



## **Site Assessment (version to inform Emerging Core Strategy)**

**Work to identify, and assess, potential site(s) to  
meet identified need for Gypsies and Travellers**

for

**Lewes District Council**

September 2011

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## 1. Background

- 1.1 The Government has published a Planning Circular (ODPM, 01/06) demonstrating its commitment to ensuring that the Gypsy and Traveller community are adequately provided with sites for occupation and stopping throughout the country. Local Authorities are charged with assessing the accommodation needs of the Gypsy and Traveller community in their area and making provision for the necessary sites, in exactly the same way that the accommodation needs of the settled community is assessed and provided for.
- 1.2 Recommendations made to the Partial Review of South East Plan Policy H7: Provision for Gypsies, Travellers and Travelling Showpeople originally identified a need, for Lewes District, for up to 10 permanent residential pitches for Gypsies and Travellers and 1 future pitch for Travelling Showpeople. Policy H7, including the requirement figures, was never adopted<sup>1</sup>. Consequently, it is anticipated that local planning authorities will need to produce locally derived targets.
- 1.3 The Government Office for the South East<sup>2</sup> (GOSE) identified a need for temporary stopping places. Lewes' transit site needs are already met at Bridies Tan on the A27 at Southerham, which has been upgraded and was re-opened in 2009.
- 1.4 The agreed residential site assessment method has been the subject of consultation. The responses to consultation have been collated and published and used to inform the final and agreed methodology that has been applied to the long list of potential sites.
- 1.5 The agreed residential site assessment criteria have been adapted for use for identification of a site for a temporary stopping place. Work towards identifying a site for Travelling Showpeople will be addressed by Lewes District Council in the near future.

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<sup>1</sup> [www.planningportal.gov.uk/planning/appeals/planninginspectorate/regionalstrategies](http://www.planningportal.gov.uk/planning/appeals/planninginspectorate/regionalstrategies)

<sup>2</sup> Government Office Network is now ~~and~~ responsibilities transferred to the ~~evant~~ relevant Government Departments.

## **2. The Long List of Sites**

- 2.1 A "long list" of sites has been drawn from vacant, underused and unused sites in public ownership, together with sites put forward through the Local Development Framework process to meet the needs of Gypsies and Travellers. Some sites that have been subjected to repeated unauthorised encampments in Lewes District have also been assessed using the same criteria.
- 2.2 These sites have been compared to each other for suitability for the purposes of providing a Gypsy and Traveller site for permanent accommodation.
- 2.3 The long list of sites in rank order (scored according to the agreed criteria) is set out in table A below. A summary of the score according to the agreed criteria is available in Appendix 1.

## **3. Agreed Criteria**

- 3.1 The agreed criteria have been applied to the long list of sites. The highest scoring site(s) are deemed to be the most suitable for the purpose. The criteria in the methodology were drawn from a wide selection of published material including:
  - Government guidance (Circular 01/06)
  - County Council guidance/policy (East Sussex Traveller Strategy and work for the South East Plan on identifying need and capacity)
  - Other published guidance (Designing Gypsy and Traveller Sites Good Practice Guide 2008 (DCLG); RTPi Good Practice Notes; The Road Ahead: Final Report of the Independent Task Group on Site Provision and Enforcement for Gypsies and Travellers 2007 ( DCLG))
  - Good practice from other, particularly neighbouring, local authorities.
- 3.2 The agreed criteria have been subject to consultation with representatives of the settled and travelling community. Town and Parish Councils, Councillors, Lewes District Council Gypsy and Traveller Working Group and individual Gypsies and Travellers have commented on the criteria. The criteria have now been agreed with the District Council.
- 3.3 Consultation took place on the validity of the criteria themselves and on the weight to be afforded to them. Consultation took the following forms:

- Presentation to Town and Parish Councils, Councillors and Lewes District Council Gypsy and Traveller Working Group.
  - Discussion groups followed the presentation followed by written responses.
  - Face to face discussion with some local Gypsies and Travellers.
  - Written consultation with local Gypsy and Traveller groups, Gypsy and Traveller Liaison Officer of ESCC, South Downs CVS and GOSE Gypsy and Traveller lead officer.
- 3.4 Comments received on the draft methodology, alongside the suggested alterations as a result of consultation, have been published by Lewes District Council on its website alongside this document.
- 3.5 The agreed criteria are précised as follows. The complete criteria are set out in Appendix 3:

1.	Landscape Designation
2.	Nature Conservation Designation
3.	Historical Designations
4.	How visible and open in character is the site?
5.	Can the site be adequately visually screened?
6.	Is site close to large numbers of residences?
7.	Previously developed land
8.	A. Relationship with settlement with a good range of services
	B. Distance from primary route network
9.	Suitable level access
10.	Level site
11.	Accessibility of services and deliverability of site
12.	Suitable for residential use by Gypsies and Travellers?
13.	Size of site

- 3.6 The highest score achievable under the agreed criteria is 37 points. The site(s) which achieve the highest scoring in relation to that score will be considered the most suitable. A judgement will then be made as to whether the site is deliverable in terms of the practicability and cost of adapting them for Gypsy and Traveller use, whilst managing and mitigating any environmental aspects.

## **4. Initial Exclusions**

- 4.1 Some sites will not be suitable from the outset and although may appear on the potential long list, may be subject to practical constraints that render them unsuitable. Such sites include sites liable to Flood Risk Zones 2, 3a and 3b, or some land contamination. Government guidance makes it clear that due to the particular vulnerability of caravan parks and mobile homes, land subject to contamination and flood risk should not be considered for such uses (Circular 01/06 and PPS25).
- 4.2 The technical work carried out by East Sussex County Council as an input to the South East Plan on the assessment of need and capacity for Gypsy and Traveller sites, concluded that sites the subject of SSSI designation (Site of Special Scientific Interest) should not be included. Such sites have a nationally recognised nature conservation or scientific value, which could be harmed by use as a Gypsy and Traveller site.
- 4.3 Sites are therefore excluded from consideration if:
- They are situated on land subject to Flood Zones 3a, 3b and 2 and there is no prospect of altering the flood risk; or
  - They are on former waste tips or other uses subject to significant local contamination; or
  - They are on land subject to a SSSI designation.
- 4.4 During the course of the assessment some sites became unavailable for further consideration due to change in land ownership.
- 4.5 The sites that have been excluded from consideration for reasons mentioned above are set out in tables B and C below.

## **5. South Downs National Park**

- 5.1 The South Downs National Park was designated on the 31 March 2010 and the National Park Authority has been fully operational since 1 April 2011. The designation is material to the consideration of any development. The Regional Spatial Strategy, South East Plan, states in Policy C2 that "Pending the final approval of the proposed South Downs National Park, the purposes of its designation should be a material consideration in the making of any planning decision that may significantly affect the Park."

- 5.2 The Sussex Downs Area of Outstanding Natural Beauty (AONB) was revoked when the National Park was designated on 31 March 2010.
- 5.3 Some sites that were outside the AONB are now within the National Park boundaries. Conversely, sites that were within the AONB are now outside the National Park boundaries. This assessment initially scored the sites using the AONB designation, as this was in force when the assessment method was devised, consulted on and applied.
- 5.4 The National Park boundaries are a material consideration of any planning application, in the future development of any site for Gypsy and Traveller accommodation. For this reason this assessment has scored sites according to National Park boundaries, as the AONB was revoked on the 31 March 2010.

## 6. Temporary Stopping Places

- 6.1 The Government Office for the South East identified a need for temporary stopping places. These are areas where Gypsies and Travellers would not reside, or even use as transit sites, but are sites that can be used temporarily, for a short period of up to a couple of weeks, as an alternative to unauthorised camping.
- 6.2 Whereas transit sites such as Bridies Tan may be occupied for a period of up to three months and, as a result, require a commensurate degree of service provision and amenity, temporary stopping places would be occupied for much shorter time periods. For this reason, the service level and amenity requirement is much reduced. In order to assess sites as suitable for temporary stopping places, a number of the agreed criteria will be deleted or downgraded, and a separate ranking of sites will be provided.
- 6.3 The criteria that will be downgraded to examine sites for suitability as temporary stopping places are:
- Flood Risk
  - Contaminated Land
  - Suitability for residential use
  - Availability of services
  - Size of site.
- 6.4 The Environment Agency considers that *permanent* stopping off places used temporarily could be considered 'more vulnerable' rather than 'highly vulnerable', if the flood risk could be considered seasonal. However, it is doubtful in some cases whether flooding can be considered seasonal.

- 6.5 The Council's Environmental Health Department have advised this study on the type and impact of potential contamination and whether in some cases, the standards could be relaxed for temporary stopping places, given that any exposure to contamination for the uses of the site will be very brief.
- 6.6 Table E in the following section shows the long list of sites ranked against the criteria for temporary stopping places.

## 7. Conclusion

- 8.1 In this document, the agreed criteria have been applied to the long list of 14 sites, and the highest scoring sites have been shortlisted for delivery as permanent residential Gypsy and Traveller sites, to contribute to the identified need. The preferred sites are set out in table D.
- 7.2 The two preferred sites have been subject to more detailed work, sketch layouts and costings, to enable practical delivery, with Gypsy and Travellers' authorisation on them to be assessed. Please see Appendix 4 for further details.
- 7.3 Site 3, 'Land North of Offham Filling Station' currently accommodates four permanent pitches<sup>3</sup>. Layouts indicate potential for a further three pitches to the north. The site would have to be delivered by the landowner, as funding is only available to local authorities delivering sites on publicly owned land. Similarly, planning permission would need to be sought by the landowner. In this case, the principle of the use has been established through this assessment exercise. Details such as access, design and landscaping, would need to be established through negotiation using normal development management standards and development plan policies.
- 7.4 A sketch layout and delivery costings have been prepared for the extension of the site, in Appendix 4, as the southern part of the site already accommodates existing pitches. In total, the site could accommodate 6-7 residential pitches.
- 7.5 Site 8, land at 'Denton Depot, Newhaven', is currently vacant. To develop the site for permanent Gypsy and Traveller use, it would need to be the subject of a bid for Government funding for the local authority to develop the site, including land raising to resolve flooding concerns. Planning permission would still need to be sought, again with detailed access, design and landscaping standards and development plan policies applied. East Sussex County Council, as landowner, would need to be willing to release the land for this purpose.
- 7.6 A sketch layout and delivery costings for the site have been prepared and set out in Appendix 4. The site could accommodate 4 residential pitches.
- 7.7 Further work will need to be undertaken to establish whether Site 1, 'Lewes Road, Newhaven', could prove suitable as a stopping off place in the future, given unresolved issues over flood risk and land contamination.

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<sup>3</sup> Planning permission approved      ruaFeb      2011

- 7.8 Our assessment did not identify a suitable site for Travelling Showpeople. If a need for Travelling Showpeople accommodation is identified in the future then further work will be needed to identify suitable sites.
- 7.9 The two sites considered most suitable for residential use for Gypsies and Travellers through this exercise could therefore provide 10 permanent residential pitches. This contributes significantly to our outline requirement as set out in paragraph 1.2.

## Tables

**Table A. Long List of Sites in Rank Order**

The table below shows the long list of sites in rank order, according to their score against the agreed criteria. This ranking incorporates the criteria adapted for the National Park status rather than the former AONB.

<b>Site</b>	<b>Score</b>	<b>Rank</b>
10. Flyover, Newhaven*	34	1
3. Land North of Offham Filling Station	33	2
6. Ham Farm, Ringmer	30	3
9. Grubbs Field, Newick	29	4
8. Denton Depot, Newhaven	28	5
14. Old Telegraph Pole Depot	27	6
4. Slip Road, Southerham*	25	7
12. Sandpit Cottages, Streat	23	8
13. Land at Kingston Ridge	22	9
1. Lewes Road, Newhaven*	21	10
7. Rushy Hill, Peacehaven	16	11
2. Spatham Lane, Ditchling	15	12
11. Hollycroft, East Chiltington	15	12
5. New Pit, Lewes*	12	14

\* Excluded sites (Flood Risk 2, 3a or 3b, SSSI or waste tips)

## **Table B. Statutory Objections to Residential Sites**

As was discussed in section 4 above, certain sites will be excluded from consideration on the basis of the risk of flooding, the risk to human health via land contamination and the risk to nature conservation/scientific interest in SSSI designation.

During the assessment process, statutory consultees were consulted and a number of other objections 'in principle' that would significantly hamper delivery of the sites were identified. These are listed in the table below.

These 11 sites are therefore effectively excluded from further consideration for permanent residential Gypsy and Traveller accommodation.

<b>Site</b>	<b>Objection in Principal</b>
1. Lewes Road Newhaven	Environment Agency objection
2. Spatham Lane Ditchling	Highway objection and Southern Water objection
4. Slip Road, Southerham	Highway objection and Environment Agency objection
5. New Pit, Lewes	Highway objection and Environment Agency objection
7. Rushy Hill, Peacehaven	Highway objection
9. Grubbs Field, Newick	Highway objection
10. Flyover, Newhaven	Environment Agency objection
11. Hollycroft, East Chiltington	Highway objection and Southern Water objection
12. Sandpit Cottages, Streat	Highway objection
13. Land at Kingsto Ridge	Highway objection
14. Old Telegraph Depot, Offham	Highway Objection

### **Table C. Unavailable Residential Sites**

Some of the sites on the original long list have since changed landownership and are no longer available for consideration of Gypsy and Traveller use. These are shown in the table below. Please note that sites 9 and 14 have already been excluded as shown in table C:

<b>Site</b>	<b>Objection</b>
6. Ham Farm, Ringmer	East Sussex County Council has sold the land
9. Grubbs Field, Newick	The original landowner no longer owns the site
14. Old Telegraph Pol Depot, Offham	The original landowner no longer owns the site

## **Table D. Preferred Sites for Residential Use**

The long list of sites started with 14 potential sites, which either came forward from private landowners who wish to put their sites forward for residential use for Gypsies and Travellers, or land which was in public ownership which is surplus to requirements.

Since the study began and as shown in the above tables, a number of sites had to be initially excluded for the reasons of flood risk (which might be insurmountable) SSSI designation or because the site suffered from significant land contamination issues.

During the assessment a number of other sites had to be excluded because of physical constraints such as access, or as a result of objections from statutory bodies. Additionally, a number have had to be withdrawn as they are no longer available (they had been sold on and/or the new landowner is not willing for the land to be considered for the purpose). A more detailed assessment of the sites and their reasons for exclusion are set out in Appendix 2.

The remaining sites have been set out below in the order of ranking according to the agreed criteria:

<b>Site</b>	<b>Score</b>	<b>Rank</b>
3. Land North of Offham Filling Station	33	2
8. Denton Depot, Newhaven	28	5

It is these two sites which have therefore provided the focus for provision for permanent Gypsy and Traveller residential accommodation.

These sites have been shortlisted and have been subject to further investigation, sketch layouts and delivery costings for potential delivery, as set out in Appendix 4.

### **Table E. Sites for Temporary Stopping Places**

As discussed at section 6 above, there is an undefined requirement to provide temporary stopping places. Because these would not be for permanent residential accommodation, some of the criteria have been relaxed or not applied.

A separate ranking, having removed criteria 8a, 11, 12 and 13, has been made, and the initial exclusions of flood risk and land contamination barred. The best scoring of these sites might be suitable as temporary stopping places.

We have excluded from this table those sites that are not available due to changing land ownership.

<b>Site</b>	<b>Score</b>	<b>Rank</b>
10. Flyover, Newhaven	26	1
3. Land North of Offham Filling Station	22	2
4. Slip Road, Southerham	19	4
8. Denton Depot, Newhaven	19	4
1. Lewes Road, Newhaven	14	7
12. Sandpit Cottages, Streat	14	7
13. Land at Kingston Ridge	12	9
11. Hollycroft, East Chiltington	9	10
5. New Pit, Lewes	5	12
7. Rushy Hill, Peacehaven	5	12

Taking into account the objections from statutory agencies, the only sites in this list that could be considered potentially suitable for temporary stopping places are sites 3, 8 and 1. As sites 3 and 8 are being considered for permanent residential accommodation, the remaining site (Site 1, Lewes Road, Newhaven) might prove suitable, subject to further analysis into the nature of the flood risk and the land contamination.

## Appendix 1

## Site Summary Table

Site	Location	Criterion														Total
		1	2	3	4	5	6	7	8a	8b	9	10	11	12	13	
<b>1</b>	Lewes Road, Newhaven *‡	3	0	3	0	3	0	0	3	2	2	1	2	0	2	<b>21</b>
<b>2</b>	Spatham Lane, Ditchling †◇	0	2	0	3	3	0	0	2	0	0	1	2	0	2	<b>15</b>
<b>3</b>	Land north of Offham Filling Station	0	2	3	3	3	3	3	2	2	3	1	3	3	2	<b>33</b>
<b>4</b>	Slip Road by Southerham Roundabout, Lewes *†	0	2	3	2	2	3	3	3	2	0	1	2	0	2	<b>25</b>
<b>5</b>	New Pit off Mill Road, Lewes †≈	0	0	0	0	2	0	0	3	2	0	1	2	2	0	<b>12</b>
<b>6</b>	Ham Farm, Ringmer ○	3	2	3	3	3	0	0	2	2	3	1	3	3	2	<b>30</b>
<b>7</b>	Rushy Hill, A259, Peacehaven †	0	0	3	0	0	0	0	3	2	0	0	3	3	2	<b>16</b>
<b>8</b>	Denton Depot, Newhaven	0	2	3	2	3	0	3	3	2	3	1	3	1	2	<b>28</b>
<b>9</b>	Grubbs Field, Newick †○	3	2	3	3	3	0	0	3	2	0	1	3	2	2	<b>29</b>
<b>10</b>	Land under the flyover at North Quay, Newhaven *	3	2	3	3	3	3	3	3	2	3	1	3	0	2	<b>34</b>
<b>11</b>	Land at Hollycroft, East Chiltington †◇	0	2	3	0	3	0	0	2	0	0	1	2	0	2	<b>15</b>
<b>12</b>	Land at Sandpit Cottages, Streat †	0	2	3	3	3	2	0	2	0	0	1	2	2	2	<b>23</b>
<b>13</b>	Land at Kingston Ridge †	0	2	3	3	3	0	0	2	0	0	1	3	3	2	<b>22</b>
<b>14</b>	Old Telegraph Pole Depot †○	0	2	3	3	3	3	0	2	2	0	1	3	3	2	<b>27</b>

\* Subject to unresolved flooding issues

† Subject to highway authority objection

‡ Subject to potential land contamination issues

≈ SSSI designation

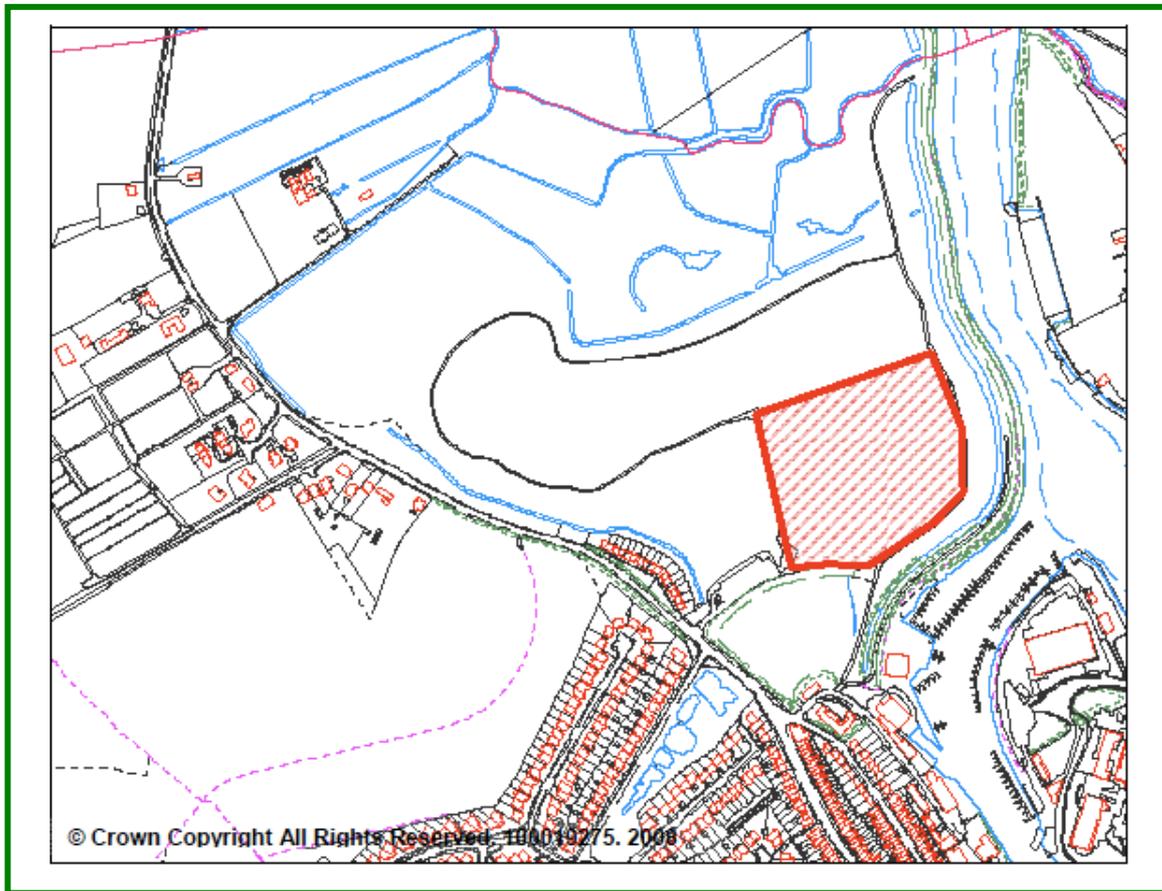
◇ Subject to Southern Water objection

⦿ No Longer available

## **Appendix 2**

### **Site by Site Assessments**

## Site 1 - Lewes Road, Newhaven



### Commentary

**This site has been excluded as a permanent site for permanent Gypsy and Traveller accommodation for reasons of flood risk and due to land contamination, but might be considered further as a temporary stopping place.**

This site is owned by Lewes District Council. It lies east of the existing household waste site which is owned and managed by East Sussex County Council. Access is found through the existing waste tip or via a track from Robinson Road. The total site area is approx. 4 ha.

The Environment Agency has identified the whole site as lying within Flood Zone 3. It is therefore unsuitable as a permanent site for residential mobile homes and caravans.

The site is also identified as a former landfill site operated up to 1991 and has clearly present wastes and is known to be gassing. Considerable work is required to make the site safe for permanent human habitation.

The site is also close to North Quay and Newhaven ERF and as such could be subject to noise and dust arising from activities close to the site.

The Lewes District Local Plan allocated this area as an area for recreation and camping (Local Plan policy NH 18) that has yet to be implemented. No planning permission for such uses has been sought or obtained. The Local Plan policy also included part of the site for a Riverside Walk, linking the Ouse Valley villages and Lewes with Newhaven. Again this has yet to be implemented.

The site is designated as a site of local nature conservation interest, but is not subject to any other designations. The site is not included within the National Park Boundary.

The site is open in character, but tree belts and hedges could be used to screen a portion of the site if a suitable position could be located in relation to a suitable access.

The site is well related to a local service centre and the primary route network. It is close to existing residences.

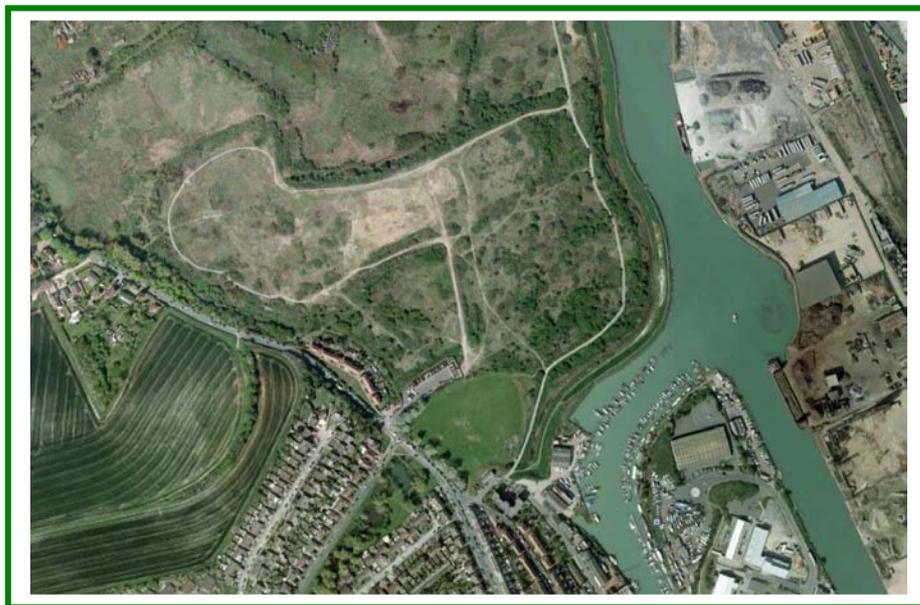
An access through the household waste tip is not desirable, due to the potential conflict of movements. Additionally there are periods when the tip is closed. An alternative access would be possible though Robinson Road. This would necessitate using a track across a recreation ground. The access would need to be altered to accommodate the standards required but indications from the highway authority suggest that this is possible. As play equipment exists on the park, care would need to be taken to avoid conflicts.

The amenity for future occupants would be good, subject to a detailed analysis of ground conditions to check whether remediation is necessary or possible.

Services are generally available in the main road (the C7) but getting them onto the site, via the household waste tip, is potentially costly and difficult.

The size of the site is excessive for the requirements, but some subdivision is possible without undue harm to landscape character.

The site scores a healthy 21 points in the assessment criteria.



### Assessment Criteria

Assessment Criterion	Reason	Score
1. Landscap Designation	None	3
2. Natur Conservation Designation	Site of Nature Conservation Interest	0
3. Historical designations	None	3
4. How visible and open in character is the site?	Open. Views across the river and from river. Ltd views from town, but views from north and east.	0
5. Can the site be adequately visually screened?	Yes. Screening by tree belts and hedges would be appropriate if corner of site utilised	3
6. Is site close to large numbers of residences?	More than 10 dwellings within 200m	0

7. Previously developed land	No	0
8. A. Relationship with settlement with a good range of services	Within 0.5km of settlement with GP, school and shop/post office - Newhaven	3
B. Distance from primary route network	Within 0.5 km of A26. On C7.	2
9. Suitable level access	<p>Two potential accesses: through the household waste tip and through Robinson Road.</p> <p>Household waste tip would be undesirable due to potential conflict of movements and periods when tip closed.</p> <p>Robinson Road access is suitable provided the access width and visibility splays of can be achieved. (5m width, 11m into the site with radius of 10.5m). Potential land ownership issues.</p> <p>Access possible though would require some work.</p>	2
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	<p>Gas – Nearest main 1500m from site boundary (C7)</p> <p>Electricity – Nearest cable 1500m from site boundary (just within tip site) - Preliminary connection cost £23,000</p> <p>Water – Nearest main 1500m from site boundary (just within tip site)</p> <p>145m to sewer across road crossings</p> <p>Therefore no services on site and would have to cross an existing public use and roads but reasonable prospect of delivery, subject to costs.</p>	2

12. Suitable for residential use by Gypsies and Travellers?	Potentially contaminated land as a former landfill site where land raising has taken place.  Residential amenity acceptable.	0
13. Size of Site	Site could accommodate more than 6 pitches. However could be subdivided with appropriate landscaping.	2
<b>14. Total Score</b>		<b>21</b>

## Conclusion

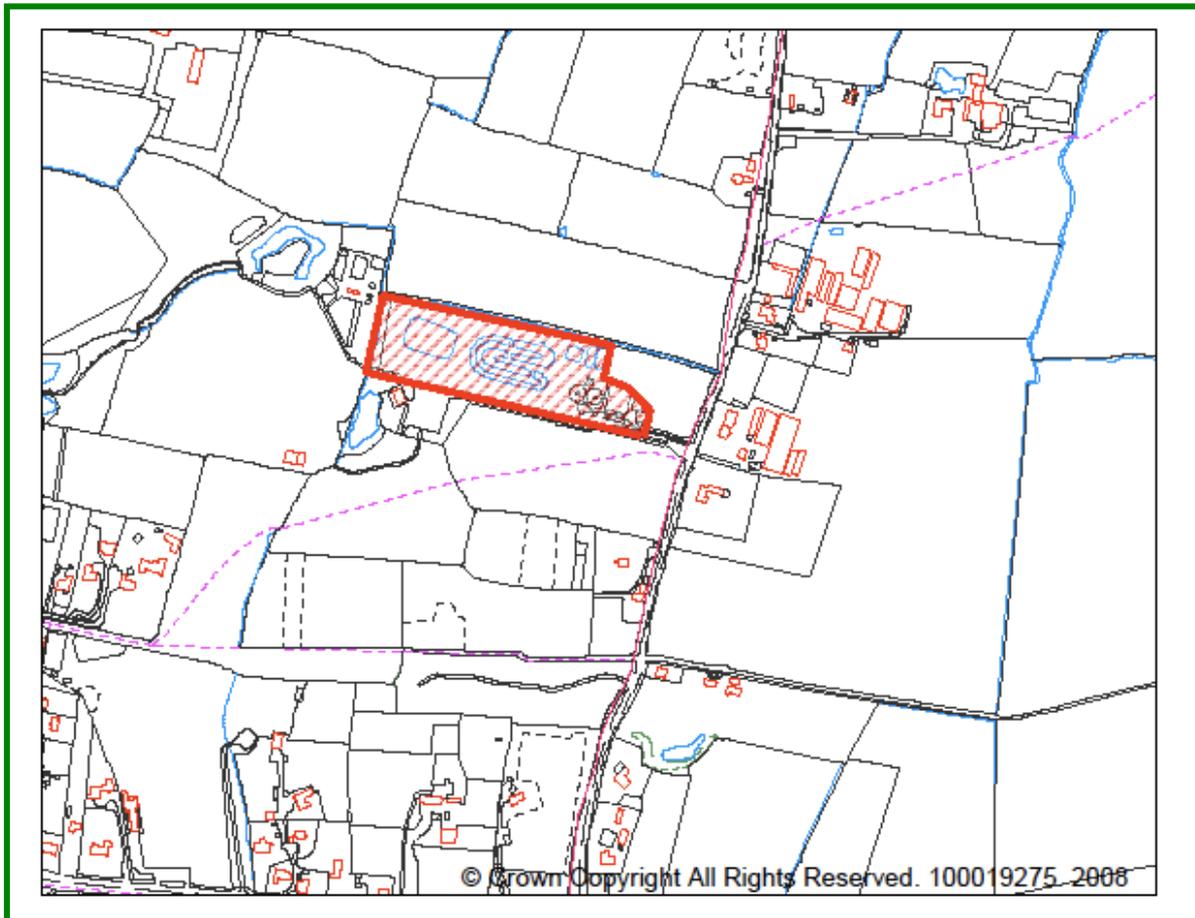
**Overall, the site is not ideal and has considerable physical constraints (particularly access, contamination and suitability for residential use). The site also lies in Flood Zone 3 and as such is considered unsuitable for permanent residential accommodation.**

**It has a good relationship with services and the transport network, although is close to houses.**

**If it were not for the physical constraints, this might have proved to be a good site for the purpose. However the physical constraints are such that the site is not considered suitable for the proposed use.**

**The site might be considered further as a temporary stopping place if flood risk and local contamination issues can be resolved.**

## Site 2 – Spatham Lane, Ditchling



### Commentary

The site is owned by Lewes District Council and is located west of an existing sewage farm. The sewage farm is owned and managed by Southern Water. The site lies west of Spatham Lane, just north of the Stonywish Country Park. The site area is approx. 0.64ha.

The site lies on a major aquifer and as such if it were found to be suitable would require a site specific Flood Risk Assessment.

The site lies within the National Park but was not included in the AONB. It is designated as a Site of Archaeological Interest.

The area is partially wooded. The site is well screened and visually contained. It could benefit from suitable landscaping and hedging, although some trees may be lost as a result of its development.

The site scores poorly in relation to its relationship with local service centre and facilities as well as the primary route network. It is also close to other homes.

Access can only be gained via the Southern Water owned land. Access would be a major constraint to development of a Gypsy and Traveller site in this location. Notwithstanding the obstruction of the sewage works, the access is single width with poor visibility to the north. Visibility in this direction would be difficult to achieve, as the land is in private ownership at its junction with Spatham Lane.

Although gas is not available, water is available from the sewage farm site. Electricity is available in Spatham Lane, but would need to be brought across the sewage work into the site.

Southern Water operates the adjoining wastewater treatment works and considers that the operations can give rise to unpleasant odours, notwithstanding operating in accordance with best practice. Development that is odour sensitive, such as residential development, should therefore be separated from such uses. Southern Water would, as a result, object to such development on this site.

A sewage works is a potentially contaminative use and further work would be required to assess the suitability of the site for residential use.

Amenity of future occupants would be adversely affected by occasional odours/insects as well as the need for investigations of the ground conditions.

The site scores a low 15 points against the assessment criteria.



## Assessment Criteria

Assessment Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designations	Site of Archaeological Interest	0
4. How visible and open in character is the site?	Visually well contained in an area bound by hedgerows	3
5. Can the site be adequately visually screened?	Yes. Already screened by mature hedges and trees	3
6. Is site close to large numbers of residences?	Site within 200m of approx. 10 residences	0
7. Previously developed land	No	0
8. A. Relationship with settlement with a good range of services	Not within 0.5km of settlement but within 800m of bus stop	2
B. Distanc from primary route network	Further than 1km of primary route network. Close to B2116	0

9. Suitable level access	No access available through Southern Water owned site. Visibility poor and land ownership would restrict improvement.	0
10. Level site	Yes	1
11. Accessibility of Services an deliverability of site	Electricity – Available from Sewage Farm – Preliminary connection cost £11000 Water – Available from Spatham Lane  Drainage is available on site.  Site has direct electricity but no gas, and reasonable prospect of water.	2
12. Suitable for residential use b Gypsies and Travellers?	Odours arising from wastewater treatment works adversely affects amenity for future occupants.	0
13. Size of Site	Site could accommodate approx 4 pitches.	2
<b>14. Total Score</b>		<b>15</b>

## Conclusion

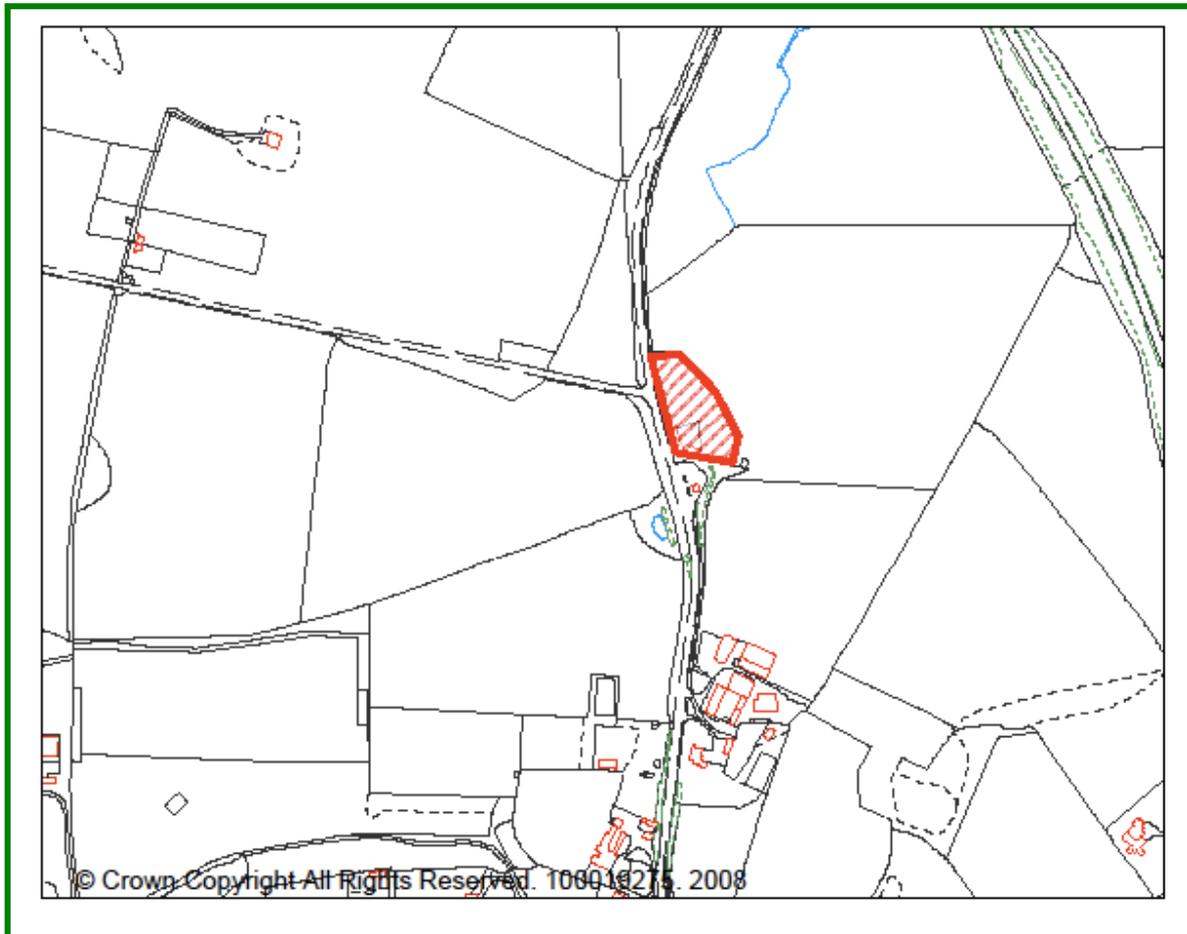
**The site scores well in some respects, but there are some serious physical constraints to development.**

**The lack of a suitable access is a significant flaw in the site. The “in principle” objection from Southern Water similarly prevents its delivery for the suggested use. The site is also isolated from a settlement (and the associated services) as well as the primary route network.**

**The site is visually contained and could have provided a hidden small site for a family group.**

**The site is therefore not considered suitable for the suggested use.**

## Site 3 – Land North of Offham Filling Station



### Commentary

This site is in private ownership and has been put forward as part of the Local Development Framework as a potential site for Gypsies and Travellers. It had temporary planning consent for two Gypsy and Traveller pitches, gained on appeal, and the site was extended in 2008 with a further pitch. The site now has permanent planning permission for 4 pitches. The site lies on the east side of the A275, just north of Offham Service Station. The site is approx 0.5ha.

The site lies within the identified boundaries of the South Downs National Park. It does not lie on open land nor is it highly visible in the landscape. The site is readily screened in local views by virtue of existing traditional hedging and embankments.

The site is reasonably well related to a local service centre and is close to public transport, and adjoins a local shop/garage. There are no local residences within the 200m threshold. It is well related to the primary route network.

The existing access to this site is within the 60mph national speed limit and was substandard in terms of layout and visibility. However, permission was granted on appeal decision for one gypsy family on this site. As part of that appeal, vehicle speeds were recorded and a sight line of 2.4 metres x 120 metres was agreed to be the requirement at this location. This would require a small part of the existing hedgerow being removed to the north. If the access could be improved as suggested, it would be considered acceptable for a small extension to this site.

Any access would need to be brought up to standard with widening and surfacing with proper radii, but this is all possible within the site ownership.

The site is unconstrained by virtue of power, water and access, and as a result there is a good prospect of delivery. Any development costs would have to be borne by the owner of the site.

The residential amenity of the site is reasonable, although its location adjoining a petrol filling station means there may be limited potential for localised contamination off site associated with this use. Noise and dust from the A275 and the filling station may affect the site.

The site already accommodates three temporary pitches and could accommodate three additional pitches, which could contribute to a portion of the overall requirement.

The site scores a healthy 33 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Visually contained in hollow under bank and bound with trees.	3
5. Can the site be adequately visually screened?	Yes. Already screened by mature hedges and trees and embankment.	3
6. Is site close to large numbers of residences?	One dwelling within 200m of site	3
7. Previously developed land	Partially green, partially existing Gypsy and Traveller site, operating on temporary planning permissions.	3
8. A. Relationship with settlement with a good range of services	Not within 0.5km of settlement but within 800m of bus stop (Offham)	2
B. Distanc from primary route network	Access onto A275	2

9. Suitable level access	Yes	3
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – none in vicinity Electricity – Available to existing site – Preliminary connection cost £33,000 Water – Available from A275 and assumed available to the existing site.  445m to nearest sewer.  Site has services close by, so good prospect of delivery	3
12. Suitable for residential use b Gypsies and Travellers?	Yes. Already established encampment	3
13. Size of Site	Site already accommodates 3 pitches and could accommodate 3 further pitches.	2
<b>14. Total Score</b>		<b>33</b>

## Conclusion

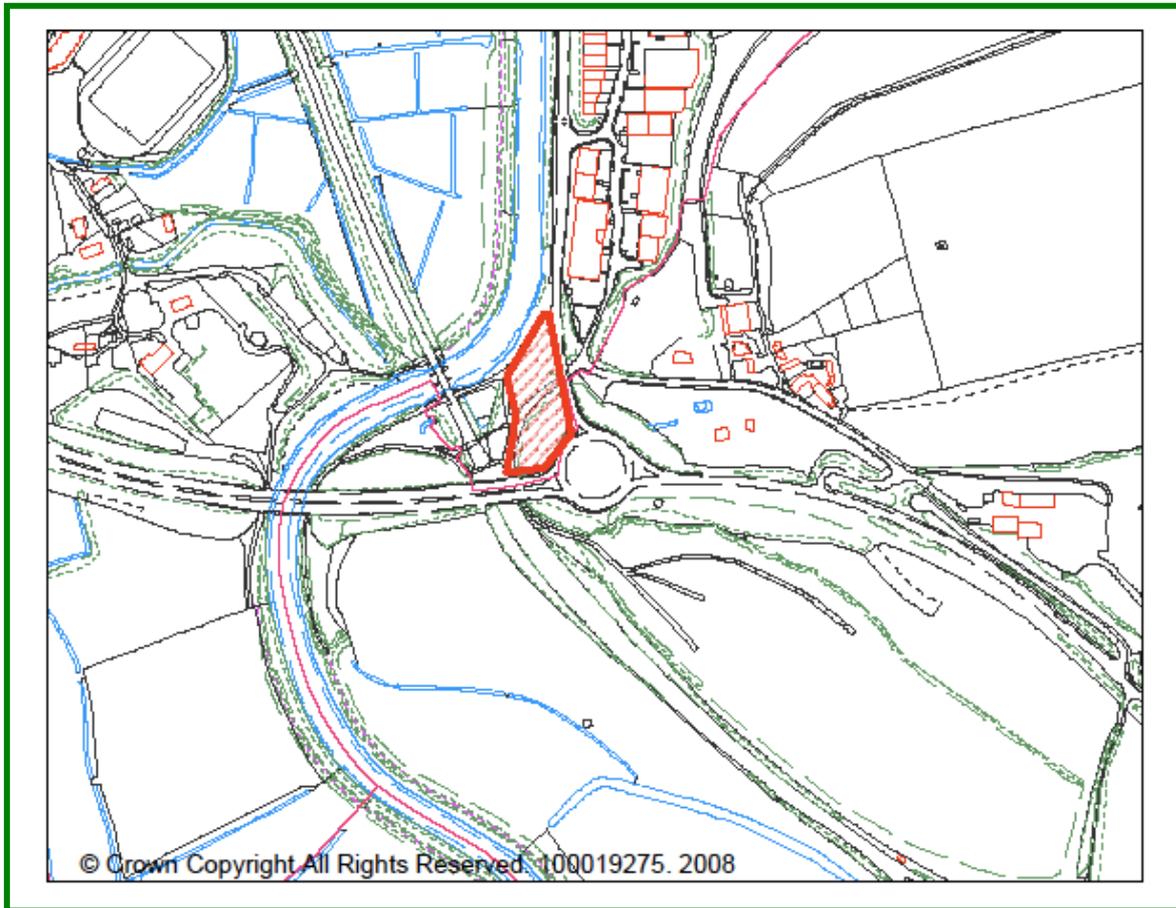
**The site scores highly in the list of criteria to be applied. The site lies within the National Park.**

**Notwithstanding the landscape designation, there are no physical constraints to development. It is not within 500m of a settlement, but it is on a good transport route and there is a shop adjoining.**

**Despite the limited potential for noise, dust and localised contamination from the petrol filling station, there are no reports of adverse residential amenity from the site.**

**It is therefore considered suitable for the existing temporary consent to be made permanent and could potentially expand to provide further pitches if necessary.**

## Site 4 – Slip Road by Southerham Roundabout, Lewes



### Commentary

#### The site is excluded for reasons of flood risk

The site has been included as it has been the subject of unauthorised camping in the past. It is owned by a property investment company.

Access to Southerham Grey Pit is required by Firle Estates and Network Rail. The site is approx. 0.65ha.

The Environment Agency has identified the site as being within Flood Zone 3. As a result it is wholly unsuitable for residential mobile homes or caravans. It also lies within a major aquifer which has an immediate vulnerability.

Despite its history of industrial use, the site does not have a mapped history of contaminative use.

The site lies within the South Downs National Park, although is not subject to any other designation. It is close to the SSSI at Southerham Pit.

The site could be largely screened in most views, although views from the north would be vulnerable. However, the site is not particularly aesthetically pleasing at present.

The site has a good relationship with the town, local service centre and the primary route network, without harming the amenity of a large number of residences.

The site is partially on land deemed to be highway land and as a result could not be developed unless it was formally "stopped up", requiring an application to the Government Office of the South East.

The access to this land is either via Southerham Lane or by a slip road onto the A26. Through traffic using Southerham Lane is restricted to protect amenities of local residents and to prevent concentration of heavy traffic from using the lane. As a result there is a width restriction on Southerham Lane just south of the Cliffe Industrial Estate to prevent large vehicles using this route.

The slip road access onto the A26 is currently closed off to vehicular traffic. If this access is used, vehicles waiting to turn right into the site when approaching from the north may cause baulking issues, which would affect the operation of the Cuilfail roundabout especially during peak periods. Furthermore, vehicles turning right out of this access would also cause problems trying to cross the steady flow of traffic at peak times.

As a result of these access issues, the use of this site is likely to attract a highway recommendation for refusal for planning permission.

Services are available, so there would be a good prospect of delivery should it be considered suitable.

The site is close to Bridies Tan. If it was not suitable for residential use, it might have provided a suitable temporary stopping place, for use when trying to avoid illegal stopping and camping. Due to its location the site is low on amenity for occupiers due to road noise and pollution.

The site is excessive in size for the required need, but subdivision of the site to provide a smaller number of pitches whilst allowing for access through the site is possible.

The site scores a healthy 25 points in the assessment criteria.



### Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Visually contained and screened within former quarry. Some views from the north across river from Ouse Valley levels.	2
5. Can the sit be adequately visually screened?	Difficult to screen in views from the north, but otherwise screening suitable and appropriate.	2
6. Is site close to large number of residences?	Two dwellings within 200m of site	3

7. Previously developed land	Brownfield site	3
8. A. Relationship with settlement with a good range of services	Within 0.5km of Lewes	3
B. Distanc from primar route network	Accesses onto A26 and A27	2
9. Suitable level access	<p>There are two potential accesses: Southerham Lane and the slip road to the A26.</p> <p>Southerham Lane has a width restriction at Cliffe Industrial Estate to avoid use by heavy vehicles, and is therefore unsuitable.</p> <p>The A26 slip road would cause congestion and obstruction to vehicles using the A26, particularly at peak times.</p> <p>A highway recommendation for refusal would be expected.</p>	0
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	<p>Gas – nearest main some 500m from site boundary (Cliffe Ind. Est.)</p> <p>Electricity – Crosses Site – Preliminary connection cost £43,00</p> <p>Water – main 150m across busy road.</p> <p>200m to nearest sewer.</p> <p>Site has good access to services and therefore good prospect of delivery</p>	2

12. Suitable for residential use by Gypsies and Travellers?	Subject to unauthorised encampment, but close to major road noise and air pollution.	0
13. Size of Site	Site could accommodate more than 6 pitches but could be subdivided with appropriate landscaping	2
<b>14. Total Score</b>		<b>25</b>

## Conclusion

**The site has been excluded for permanent residential accommodation due to flood risk.**

**It has a good relationship with local services although is close to local residences. It could be reasonably well screened and is not highly visible. It has been the subject of former unauthorised encampments.**

**The access is difficult directly onto the slip road to the A26. The only other access would be via Southerham Lane past the breakers yard at Machine Bottom. The width restriction at Cliffe Industrial Estate is designed to prevent use by heavy vehicles so the use of this access would attract a highway recommendation for refusal.**

**Residential amenity would be poor for occupants of the land, due to road noise and air quality. As a result it would not prove suitable for permanent residential use.**

**It may prove suitable for a temporary stopping place, if the flood risk issue can be resolved, i.e. if the flooding can be shown to be seasonal, and the highway objection overcome.**



There are two potential accesses. One is via Mill Lane, which is unsuitable for large vehicles and would generate a highway objection. The second is the track leading to the Ringmer Road. This latter track is highly exposed in the landscape and although the Highway Authority has not given a view on this access, its use would be highly visible in the landscape and potentially be used for parking vehicles. This second access has not therefore been part of the assessment.

The site is well related to the local services in Lewes and, if Mill Lane were utilised, close to the primary route network. It is close to a number of local residences and public transport.

The Highway Authority expresses concern at the access to this site via Mill Road, which is a residential road with considerable on street parking making it virtually single width along most of its length. The use of this access would be likely to attract a highway recommendation for refusal. It would also add to the impact on nearby residential properties.

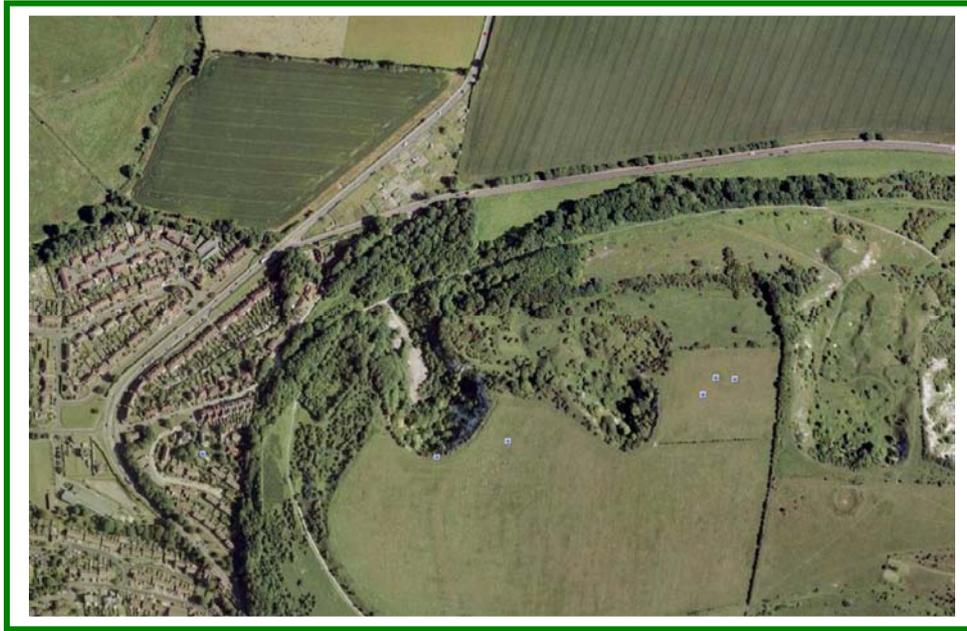
The use of the alternative access across the track would be harmful in the landscape and could lead to use for transit use if the site were full, or on occasions when families visited each other. Notwithstanding this, an access in this location is single width, would require passing bays at intervals to allow for proper inter-visibility. There is some doubt about the access onto the Ringmer Road. The willingness of the landowner to make the site available is also in doubt.

Although there are services in the vicinity, they are all some distance from the site and considerable work would be required to serve the site appropriately. As such, this remains a physical constraint and considerable cost to delivery.

The amenity of future occupants would be good. However the site is an historic landfill site and any development would require detailed ground conditions analysis to establish whether the site is suitable or whether remediation is necessary or possible.

The site is large and some subdivision and landscaping would be required to enclose the space, leading to external lighting and fencing that would make it even more intrusive.

The site scores a low 12 points.



### Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	Special Area of Conservation	0
3. Historical designations	Partial Site of Archaeological interest.	0
4. How visible and open in character is the site?	Site is visually contained in long views. External lighting would have harmful impact. Subdivision of plots harmful in shorter local views.	0
5. Can the site be adequately visually screened?	Yes, although alternative access would be difficult to screen and may attract transit use.	2
6. Is site close to large numbers of residences?	Site within 200m of more than 10 dwellings	0

7. Previously developed land	Greenfield site	0
8. A. Relationship with settlement with a good range of services	Within 0.5km of Lewes	3
B. Distance from primary route network	Assuming the Mill Lane access is used, the site lies within 0.5km of A26	2
9. Suitable level access	Mill Road is not a suitable access.	0
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – nearest main some 1800m from site boundary (Mill Road) Electricity – crosses access into site – Preliminary connection cost £43,000 Water – main within 250m across busy road.  370m to sewer.  Services are available in the vicinity but considerable work would be required to enable site to be served.	2
12. Suitable for residential use by Gypsies and Travellers?	Yes. Residential amenity acceptable. Historic landfill site and any development would require detailed ground conditions analysis to establish whether the site is suitable or whether remediation is necessary or possible.	2
13. Size of Site	Site could accommodate more than 6 pitches. Subdivision would be harmful.	0
<b>14. Total Score</b>		<b>12</b>

## **Conclusion**

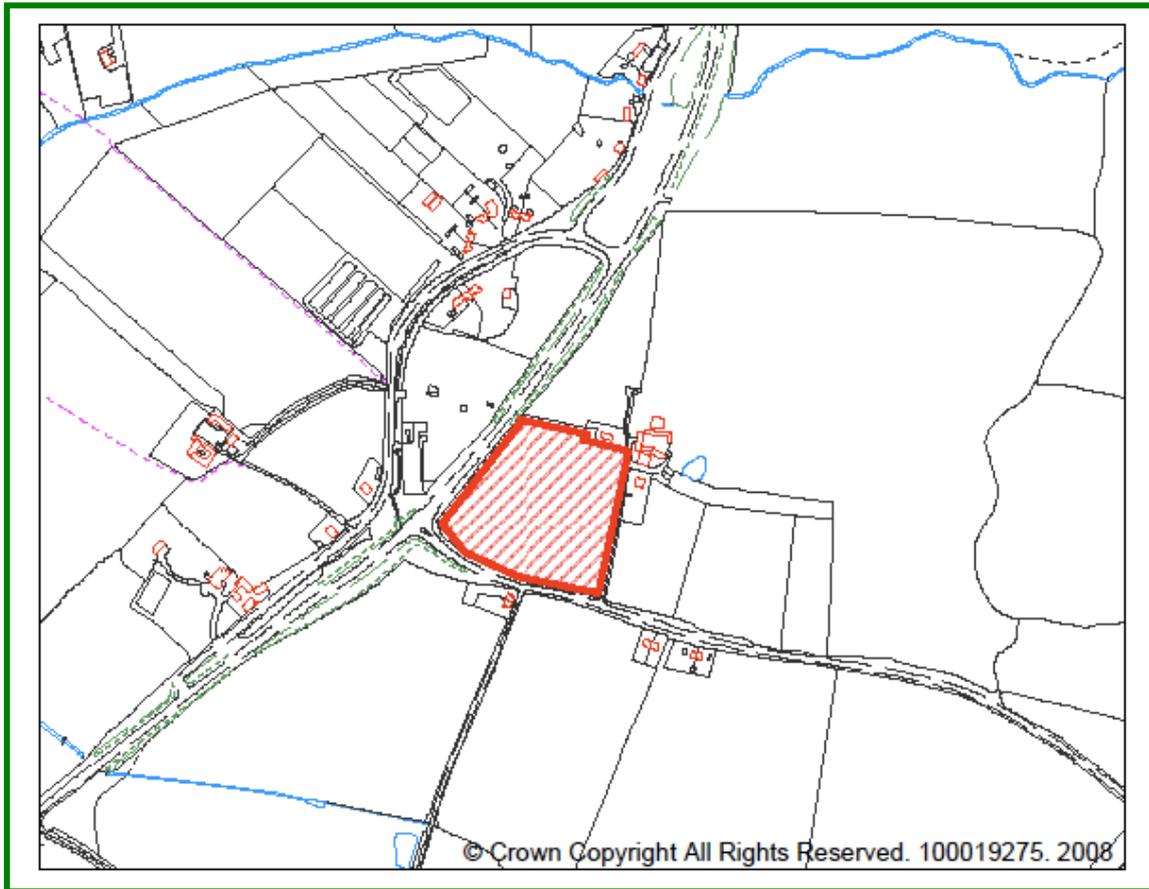
**The SSSI designation precludes this site from consideration as a Gypsy and Traveller site.**

**There are however some further constraints which render it unsuitable; the access and potential contamination.**

**The site scores poorly in most respects and services would be difficult and expensive to provide, particularly water.**

**The site is therefore considered unsuitable for a permanent Gypsy and Traveller site.**

## Site 6 – Ham Farm, Ham Lane, Ringmer



### Commentary

This site was owned by East Sussex County Council and was surplus to requirements. Since the assessment process started, the site has subsequently been sold to a private party and is no longer available.

The site lies to the east of the A26 by the junction with Ham Lane. It is a field with agricultural character, grassed and bound by traditional hedges. It slopes down to the south, its northern boundary being its highest point. The site is approx. 2.5ha.

The site does not have any landscape, historic or nature conservation designations and is not in a flood risk area.

Although some local views are vulnerable, traditional hedging can be continued to enclose the site suitably.

The site has good links with the local primary route network and bus routes and is well related to the village of Ringmer. It is close to other residences, but largely separated by a major road, the A26.

The vehicular access to the site is via the existing Ham Farm access and within a 60mph speed limit. Although the highway authority would object to a new access to this site being formed directly onto the A26, the authority would not object to the Ham Farm access being utilised, subject to it being altered accordingly and appropriate visibility splays provided.

Similarly, an access directly onto Ham Lane could be achieved. A speed survey may indicate speeds slower than the national speed limit and visibility could be improved particularly to the west within the land ownership.

Although gas is not available, water and electricity are available in the vicinity, so there is a good prospect of delivery. There is no sewer in the vicinity so a bio-bubble or other form of waste water treatment would be required subject to local authority approval.

The amenity of future occupants is good. The size of the site is excessive for its purpose, but as stated above, subdivision can be achieved using traditional fencing or hedging without causing undue harm to the landscape.

The site scores a high 30 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	None	3
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Site is bound by existing hedges on south east and west boundaries therefore visually contained. Needs establishing on north boundary. Views into the site from north and from A26.	3
5. Can the site be adequately visually screened?	Yes, with further traditional hedging which is appropriate for landscape character.	3
6. Is site close to large numbers of residences?	Site within 200m of more than 10 dwellings	0
7. Previously developed land	Greenfield site	0
8. A. Relationship with settlement with a good range of services	Not within 0.5km of Ringmer but within 800m of Ringmer and bus stops	2
B. Distanc from primary route network	Access onto A26	2

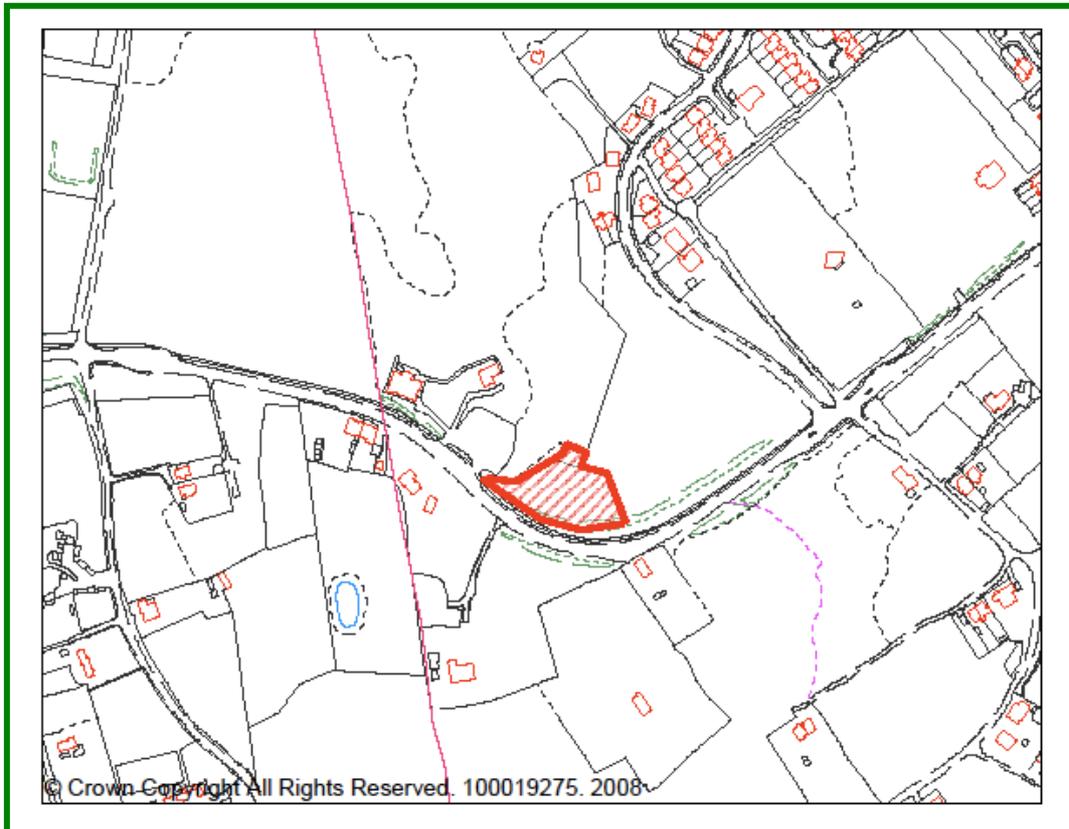
9. Suitable level access	The access onto Ham Farm and Ham Lane would provide a suitable access provided visibility splays can be achieved.	3
10. Level site	Yes	1
11. Accessibility of Services an deliverability of site	Gas – none in vicinity Electricity – Available from Ham Farm – Preliminary connection cost £20,000 Water – Available from Ham Lane  No sewer in vicinity, so waste water treatment facility would be required. Site has water and power available directly from road – good prospect of delivery	3
12. Suitable for residential use b Gypsies an Travellers?	Yes. Residential amenity acceptable	3
13. Size of Site	Site could accommodate more than 6 pitches but could be satisfactorily subdivided	2
<b>14. Total Score</b>		<b>30</b>

## Conclusion

**The site scores highly in most of the criteria and there are no physical constraints to delivery, except the lack of a sewer in the vicinity. Alternative drainage would need to be found. As such the site is considered suitable for the proposed use.**

**However it is no longer available for the suggested purpose. If it were to become available, it would be a good contender for the proposed use.**

## Site 7 – Rushy Hill, A259, Peacehaven



### Commentary

This site is owned by East Sussex County Council and is surplus to requirements. It lies on the north side of the A259 between Peacehaven and Newhaven, to the east of Peacehaven Golf Club. The site is approx. 0.2ha.

The site is within a Site of Nature Conservation Interest. It also lies within the South Downs National Park.

The site slopes steeply down to the north and is open grassland bound by trees on the northern edge. Its southern edge is open to the main road. It is already screened in long views from the north due to the heavily treed nature of that part of the landscape. There would be open views into the site from the road, which would be difficult to screen without intrusive fencing.

The site is well located in relation to local service centres and the primary route network, although is close to a considerable number of homes, largely separated by the main road.

The site lies on the inside of a bend in the trunk road, and visibility is poor. Traffic speeds are generally high. The speed limit is 40 mph and as such visibility splays of 2.4m x 210m would be required, which would cut across the site itself. In addition,

the gradients are severe and unless drastically altered could not achieve a level access. It is not considered that a satisfactory access to this site could be achieved, particularly for the proposed use.

Although gas is not available in the immediate vicinity, other services are readily available.

The amenity of the site for future occupants would be good, and the site is of a suitable size for the proposed use, although there would be some road noise associated with the site.

The site scores a poor/average 16 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	Site of Nature Conservation Interest	0
3. Historical designations	None	3
4. How visible and open in character is the site?	Forms significant part of open gap between Peacehaven and Newhaven. Open views to south and roadside. Good mature wooded land to the north but steeply sloping site.	0
5. Can the site be adequately visually screened?	Not readily screened from south.	0
6. Is site close to large numbers of residences?	Site within 200m of more than 10 dwellings	0
7. Previously developed land	Greenfield site	0
8. A. Relationship with settlement with a good range of services	Within 0.5km of Newhaven	3
B. Distanc from primar route network	Access onto A259	2
9. Suitable level access	No	0
10. Level site	No	0

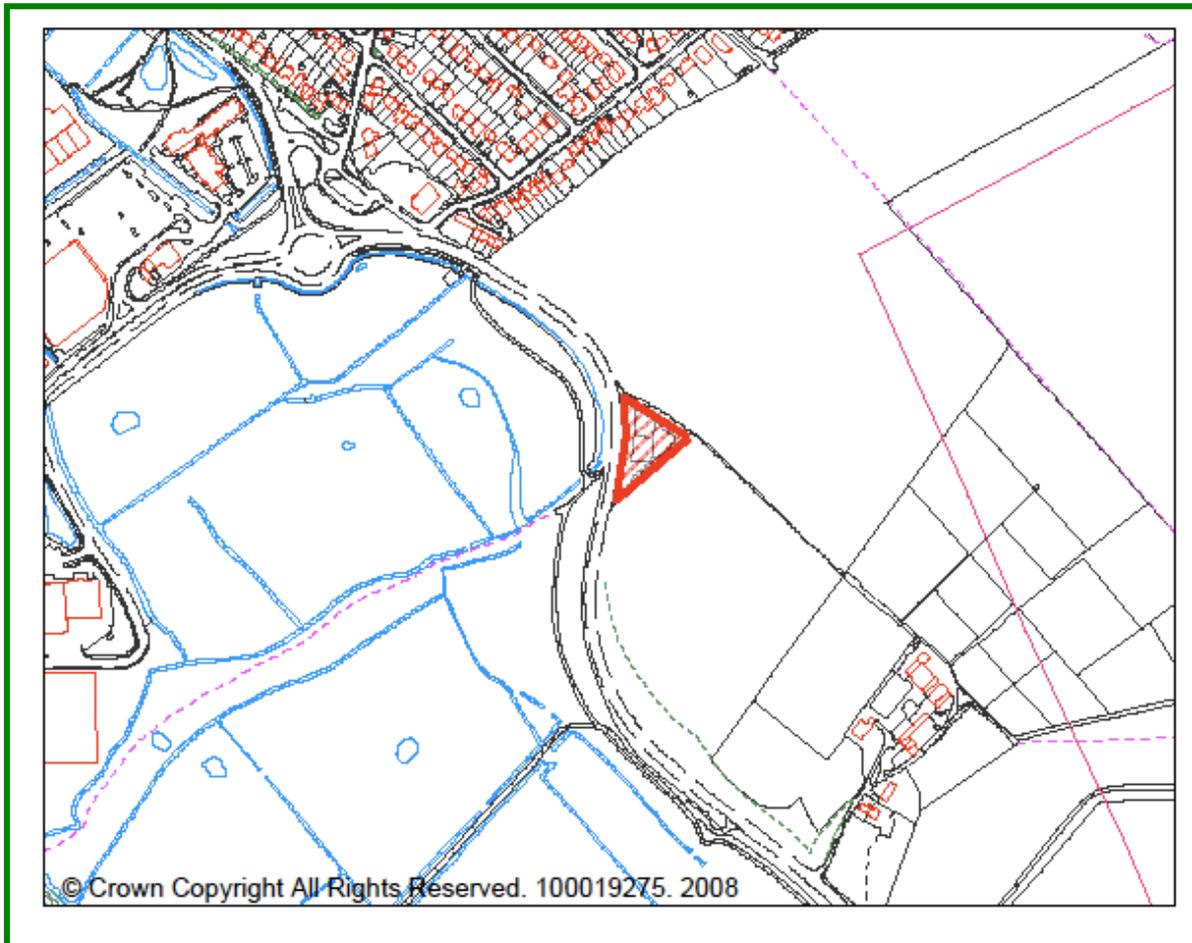
11. Accessibility of Services and deliverability of site	<p>Gas – Nearest main 1800m from site boundary (Brighton Road/Valley Road junction)  Electricity – Available from Brighton Road on site boundaries – Preliminary connection cost £46,000  Water – Available from A259 on site boundaries.</p> <p>450m to sewer.</p> <p>Water and power available in vicinity. Gas more problematic although available. Good prospect of delivery</p>	3
12. Suitable for residential use by Gypsies and Travellers?	Yes. Residential amenity acceptable	3
13. Size of Site	Site could accommodate approx. 4 pitches	2
<b>14. Total Score</b>		<b>16</b>

## Conclusion

**Generally the site scores poorly in many respects (landscape impact, nature conservation) despite it being well connected, and as such is not considered suitable for the proposed use.**

**Its access however is its most serious constraint as a suitable level access and visibility splays could not be achieved, particularly for the larger vehicles that would normally be expected to be used in these circumstances.**

## Site 8 – Denton Depot, A259, Newhaven



### Commentary

This currently vacant site is owned by East Sussex County Council. It lies on the north side of the A259 between Newhaven and Seaford and is a former highway depot. The site is approx. 0.2ha.

The Environment Agency has identified the site as lying partially within Flood Zone 2 and Flood Zone 3. It would therefore be unsuitable for residential mobile homes and caravans without land raising.

Further investigation revealed that the site lies at the northern edge of the flood zone and that with land raising, residual risks and access/egress being addressed, it may prove suitable for permanent residential use. A Flood Risk Assessment would be required to support any proposal for the proposed use with these issues fully addressed, but it need not be excluded from consideration as a result.

As a former depot, it has been identified as a site for potential localised contamination dependant on the nature of material stored. The site lies on a major aquifer and source protection zone.

The site lies within the National Park. Notwithstanding the open nature of the surroundings, the site itself lies behind a small embankment, is located within a fold in the landscape, meaning that it could be effectively landscaped in views from the A259, the recently landscaped Ouse Estuary area and the Denton residential area to the north.

The site has a good relationship with the local service centre, public transport and the primary route network. However, the residential area of Denton is generally within the 200m threshold.

This site is partially sited on land deemed to be highway land. If a planning application is submitted the land could not be developed unless it was formally "stopped up", requiring an application to the Secretary of State. The site lies within a 60mph national speed limit. A speed survey has revealed that speeds are generally lower than this, and sight lines could be achieved at any point from the site. The Highway Authority has expressed a desire for any access to be located in the centre of the site.

A public footpath, which exits the site on both boundaries, goes through the site and continues in a south easterly direction.

Residential amenity would be average, as there is little protection from road noise. Landscaping could help to address this.

Water and electricity are available on site. The site could accommodate approx. 4 residential pitches and is therefore of a suitable size.

The site therefore scores a healthy 28 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Although located in open landscape, the topography provides reasonable screening and the site has a narrow zone of visual influence.	2
5. Can the site be adequately visually screened?	Screening would be appropriate and effective in limiting views from the A259, the residential areas and the Tideway area.	3
6. Is site close to large numbers of residences?	Site lies within 200m of less than 5 dwellings	0
7. Previously developed land	Brownfield site	3
8. A. Relationship with settlement with a good range of services	Site within 0.5km of Newhaven (Denton)	3
B. Distanc from primar route network	Access onto A259	2

9. Suitable level access	Suitable visibility splays can be achieved as a speed survey revealed speeds lower than the national speed limit	3
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – none in vicinity Electricity – Available from A259 – Preliminary connection cost £40,000 Water – Available from A259 and main travels north of site  205m to sewer.  Water and power available (not gas) in vicinity – good prospect of delivery	3
12. Suitable for residential use by Gypsies and Travellers?	Site subject to road noise.	1
13. Size of Site	Site could accommodate approx. 4 pitches	2
<b>14. Total Score</b>		<b>28</b>

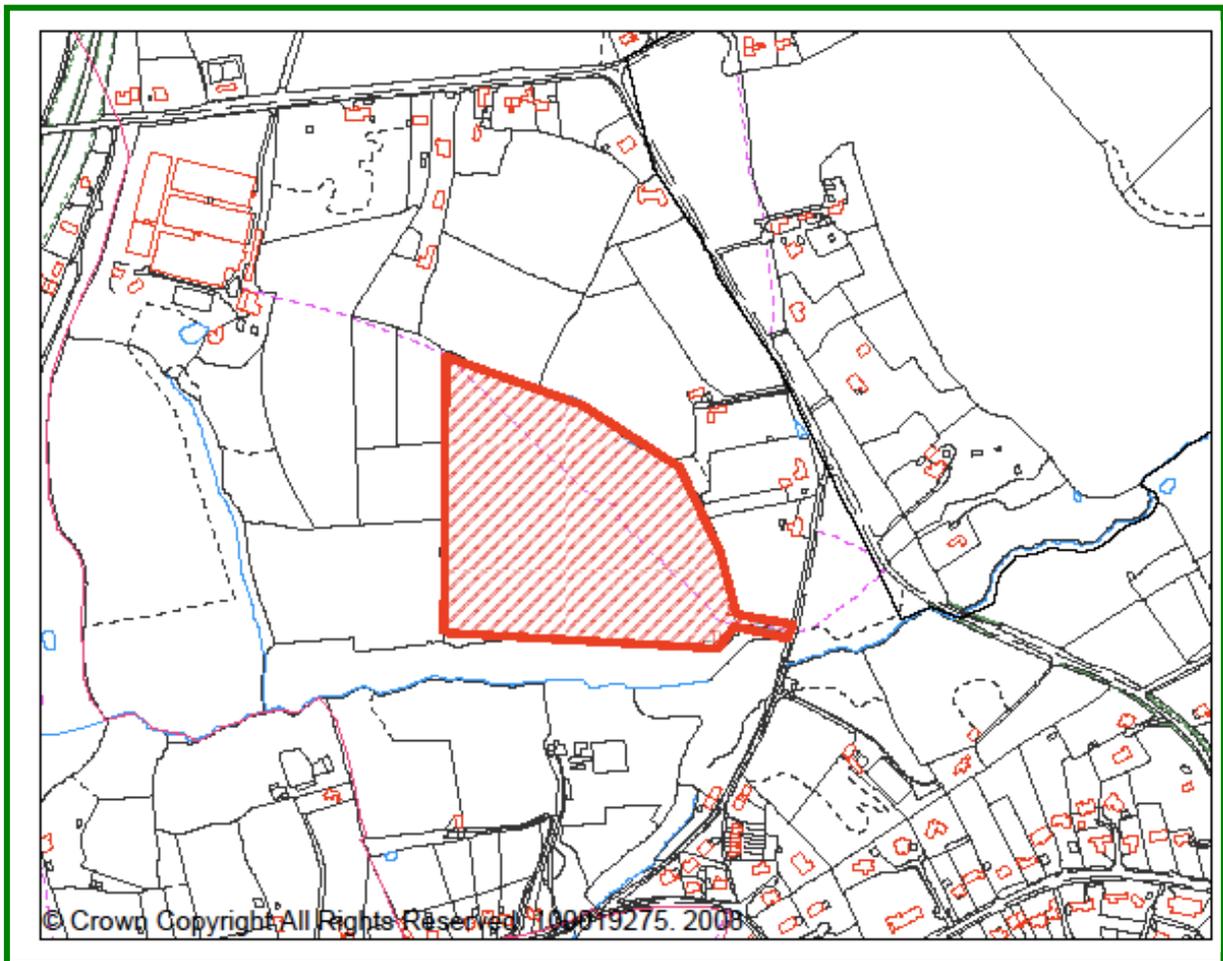
## Conclusion

**The site could be considered suitable for use as a permanent residential Gypsy and Traveller site. It would need to be carefully designed to address potential flooding issues and landscaping issues, but it is well located to a local service centre, could provide approx. 4 residential pitches, and could be landscaped so as to reduce the impact on the residential amenity of neighbours.**

**There are no physical constraints to delivery and services are readily available.**

**The site should be considered as having potential for the proposed use.**

## Site 9 – Grubbs Field, Newick



### Commentary

This site is in private ownership and had been put forward by a prospective bidder for the land as a possible site for the occupation by Gypsies and Travellers. Since the assessment has been carried out, the site has changed hands and is now no longer available. The whole field is approx. 5ha.

The site comprises of a large field to the west of Newick Hill, north west of the village of Newick. A footpath crosses the site. The site is dotted with trees, slopes gently to the south and is accessed from Newick Hill/Jackies Lane via an agricultural track.

The Environment Agency has identified ponds and ditches on the site, requesting that a site specific Flood Risk Assessment be carried out to assess suitability, although the site does not lie within the Flood Risk Zone. It lies on an aquifer of intermediate vulnerability and is close to a tributary of the River Ouse.

The site lies in undesignated landscape and is visually contained. Although the field is large and treed, small enclaves could be created in the trees to form small areas for mobile homes/caravans without severe landscape impact. Some small buildings already exist on the site.

The site has a good relationship with the local services in Newick village, including public transport, and a good relationship to the primary route network. The site is also close to a number of local residences.

The Highway Authority note that the existing agricultural access is not constructed to recommended standards and does not appear to be used regularly by vehicles. The site lies within a 60mph national speed limit, although a speed survey may indicate that these speeds are not reached, due to the narrow and curved nature of the road. If speeds are significantly lower, the required visibility splays may be achieved. Jackies Lane/Newick Hill are narrow and poorly aligned and considered unsuitable for large vehicles. Additionally, the increase in traffic generation on these minor roads would cause concern from a highway safety point of view. Any proposal at this location is likely to attract a highway recommendation for refusal.

Water, electricity and gas are all available in the road, and therefore there is a good prospect of delivery. As a privately owned site, if this site were to be deemed suitable, the private landowner would bear the costs of development.

The amenity of future occupants would be good. The size of the site is excessive, although, as previously stated, its character means that small enclaves can be created and landscaped within the existing landscape structure without undue harm.

The site lies outside the National Park.

The site scores a healthy 29 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	None	3
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Site is reasonably wooded. Footpath crossing site. Low zone of visual influence.	3
5. Can the site be adequately visually screened?	Yes, potential sites can be carved out of clearer areas. Subdivision with appropriate landscaping has potential.	3
6. Is site close to large numbers of residences?	Site within 200m of more than 10 dwellings	0
7. Previously developed land	Greenfield site	0
8. A. Relationship with settlement with a good range of services	Within 0.5km of Newick	3
B. Distanc from primar route network	Access onto A272	2
9. Suitable level access	The agricultural track currently does not meet the required visibility splays, but with further work the standards might be achieved.	0

10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – Available from Newick Hill Electricity - Available within site – Preliminary connection cost £40,000 Water – Available from Newick Hill  120m to sewer. Site crossed by pumping main.  All services in vicinity – good prospect of delivery	3
12. Suitable for residential use by Gypsies and Travellers?	Residential amenity acceptable. FRA required due to aquifer.	2
13. Size of Site	Site could accommodate more than 6 pitches but could be subdivided	2
<b>14. Total Score</b>		<b>29</b>

## Conclusion

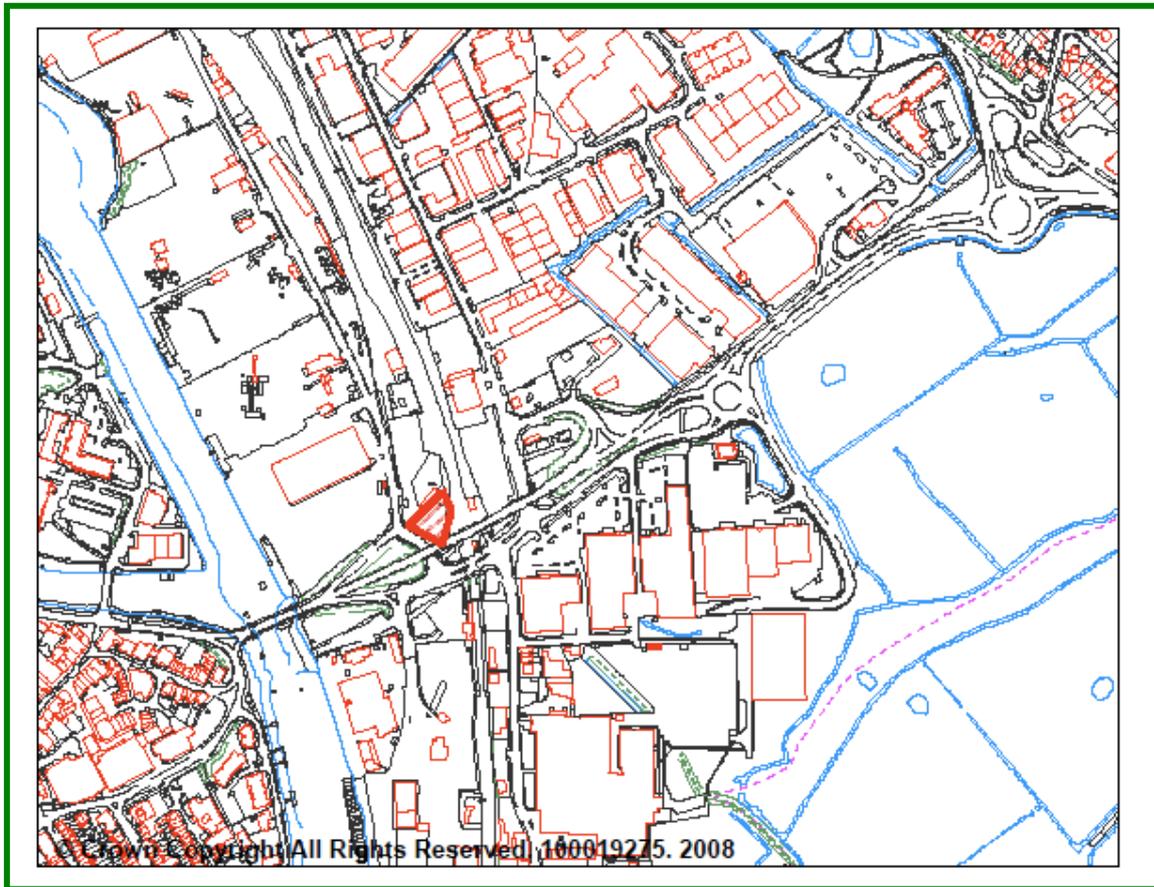
**Notwithstanding highway safety issues, this site scores highly in many other respects.**

**It is well located to local services, although is near to some local residences. It is well connected to the road network.**

**There is a good level of services at the site and high level of amenity for occupants.**

**However, as a result of the recent change of ownership (which means that it is no longer available) and the highway constraints, this site cannot be considered further.**

## Site 10 – Land under flyover at North Quay, Newhaven



### Commentary

#### The site is excluded due to flood risk

This site is owned by East Sussex County Council and is a small urban depot close to an electricity substation. It lies under the flyover at North Quay and is bound by roads and a transport cafe. The site is surrounded by fencing. It is approx. 0.9 ha.

The Environment Agency has identified that the site lies wholly within Flood Zone 3, and as such is unsuitable for mobile homes and caravans for permanent residential use. It is also not considered suitable as a temporary stopping place.

The site has been subject to railway activity which is potentially contaminating, and is also surrounded by potentially contaminating uses.

Similarly, the site is surrounded by roads and industrial activity and thus would be subject to noise and dust and poor air quality.

The site is within an urban area and as such lies on undesignated land.

The site is well connected to the local service centre and is far from any existing residential uses. However it is subject to road noise and potential pollution.

The site is well connected to the primary route network. Any access would need to be altered and a 2.4 metres visibility splay would need to be provided across the site frontage.

Gas, electricity and water services are available close to the site, so there is a good prospect of delivery.

The amenity of future occupants would be poor, due to road noise and pollution. If it was not suitable for residential use, it might have provided a suitable temporary stopping place.

The site lies outside of the National Park.

The site scores a healthy 34 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	None	3
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Visually open urban site dominated by road junctions. No harm.	3
5. Can the site be adequately visually screened?	Screening possible with fences	3
6. Is site close to large numbers of residences?	No dwellings within 200m	3
7. Previously developed land	Brown	3
8. A. Relationship with settlement with a good range of services	Within settlement	3
B. Distanc from primar route network	Accesses onto A27	2
9. Suitable level access	A suitable access could be provided	3

10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – available from Drove Road Electricity – Available within site – Preliminary connection cost £23,000 Water – Available from Drove Road  15m to sewer crossing road.  All services available within vicinity. Good prospect of delivery	3
12. Suitable for residential use by Gypsies and Travellers?	Poor amenity due to road noise. Potentially contaminated land	0
13. Size of Site	Site could accommodate approx. 1 pitch	2
<b>14. Total Score</b>		<b>34</b>

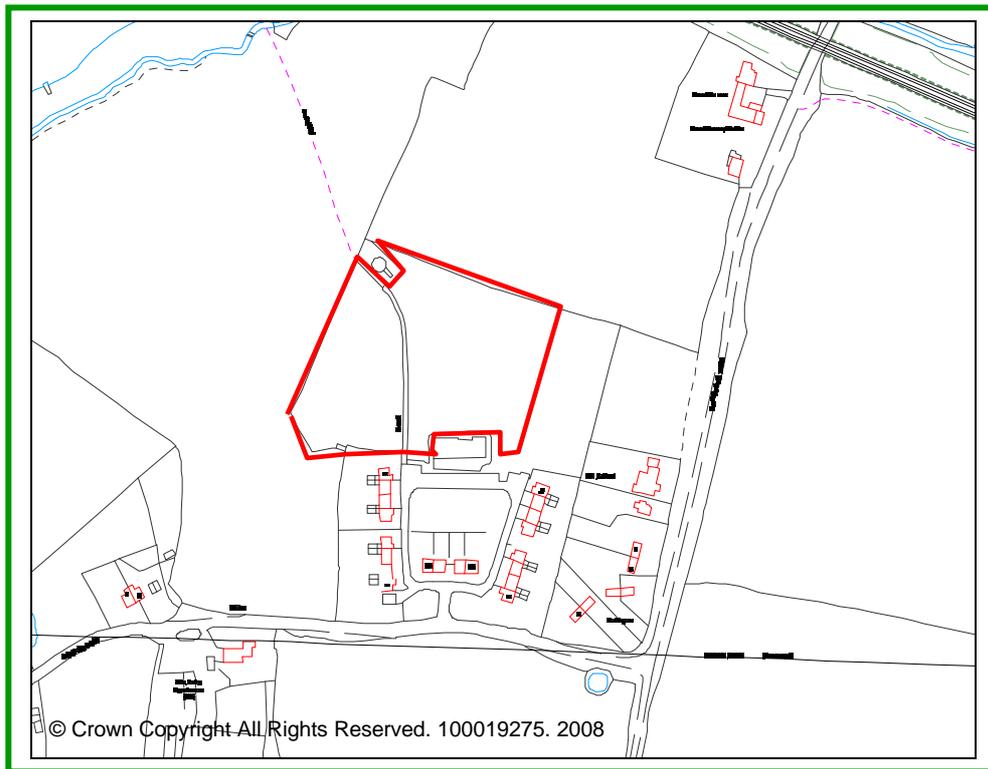
## Conclusion

**If it were not for the flood risk issue, this might have proved a useful site for a small number of pitches, although it has a low level of amenity due to road noise, dust and air quality. The site scores highly in almost all other criteria. However as a site within Flood Zone 3 it is considered unsuitable for the proposed use.**

**The site is well connected to services and the local road network, whilst being far from other residences.**

**It might have proved suitable for a temporary stopping place if the flood risk were based on seasonal flooding factors. The proximity of the river however means that seasonality may not be relevant in this case.**

## Site 11 – Land at Hollycroft, East Chiltington



### Commentary

This site is owned by Lewes District Council's housing portfolio. It lies to the north of the existing council housing and former council housing at Hollycroft, East Chiltington. The site is approx. 1.4ha.

The site has a poor relationship with the local service centre, but is close to houses. Public transport is close by, but the site is not well related to the primary route network.

A sewage works lies close to the site and may be subject to localised contamination as a result.

The site lies within the South Downs National Park. The site did not lie within the AONB, but does now lie within the National Park. The landscape is relatively open and flat, bounded by relatively distant hedges. A site in this location could be screened in short views with traditional hedging, effective once mature. Long views of the site would be protected by landform.

The site is poorly located to services, but is within reach of public transport. It is poorly related to the primary route network. It is close to a number of residences.

Approach roads to the site are narrow and poorly aligned and not suitable for large vehicles. Similarly the traffic generation associated with the use of this site would give rise to highway safety concerns. The approach road within Hollycroft would also require widening. There may also be conflict with parked cars. Any proposal is likely therefore to attract a highway recommendation for refusal.

The site has the benefit of electricity. Gas is unavailable and water would be difficult to achieve without considerable difficulty and cost.

Southern Water operates the adjoining wastewater treatment works and considers that the operations can give rise to odours, notwithstanding operating in accordance with best practice. Development that is odour sensitive, such as residential development, should therefore be separated from such uses. Southern Water would, as a result, object to such development on this site

The amenity of future occupants is otherwise good. The size of the site is excessive for immediate needs, although it could be subdivided without undue harm to the landscape.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designation	None	3
4. How visible and open in character is the site?	Site is highly visible from nearby homes. Flat topography, few hedges	0
5. Can the site be adequately visually screened?	Site can be screened with good hedge boundary – suitable for location character	3
6. Is site close to large numbers of residences?	Site within 200m of more than 10 residences	0
7. Previously developed land	No	0
8. A. Relationship with settlement with a good range of services	Not within settlement but within 800m of bus stop	2
B. Distanc from primar route network	Not within 0.5km of primary route network	0
9. Suitable level access	Widening of Hollycroft would be required and traffic generation would be unacceptable.	0
10. Level site	Yes	1

11. Accessibility of Services and deliverability of site	<p>Gas – none in vicinity  Electricity – Available on site – Preliminary connection costs £15,000  Water - Available from Novington Lane or Chapel Lane, each some 120m from site boundaries</p> <p>Drainage available on-site.</p> <p>Only power easily available. Water would have to cross other built form. Reasonable prospect of delivery subject to cost.</p>	2
12. Suitable for residential use by Gypsies and Travellers?	Odours arising from wastewater treatment works adversely affects amenity for future occupants.	0
13. Size of Site	Can accommodate more than 6 pitches and subdivision using traditional hedges would not be harmful	2
<b>14. Total Score</b>		<b>15</b>

## Conclusion

**The site has a low score and there are significant delivery problems associated with it.**

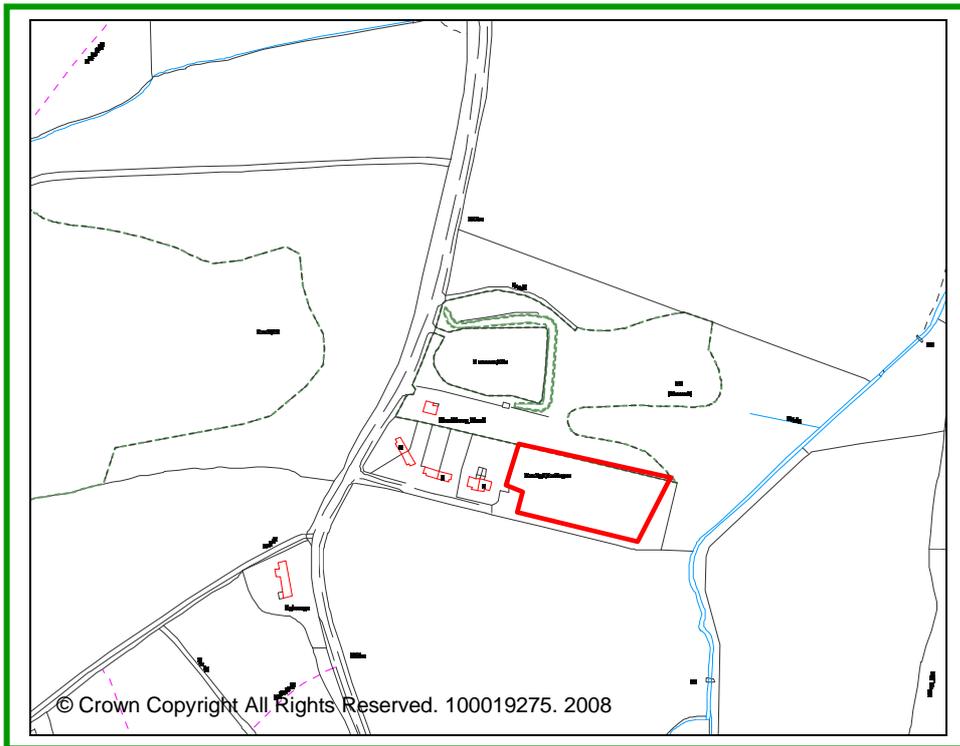
**Planning permission is unlikely to be achieved without suitable access on the approach roads and the cost and difficulty of achieving water on the site is a constraint.**

**The site is relatively isolated, although close to local residences. However, the use of the site would give rise to an objection from Southern water on the grounds of amenity for occupants and there may be some local contamination that would need to be investigated.**

**The site lies within the National Park.**

**As a result, the site is not considered suitable for the proposed use.**

## Site 12 – Land at Sandpit Cottages, Streat



### Commentary

This site is owned by Lewes District Council housing portfolio. It lies east of Sandpit Cottages, off Streat Lane, Streat. The site is accessed via Sandpit Cottages, a cul-de-sac serving the cottages. The site is approx. 0.3ha.

The site lies within the South Downs National Park. The site did not lie within the AONB, but does lie within the National Park.

The site lies adjacent to an area formally used for quarrying and there may be potential contaminative associated uses. Some unknown filled ground exists to the north at the caravan site, so there is the potential for landfill gas from these features. These do not affect the actual site however.

It is located on a major aquifer and a source protection zone.

The site is wooded in nature. It is visually contained, if boundary hedges were maintained to create a landscape buffer between the agricultural land to the south and east, the caravan park to the north and the homes to the west. The creation of a Gypsy and Traveller site in this location would require tree clearance.

The site is poorly related to the local service centre and the primary route network. The site lies close to a number of dwellings and a holiday caravan park.

The Highway Authority note that the approach road to this site is narrow and poorly aligned and not suitable to cater for any increase in traffic or size of vehicles involved. The junction of Sandpit Cottages with Streat Lane also has substandard visibility for vehicular egress. Any traffic generation from this site is likely to give rise to highway safety concerns. Any proposal is likely to attract a highway recommendation for refusal.

Although gas is not available, water and electricity are both available in the vicinity, so there is a reasonable prospect of delivery. There is no sewer in the vicinity, so a bio-bubble or other form of waste water treatment would be required subject to local authority approval.

The amenity of future occupants is good and the size of the site is suitable for the proposed use.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Site is enclosed and wooded. Use for Gypsy and Traveller site would entail some loss of trees, rendering it more open and visible. Boundary trees could be kept.	3
5. Can the site be adequately visually screened?	If boundary trees retained and hedges augmented then suitable landscaping is possible.	3
6. Is site close to large numbers of residences?	Site close to seven homes	2
7. Previously developed land	No	0
8. A. Relationship with settlement with a good range of services	Not within settlement but within 800m of bus stop	2
B. Distanc from primar route network	Not within 0.5km of primary route network	0

9. Suitable level access	The approach roads to the site are narrow and poorly aligned and unsuitable for large vehicles. The junction with Sandpit Lane has substandard visibility.	0
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – none in vicinity Electricity – Available on site – Preliminary connection costs £5,00 Water – Available from close at Sandpit Cottages  No sewer in vicinity so waste water treatment facility would be required.  Water and power available in vicinity – Good prospect of delivery	2
12. Suitable for residential use by Gypsies and Travellers?	Acceptable residential amenity Potential associated contaminative uses adjoining. Further investigation needed.	2
13. Size of Site	Can accommodate approx 6 pitches, including trees	2
<b>14. Total Score</b>		<b>23</b>

## Conclusion

**The site scores poorly in some respects and better in others.**

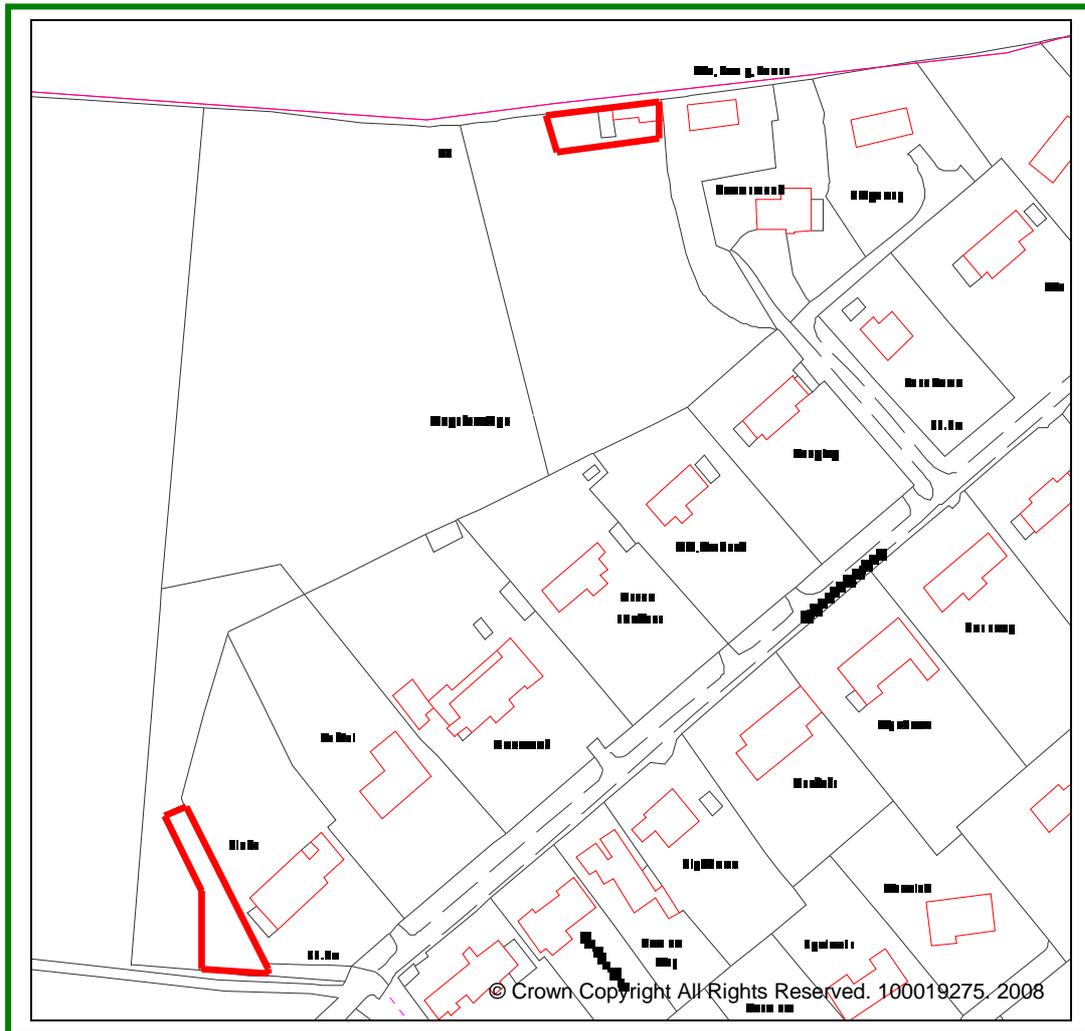
**It is poorly connected to local services, and is close to a small number of residences. It has a poorly aligned access and the approach roads are unsuitable for large vehicles. Tree clearance would be required.**

**Nevertheless, there is a touring caravan site adjoining, services such as water and electricity are close by and there is an acceptable level of residential amenity for occupants.**

**The site lies within the National Park.**

**The lack of a suitable access means that a planning application may attract highway objections, and unfortunately this is a serious constraint in its potential delivery. The site is therefore not considered suitable for the proposed use.**

## Sites 13 – Land at Kingston Ridge, Kingston



### Commentary

There are two related sites for consideration, close to each other and raising similar issues. The sites are in private ownership and have been put forward by the landowner as suitable for the occupation by Gypsies and Travellers.

The sites comprise an area which currently accommodates a touring caravan occupied on a temporary consent, expiring in April 2014, by a family member of a householder in the area, and a small paddock on the north west of Kingston Ridge.

The sites lie on a major aquifer and a source protection zone 2.

The sites lie within the South Downs National Park, but are not subject to any other designation. Although the landscape is open in character, the two sites are well hidden from view and would not be obtrusive in the landscape. Any vulnerability to long views can be readily screened.

The sites are reasonably well related to the local service centre, but are poorly related to the primary route network, although it is close to public transport. They also lie close to local residences.

The existing access road at Kingston Ridge, at its junction with the public highway Ashcombe Lane, [C324] has substandard visibility for vehicular egress. Therefore any proposal is likely to attract a highway recommendation for refusal. Further investigation with the Highway Authority has indicated that it would not support any development generating additional vehicular movements on the junction of Kingston Ridge and Ashcombe Lane.

All services are available in the vicinity, so there is a good prospect of delivery, if these sites were considered suitable.

The amenity of the sites for occupants would be good.

The site scores a healthy 22 points in the assessment criteria.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park.	0
2. Natur Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site?	Although the landscape is open and exposed in the vicinity, the site visually contained with a narrow zone of visual influence.	3
5. Can the site be adequately visually screened?	Screening would be appropriate and will readily help to screen the site in more vulnerable views.	3
6. Is site close to large numbers of residences?	More than 10 residences within 200m	0
7. Previously developed land	No	0
8. A. Relationship with settlement with a good range of services	Not within settlement but within 800m of bus stop	2
B. Distanc from primar route network	Not within 0.5km of primary route network	0
9. Suitable level access	The junction of Kingston Ridge and Ashcombe Lane is substandard for vehicular egress, and as a result is not suitable for increased traffic generation.	0

10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – Available from Kingston Ridge Electricity – Available on site – Preliminary connection costs £15,000 Water – main 80m  80m to sewer.  All services available in vicinity so good prospect of delivery.	3
12. Suitable for residential use by Gypsies and Travellers?	Good residential amenity	3
13. Size of Site	Sites could accommodate 2 pitches.	2
<b>14. Total Score</b>		<b>22</b>

## Conclusion

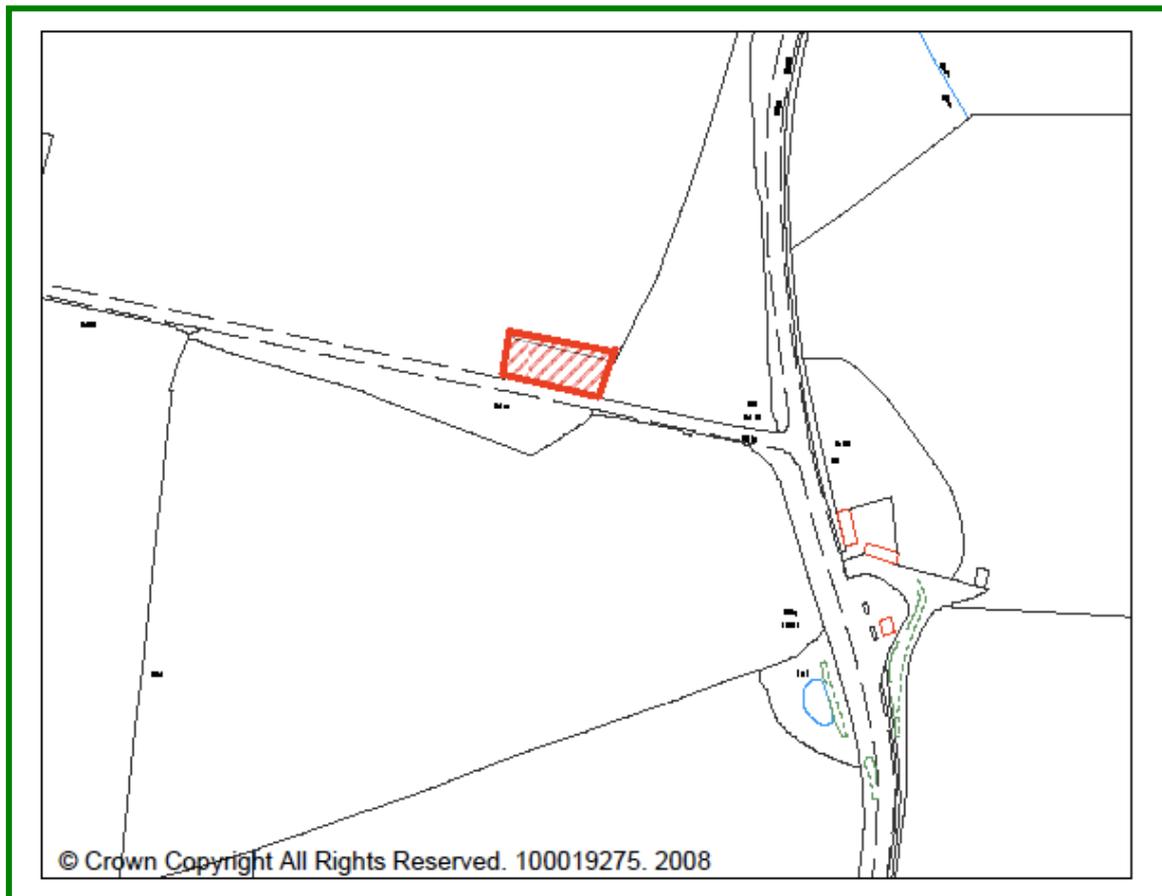
**The sites score reasonably well in respect of the criteria.**

**They are well contained in the landscape and can be readily screened. The sites are reasonably well located to public transport, and although outside the range for the primary route network, the A27 is within 1km.**

**Although services are available on the sites, and one already accommodates a temporary mobile home in use by a Traveller, the proposed use of the site will attract a highway objection.**

**The Highway Authority's resistance to this site is a serious constraint, but if this could be overcome, the sites could provide 2 pitches.**

## Site 14 – Old Telegraph Pole Depot, Hamsey



### Commentary

This site was formerly owned by a telecommunications company (used as a telegraph pole depot) and was thought to be in public ownership and surplus to requirements. In the intervening period it has been found to be in private ownership. The landowner has not been contacted and it is believed that it is not available for the proposed use.

The site lies within the National Park but is not subject to any other designations. It is well screened in local views and from the higher land on the Downs. There are no residences within 200m.

The site is not within 0.5km of a settlement but is close to bus routes to Offham and Cooksbridge. It has a good accessibility to the primary route network. The access is not suitable as visibility is hampered by the existing vertical and horizontal road alignment. A proposal for change of use would attract a highway reason for refusal.

Services can be readily provided and the amenity for occupiers would be acceptable subject to further examinations for contamination due to its former use. The site could accommodate 1 or 2 pitches.

The site scores highly in many respects, but is severely flawed due to the access difficulties.



## Assessment Criteria

Criterion	Reason	Score
1. Landscap Designation	South Downs National Park	0
2. Nature Conservation Designation	None	2
3. Historical designations	None	3
4. How visible and open in character is the site	Visually contained and bound with mature trees and hedges	3
5. Can the site be adequately visually screened?	Yes. Already screened by mature hedges and trees.	3
6. Is site close to large numbers of residences?	No dwellings within 200m of site	3
7. Previously developed land	Green, although abandoned depot.	0
8. A. Relationship with settlement with a good range of services	Not within 0.5km of settlement but within 800m of bus stop (Offham)	2
B. Distance from primary Route network	Accesses close to A275	2
9. Suitable level access	Visibility splays could not be achieved due to vertical and horizontal roads alignment.	0
10. Level site	Yes	1
11. Accessibility of Services and deliverability of site	Gas – none in vicinity Electricity – Available south of B2116 – Preliminary connection cost £48,000. Water – Main crosses site north of B2116	3

	560m to sewer Water and power available in vicinity – good prospect of delivery	
12. Suitable for residential use by Gypsies and Travellers?	Potential contamination. Investigations required into former use.	3
13. Size of Site	Site could accommodate 1 or 2 pitches	2
<b>14. Total Score</b>		<b>27</b>

## Conclusion

**The site scores highly in many respects. If there were a means to overcome the highway safety issues, the site would be considered highly suitable to meet a small proportion of the immediate requirement for permanent sites.**

**However the road realignment necessary is not possible for the scope of the use as well as the lack of turning space within the site renders the site unsuitable for the proposed use.**

**Notwithstanding the access issue, the site is not available for the intended use as it is no longer in public ownership.**

## **Appendix 3**

### **Agreed Site Selection Criteria Table**

<b>Criterion</b>	<b>Reason</b>	<b>Weight</b>	<b>Score</b>
1. Landscap Designations	This would include Area of Outstanding Natural Beauty and the South Downs national park and any other locally designated landscape designations.	Significant	<p>If site lies in undesignated landscape -<sub>s</sub> core 3.</p> <p>If site lies in locally designated landscape – score 1.</p> <p>If site lies in nationally designated landscape -<sub>s</sub> core 0.</p>
2. Natur Conservation Designations	This would include Sites of Nature Conservation Interest and Local Nature Reserves. Nationally recognised sites of nature conservation value (SSSI's) have already been excluded.	Moderate	<p>If site is not designated as an area with nature conservation interest -<sub>s</sub> core 2.</p> <p>If the site lies in locally designated area with nature conservation interest -<sub>s</sub> core 0.</p>

<p>3. Historical Designations</p>	<p>This would include Conservation Areas, Historic Battlefield sites, Historic Parks, Archaeological sites etc.</p>	<p>Significant</p>	<p>If site lies on undesignated land - score 3.</p> <p>If site lies on locally designated land – score 1.</p> <p>If site lies on nationally designated land -s core 0.</p>
<p>4. How visible and open in character is the site?</p>	<p>The local topography and form of the landscape will affect the visibility of a Gypsy and Traveller site and will affect its ability to integrate into its surroundings. Some sites will be highly visible, and others more visually contained. The zone of visual influence is being tested.</p>	<p>Significant</p>	<p>If the site is visually contained with a narrow zone of visual influence – score 3.</p> <p>If the site is highly visible and open in character with a wide zone of visual influence – score 0.</p>

<p>5. Can the visual impact of the site be adequately mitigated against?</p>	<p>The visual impact of a Gypsy and Traveller site could be mitigated by screening or landscaping. On sites open in character, this may not be possible or appropriate. This would include the impact of external lighting.</p>	<p>Significant</p>	<p>If appropriate and effective screening is achievable - score 3.</p> <p>If screening is neither appropriate nor possible – score 0.</p>
<p>6. Is the site close to large numbers of residential properties?</p>	<p>In order to promote understanding and tolerance between local residents/landowners and Gypsies and Travellers, it is important that any impact on the living conditions for local people are acceptable. The number of residential properties in proximity to sites is therefore a factor.</p>	<p>Significant</p>	<p>If the site lies within 200m of less than 5 residential properties - score 3.</p> <p>If the site lies within 200m of less than 10 residential properties - score 2.</p> <p>If the site lies within 200m of more than 10 residential properties - score 0.</p>

<p>7. Previously Developed Land (Brownfield sites)</p>	<p>The Government, in its advice in Circular 01/06, prefers the use of brownfield sites where available.</p> <p>There is also recognition that there is a lack of brownfield sites in the District and they will not necessarily be available for Gypsy and Traveller sites. Therefore although important, realistically there may be limited alternatives to Greenfield land.</p>	<p>Significant</p>	<p>If the site lies on previously developed land - score 3.</p> <p>If the site lies on a greenfield site - score 0.</p>
<p>8. a) Relationship to settlement (with good range of services)</p>	<p>The availability of shops and services to sites is high in the Government's priority, to allow for easy access to education/shops/GP's and work opportunities. This can be tested by distance from a settlement with a GP, a shop/post office <i>and</i> a school and whether it is within walking distance of a bus stop/train station.</p> <p>(800m is acceptable walking distance in 'Manual for Streets')</p>	<p>Significant</p>	<p>If the site lies within 0.5 km of a settlement with a GP, a shop/post office and a school – score 3.</p> <p>If the site lies beyond 0.5km of a settlement with a GP, a shop/post office and a school, but lies within 800m of a bus stop/train station – score 2.</p> <p>If the site is isolated from village or towns or bus/train routes – score 0.</p>

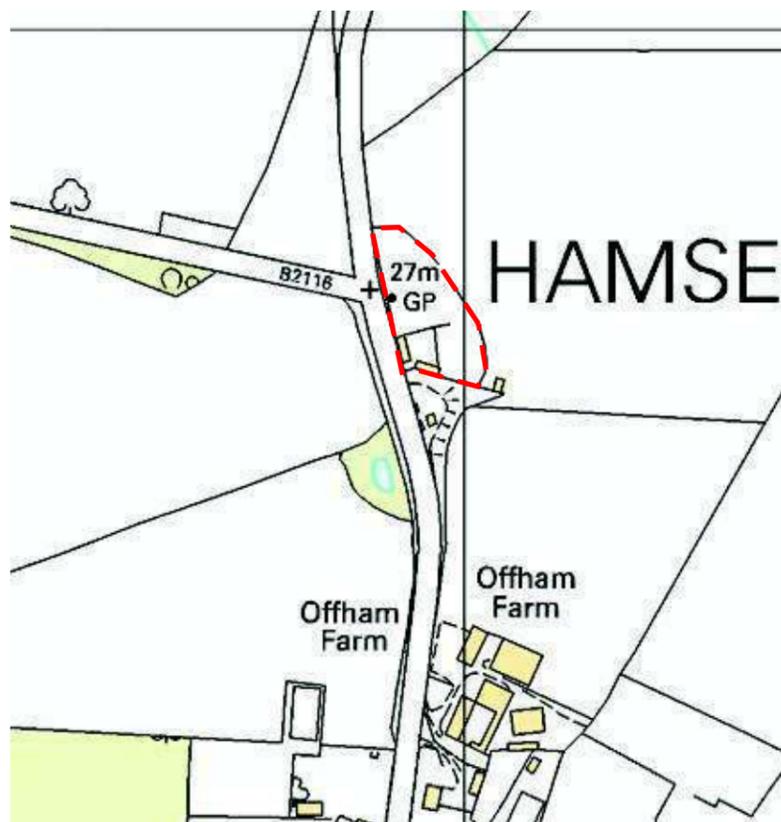
<p>b) Distance from primary route network</p>	<p>Distance to primary route network additionally allows access to settlements, hence services and employment. Best sites would be close to the primary route network.</p>	<p>Moderate</p>	<p>If site within 0.5 km of primary route network - score 2.</p> <p>If site within 1 km of primary route network - score 1.</p> <p>If site further than 1 km from primary route network - score 0.</p>
<p>9. Suitable access for level of use (with an necessary realignments)</p>	<p>A suitable access will be a primary consideration for highway safety and hence the grant of planning permission and may be realigned in some instances. Access must be suitable for large vehicles (although a potentially intermittent use) and suitable for emergency vehicles and waste management. Access roads also need to be suitable for the vehicles using the site.</p>	<p>Significant</p>	<p>If site has a suitable access - score 3.</p> <p>If work is required to achieve suitable access and is realistic - score 2.</p> <p>If suitable access cannot be achieved - score 0.</p>

<p>10. Level site</p>	<p>Sites must be level to accommodate hardstandings for mobile homes and caravans. In some instances sites may be made level, but the natural topography will be a factor.</p>	<p>Low</p>	<p>If site is mostly or totally level - score 1</p> <p>If site is not level and level pitches cannot realistically be achieved - score 0.</p>
<p>11. Availability of services and deliverability of site</p>	<p>Water and electricity are vital elements for life and will need to be installed in any successfully managed site.</p> <p>Services such as water, electricity and suitable foul drainage may already be on site or can be readily installed. Such sites are most suitable. Sites where services cannot be installed, or only with difficulty, should be considered less suitable. In reality the limiting factor will be funding. On sites owned by Gypsies and Travellers, the site owner would bear this cost.</p>	<p>Significant</p>	<p>If site has all services deemed necessary and no constraints to delivery - score 3.</p> <p>If site has limited or no services but reasonable prospect of delivery – score 2.</p> <p>If site has no services and these could not realistically be provided for or there are other constraints to delivery - score 0.</p>

<p>12. Suitable for residential use by Gypsies and Travellers? (Amenity/Noise / Pollution/potentially incompatible uses)</p>	<p>Sites should meet the normal requirements for housing, as they will be occupied by people and families. Mobile Homes and Caravans cannot meet standards for ventilation, noise insulation etc. that can be met by modern housing. Therefore sites that are incompatible with housing development due to noise/amenity/pollution or potentially incompatible land uses (such a sewerage or pylons for example) should score poorly.</p> <p>Such sites might provide sites for emergency stopping places.</p>	<p>Significant</p>	<p>If a site is suitable for residential use by Gypsies and Travellers - score 3.</p> <p>If site can be realistically modified to make it suitable for residential use - score 2.</p> <p>If site is not suitable for residential use by Gypsies and Travellers - score 0.</p>
<p>13. Size of Site</p>	<p>Sites that accommodate up to 6 pitches (0.75 acre/0.3 ha) are the best size for Gypsy and Traveller communities.</p>	<p>Moderate</p>	<p>If site can accommodate up to 6 pitches – score 2.</p> <p>If site can accommodate more than 6 pitches - score 0.</p>

## **Appendix 4**

### **Delivery Costings and Layouts of Preferred Sites**



Scale: 1: 5000 : at A3

0 2 4 6 8 10



North



**Project :Lewes Gypsy and traveller assessment**

**Client: Lewes District council**

**Drawing: Site 3 Offham**

Scale:  
Varies

Drawing no  
LG/01/03A

Drawn: Checked  
DH DH

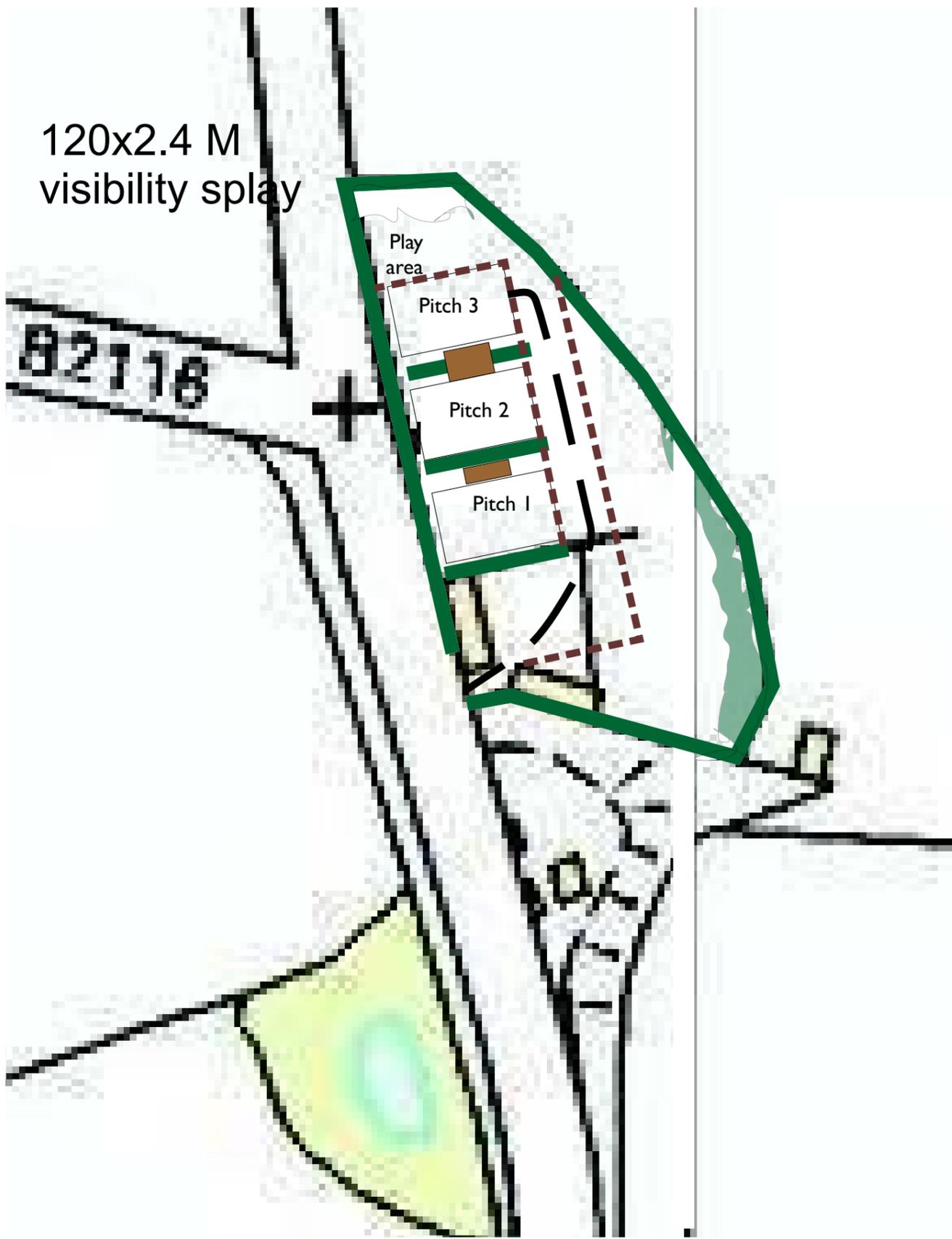
**Date :** 4th December 2009

**David Hares Landscape Architecture**  
 Dale Cottage West Burton Pulborough RH 20 1HD  
 Telephone 01798:831160  
[email:d@hareslandscape.co.uk](mailto:d@hareslandscape.co.uk)  
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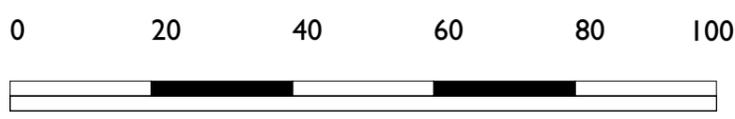


**Costing assumptions :**

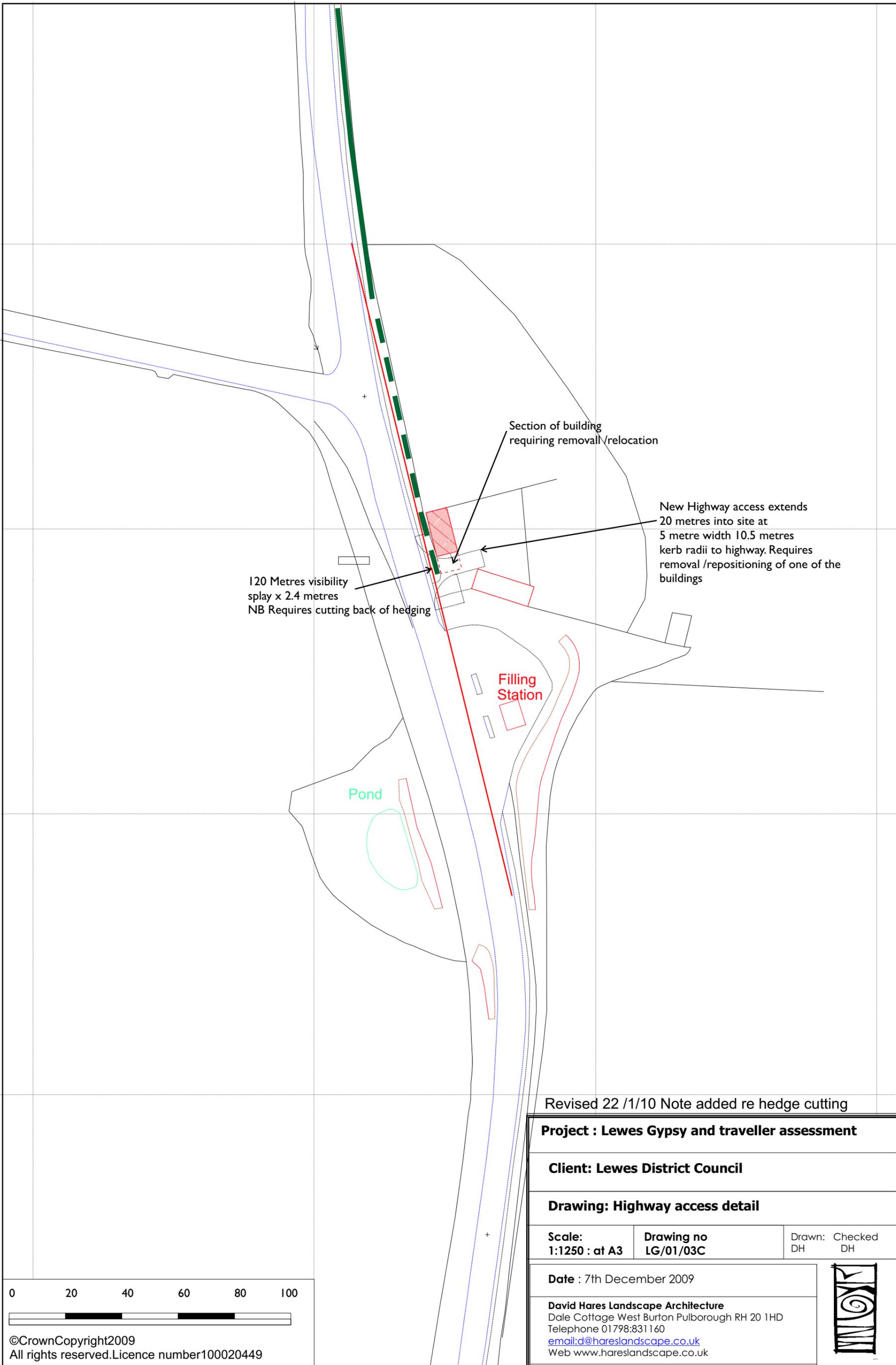
1. Access road minimum 5 M width
2. 1 single sided amenity buildings 9 x 3 and 1 double sided 9M x6M
3. 2 M high 'paladin' style security fencing & native species hedging to perimeter & internal boundaries
4. Safety surfacing & 3 small pieces play equipment.
- 5 Each Pitch has hardstanding 23M x 14M
6. Utility connections are available within adjoining road
7. Storm water can be disposed of using soakaways
8. Foul water can be disposed of to adjoining sewer



Revised 22 /1/10 Pitches relabeled



<b>Project : Lewes Gypsy and traveller assessment</b>		
<b>Client: Lewes District Council</b>		
<b>Drawing: Sketch layout site 3</b>		
<b>Scale:</b> 1:1000 : at A3	<b>Drawing no</b> LG/01/03B	<b>Drawn:</b> Checked DH DH
<b>Date :</b> 4th December 2009		
<b>David Hares Landscape Architecture</b> Dale Cottage West Burton Pulborough RH 20 1HD Telephone 01798:831160 <a href="mailto:d@hareslandscape.co.uk">email:d@hareslandscape.co.uk</a> Web <a href="http://www.hareslandscape.co.uk">www.hareslandscape.co.uk</a>		



120 Metres visibility  
splay x 2.4 metres  
NB Requires cutting back of hedging

Section of building  
requiring removal/relocation

New Highway access extends  
20 metres into site at  
5 metre width 10.5 metres  
kerb radii to highway. Requires  
removal/repositioning of one of the  
buildings

Pond

Filling  
Station

Revised 22 /1/10 Note added re hedge cutting

**Project : Lewes Gypsy and traveller assessment**

**Client: Lewes District Council**

**Drawing: Highway access detail**

**Scale:**  
1:1250 : at A3

**Drawing no**  
LG/01/03C

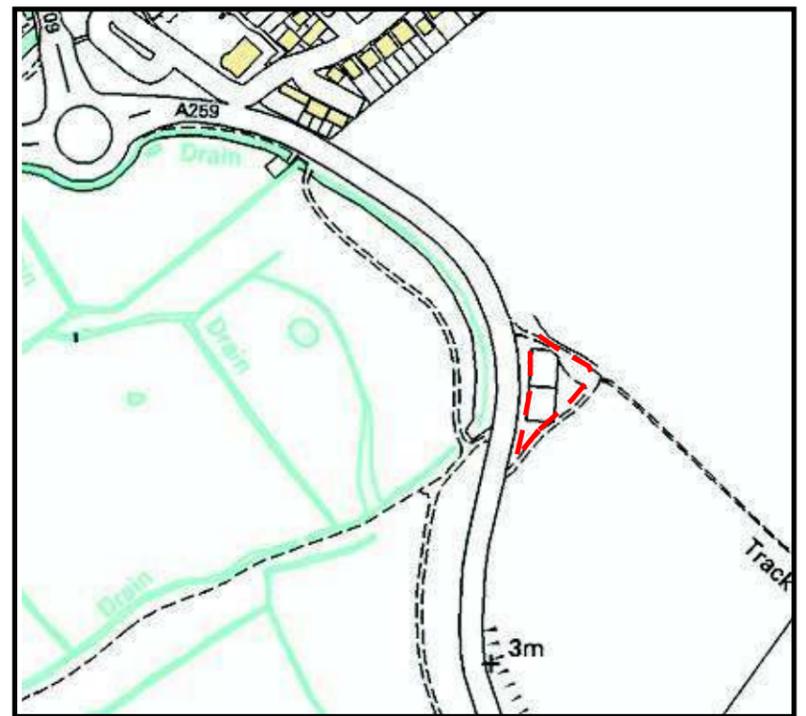
Drawn: Checked  
DH DH

**Date :** 7th December 2009

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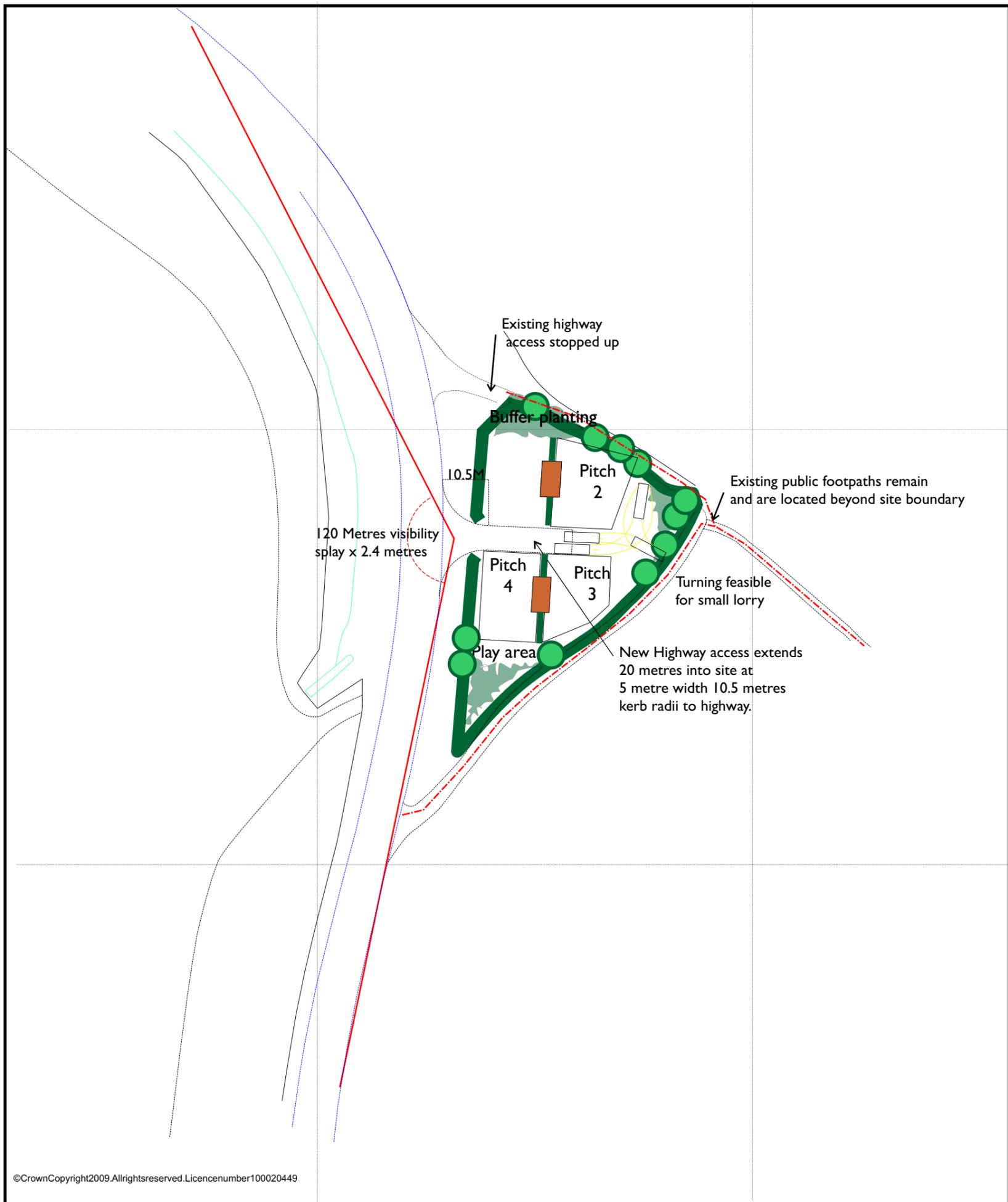


Scale: 1: 5000 : at A3

North



<b>Project :Lewes Gypsy and traveller assessment</b>		
<b>Client: Lewes District council</b>		
<b>Drawing: Site 8 Denton</b>		
<b>Scale:</b> Varies	<b>Drawing no</b> LG/01/03	<b>Drawn:</b> Checked DH DH
<b>Date :</b> 4th December 2009		
<b>David Hares Landscape Architecture</b> Dale Cottage West Burton Pulborough RH 20 1HD Telephone 01798:831160 <a href="mailto:d@hareslandscape.co.uk">email:d@hareslandscape.co.uk</a> <a href="http://www.hareslandscape.co.uk">Web www.hareslandscape.co.uk</a>		



**Costing assumptions :**

1. Access road minimum 5 M width
2. 2no double single sided amenity buildings 9M x6M
3. 2 M high 'paladin' style security fencing & native species hedging to perimeter & internal boundaries
4. Safety surfacing & 3 small pieces play equipment.
- 5 Each Pitch has hardstanding 23M x 14M
6. Utility connections are available within adjoining road
7. Storm water can be disposed of using soak aways or highway system
8. Foul water can be disposed of to adjoining sewer in adjoining highway

Areas : All pitches are approximately 260 M2

Revision A: Repositioning of access & additional detail added  
 Revision B: Change from 2 Transit pitches to 6 Permanent pitches. 1/2/10  
 Revision C: Change to 4 permanent pitches 17/2/10



North



<b>Project :Lewes Gypsy and traveller assessment</b>		
<b>Client: Lewes District Council</b>		
<b>Drawing: Sketch layout site 8</b>		
<b>Scale:</b> 1:1000 : at A3	<b>Drawing no</b> LG/01/08C	<b>Drawn:</b> Checked DH DH
<b>Date :</b> 7th December 2009		
<b>David Hares Landscape Architecture</b> Dale Cottage West Burton Pulborough RH 20 1HD Telephone 01798:831160 <a href="mailto:d@hareslandscape.co.uk">email:d@hareslandscape.co.uk</a> Web <a href="http://www.hareslandscape.co.uk">www.hareslandscape.co.uk</a>		

Lewes Traveller and Gypsy study		Refer to drawing LG/01/8C for layout			Rates for	
Approximate costings		Costings exclude land purchase costs and professional fees.			2005	
Site 8 Denton Depot						
Item	Description	Quantity	Unit	Rate	Cost	
1	Access road and turning area	Junction with adjoining highway and assorted related works			item	5000
2		Repositioning utilities to suit			item	5000
3		temporary diversions etc			item	10000
4		Soil strip and disposal on site	540	M2	1	540
5		Sub base average 300 mm thick to incorporate some land raising	540	M2	8	4320
6		Base course bitmac average 100 mm	540	M2	7	3780
7		concrete edging	120	M	8	960
8		Wearing course bitmac average 50 mm	540	M2	10	5400
9	Internal site pavings	Soil strip and disposal on site	1072	M2	1	1072
10		Sub base average 300 mm thick to incorporate some land raising	1072	M2	8	8576
11		Base course bitmac average 100 mm	1072	M2	7	7504
12		Timber edging	280	M	5	1400
13		Wearing course bitmac average 50 mm	1072	M2	10	10720
14	Perimeter and internal fencing	Paladin fence 2 M high to perimeter	280	M	80	22400
15		Vehicular gates to match 4 M width	4	No	1000	4000
16		Pedestrian gates to match 1 M width	4	No	700	2800
17	Soft landscape	Perimeter hedging and tree planting	400	M	12	4800
18		Buffer planting area	400	M2	12	4800
19		Individual site planting	200	M2	15	3000
20	Play area	Safety surface	200	M2	50	1000
21		Equipment	1	no	Item	10000
22	Maintenance store	Timber shed 2x3M	1	no	Item	2000
23	Utilities and services	Water supply and distribution network			item	10000
24		Electricity supply and distribution network			item	40000
25		Storm water collection and disposal via soakaways			item	5000
26		Foul water connection network and connection to main			item	10000
27	Amenity buildings	Double sided amenity buildings incorporating Toilets showers etc	2	no	44000	88000
		Sub total				272072
		Adjust rates to 2010 x 12%				31808
		Contingency 10%				30000
					<b>Total</b>	<b>333880</b>

		<b>Calculation of rates for buildings based as follows for 9 x6 M :</b>				
		Trenching for utilities and sub structure	500			
		Concrete slab and sub structure trenches	1500			
		Masonry walling external	10000			
		Masonry walling internal	2000			
		Timber roof structure	5000			
		Finishes: paint and tile	3000			
		Sanitary ware and fittings	1200			
		Timber doors and windows	2000			
		Internal Services	3000			
		White goods and kitchen fittings	10000			
			38200			
		2003 rates adjusted to 2005 x 15%	5730			
		Total	43930			

Lewes Traveller and Gypsy study		Refer to drawing LG/01/03B for layout			Rates for	
Approximate costings		Costings exclude land purchase costs and professional fees.			2005	
Site 3 Offham						
Item	Description	Quantity	Unit	Rate	Cost	
1	Access road and turning area			item	5000	
2				item	5000	
3				item	10000	
4		450	M2	1	450	
5		450	M2	8	3600	
6		450	M2	7	3150	
7		180	M	8	1440	
8		450	M2	10	4500	
9	Internal site pavings			item	966	
10		966	M2	8	7728	
11		966	M2	7	6762	
12		222	M	5	1110	
13		966	M2	10	9660	
14	Perimeter and internal fencing			item	222	
15		3	No	1000	3000	
16		3	No	700	2100	
17	Soft landscape			item	280	
18		300	M2	12	3600	
19		160	M2	15	2400	
20	Play area			item	200	
21		1	no	Item	10000	
22	Maintenance store			item	1	
23	Utilities and services			item	10000	
24				item	33000	
25				item	5000	
26				item	10000	
27	Amenity buildings			item	1	
		1	no	44000	44000	
		1	no	32000	32000	
					206586	
					25630	
					23000	
				<b>Total</b>	<b>255216</b>	

Lewes Traveller and Gypsy study		Refer to drawing LG/01/03B for layout			Rates for	
Approximate costings		Costings exclude land purchase costs and professional fees.			2005	
Site 3 Offham						
Item	Description	Quantity	Unit	Rate	Cost	
1	Access road and turning area			item	5000	
2				item	5000	
3				item	10000	
4		450	M2	1	450	
5		450	M2	8	3600	
6		450	M2	7	3150	
7		180	M	8	1440	
8		450	M2	10	4500	
9	Internal site pavings			item	966	
10		966	M2	8	7728	
11		966	M2	7	6762	
12		222	M	5	1110	
13		966	M2	10	9660	
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17	Soft landscape			item	280	
18		300	M2	12	3600	
19		160	M2	15	2400	
20	Play area			item	200	
21		1	no	Item	10000	
22	Maintenance store			item	1	
23	Utilities and services			item	10000	
24				item	33000	
25				item	5000	
26				item	10000	
27	Amenity buildings			item	1	
		1	no	44000	44000	
		1	no	32000	32000	
					206586	
					25630	
					23000	
				<b>Total</b>	<b>255216</b>	

		<b>Calculation of rates for buildings based as follows for 9 x6 M :</b>			
		Trenching for utilities and sub structure	500		
		Concrete slab and sub structure trenches	1500		
		Masonry walling external	10000		
		Masonry walling internal	2000		
		Timber roof structure	5000		
		Finishes: paint and tile	3000		
		Sanitary ware and fittings	1200		
		Timber doors and windows	2000		
		Internal Services	3000		
		White goods and kitchen fittings	10000		
			38200		
		2003 rates adjusted to 2005 x 15%	5730		
		Total	43930		