biodiversity, Landscape and Townscape, Flood risk and Transport and Accessibility could also help to mitigate impacts.
Cumulative Impacts	Five Bagers benefits from planning permission (WD/2013/2348/FA). The site also had planning permission refused (WD/2025/1411/FA) to allow the use of the site for four caravans due to going beyond the powers conferred by section 73 of the Town and Country Planning Act 1990. Little Robins benefits from planning permission (WD/2015/2287/FR) for the stationing of two caravans for Gypsy and Traveller use. It is acknowledged that the proposed development will have an impact on the highway network, and other built or natural infrastructure.
Select / Reject / Uncertain	**UNCERTAIN for Gypsy, Traveller and Travelling Showpeople**

IMPACTS	OBJECTIVES	COMMENTARY
Major Positive Impacts		
	Housing	Development proposed would make a positive contribution to the Gypsy, Traveller and Travelling Showpeople need in the district.
	Social Inclusion	Further details required although it is noted that the scheme provides much needed housing for those facing discrimination, with protected characteristic, for which there is a current significant shortfall in the District The proposal also acts as an extension to an existing site, potentially addressing needs of existing GTTSP families, allowing those families to grow and remain integrated with wider family units.
Minor Positive Impacts		
	Flood Risk	Site in Flood Zone 1. Risk of surface water flooding to part of the site but will not impact access and sufficient developable area to deliver identified quantum. Nonetheless mitigation measures will need to be provided for the stie in terms of surface water runoff as development will introduce impermeable surfaces.
	Green & Blue Infrastructure	There are mature hedgerows and trees on site boundaries including a priority habitat on the northern and eastern boundary. These provide excellent wildlife corridors and stepping stones to the wider area. Any development should seek to retain and protect the site boundary trees and hedgerows to maintain and enhance the green infrastructure network.
	Quality of Life & Place	Further details required, but the proposal may contribute to increased quality of life by extending existing GTTSP provision and community provision.
Uncertain Impacts		
	Climate Change Adaptation	Specific climate change adaptation measures need to be identified.
	Water Resource	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.
	Biodiversity	There are no designated sites within or near but the site is within a biodiversity opportunity area (River Uck and its Headwaters). Ancient woodland lies to the north-east boundary of the site as well as priority habitat to the north and east of the boundary of the site. The site is within 7km of the Ashdown Forest SPA, therefore if the site were to come forward for development it would require a Habitats Regulations Assessment and any mitigation.
	Landscape & Townscape	The site is within the High Weald National Landscape, an area considered to be of high landscape sensitivity to residential development as per the Landscape Sensitivity Assessment 2023.However, this is based on two storey residential development and therefore, a proportionate extension to the gypsy and traveller use may be suitable when further details are provided. The site is situated in an isolated location which may have a detrimental impact upon the attractiveness of the landscape.
	Digital Infrastructure	Only 47% of all premises (residential and business) are covered by at least one broadband operator for a fixed download speed in WDC.
Minor Negative Impacts		
	Climate Change Mitigation	Development will result in an increase in greenhouse gas emissions in both construction and operation.
	Waste & Minerals	Development will result in an increase in waste in both construction and operation.
	Pollution	The site is within an area of the district considered to be darker in CPRE's light pollution mapping. Therefore, development could introduce more light pollution to the area, but may be mitigated depending upon the extent of the iste and amount of development proposed. Air and noise pollution is also expected to increase both in construction and operation.
	Town & Village Centre	The site is in a rural location with poor / limited access to any town or village centre for people to reach services and facilities and it is unlikely to support the vitality and viability of a village or town centre.
	Education & Skills	The site is situated in a rural location where access to educational facilities is limited. The absence of nearby schools may reduce opportunities for convenient and sustainable travel to education and could present challenges in supporting skill development within the local community. The site therefore offers weak educational accessibility, although it is noted access would be comparable to existing arrangements and accessibility for those on site.
Major Negative		
	Transport & Accessibility	There is an existing access to the site via Stonehurst Lane, however this may be unsuitable for a significant increase in traffic generation due to the narrowness of the lane. There is no pedestrian connectivity or PrOW to the site. There are no bus stops within walking distance to the site, and the nearest train station is Crowborough approximately 4 miles away, therefore the only reasonable access to the station is via private vehicle.
No Significant Impacts		
		The impacts are not considered to be significant for these objectives and can be addressed through mitigation measures. **Soil, Land & Minerals, Historic & Cultural Heritage, Health & Wellbeing, Economy & Employment**