Town & Country Planning (EIA) Regulations 2017
Secretary of State Screening Direction – Written Statement

Application name:	Crowborough Training Camp, Crowborough TN6 1UB
SoS case reference:	PCU/EIASCR/C1435/3379062
Schedule and category of development:	Schedule 2 development 10(b) Urban Development 13(b)(i): Change or extension of the development listed in paragraphs 1 to 12 of Schedule 2

Full statement of reasons as required by 5(5)(a) of the 2017 EIA Regulations including conclusions on likeliness of significant environmental effects.

The Secretary of State for Housing, Communities and Local Government ("SSMHCLG") has considered whether the proposed development as sought by the Home Office ("HO" or the applicant) at Crowborough Training Camp, is likely to have significant environmental effects.

She has undertaken this screening, taking into account the criteria set out in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ("the Regulations"). In doing so, she considers the main matters to be addressed are those set out in Planning Practice Guidance ("PPG") where the following are indicated as main matters relevant in the consideration of development in this category: physical scale of such developments, potential increase in traffic, emissions and noise. In addition, matters relating to protected sites (e.g. biodiversity impacts – species and habitats) remain main matters since the SSMHCLG issued a Direction relating to this site in January 2026.

The project is considered to be Schedule 2 development as it is a type of project identified in 10(b) and 13(b)(i) of the Regulations.

For clarity, the term 'Application Site' in this statement refers to the area within the red line site boundary as indicated in the Site Location Plan in the EIA Screening Request where the Proposed Development is located. The Application Site covers approximately 18 hectares ("ha") and excludes Building 19 at the south. The term 'Wider Site' refers to entire Crowborough Training Camp site, which covers approximately 36 ha and includes Building 19. Further definitions are included further into this assessment.

Schedule 3 selection criteria for Schedule 2 development refers:

1 (a) – (g) regarding characteristics of development

Consent for temporary use of the site was issued under Class Q, Part 19 of Schedule 2 to the Town and Country Planning (General Permittee Development) (England) Order 2015, specifically emergency development by the Crown for occupation of the Site for 12 months (hereafter referred to as the "Extant Consent"). The Extant Consent was issued on 22nd January 2026 and expires on 22nd January 2027. An EIA Screening Direction was issued on 12th January 2026 for the Extant Consent and concluded that it was not an EIA development.

The Proposed Development is for continued use of Crowborough Training Camp as non-detained asylum accommodation for up to 540 Site Users ("SUs") utilising existing site infrastructure for a temporary period until 22nd January 2030. The continued use does not constitute any changes to the Application Site in terms of additional construction activities or changes to its operation.

Existing buildings will be used and no modular accommodation or further refurbishment beyond the Extant Consent will be undertaken. No construction or groundworks are proposed and the existing facilities that have been installed on the Application Site under the Extant Consent (including ablutions blocks, CCTV cameras, floodlights, generators and the temporary kitchen ancillary units) will be retained and continue to be used on a medium term temporary basis. The existing 2m fencing around the Application Site will also be retained.

There is no change to the site's capacity of up to 540 SUs and 185 staff. The existing facilities will not change, which includes indoor and outdoor sports and recreational provision, educational, multifaith religious, and dining spaces, as well as other services including a laundry and healthcare services.

The number of average daily vehicle movements predicted as entering and leaving the Application Site (i.e. 370 two-way vehicle trips) is the same as assessed in the EIA Screening Direction for the Extant Consent. The provision of car parking spaces will also remain the same (i.e. 101 parking spaces).

However, it has been agreed between the Ministry of Defence ("MoD") and the applicant that Building 19 which falls outside of the southern part of the Application Site will be returned to the MoD for use for Army Cadet training during weekday evenings. A separate point of access to Building 19 will be provided directly off The Warren. Building 19 will be fenced off and no access to the Proposed Development will be possible. The existing fencing will be adjusted to segregate Building 19. The area required for delivery of the Proposed Development has therefore been reduced compared to the Extant Consent to exclude Building 19 and the immediate surroundings. Other than the exclusion of Building 19, the applicant confirms that there are no other proposed changes to the Extant Consent.

The total floorspace under the Extant Consent is 9,100m2. With the exclusion of Building 19, the total floorspace will be reduced but its extent is limited but unknown based on the available information.

The wastewater will be tankered off-site for treatment and will not be discharged to the existing Wastewater Treatment Works ("WWTW") on the wider site owing to pipe misconnections within the site. This is the existing wastewater arrangement carried out on the Application Site and will continue to be in place for the Proposed Development. The applicant advised that the misconnections to the pipes will be rectified by MoD as part of their responsibility as the landowner, this work has been commissioned and will be completed in the near future, however these works do not form part of the Proposed Development.

Duration and Phasing

Given the Proposed Development is for the continued use of the application site (except Building 19) following the Extant Consent which will expire on 22nd January 2027, no construction activities will be carried out and therefore construction impacts are not assessed in this EIA Screening Direction.

The operational phase of the Proposed Development will be between 22nd January 2027 and 22nd January 2030, after which the application site would be handed back to the MoD.

For the decommissioning phase, the proposed works and duration will be consistent with that of the Extant Consent and closely aligned to the previous construction phase in terms of magnitude and duration. The proposed decommissioning works will mainly involve removal of additional

infrastructure e.g. ablution blocks, lighting towers, generators, temporary kitchen ancillary units and CCTV cameras.

This EIA Screening Direction is made on the basis of the Proposed Development, as described above and by the SSMHCLG for the HO.

Whilst the Proposed Development will inevitably comprise a minor physical change to the locality, given the characteristics of the development, the receiving environment and the nature of the likely impacts, the SSMHCLG does not consider that a significant environmental effect is likely in terms of Schedule 3(1) of the Regulations regarding:

(a) the size and design of the whole development;
(b) cumulation with other existing development and/or approved development;
(c) the use of natural resources, in particular land, soil, water and biodiversity;
(d) the production of waste;
(e) pollution and nuisances;
(f) the risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge;
(g) the risks to human health (for example, due to water contamination or air pollution).

2 (a)-(c) (i) – (viii) regarding location of development

The Proposed Development in operation at the Crowborough Training Camp site is approximately 2km southwest of Crowborough town centre and approximately 1.6km southwest of Crowborough. The urban fringe of Crowborough extends to the entrance of the Training Camp on Uckfield Road (A26).

The Application Site of approximately 18 hectares comprises part of the Training Camp and consists of a range of low-rise buildings which have been used in the past for military accommodation, training, welfare facilities and infrastructure. Since January 2026, the Application Site has been used to provide temporary accommodation for asylum seekers with that permission due to expire in January 2027.

A 2m high perimeter fence surrounds the Application Site. The Application Site contains approximately 90 individual single storey buildings arranged within a broadly rectangular central area. Most of these buildings are used for accommodation, with other buildings used for catering, training, healthcare and a gym. Some buildings are currently fenced off and not used. Internal roads and footpaths provide circulation throughout the Application Site, with several car parking areas distributed across the Application Site. The areas between buildings and infrastructure are predominantly grassed, with sporadic tree planting. A guardhouse is located in the southeast corner of the Application Site, adjacent to the main access point. A disused obstacle course is located in the northern part of the Application Site. An extensive training area is located in the north-west part of the wider site, and a wastewater treatment works is also located in this same area.

There are two access points via 'The Warren' and an unnamed lane which connects to Uckfield Road (A26). A number of other emergency access points can be utilised. However, access is currently only via the un-named lane to the main gate.

The wider site is mostly surrounded by woodland, with agricultural land beyond. Immediately south is a timber yard where other employment uses are located. Brown Knoll Farm is located to the immediate west with a Timber Suppliers and industrial units to the immediate south. The nearest residential properties are Birchfield Farm which is located on The Warren adjacent to the south of the wider site, Jackman's Lodge approximately 100m to the north-west, and a recent housing development 'Warren

Grove' is at an advanced stage but not completed and lies approximately 200m to the east of the wider site near the A26 Uckfield Road.

There are no statutory or non-statutory designated sites within the boundary of the Proposed Development. However, there are multiple environmentally designated sites within relatively close proximity:

- Ashdown Forest Site of Special Scientific Interest ("SSSI"), Special Protection Area ("SPA"), and Special Area of Conservation ("SAC") - located approximately 400m south.
- Numerous unnamed Deciduous Woodland and Lowland Heathland Priority Habitats located within 500m.

Ashdown Forest is designated due to presence of:

- Dartford Warbler
- Nightjar
- North Atlantic wet heaths
- European dry heaths
- Great Crested Newt

It is the largest single continuous block of lowland heath in south-east England. Pressures on the site include the presence of deer on woodland and under-grazing affecting land management. A Habitats Regulations Assessment has been undertaken due to this qualifying feature. There are no other designated sites for biodiversity that are likely to be affected by the Proposed Development.

The Application Site lies within the High Weald National Landscape, characterised as one of the best-preserved medieval landscapes in north-west Europe. The National Landscape is derived from the essentially rural and small-scale landscape character, rich in wildlife and cultural features. There is extensive survival of woodland and traditional mixed farming, with a high proportion of natural surfaces. Other core components include: the dense network of historic routeways, irregular fields, and dark night skies.

The nearest listed building is Grade II Warren House (off Warren Road), approximately 660m north. Other relevant Grade II Listed buildings are over 1 km east and northeast, within the built area of Crowborough (Highfield Cottage, Windlesham Manor and 1 White Collages). The nearest Conservation Area is in Crowborough, located approximately 2.2km northeast. The nearest Scheduled Ancient Monument is a Medieval moated site at Pondbay, Walsh Manor in Crowborough which is located approximately 2.7km southeast of the site. There are no World Heritage Sites close to the Application Site.

Although associated with historic MoD uses, the repurposed buildings within the site are not considered to be of heritage interest. In terms of archaeology, negligible intrusive ground works will ensue from the Proposed Development. Given the distance and intervening features between the Application Site to the nearest heritage assets (listed buildings) significant impact respect of above ground heritage assets is unlikely. Due to the lack of intrusive ground works archaeology impacts are also unlikely.

There are no public rights of way ("PRoW") within 200m of the wider site, and both the application site and wider site are not currently open to the public.

The Application Site lies within the following watercourse features:

- Kent Weald Wester – Medway, Groundwater Body (current status: poor);

- Friars Gate Stream – River Catchment;
- Medway Catchment Drinking Water (Surface) - Safeguard Zone.

Brownknoll Gill (Inland River) and King's Standing Gill (Inland River) lie approximately 52m north and 980m northwest from the centre of the Proposed Development respectively. The Application Site is located within Flood Risk Zone 1, indicating the lowest risk zone for flooding.

3(a) – (h) regarding characteristics of potential impact

The Secretary of State has considered the likely significant effects of the development on the environment in relation to the characteristics of the development and the location of the development with regard to the impact of the development on the factors specified in regulation 4(2), taking into account—

(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);

(b) the nature of the impact;

(c) the transboundary nature of the impact;

(d) the intensity and complexity of the impact;

(e) the probability of the impact;

(f) the expected onset, duration, frequency and reversibility of the impact;

(g) the cumulation of the impact with the impact of other existing and/or approved development;

(h) the possibility of effectively reducing the impact.

The Secretary of State considers the main impacts to be the following:

Air Quality Impact

The Proposed Development would continue to use the 5 mobile diesel-operated generators which have been operating on the Application Site. There is no change in terms of its modal, quantity and its location on site.

Best practice measures are in operation to minimise emissions from the generators (i.e. the generators' position, operation and maintenance etc.). The generator utilises batteries and will shut off when at capacity. Based on the location of the generators within the application site, which is as far as practicable from the accommodation buildings (approximately 60m), any air quality impact would be localised, short term and is unlikely to be significant. Outside the site, any impact on sensitive receptors will be negligible.

Given the Proposed Development is a continuation of the existing site activities, and the site's capacity will remain the same, no changes are expected in terms of the mode share of transport and the number of vehicle movements as a result. Emissions from traffic is considered to be limited and unlikely to be significant.

During decommissioning, the infrastructure to be removed are mainly mobile units and can be easily uninstalled, emissions are therefore limited. The total number of vehicle trips during decommissioning

will be limited and likely less than that of the construction phase for the extant consent and operational phase. Therefore, no significant air quality effects are envisaged.

Noise impact

It is noted that during the current operation of the asylum accommodation on site, a single nuisance complaint was received from the Head of Environmental Health Service for Rother and Wealden Councils following public enquiries about noise and light pollution from the site. The applicant states that the source of noise and light pollution subject to the nuisance complaint was investigated by the Senior Responsible Office for the HO. Mitigation measures have been implemented, including the addition of sound dampening covers to the fencing surrounding the generators, and turning off kitchen extractor fans when they are not in operation.

It is also noted that there was a complaint received regarding noise from SUs playing sports and shouting in the evening. The applicant states that the onsite service provider carries out regular staff patrols and noise monitoring with recorded noise measurements. The draft Operational Management Plan states that if noise levels in the accommodation blocks are causing disruption after 2200 hours, SUs will be asked by to be quiet. If noise levels continue to be excessive at nighttime, and if after reasonable efforts are made the issue still exists, appropriate action will be undertaken by the service provider.

There is no change to the provisions of diesel generators and their location. Due to its localised nature of the noise source and with the addition of sound dampening covers surrounding the generators, no significant noise effect will arise in this regard.

There will additionally be army cadet training taking place. It is considered that the training will be undertaken in a defined area infrequent and it will be separated from the accommodation units within the application site, significant noise effects on on-site SUs are unlikely.

For traffic noise impact, the predicted average number of vehicle movements (up to 370 per day) and mode share of transport will remain the same as its current operation of the asylum accommodation. The generated traffic remains relatively small scale in comparison to the daily vehicle flows on the local highway network. Given also the existing background noise from the A26, noise effect in relation to operational traffic is considered unlikely to be significant.

During decommissioning, the infrastructure to be removed are mainly mobile units and can be easily uninstalled. Non-Road Mobile Machinery will be used to load the units onto lorries. There will also be a short-term increase in traffic, but the total number of vehicle trips will be minimal and less than that of the construction phase for the extant consent and the operational phase. Overall, the noise impact due to decommissioning works and traffic will be localised and short term, therefore unlikely to be significant.

Ecological Impact

No areas of Priority Habitat or otherwise designated sites will be lost or harmed due to the Proposed Development.

While the Application Site is in proximity to identified designated sites, including Ashdown Forest, there are only limited connecting features identifiable. All works will be undertaken with regard to best practice. (i.e. downlight positioning, design/specification/hours of operation etc). Storage of materials

and equipment will be sited at distance from sensitive ecological receptors. Finally, when compared to the baseline position, there is no forecast for there to be a significant increase in lighting.

However, one connecting impact may present through light pollution. Ashdown Forest is designated for bird species such as Nightjar and any additional lighting introduced may affect these mobile species and any functionally linked habitat. However, appropriate measures have previously been implemented to minimise light pollution from mobile lighting units (i.e., sited and directed to illuminate the Site and prevent light spill beyond the Site boundary). There will be no increase in lighting.

The Proposed Development does not impact the identified pressures on Ashdown Forest, or any other reason why it is designated as an SSSI, SAC, or SPA. Given the nature of works, and the implementation of pollution control measures, there is considered to be a negligible risk of direct or indirect impacts.

Due to the nature of the Proposed Development including access to recreation on and off site, any off-site recreational impacts on Ashdown Forest or the Priority Habitats associated with the operation are likely to be negligible. It is noted that there are factors which likely mean SUs pose lower recreational pressure than typical from residents, previous Training Camp uses or other recreational users in the locality. These factors include no access to private vehicles and SUs are less likely to own dogs. Finally, there is a large area of semi-natural habitat adjacent to the Application Site, which is accessible from the Application Site for SUs, therefore there is alternative recreational space for SUs.

The Home Office consulted Natural England ("NE") for the purpose of the Screening Direction. NE concluded "there are no likely significant effects on statutorily designated nature conservation sites".

Once accounting for the alternative recreational provision inside and outside the Application Site, the Proposed Development is unlikely to result in significant effects with regard to nearby sites designated for ecological value. This conclusion is corroborated by NE.

Landscape Impact

The Application Site lies within a highly sensitive landscape of cultural, historic, and environmental importance: High Weald National Landscape. However, the Proposed Development remains unchanged, which in turn was similar to the previous military use in terms of landscape impact. Furthermore, equipment specifically for the period of SU occupancy, such as the installed generators, are temporary and, therefore, no long-term changes to the landscape are anticipated to the extent they are significant in EIA terms.

Regarding the core components of the High Weald National Landscape, the Proposed Development may impact the dark night skies. Mobile flood lighting has been used to supplement the previous MoD baseline lighting, illuminating high footfall areas. However, the lighting only illuminates areas within the Application Site. The SSMHCLG concludes, given the baseline position and proposed use, the impact on the dark skies of the High Weald National Landscape due to the Proposed Development will be limited in scope and magnitude.

There are no other core features of the National Landscape which appear to be significantly affected by the Proposed Development given the visually contained nature of the Application Site, the baseline position, and its location on the urban fringe of Crowborough.

HO consulted NE for the purpose of its Screening Direction request. NE concluded "there are no likely significant effects on statutorily designated...landscapes" and did not further comment in this regard.

The only identified effect of the Proposed Development on the identified National Landscape relates to lighting impact on the dark skies. Following the proposed use and the baseline condition, there is no significant effect anticipated in this regard. There are no other impacts during any phase of the Proposed Development which are anticipated to give rise to significant effects on the National Landscape. This conclusion is corroborated by NE.

Highways Impact

There are two access points to the south of the Application site, both from the A26. One is via 'The Warren' from where the renewed MoD and Army cadet uses of Building 19 will be accessed, and the other an unnamed lane (and the main current access point). Both connect south-eastwards to the Uckfield Road (A26), Crowborough itself, and the wider road network with a bus stop at this junction for journeys in both directions.

A series of internal roads and footpaths link the buildings onsite. A number of further emergency access points are available to use, albeit untarmacked. Local observation by the Home Office (e.g. from staff visiting the site including at peak AM times) prior to the site being fully operational is that the local network currently operates effectively and within capacity. National Highways shows no congestion notices for the A26, and the road infrastructure was upgraded in March 2025. Some congestion is apparent at peak times (e.g. the lights when heading northwards and nearing Crowborough town centre).

During operation, no change is likely in terms of the continuing use of the onsite or local road network, with the exception of renewed MoD access to Building 19. For the continued period of use, it is anticipated there will be up to a maximum of 370 vehicular movements daily in a worst-case scenario. However, this is above the recorded level of movement as of July 2026 which amounts to a daily average of 266 trips.

SUs will continue to use a shuttlebus for journeys away from Crowborough, with a service to Crawley and back three times a day. Staff commuting will continue, albeit staggered with the busiest period between 7am and 9am. The use of the local road network through trips associated with the site remains modest in the context of its overall use. Further, the Application Site will at times be below capacity during the period of operation. Staff are encouraged to car share, which is most evidenced by the security staff, or use public transport, with bus timetables displayed in staff areas. Working hours are staggered to reduce traffic impacts, and SUs will not have access to vehicles. While there may be some adverse impact on the local highway network, this is not considered significant in EIA terms.

Health and Community Impact

The Proposed Development may affect the health of SUs, employees, and the local population. Factors such as, but not limited to, noise, air quality, and light may also result in differential and detrimental health effects on those who share a protected characteristic, including the elderly, the young, those with certain disabilities, and during pregnancy and maternity. The accommodation is for adults only; therefore, certain protected characteristics won't apply to SUs.

The Proposed Development will provide accommodation for up to 540 residents (single adult males) and 185 staff. The site has been stood up gradually.

There are potential effects on the existing population, future SUs, and staff with regard to their physical and mental health, and access to healthcare.

The Proposed Development may give rise to anxiety amongst local residents which may be adversely affected by protest or demonstration.

The SSMHCLG has considered the submitted Equalities Impact Assessment by the Home Office. Where relevant, this has been incorporated into the screening assessment.

A review of the UK National Risk Register identifies that the Application Site is not located in an area which is anticipated to be at risk of foreseeable major disasters or accidents.

Demographic change

The Proposed Development will result in a population of up to 540 SUs at any one time during the period of occupation. The Application Site is relatively self-contained; however, the Proposed Development is not a detention centre, and SUs are free to leave the site, but are requested to sign in and out when they leave and return to ensure safety. The baseline position has accommodation for up to 540 people. Therefore, the population will remain the same, and therefore the change is not considered significant.

Community relations

The reinstatement of Building 19 back into Army cadet use is noted as a community asset. The site management team hold responsibility for liaison and communication with the local community, including businesses. The community will be able to ask questions directly or during meetings and any issues raised will be appropriately addressed. With this mitigation, there is no anticipated significant effect on community relations.

Health of SUs

The Proposed Development involves asylum seekers; this may lead to a disproportionate number of people with increased mental or physical needs compared to the general population. Healthcare is provided through the onsite Medical Centre, which is open Monday to Friday between 10:00 and 18:00. There is also an on-site nurse which acts as a GP outreach service. There is a daily mental health support group that is available as a walk-in service. If the medical centre is closed, a welfare team is available.

Further mitigation measures to ensure there are no significant adverse effects on the health of SUs include: initial medical screening on arrival, immunisation against diseases, and confidential health advice. With this mitigation, there is no anticipated significant effect on the health of SUs.

Suitable accommodation

The accommodation is expected to comply with the relevant statutory instruments such as: Building Regulations 2010, Regulatory Reform (Fire Safety) Order 2005, Electricity at Work Regulations 1989, Section 326 of Housing Act 1985, Health and Safety and Work Act 1974, Water Supply (Water Quality) Regulations 2016, and Water Supply (Water Fittings) Regulations 1999.

It would be reasonable to expect that the accommodation reflects modern accommodation and building regulation standards.

Crime and the fear of crime

Operational areas are secured against public access, including appropriate security fencing and CCTV.

There will be consultation with local stakeholders, such as the Local Council and police, on the local security requirements of the site operation.

There is no previous evidence to indicate that asylum seeker accommodation results in a perceived or actual increase in crime, or fear of crime including with regards to impacts on the health of people living nearby.

Health of the existing population

While there are changes to the local population in regard to end users of the Proposed Development, there are no concentrated residential areas in close proximity, although isolated residences are close to the wider site. Accordingly, the two identifiable potential impacts to the existing population concern anxiety about the Proposed Development and transport impacts.

Regarding project anxiety, as discussed in community relations, the site management team hold responsibility for liaison and communication with the local community. This forum provides a chance to address anxieties and produce meaningful mitigations should they be identified as necessary.

Regarding transport impacts, impact will be minimised by the applicant with the use of green travel policies in place including car sharing, shuttle buses, and public transport. Additionally, consideration of working shift patterns to minimise local impact is in place. Ultimately the transport impacts are impact is unchanged against the existing use, and mitigation measures ensure this impact is softened below a point of significance.

Access by service users to other services and facilities

The Application Site will have multiple facilities including: primary health care facilities, a gym, outdoor sports, kitchens, laundry, and faith-rooms. Users are non-detained and will therefore also be able to access additional local facilities but, given the onsite offer, this will likely be limited.

Fire safety

The Proposed Development is expected to comply with all relevant Regulations, including the Fire Safety Act 2021. The site service management will ensure fire safety through a fire risk management plan. Measures to address risk include:

- Fire safety systems and equipment to detect and respond to fires;
- Designated fire marshals in the event of a fire who are trained with portable firefighting appliances;
- Fire risk assessments for all accommodation and buildings utilised across the site;
- Regular reviews of action plans;

- Regular fire drills and fire alarm tests;
- Evacuation procedures covered as part of site induction, with procedure displayed on fire exit doors in multiple languages.

Security and protests

It is possible that protestors outside the Application Site present a risk to the local population and SUs. The Home Office and the service provider have established procedures for managing protestors and maintain regular engagement with Sussex Police to ensure coordinated responses. The Application Site benefits from a secure perimeter fence, originally designed as part of the former barracks, which restricts unauthorised access. This is supported by 24/7 on-site security and site wide CCTV. The service provider delivers safety briefings to all SUs during induction which are used on other asylum accommodation sites. This outlines available support services and signposts SUs to relevant local organisations. Guidance on how to remain safe during any protest activity, including reporting mechanisms, is routinely issued and made accessible. There are no residual significant effects anticipated with regard to security and protests.

Highway safety

With regard to transportation within and surrounding the Application Site, there is no data to suggest that there are any underlying highway issues contributing to road traffic accidents. There may be some limited road safety risks. This is due to the numbers of vehicles entering and exiting from the junction to the A26 and through the Service Users exiting or entering the site on foot. A footpath runs along the A26 for those heading to or from Crowborough.

Other Matters

Given the mitigations in place, and having considered all available information, there are no other issues amongst those not specifically addressed above, which indicate a likelihood of there being significant environmental effects from this Proposed Development.

As set out in PPG, each Proposed Development should be considered on its own merits. There are occasions, however, when other existing or approved development may be relevant in determining whether significant effects are likely as a consequence of a proposed development. PPG indicates that only existing or approved applications ought to be considered. An indicative search of the surrounding area by the applicant has not identified any significant planning applications nearby within or in the vicinity of Crowborough.

It is intended the Application Site will return to its former use once the permitted period expires. The reinstatement of MoD and Army cadet use is noted. The closest development is Warren Grove, a residential development which remains near completion and is small scale, other residential development and educational development (at Grove School) is also apparent in the vicinity. Some minor, largely traffic related cumulative impact is anticipated. The assessment has not identified any development that may impact significantly in accumulation alongside the proposed development. Overall, it is not considered that there will be likely significant effects in this regard.

Conclusions

The SSMHCLG has had regard to the characteristics of the development, the location of the development and the types and characteristics of potential impacts as set out above. Further, the SSMHCLG has had due regard to the impact on persons with protected characteristics under the Equality Act 2010. For the reasons set out above, she has concluded that in the circumstances of this case, there are unlikely to be significant effects. As such, the Proposed Development is not considered to be EIA Development for the purposes of regulation 5(3) of the EIA Regulations. This direction does not affect any duties of the requestor under other legislation, including The Conservation of Habitats and Species Regulations 2017.

Is an Environmental Statement required?	No

Name	Planning Casework Unit
Date	14 September 2026