

Site Name	Malling Brooks (West), Lewes	Reference	ELW1a
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Total site area (ha)	1.2	Current uses	Vacant
Undeveloped land (ha)	1.2	Number of units	0
Grid reference	541832 110820	Sequential status (offices only)	N/A
Site status	Undeveloped site allocated in Local Plan (LW1)	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	1.9 km to A27 via the A26 which is only 600m from the site via Brooks Road and South Downs Road. The A26 is a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	Access via South Downs Road onto Brooks Road, a standard single carriageway estate road of good repair. No congestion noted at time of visit although likely that there is congestion at roundabout at peak times. Bus stop immediately adjacent to site and is served 10 times per hour to town centre (500m) and 4 times per hour to train station 1km away.	5
Proximity to urban areas and access to labour & services	Lies on edge of Lewes town and adjacent to settlement of South Malling. Wide range of services and sizable labour force available in the town.	5
Compatibility of adjoining uses	Residential uses to the north which is separated by an area of grassland protected for a landscape buffer in Local Plan, business uses to east and south and playing fields to the west.	4
Development and environmental constraints	Small, level, relatively regular shaped site with extended north western edge, Identified contamination and lies within Flood Zone 3.	3
Market attractiveness	Good location within an existing employment area. High profile location on main road opposite Fujitsu offices.	4
Planning factors	Allocated in Local Plan (LW3) for B1, B2 and B8 uses provided flood defences are adequately provided. Policy also requires a 5m buffer each side of existing drainage ditches and managed to ensure local nature conservation interests are maintained. Screening buffer to the north to be provided by developer. Planning permission granted for mixed B1 and C3 uses but expired in August 2009 (LW/07/0325).	
Barriers to delivery	Flood defence improvements and remediation of contaminated land. Reduction in capacity on site to accommodate ditches buffer.	
Potential uses	B1 and B2 uses given scale of site but also potentially B8	
Timescale/availability	Short term (0-5 years)	

Total Score: 26

[Scoring: 5 = best, 1 = worst]

Site Name	Malling Brooks (East), Lewes	Reference	ELW1b
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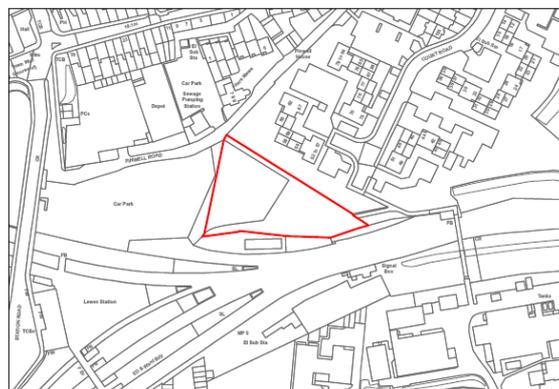
Total site area (ha)	0.8	Current uses	Scrubland
Undeveloped land (ha)	0.8	Number of units	0
Grid reference	542158 110770	Sequential status (offices only)	N/A
Site status	Undeveloped site allocated in Local Plan (LW1)	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	1.9 km to A27 via the A26 which is only 600m from the site via Brooks Road and South Downs Road. The A26 is a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	Access via South Downs Road onto Brooks Road, a standard single carriageway estate road of good repair. No congestion noted at time of visit although likely that there is congestion at roundabout at peak times. Bus stop immediately adjacent to site and is served 10 times per hour to town centre (500m) and 4 times per hour to train station 1km away.	5
Proximity to urban areas and access to labour & services	Located on the edge of Lewes town and adjacent to settlement of South Malling. Wide range of services and sizable labour force available in the town.	5
Compatibility of adjoining uses	Employment uses to south and west. Residential uses within 20m of site but screened by mature trees. 24hr operations may be constrained but this is an existing employment area.	4
Development and environmental constraints	Small, regular shaped, level site. Site located within Flood Zone 3. No other known constraints.	4
Market attractiveness	Good location within an existing employment area but low visibility from main road. Good demand for site but ownership difficulties.	4
Planning factors	Allocated in Local Plan (LW3) for B1, B2 and B8 uses provided flood defences are adequately provided. Policy also requires a 5m buffer each side of existing drainage ditches and managed to ensure local nature conservation interests are maintained. Screening buffer to the north to be provided by developer. Planning permission for 7 units of B1, B2 and B8 uses. Permission expires in July 2012 (LW/07/1608).	
Barriers to delivery	Flood defence improvements. Reduction in capacity on site to accommodate ditches. Ownership factors restricting development rather than lack of demand.	
Potential uses	B1, B2 and B8	
Timescale/availability	Short term	

Total Score: **27**

[Scoring: 5 = best, 1 = worst]

Site Name	Land South of Pinwell Road, Lewes	Reference	ELW2
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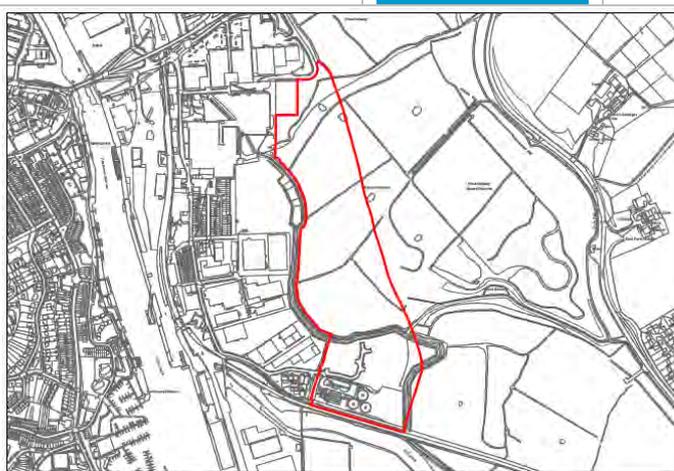
Total site area (ha)	0.23	Current uses	Car parking and storage/vacant
Undeveloped land (ha)	0.23	Number of units	0
Grid reference	541733 109883	Sequential status (offices only)	N/A
Site status	Undeveloped site allocated in Local Plan (LW6)	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	2.5km from the A27 trunk road but only 1.1 km away from the smaller A26. Access to strategic roads is via narrow town centre roads on a one way system which were congested at time of visit.	2
Local accessibility (local road access and public transport)	Access off Pinwell Road from Friars Walk, a residential road with on street parking or a very narrow single width, congested, lane which joins Station Road. Located adjacent to Lewes Railway Station and frequently served bus stops. 65m from town centre.	3
Proximity to urban areas and access to labour & services	Located less than 100m from town centre. Sizeable labour force and a wide range of services and facilities.	5
Compatibility of adjoining uses	Railway lines and station to south, car parking to west, residential immediately to north and east.	4
Development and environmental constraints	Very small, triangular shaped, level site. Very poor local road access. Close to Grade II listed buildings on Landsdowne Place. No other known constraints. Also within National Park although in urban area.	1
Market attractiveness	Poor site characteristics which likely to make it unattractive to market however, very good location to public transport.	2
Planning factors	Allocated for railway network related operations (LW6) but to minimise traffic on historic town roads, site should not be used for parking. Adjacent to conservation area and site of nature conservation importance.	
Barriers to delivery	Small constrained site with poor road access.	
Potential uses	Small B1 units	
Timescale/availability	Long term	

Total Score: **17**

[Scoring: 5 = best, 1 = worst]

Site Name	Eastside, Newhaven	Reference	ELW3
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Total site area (ha)	17.92	Current uses	B2 and vacant land
Undeveloped land (ha)	17.92	Number of units	2
Grid reference	545384 101028	Sequential status	N/A
Site status	Undeveloped site allocated within Local Plan for employment (NH10)	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	0.5 km from A26 junction and 8.5 km to A27. Existing access into southern portion of site via Railway Road which is a reasonable but sometimes narrow road and passes residential properties. Northern portion of site would be accessed by new access road	4
Local accessibility (local road access and public transport)	No existing access to north of site but there is potential for a link to the road serving the retail units. Existing access into south of site. 700m from Newhaven Harbour railway station serving Seaford, Lewes and Brighton every half hour. Bus stop on A259 (400m) which serves Lewes four times an hour. Newhaven town centre lies 1.1km from site.	3
Proximity to urban areas and access to labour & services	Site lies at the edge of Newhaven urban area and detached from the main residential areas. Small town centre 1.2km from site. Town has small workforce and small number of services	4
Compatibility of adjoining uses	At the edge of existing employment area. Playfields to the west beyond which residential use (25m - narrow tree screening buffer), retail warehousing to north, open fields to may not be of agricultural quality. Residential unlikely to constrain operations given existing context	5
Development and environmental constraints	Very large, level site technically within Flood Zone 3 but land raising make it likely to be in Zone 1 or 2. Parts of site contain contaminated land and majority of site in SNCI. Within National Park although brownfield site. Land to east of site offers potential for expansion.	3
Market attractiveness	Currently undeveloped; masterplan indicates scope for business park with standard industrial units but with concerns over viability of large B-class scheme without cross-subsidy from residential development. Modern industrial units likely to be attractive in this location and interest from one landowner in providing this.	3
Planning factors	Planning allocation for B1/8 uses focusing on international trade and port related activities with requirement for upgrade of pumping station	
Barriers to delivery	Flood defence works required. Costs of upgrading pumping station and remediating land. Provision of new access road. Site in several ownerships. Concerns over viability of employment space alone and some owner aspirations for retail/housing on part of site.	
Potential uses	B1, B2, B8	
Timescale/availability	Short to medium term (6-10 years)	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]

Site Name	Land at East Quay and East Beach, Newhaven	Reference	ELW5
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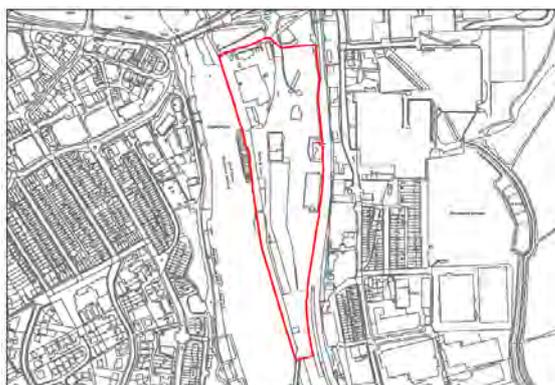
Total site area (ha)	15.75	Current uses	Warehousing and undeveloped land
Undeveloped land (ha)	13.00	Number of units	3
Grid reference	545411 100341	Sequential status	N/A
Site status	Part existing employment land allocated within Local Plan (NH20)	Density	Low: Only a few large sheds

Criteria	Comment	Score (out of 5)
Strategic access	1.4km to A26 and 9km to A27 via Railway, Clifton and Beach Roads which are existing roads that serve the various industrial uses to the east of the river. Beach and Railway Roads are of good width and repair. Beach Road narrows slightly where it passes residential units.	4
Local accessibility (local road access and public transport)	Local access is an informal road through the port (Site ELW7) via Beach Road. Suitable for HGVs. Site 50m from Newhaven Harbour railway station which serves Seaford, Lewes and Brighton every half hour. Bus stop on Clifton Road (100m) which serves Lewes once an hour. More frequent services on the A259. Town centre lies 1.2km from site.	3
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas. Small town centre 1.4km from site. Within the settlement of Newhaven which has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	Within wider employment area. River to west, employment and undeveloped flats to south & west. No incompatible surrounding uses.	5
Development and environmental constraints	Large, level, fairly regular shape site. Lies within Flood Zone 3 and includes the coastline to the south. Limited use at present therefore good potential for intensification. No other constraints on development.	4
Market attractiveness	Currently vacant site and it is unclear whether a B-class scheme is likely to be viable on the site. However, purpose-built modern industrial/office units would likely be attractive to the market	2
Planning factors	Allocated for upgrading and expansion of the port. Options for further expansion to east if needed but only for open storage. Screening required for eastern edge of site. Site partly lies within area of nature conservation importance.	
Barriers to delivery	Need for access road. Flood defence measures.	
Potential uses	Passenger and freight expansion, general b1-B8 industrial / warehousing	
Timescale/availability	Medium term	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]

Site Name	Railway Quay, Newhaven	Reference	ELW6
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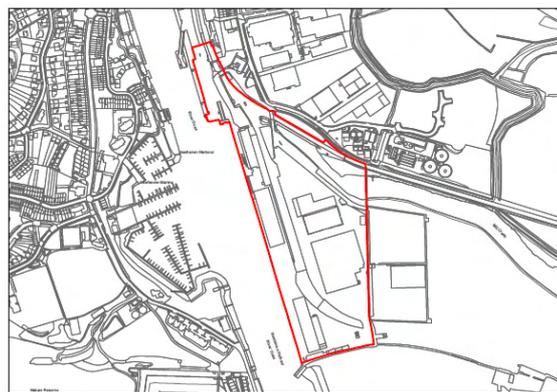
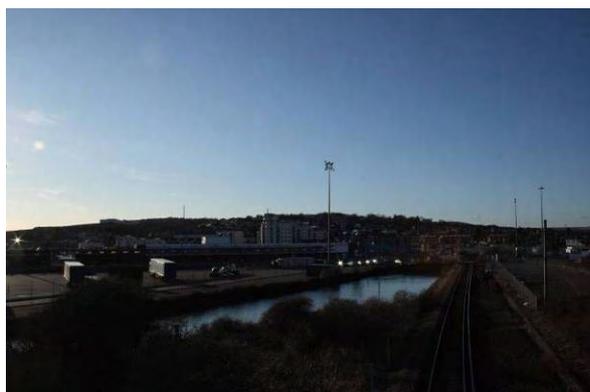
Total site area (ha)	4.65	Current uses	General industry & ferry terminal parking
Undeveloped land (ha)	0	Number of units	9
Grid reference	544873 101280	Sequential status	N/A
Site status	Existing employment site allocated in Local Plan (NH21)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Adjacent to A259/A26 junction and approximately 8km to A27.	5
Local accessibility (local road access and public transport)	Access via A259 via Railway Approach a formal road into the ferry vehicle assembly area. Informal roads through remainder of site. Adjacent to Newhaven Railway Station serving Seaford, Lewes and Brighton every half hour. Adjacent bus stop which serves Lewes four times an hour. Newhaven town centre lies 300m from north of site	4
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas. Small town centre 300m from site. Within the settlement of Newhaven which has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	Within the existing port and employment area. River to west, road to north, employment to east. Nearest residential lies 50m to east of site beyond railway line but unlikely to constrain development on this site given existing use.	5
Development and environmental constraints	Large, triangular, level site lying within Flood Zone 3a. Brownfield site with limited potential for intensification with existing parking use. Grade II listed buildings on site. Railway line to the east.	3
Market attractiveness	Large areas of open storage and some industrial buildings which appear to be rather dated but fully utilised for port-related activities	3
Planning factors	Allocated for mixed use development should the port cease operation or not require this land any more. Uses could include minimum 200 dwellings plus B1, D2, A1, (Factory Outlet). Grade II listed buildings on site. Adjacent to site of nature conservation interest.	
Barriers to delivery	Existing ferry operations will restrict potential for redevelopment. No indication that this land will become available in the short term. Flood defence measures required.	
Potential uses	B1, B2 and B8	
Timescale/availability	N/A	

Total Score: 24

[Scoring: 5 = best, 1 = worst]

Site Name	East Quay, Newhaven	Reference	ELW7
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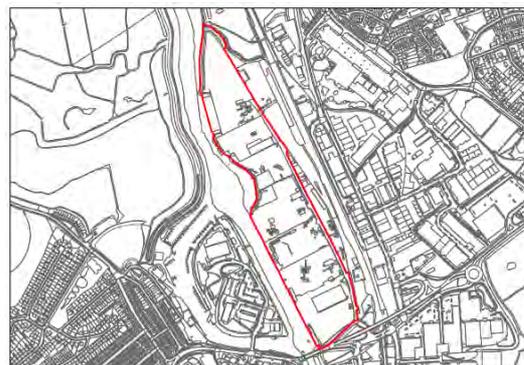
Total site area (ha)	10.64	Current uses	Ferry/cargo terminal and warehousing
Undeveloped land (ha)	0	Number of units	8
Grid reference	545140 100578	Sequential status	N/A
Site status	Existing employment site allocated within Local Plan (NH23)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	0.9 km to A26 and nearly 9 km to A27 via Railway, Clifton and Beach Roads which are existing roads that serve the various industrial uses to the east of the river. Beach and Railway Roads are of a good width and in good repair. Beach Road narrows slightly where it passes dwellings	4
Local accessibility (local road access and public transport)	There are two access points into the site from Beach Road crossing the railway line. Good visibility. Suitable for HGVs. Site includes Newhaven Harbour railway station which serves Seaford, Lewes and Brighton every half hour. Bus stop on Clifton Road (100m) which serves Lewes once an hour or 300m away a four hourly service. Newhaven town centre lies 1.1 km from site access.	4
Proximity to urban areas and access to labour & services	Within the urban area of Newhaven but detached from main residential areas. Small town centre 1.1 km from site. Within Newhaven urban area with small local work force and level of services. Approximately 2 km from both Peacehaven and Seaford which together add to potential work force level.	4
Compatibility of adjoining uses	Within a larger employment area. River to the western extent of site, employment and undeveloped flats to south and west. 100m to nearest residence. No incompatible surrounding uses.	5
Development and environmental constraints	Large, level, irregular shape site. Lies within Flood Zone 3. Some potential for intensification of site but only with redevelopment of existing units. No other constraints on development.	4
Market attractiveness	Large areas of open storage and some industrial buildings which appear to be rather dated but fully utilised for port-related activities	3
Planning factors	Local Plan seeks any new development within the port to have satisfactory links with rail. Policy for only port-related commercial development/sea transport should the ferry and cargo berths become redundant. Area to west, south and part east are sites of nature conservation importance.	
Barriers to delivery	Existing active port. Flood defence works.	
Potential uses	Development of port or general B1-B8 industrial and warehousing uses	
Timescale/availability	N/A	

Total Score: **24**

[Scoring: 5 = best, 1 = worst]

Site Name	North Quay, Newhaven	Reference	ELW8
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Total site area (ha)	13.40	Current uses	Quay, Aggregates processing
Undeveloped land (ha)	0	Number of units	2
Grid reference	544629 101940	Sequential status (offices only)	N/A
Site status	Existing employment site allocated in Local Plan (NH24)	Density	Low: High levels of open storage

Criteria	Comment	Score (out of 5)
Strategic access	South of site is less than 200m from junction with A26 and 8km to A27 via a short link road extension from A259 which is suitable for HGVs.	5
Local accessibility (local road access and public transport)	Single access via North Quay Road which runs along the eastern extent of the site. Bus stop 100m from south of site with services to Peacehaven and Seaford every 10 minutes. Newhaven railway station within 200m serving Seaford, Lewes and Brighton every half hour.	5
Proximity to urban areas and access to labour & services	Within the settlement of Newhaven which has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	River to the western extent of site, road network to south, railway line to eastern extent with small employment parcel to south east. Therefore no neighbour constraints to continued industrial use. Large waste-to-energy plant permitted nearby may deter some types of activities.	5
Development and environmental constraints	Large, linear shape, level site which lies within Flood Zone 3. A brownfield site which has the potential for intensification.	4
Market attractiveness	Large areas of open storage and some poor-quality industrial buildings in a low profile location. No land/buildings being actively marketed although could potentially be used more intensively	2
Planning factors	Allocated for B1, B2 and B8 uses but only port-related. Identified in Minerals Local Plan for receiving and processing of imported aggregates. A minerals consultation area. River is a site of nature conservation importance.	
Barriers to delivery	Flood protection measures required.	
Potential uses	B1-B8 Industrial uses	
Timescale/availability	N/A	

Total Score: **25**

[Scoring: 5 = best, 1 = worst]

Site Name	Land at Cradle Hill Industrial Estate, Seaford	Reference	ELW9
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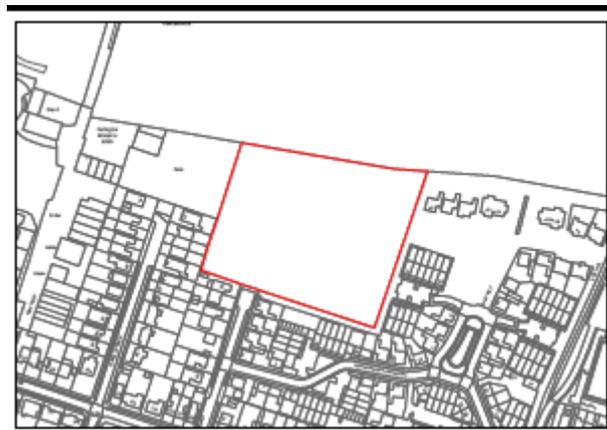
Total site area (ha)	0.85	Current uses	Vacant grass/scrubland
Undeveloped land (ha)	0.85	Number of units	0
Grid reference	549800 100426	Sequential status (offices only)	N/A
Site status	Undeveloped employment site allocated in Local Plan (SF8)	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	1.5km to A259 but 8km to A26. The roads to the A259 are standard single carriageway town roads as is the slightly wider A259. Both are in good repair but some on street parking.	4
Local accessibility (local road access and public transport)	Local access from Cradle Hill Road into existing Industrial site which has its own good internal road network. Bus stop available 500m from site serving Seaford town centre every quarter of an hour.	4
Proximity to urban areas and access to labour & services	Within the settlement boundary of Seaford with a good size labour force and services available.	4
Compatibility of adjoining uses	Employment site to north and west, cemetery to south west, agricultural fields to the east and housing to the south. Few constraints to development.	4
Development and environmental constraints	Small, regular shape, slightly sloping site set approximately a metre higher than existing employment land. No development constraints apparent. Large area of open fields to the north east available for expansion.	4
Market attractiveness	Low profile site within existing employment area. Has been vacant and undeveloped for over 5 years. If modern units were constructed it is likely they will be attractive to the market given low vacancy in wider industrial estate	3
Planning factors	Allocated for industrial use (LW8) subject to off site highway improvements, excavation of ground level, eastern landscape buffer of 4m width and height of buildings must not exceed existing adjacent units.	
Barriers to delivery	No barriers to delivery.	
Potential uses	B2 and B8	
Timescale/availability	Short to Medium term	

Total Score: 23

[Scoring: 5 = best, 1 = worst]

Site Name	Land north of Keymer Avenue, Peacehaven	Reference	ELW10
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Total site area (ha)	1.33	Current uses	Undeveloped grassland
Undeveloped land (ha)	1.33	Number of units	0
Grid reference	541667 101264	Sequential status (offices only)	N/A
Site status	Undeveloped site allocated within Local Plan (PT5)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	0.35 km to A259 (South Coast Road) which links Newhaven and Brighton and 4km to the A26.	4
Local accessibility (local road access and public transport)	Obvious site access would be through residential streets with traffic calming measures. Pavements available from town centre to the site. Bus stops nearby on main A259 road with excellent service to Newhaven and Brighton -7 per hour including early morning and evening.	4
Proximity to urban areas and access to labour & services	Within town of Peacehaven and less than 4km to Newhaven. There is a reasonable size labour force and range of local services and facilities between the two settlements.	4
Compatibility of adjoining uses	Residential uses lie to the immediate south, east and west of the site with large area of land to north allocated for public open space in Local Plan; however, development is currently taking place for an alternative use. Proximity to residential uses could constrain some industrial operations.	2
Development and environmental constraints	Small sized, slightly sloping, regularly shaped greenfield site. No flood risk identified. No obvious development constraints.	5
Market attractiveness	Adjacent to high profile industrial estate but allocated within Local Plan for 7 years without development.	3
Planning factors	UDP allocates site for B1 uses provided sole access is taken from Hoyle Road (Policy PT5). Landscape buffer requirement to maintain residential amenity.	
Barriers to delivery	New access required away from residential roads preferably through Hoyle Road. The current allocation suggests that this land is available.	
Potential uses	B1, B2	
Timescale/availability	Short to medium term for undeveloped land (6-10 years)	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]

Site Name	Land at Balcombe Pit, Glynde	Reference	ELW12
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Total site area (ha)	0.6	Current uses	Part B2, Part Vacant
Undeveloped land (ha)	0.4 of potential land	Number of units	N/A
Grid reference	545868 108574	Sequential status (offices only)	Out of Centre
Site status	Undeveloped site allocated within Local Plan (BG1)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	0.7 km to A27 and 5.5 km to Lewes town centre. No congestion noted on the main road which is a single carriageway and fairly narrow in parts.	3
Local accessibility (local road access and public transport)	Existing entrance into the site from main road comprising informal access track. Access junction on a tight bend and reduces turning visibility. Bus service on main road but only runs 4 times per day to Lewes. Glynde rail station within 100m with hourly service to Lewes.	2
Proximity to urban areas and access to labour & services	Very small village of Glynde lies some 400m to the north of site with very limited labour force. Nearest significant source of labour and services in Lewes 5.5 km to the west.	2
Compatibility of adjoining uses	One adjacent building with active low density employment use, existing/former quarry pit, rocky outcrop with residential uses 30m beyond.	3
Development and environmental constraints	Irregular shaped small site with difficult access entrance. Rocky outcrop covered in trees and other vegetation appears to extend significantly into site reducing area of developable land. No flood risk identified but part of site within National Park.	2
Market attractiveness	Low profile rural site within high quality landscape and conservation context but site itself less attractive as a result of adjacent occupiers. Run down appearance could be improved with a new development.	2
Planning factors	Allocated for B1 and B2 uses provided that landscaping scheme is submitted and traffic movements not significantly increased to require upgrade of existing access to Glynde village. Adjacent to site of Local Archaeological Interest and conservation area. Part of site within National Park	
Barriers to delivery	Poor road access.	
Potential uses	B2	
Timescale/availability	Longer term for undeveloped land (11+years)	

Total Score: **14**

[Scoring: 5 = best, 1 = worst]

Site Name	Chailey Brickworks, South Chailey	Reference	ELW13
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Total site area (ha)	1.95	Current uses	Brickworks
Undeveloped land (ha)	0	Number of units	2
Grid reference	539067 117628	Sequential status (offices only)	N/A
Site status	Existing employment site, allocated in Local Plan (CH1)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Lies 3.5km from A272 and nearly 10km from A27 via the A275, a single lane carriageway with no congestion noted.	1
Local accessibility (local road access and public transport)	Direct access off A275 with a reasonable junction. Bus stop located within 100m of site with an hourly service to Lewes during the day.	2
Proximity to urban areas and access to labour & services	On edge of the small village of Chailey and 10km from Lewes town centre. Limited local labour force and limited local facilities and services available in South Street (Chailey Green).	2
Compatibility of adjoining uses	Wooded area surrounds the site, with small reservoir to the east – presumably for use by the brickworks; residential development 100m to the south but screened by mature trees. Alternative use to existing brickworks could improve compatibility with neighbours.	3
Development and environmental constraints	Medium sized, slightly sloping site set slightly higher than the access road. No flood risk identified and no obvious development constraints. Scope to expand into adjacent land currently in use but not allocated but this would bring site closer to dwellings.	4
Market attractiveness	Active use by single operator but isolated rural location. Existing units would likely need to be redeveloped for beneficial use by other uses. High quality landscape context but unattractive buildings on site reflecting current use. Good potential to intensify employment use.	3
Planning factors	Site within the Countryside but Local Plan allocation suggests potential future closure of brickworks and would allow small scale B1 and B2 uses within main parts of the site.	
Barriers to delivery	Active use of site at present and difficult to intensify while brickworks is still in use. Potential remediation needed for ground contamination.	
Potential uses	B1c and B2 workshops	
Timescale/availability	N/A	

Total Score: 15

[Scoring: 5 = best, 1 = worst]

Site Name	Sheffield Park	Reference	ELW14
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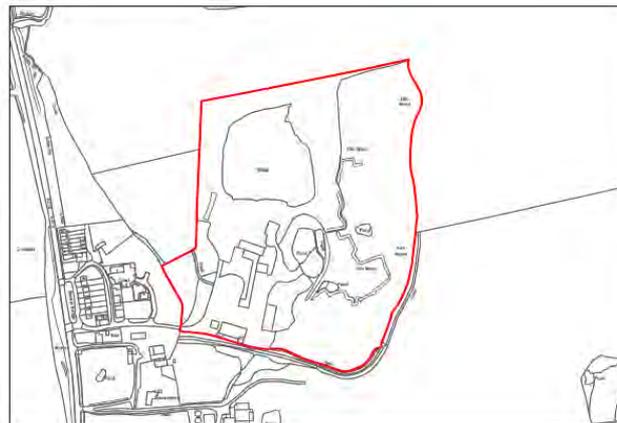
Total site area (ha)	1.1	Current uses	Woodland/Scrub
Undeveloped land (ha)	1.1 but included within site ELW41	Number of units	0
Grid reference	540560 123120	Sequential status (offices only)	N/A
Site status	Allocated	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	18 km from the A23 trunk road but only 3 km away from the smaller A272. Access to strategic roads is via single carriageway roads.	1
Local accessibility (local road access and public transport)	Located along the A275 with an existing access directly from it. Bluebell Railway Station opposite is a heritage/tourism line. Bus stop adjacent to the site serves Bluebell Railway Station opposite and only runs on a Saturday. Site accessed through site ELW41.	3
Proximity to urban areas and access to labour & services	Approximately 3km from very small settlement of North Chailey with few services. Over 5km to the larger village of Newick. Limited local workforce and services available.	1
Compatibility of adjoining uses	Lies within existing employment site with former railway line to the west. Wooded area to the south.	4
Development and environmental constraints	Small, generally level site but only accessed through wider site. Woodland landscape and protection of land for recreational activity (see Planning Factors) unlikely to be insurmountable. No flood risk identified.	2
Market attractiveness	Undeveloped Greenfield site which has been allocated for 7 years without development. Isolated location. Unlikely to be attractive to market.	1
Planning factors	Adjacent to area of Nature Conservation Importance and River Ouse policy protects against uses which could compromise recreational activity. Land is identified for extension for B1, B2 and B8 uses.	
Barriers to delivery	Sensitive site (see Planning Factors) with potential ecology and landscape issues. Access through ELW41 needed. Isolated location.	
Potential uses	B2 and B8	
Timescale/availability	Longer term for undeveloped land (11+years)	

Total Score: 12

[Scoring: 5 = best, 1 = worst]

Site Name	Hamsey Brickworks, Hamsey Parish	Reference	ELW15
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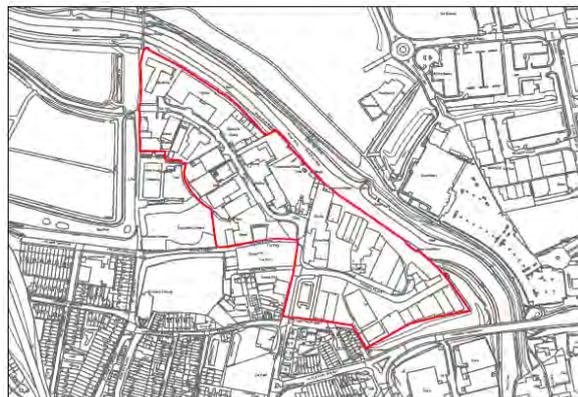
Total site area (ha)	3.8	Current uses	Collection and treatment of liquid waste
Undeveloped land (ha)	2.6	Number of units	2 small units
Grid reference	539594 115993	Sequential status (offices only)	N/A
Site status	Existing employment site, allocated in Local Plan (HY1)	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 6 km from A272 and nearly 7.5 km from A27 via A275, single lane carriageway	1
Local accessibility (local road access and public transport)	Site access off A275 via informal (unadopted) road. Good visibility with no noted congestion on main road. Potential conflict on shared access road. Bus stop nearby with 2 hourly frequency to Lewes during day.	3
Proximity to urban areas and access to labour & services	Not within a settlement. Village of South Street (Chailey Green) lies 1.5km to the north, and Lewes town centre 6.5 km to the south. Limited labour force and services within Chailey Green.	2
Compatibility of adjoining uses	Wooded area to the east, pond/reservoir to north, dwellings to west within 60m, house with large garden to south, both with some limited tree screening. Site access shared with dwellings and utilised by large HGVs. Proximity of residential may constrain industrial operations.	3
Development and environmental constraints	Large, relatively level site of regular shape. Site includes a pond which reduces site capacity by approximately 25% and wooded area by further 50%. Woodland provides good screening from countryside. No flood risk identified. No other obvious development constraints but restriction on scale of development to total of 2180 sq m.	3
Market attractiveness	Single occupier, low profile, isolated site with poor quality buildings but occupied and set within a high quality natural environment.	2
Planning factors	Allocated for B1, B2 and B8 uses although policy restriction on the scale of buildings and associated development to total of 2180 sq m.	
Barriers to delivery	Poor access road with potential conflict with adjacent dwellings. Current use would need relocating before any redevelopment. Site capacity reduced by woodland and pond. Availability of site unknown.	
Potential uses	B2 or B8 uses	
Timescale/availability	Longer term for undeveloped land (11+years)	

Total Score: **14**

[Scoring: 5 = best, 1 = worst]

Site Name	North Street/Phoenix Quarter, Lewes	Reference	ELW16
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Total site area (ha)	6.02	Current uses	B1, B2 and B8
Undeveloped land (ha)	0	Number of units	50
Grid reference	541652 110551	Sequential status (offices only)	Edge of Centre moving to out of centre
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	0.7 km to junction with A26 and 2km to A27 via North Street, Little East Street and Phoenix Causeway – a mixture of town centre roads which were notably busy during the site visit.	4
Local accessibility (local road access and public transport)	North Road is the only access into the site and becomes a fairly narrow industrial estate road with some on street parking although the use of HGVs was noted. Lewes bus station is only 300m from the site and the railway station some 600m.	4
Proximity to urban areas and access to labour & services	Sizeable labour force and a wide range of services and facilities within Lewes with the town centre located within 300m of the site.	5
Compatibility of adjoining uses	River located along with north east boundary of the site beyond which are playing fields to the north and a supermarket to the south, mature trees and open space to the north and west of the site. Car parking to the west and some residential dwellings to the south. Few constraints to development	4
Development and environmental constraints	Large, level site which is irregular in shape. Located within Flood Zone 3, with defences noted along the river. No vacant land within the site. Adjoining conservation area and ancient monument may be constraints.	3
Market attractiveness	Mixture of small and large units older units some of which are very run-down. Vacancy rate less than 10%. Low quality appearance.	3
Planning factors	Currently subject to public consultation on development options which include Adjacent to conservation area, site of archaeological importance and site of nature conservation importance.	
Barriers to delivery	Flood mitigation measures required if site redeveloped. No vacant or adjacent land for expansion.	
Potential uses	B1, B2 and B8	
Timescale/availability	N/A	

Total Score: 23

[Scoring: 5 = best, 1 = worst]

Site Name	Cliffe Industrial Estate, South Street, Lewes	ELW17
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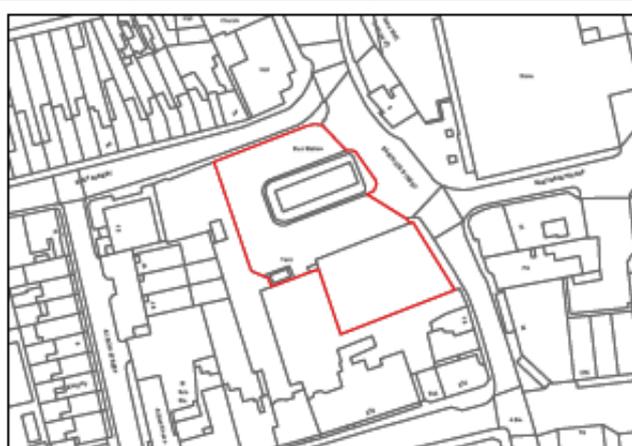
Total site area (ha)	4.52	Current uses	Modern Industrial Estate
Undeveloped land (ha)	0	Number of units	28
Grid reference	542606 109571	Sequential status (offices only)	Out-of-centre
Site status	Existing employment site, not allocated in Local Plan	Density	Medium: Fully developed with single-storey industrial units

Strategic access	Adjacent to the A26 trunk road and within 300m of the A27 Brighton-Eastbourne road	5
Local accessibility (local road access and public transport)	Purpose-built internal access roads, although turning onto A26 is relatively tight; cyclepath adjacent to A26 leads to Lewes town centre and train/bus stations within 1km; infrequent buses pass the estate entrance (2-hourly)	4
Proximity to urban areas and access to labour & services	Although slightly detached from Lewes residential urban area, within easy walking distance (1km) of town centre, wide range of services and labour force	4
Compatibility of adjoining uses	Lies between cliffs and A26 so no conflicts with any adjoining use	5
Development and environmental constraints	Large, flat site which is fully developed; potential constraints on scale/form of redevelopment from location within National Park; it is possible that the southern section of the site is within flood risk zone 3 although it was not inundated in Lewes floods of 2000	5
Market attractiveness	Managed estate and high profile site adjacent to A26 with good quality modern units; 4 units currently being marketed giving a moderate/high level of vacancy (15%); agents view this as perhaps Lewes' most preferable industrial site	4
Planning factors	Lies within National Park and adjacent to SSSI and nature conservation area	
Barriers to delivery	Relatively modern current industrial units limit scope for redevelopment although no barriers to this occurring, particularly as site appears to be in single ownership	
Potential uses	Continued industrial use	
Timescale/availability	N/A	

Total Score: **27**

[Scoring: 5 = best, 1 = worst]

Site Name	Lewes Bus Station, Eastgate Street, Lewes	Reference	ELW18
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Total site area (ha)	0.21	Current uses	Bus Station including storage shed
Undeveloped land (ha)	0	Number of units	n/a
Grid reference	541776 110271	Sequential status (offices only)	town centre
Site status	Allocated development site (Local Plan policy LW12); fully developed	Density	Currently Low density

Criteria	Comment	Score (out of 5)
Strategic access	Adjacent to A277 with relatively easy access to the A26/A27 (approx 2km) although the town centre roads can become heavily congested	4
Local accessibility (local road access and public transport)	Excellent access to town centre transport facilities and good local road accessibility with easy turnings	5
Proximity to urban areas and access to labour & services	Within Lewes town centre with easy access to labour and a wide range of facilities and services including the train station	5
Compatibility of adjoining uses	Adjacent to residential on two sides which may present some conflicts with existing use and any potential future industrial use; roads surround on other sides	3
Development and environmental constraints	Small, level site, without any obvious constraints to a small redevelopment scheme; could be potential contamination from current use; not within a flood risk zone	4
Market attractiveness	Potentially high profile town centre site which agents believe would be highly attractive to office occupiers if a good quality of space could be developed	5
Planning factors	Allocated under Local Plan policy LW12 which protects the site from redevelopment unless a satisfactory replacement can be found elsewhere within this part of the town centre	
Barriers to delivery	Suitable alternative site for bus station must be secured before any redevelopment scheme could come forward	
Potential uses	Offices	
Timescale/availability	Longer term as dependent on relocation site (11+years)	

Total Score: 26

[Scoring: 5 = best, 1 = worst]

Site Name	Wenban Smith, Lewes	Reference	ELW21
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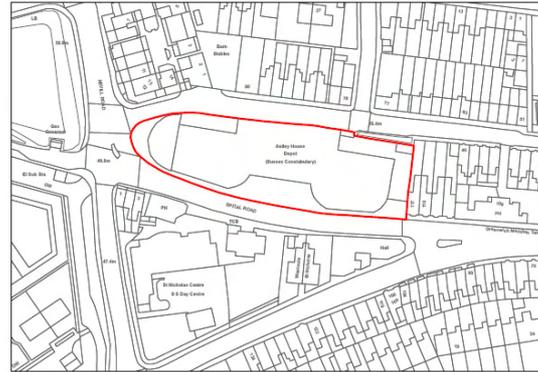


Total site area (ha)	0.3	Current uses	B2
Undeveloped land (ha)	0	Number of units	7
Grid reference	541895 110350	Sequential status (offices only)	N/A
Site status	Existing employment site allocated for mixed use redevelopment in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	0.3 km from A26 and 1.6 km to A27 via Phoenix Causeway a link road over the river to the town centre.	5
Local accessibility (local road access and public transport)	Access into the site of Phoenix Causeway via Eastgate Street/Eastgate Wharf or Little East Street, a one way system through the town centre. Access out of the site is directly onto Phoenix Causeway. Congestion noted at peak times.	4
Proximity to urban areas and access to labour & services	Located within the town centre of Lewes which has a sizeable labour force and range of services.	5
Compatibility of adjoining uses	River to the east, road to the north, car park to the south and supermarket to the west. No neighbour constraints to development.	5
Development and environmental constraints	Small, level site, of regular shape. Within Lewes Conservation area and Flood Zone 3a. Also within National Park boundary but inside urban area. No vacant space for expansion within site.	3
Market attractiveness	Fairly high profile location at gateway to town centre. Standard sheds currently characterise the site which are unattractive but not necessarily run down.	5
Planning factors	Part of area identified for redevelopment within the Local Plan (LW12). The Plan seeks to retain a supermarket and relocate the bus station and form a transport interchange and 180 car parking spaces. Requires flood defences and highway access from Phoenix Way.	
Barriers to delivery	Part of existing allocation for redevelopment which does not include employment use. Flood mitigation required.	
Potential uses	B1 preferably or B2	
Timescale/availability	N/A	

Total Score: **27**

[Scoring: 5 = best, 1 = worst]

Site Name Astley House, Lewes**Reference****ELW22**

Total site area (ha)	0.30	Current uses	Vehicle Depot for Police
Undeveloped land (ha)	0	Number of units	1
Grid reference	541505 110280	Sequential status (offices only)	Out of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1.75km to A27 via the A277 a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	The A277 joins locally with Spital Road (wide town road) to the south of the site and De Montfort Road (narrow residential street) to the north. Access into site over low kerb. Located near busy junction - new access points potentially difficult. Bus stop 100m from site serving Lewes bus station and railway station every 10 minutes.	4
Proximity to urban areas and access to labour & services	Located within the settlement of Lewes town. Sizeable labour force and a wide range of services and facilities.	5
Compatibility of adjoining uses	Surrounded by residential units to north and south separated by a road. Residential immediately to east. Small area of open space to west with prison to south west. Unsuitable for 24 hours operation. Potential to remove 'bad neighbour' use.	4
Development and environmental constraints	Fully developed, small, narrow, slightly sloping site surrounded by roads removing any possibility of expansion. Potential contamination from existing use.	3
Market attractiveness	Good visibility from A275 but site constraints could limit development options.	3
Planning factors	With an area of archaeological importance and adjacent to a conservation area.	
Barriers to delivery	Need to relocate existing depot.	
Potential uses	B1 or continued depot use	
Timescale/availability	N/A	

Total Score: **24**

[Scoring: 5 = best, 1 = worst]

Site Name	Police Station, Mount Place, Lewes	Reference	ELW23
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Total site area (ha)	0.11	Current uses	Police Station
Undeveloped land (ha)	0	Number of units	2
Grid reference	541505 110280	Sequential status (offices only)	Edge of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	2.2km to A27 via the A26 which is 0.8 km from the site via West Street and Little East Street. The A26 is a single lane carriageway in good repair. Local roads are narrow town centre roads that can get congested.	3
Local accessibility (local road access and public transport)	West Street is a relatively narrow town road with dwellings abutting the pavement. Little East Street, a slightly wider road, forms part of the one way main circulation route on the edge of the town centre and is more suitable for HGVs. The existing parking area is accessed from Sun Street which is a narrow residential street with parked cars taking up one side of the highway. The town centre is within 300m of the site and the central bus station and within 400 m of Lewes rail station.	4
Proximity to urban areas and access to labour & services	Located on the edge of Lewes town centre. Sizeable labour force and a wide range of services and facilities.	5
Compatibility of adjoining uses	Residential uses lie adjacent to the site in all directions. Industrial uses likely to be unsuitable. Assumption that police station has some activity 24 hours per day.	3
Development and environmental constraints	Very small, slightly sloping, regular shaped site within National Park but also in urban area. No adjacent land for expansion. Existing building is of local architectural interest and retention would be beneficial, although potentially costly to renovate.	3
Market attractiveness	Attractive office location with good visibility on secondary access road into town centre. Residential setting could reduce market demand.	3
Planning factors	Within National Park, Conservation area and area of archaeological interest. Building recognised for its townscape merit within Conservation Area appraisal which states it should be retained. Assessed by SHLAA as potential housing site.	
Barriers to delivery	Police station would need to be relocated.	
Potential uses	B1 offices; residential would be alternative use if cannot be let as offices or viably converted to modern office space	
Timescale/availability	Medium to Long term	

Total Score: 21

[Scoring: 5 = best, 1 = worst]

Site Name	Brooks Road /Davey Lane Depots, Lewes	Reference	ELW24
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Total site area (ha)	3.22	Current uses	B2, Car showroom, open storage & vacant land
Undeveloped land (ha)	0.4	Number of units	10
Grid reference	542136 110618	Sequential status (offices only)	Edge of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	1.6 km to A27 via the A26 which is only 300m from the site via Brooks Road. The A26 is a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	Access via Davey's Lane onto Brooks Road, an estate road in good repair. Davey's Lane is narrow and difficult for HGVs. Some congestion at roundabout at peak times. Bus stop less than 100m away served 10 times p/h to town centre (500m) and 4 p/h to train station	3
Proximity to urban areas and access to labour & services	Located within Lewes town and close to adjacent settlement of South Malling. Wide range of services and sizeable labour force available in the town.	5
Compatibility of adjoining uses	Site located within existing employment area with such uses to north, west and south. Residential uses are located immediately to the east with no screening. This could restrain 24 hour operations although this is a long established estate within the town settlement.	4
Development and environmental constraints	Medium size, fairly regular shaped, level site which lies within Flood Zone 3. Majority of the site development save for a small area of vacant land.	4
Market attractiveness	Variety of older buildings and open storage thus low quality appearance, high visibility from main road. Low vacancy rate. Within established employment area.	4
Planning factors	Site lies within existing settlement boundary with no other material designations to consider. Resolution to grant permission for residential and 2,480 sq m B1, B8 uses (LW/09/0310) on vacant plot.	
Barriers to delivery	Potential for multiple ownerships. Need for improvements to Davey's Lane or alternative access as part of any redevelopment plans. Mitigation required for flooding. Active business on site.	
Potential uses	Continued uses and B2 and B8	
Timescale/availability	Short term (0-5 years)	

Total Score: **25**

[Scoring: 5 = best, 1 = worst]

Site Name	Shepherd Industrial Estate, Lewes (including Delanair Estate)	Reference	ELW25
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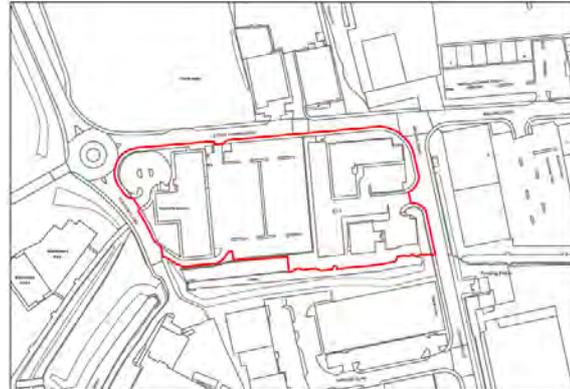
Total site area (ha)	1.6	Current uses	B2, A1 retail warehouse, library and place of worship
Undeveloped land (ha)	0	Number of units	13
Grid reference	541958 110623	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1.6 km to A27 via the A26 which is only 300m from the site via Brooks Road. The A26 is a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	Two access points into site from Brooks Road, a standard single carriageway estate road of good repair. Visibility good and no congestion noted at time of visit although likely that there is congestion at roundabout at peak times. Bus stop adjacent to Tesco is located less than 100m away and is served 10 times per hour to town centre (500m) and 4 times per hour to train station 1km away.	4
Proximity to urban areas and access to labour & services	Located within Lewes town and close to adjacent settlement of South Malling. Wide range of services and large labour force available in the town.	5
Compatibility of adjoining uses	Located within employment area with B1 use to north, B8 to east, supermarket to west and vacant plot to south. No adjacent residential.	5
Development and environmental constraints	Medium size, fairly regular shaped, level site, located within Flood Zone 3. Difficult to intensify existing development. No other obvious development constrains. Vacant land to the south for potential expansion.	4
Market attractiveness	High visibility of site from main road. Low vacancy rate (3/13 units) and vacant units are part of redevelopment to extent adjoining foodstore. Reasonable condition of premises within a wider established employment area.	4
Planning factors	Site lies within existing settlement boundary with no other material designations to consider.	
Barriers to delivery	Potential fragmented ownership. Availability of land to south unknown. Mitigation required for flooding. Active business on site.	
Potential uses	B1, B2 and B8	
Timescale/availability	N/A	

Total Score: **26**

[Scoring: 5 = best, 1 = worst]

Site Name	Brooks House, Caburn House, Sackville House, Lewes	Reference	ELW26
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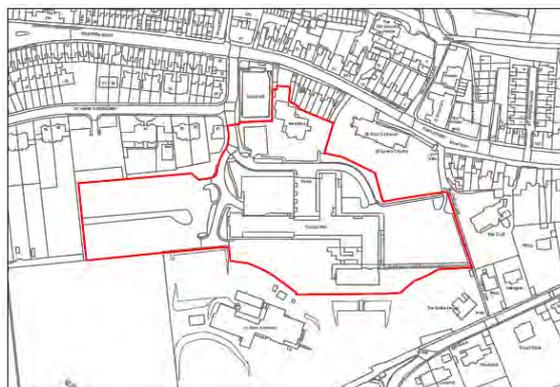
Total site area (ha)	1.31	Current uses	B1
Undeveloped land (ha)	0	Number of units	3
Grid reference	541915 110736	Sequential status (offices only)	Out of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1.9 km to A27 via the A26 which is only 600m from the site via Brooks Road and South Downs Road. The A26 is a single lane carriageway in good repair.	5
Local accessibility (local road access and public transport)	Access via South Downs Road onto Brooks Road, a standard single carriageway estate road of good repair. No congestion noted but may exist at roundabout at peak times. Bus stop immediately adjacent to site and is served 10 times per hour to town centre (500m) and 4 times per hour to train station 1km away.	5
Proximity to urban areas and access to labour & services	Lies on edge of Lewes town and adjacent to settlement of South Malling. Wide range of services and large labour force available in the town.	5
Compatibility of adjoining uses	Within employment area. Football grounds to the west. No neighbour constraints to development.	5
Development and environmental constraints	Medium size, level site of regular shape. Within Flood Zone 3. No further space for intensifying site without removing car parking area. No other constraints noted.	4
Market attractiveness	High profile site with good profile occupier 'Fujitsu'. No vacancies apparent. Good quality fairly modern buildings.	5
Planning factors	No factors of note	
Barriers to delivery	Flood mitigation required. Limited potential for intensifying use or need for redevelopment in the short term	
Potential uses	B1	
Timescale/availability	N/A	

Total Score: **29**

[Scoring: 5 = best, 1 = worst]

Site Name	County Hall, Lewes	Reference	ELW27
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Total site area (ha)	2.17	Current uses	Council Offices B1 and parking
Undeveloped land (ha)	0	Number of units	1
Grid reference	540863 109947	Sequential status (offices only)	Edge of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1.85 km to A27 via the A277 a single lane carriageway in good repair and St Anne's Crescent, a relatively narrow residential road.	5
Local accessibility (local road access and public transport)	Existing access into the site from St Anne's Crescent. No congestion noted at time of visit. Alternative access along St Anne's Crescent onto Winterbourne Hollow. Residential Parking along the Crescent narrows road making it less suitable for HGVs. Bus stop 100m from site serving Lewes bus station and railway station every 10 minutes.	4
Proximity to urban areas and access to labour & services	Located within the settlement of Lewes town and less than 300m from town centre. Sizeable labour force and a wide range of services and facilities.	5
Compatibility of adjoining uses	Residential uses can be found to north and east. Large cemetery to the south west. Former St Anne's School to the south. Mature trees provide some screening between site and the majority of the dwellings.	5
Development and environmental constraints	Medium size, slightly irregular shaped site with a relatively steep gradient from north to south and within National Park. However, existing development demonstrates that this is not a significant constraint. No vacant adjacent land for expansion. Several TPOs on site.	4
Market attractiveness	Low profile site hidden behind residential streets on the edge of town centre. Reasonable quality, although slightly dated offices. May be difficult to re-let if becomes partially/wholly vacant due to difficulties in sub-dividing and age of space	4
Planning factors	Within National Park. Adjacent to conservation area. Adjacent to areas of Local Archaeological Interest and site of Nature Conservation Importance.	
Barriers to delivery	Relocation of Council offices needed if site redeveloped.	
Potential uses	B1	
Timescale/availability	Medium to Long Term redevelopment potential.	

Total Score: **27**

[Scoring: 5 = best, 1 = worst]

Site Name	Parker Pen Site, Railway Road, Newhaven	Reference	ELW28
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Total site area (ha)	3.30	Current uses	Factory site
Undeveloped land (ha)	0	Number of units	7
Grid reference	545094 101369	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Within 300m of A26 junction and approximately 8km to A27.	5
Local accessibility (local road access and public transport)	Access into the site from Railway Road via Estate Road in good repair and suitable for HGVs. Railway Station within 300m with half-hourly service. Bus stop on Clifton Road which serves Lewes once an hour. Newhaven town centre lies 300m from north of site.	4
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas. Small town centre 500m from site. Newhaven has small labour pool but good range of local services. 2 km from Peacehaven and Seaford which together improve the available labour force.	4
Compatibility of adjoining uses	Within existing employment area with retail warehousing to north, playing fields to south east and residential immediately adjacent to south. However, unlikely to constrain future development on this site given existing use.	4
Development and environmental constraints	Medium size, fairly regular shaped, level site which lies within Flood Zone 3. A brownfield site which has limited potential for intensification with without redevelopment. Known to contain contaminated land but no other obvious constraints.	3
Market attractiveness	Site currently partly occupied but due to become vacant in 2010. Relatively high profile location although it is unlikely that the current building could be re-let without sub-division or refurbishment	3
Planning factors	No known planning constraints	
Barriers to delivery	None, once building becomes vacant	
Potential uses	B2 and B8	
Timescale/availability	N/A	

Total Score: **23**

[Scoring: 5 = best, 1 = worst]

Site Name	Avis Way Euro Business Park and Industrial Estate, Newhaven	Reference	ELW29
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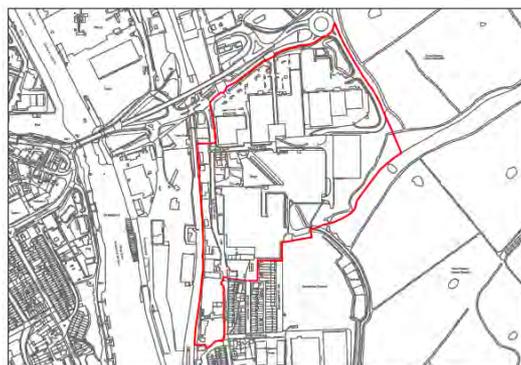
Total site area (ha)	18.53	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	100+
Grid reference	544997 101976	Sequential status (offices only)	N/A
Site status	Existing employment site, not identified in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	The A26 passes through this site with A27 approximately 7km away. Two access roads into the site (From A26 and B2109 (Avis Road). These are both wide roads in good repair.	5
Local accessibility (local road access and public transport)	Good road network through the site, all suitable for HGVs. While there was some parking on the roads no congestion was noted. South of site within 300m of railway station serving Lewis and Brighton twice an hour. Bus stop at railway station serving Lewes four times an hour.	5
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas, located between Newhaven and Denton. Small town centre 600m from site. Newhaven has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	Existing employment site with railway line to west, major road and supermarket to south, employment to north, and green space to east. No notable neighbour constraints on future development.	5
Development and environmental constraints	Very large, level, regular shaped site. Lies within flood zone 3. No vacant plots and limited opportunity to intensify existing uses. No other development constraints.	4
Market attractiveness	Generally modern industrial units which are fit for current purposes. Reasonable profile site at entrance to town of Newhaven. Low levels of vacancy (<5%) indicate good levels of demand	4
Planning factors	No known planning constraints	
Barriers to delivery	Generally good quality range of units with limited scope for redevelopment in the short term.	
Potential uses	Continued B1-B8 industrial use	
Timescale/availability	N/A	

Total Score: 27

[Scoring: 5 = best, 1 = worst]

Site Name	Railway Road Industrial Estate, Newhaven	Reference	ELW30
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Total site area (ha)	13.36	Current uses	Mixed industrial/retail
Undeveloped land (ha)	0	Number of units	30
Grid reference	545112 101445	Sequential status (offices only)	N/A
Site status	Existing employment and retail site, not identified in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Adjacent to A26/A259 junction and approximately 8km to A27.	5
Local accessibility (local road access and public transport)	Three main access points into the site from A259 or via Railway Road. Each good repair and suitable for HGVs. Railway Station within 300m which serves Seaford, Lewes and Brighton every half hour. Bus stop on the A259 which serves Lewes once every quarter of an hour. Newhaven town centre lies 500m from north of site.	5
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas. Small town centre 500m from site. Settlement of Newhaven has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	Within an existing employment area. Road network to north, open fields to the east, residential uses and football field to south, railway line to west. No barriers to development as a result of residential uses given existing context.	5
Development and environmental constraints	Large size, fairly regular shaped, level site which lies within Flood Zone 3. A brownfield site which has limited potential for intensification without redevelopment. This site includes the Parker Pen site (ELW28) No other known constraints.	4
Market attractiveness	Contains a wide variety of B and non-B-class employment generating uses in relatively high profile location adjacent to A26. Other than the parker pen site (ELW28), most B-class units currently in poor condition and are dated with areas of open storage. Some buildings do not appear to be in current use, although there is little stock being actively marketed	2
Planning factors	No planning restrictions or permissions	
Barriers to delivery	Fairly modern retail units with limited scope for redevelopment in the short term. Opportunity for Parker Pen site.	
Potential uses	B2, B8 and Retail warehousing	
Timescale/availability	N/A	

Total Score: **25**

[Scoring: 5 = best, 1 = worst]

Site Name	Beach Road Trading Estate, Newhaven	Reference	ELW31
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Total site area (ha)	7.46	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	30
Grid reference	545160 100938	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	0.9km to A26 and nearly 9km to A27 via Railway, Clifton and Beach Roads which are existing roads that serve the various industrial uses to the east of the river. Beach and Railway Roads are a good width and in good repair. Beach Road narrows where it passes residential units.	4
Local accessibility (local road access and public transport)	There are four access points into the site from Beach Road each suitable for HGVs. No congestion noted on these roads. Newhaven Harbour railway station 600m away serves Seaford, Lewes and Brighton every half hour. Bus stop on Clifton Road (100m) which serves Lewes once an hour or 500m away a four hourly service. Newhaven town centre lies 1.1km from site access.	4
Proximity to urban areas and access to labour & services	Site lies within the urban area of Newhaven but detached from the main residential areas. Small town centre 1.1km from site. Small work force and number of services. Approximately 2km each from Peacehaven and Seaford which together improves potential work force.	4
Compatibility of adjoining uses	Within a larger employment area. Road to the west immediately beyond which are dwellings, dwellings and playing fields to north, general open space allocated for employment. Residential units in close proximity are unlikely to constrain development given existing context.	5
Development and environmental constraints	Large, level, fairly regular shape site. Lies within Flood Zone 3. Little potential for intensification of site. No other constraints.	4
Market attractiveness	Variety of medium/large warehousing units which appear to be in good condition, if relatively dated. Low profile location, but relatively low vacancy rate (<10%)	3
Planning factors	No planning constraints or permissions. Adjacent to site of nature conservation importance	
Barriers to delivery	Large units of reasonable quality and therefore limited scope for redevelopment in the short to medium term.	
Potential uses	Continued B1-B8 industrial use	
Timescale/availability	N/A	

Total Score: 24

[Scoring: 5 = best, 1 = worst]

Site Name	Old Cement Works, Newhaven	Reference	ELW32
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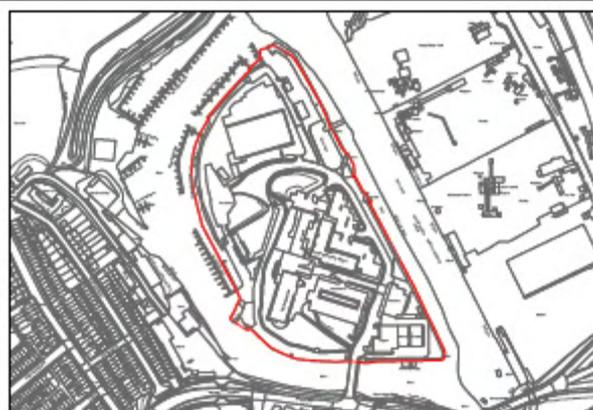
Total site area (ha)	2.02	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	15
Grid reference	544895 103235	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located immediately off the A26 and 6.5 km from the A27. A26 is a free moving road with no noted congestion.	5
Local accessibility (local road access and public transport)	Wide road access from the A26 into the industrial estate which comprises informal roads. 1.75km to bus stop located at Newhaven Railway Station. Four hourly services to Lewes by bus and half hourly services by Railway.	3
Proximity to urban areas and access to labour & services	Located 600m north of South Highton which forms the northern extent of Newhaven. Newhaven which has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	3
Compatibility of adjoining uses	Caravan park to the north, a few residential units separated by a mature tree line and ponds, agricultural fields to the east, road to the west with more fields beyond. Residential and tourism uses may constrain 24 hour operations but given existing use unlikely to constrain continued uses.	4
Development and environmental constraints	Small, irregular shaped, sloping site part of which lies within Flood Zone 3. Remainder of site lies within Flood Zone 1. Limited potential for expansion outside of existing site boundary	3
Market attractiveness	Low profile site with low quality unattractive units. High quality surrounding area. However, low vacancy rate noted.	2
Planning factors	Located outside the settlement boundary within the countryside and within an National Park. Conservation area to the south.	
Barriers to delivery	Location within National Park would limit any expansion opportunity. No vacant land and difficult to intensify uses even with redevelopment.	
Potential uses	Continued general B1-B8 industrial uses	
Timescale/availability	N/A	

Total Score: **20**

[Scoring: 5 = best, 1 = worst]

Site Name	Denton Island, Newhaven	Reference	ELW33a
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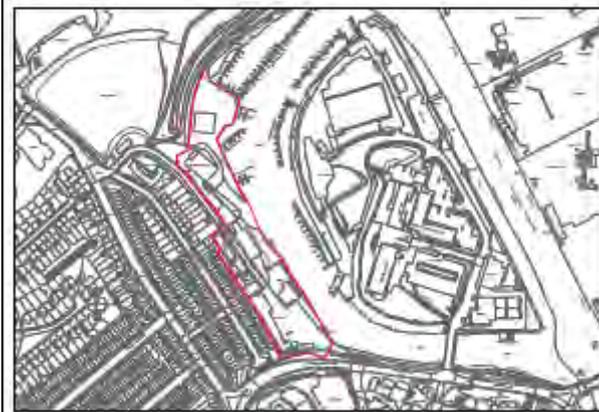
Total site area (ha)	5.9	Current uses	Incubator office units, general industrial units and a chandlers
Undeveloped land (ha)	0	Number of units	10
Grid reference	544574,101115	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Within 500m of A26 junction and 8.5 km to A27 via North Way, the town centre circular one way road. This road can be busy at peak times.	4
Local accessibility (local road access and public transport)	Single good quality wide road access onto Denton Island and through the site. Suitable for HGVs with good visibility. Single access into Robinson Road Industrial Estate with sharp bend could cause difficulties for larger vehicles but is in good repair. Denton Island within 100m of town centre, Robinson Road, 500m. Newhaven railway station within 350m of Denton Island and 1km from Robinson Road. Frequent bus services available within town centre and at railway station.	5
Proximity to urban areas and access to labour & services	Located within the urban area of Newhaven which has a small work force and number of services. Approximately 2km from Peacehaven and Seaford which together improve the potential work force.	4
Compatibility of adjoining uses	Robinson Road Industrial Estate located immediately adjacent to residential uses limiting opportunity for 24 hour operations. Denton Island is separated from the main land, with further employment uses to the west and residential uses to the south.	4
Development and environmental constraints	Divided into two areas separated by the river, Denton Island is a semi-circle shaped area of land surrounded by the river in all directions. Robinson Road industrial estate is a small narrow strip of land. Within Flood Zone 3 but flood defences are noted.	3
Market attractiveness	Denton Island is a high profile location providing a mixture of modern office and small workshop units. Limited vacancies noted. Robinson Road is a low profile industrial estate with poor quality unattractive units but limited vacancies also noted.	5
Planning factors	Denton Island was allocated in Local Plan for mixed use town centre regeneration scheme but policy not Saved so site no longer allocated. Robinson Road Industrial Estate is similarly not allocated. Adjoins site of nature conservation importance.	
Barriers to delivery	Mostly modern facilities on Denton Island with limited scope for redevelopment in the short term. Potential on Robinson Road but availability of land not known. No opportunities for expansion into adjacent land.	
Potential uses	Continued B1 and B2 uses	
Timescale/availability	N/A	

Total Score: **25**

[Scoring: 5 = best, 1 = worst]

Site Name	Robinson Road Industrial Estate, Newhaven	Reference	ELW33b
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Total site area (ha)	1.0	Current uses	General industrial units and small workshops
Undeveloped land (ha)	0	Number of units	15
Grid reference	544363,101115	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1km to A26 junction and 9.0km to A27 via North Way, the town centre circular one way road. This road can be busy at peak times.	4
Local accessibility (local road access and public transport)	Single access into Robinson Road Industrial Estate with sharp bend which could cause difficulties for larger vehicles but is in good repair. Robinson Road within 500m of town centre. Newhaven railway station within 1km of site. Frequent bus services available within town centre and at railway station.	5
Proximity to urban areas and access to labour & services	Located within the urban area of Newhaven which has a small work force and number of services. Approximately 2km from Peacehaven and Seaford which together improve the potential work force.	4
Compatibility of adjoining uses	Robinson Road Industrial Estate located immediately adjacent to residential uses limiting opportunity for 24 hour operations.	2
Development and environmental constraints	Robinson Road industrial estate is a small narrow, level, strip of land. Within Flood Zone 3 but flood defences are noted.	3
Market attractiveness	Robinson Road is a low profile industrial estate with poor quality unattractive units but limited vacancies also noted.	3
Planning factors	Robinson Road Industrial Estate is not allocated in Local Plan. Adjacent to site of nature conservation importance.	
Barriers to delivery	Potential for redevelopment of units on Robinson Road. No opportunities for expansion into adjacent land.	
Potential uses	Continued B1-B2 industrial uses	
Timescale/availability	N/A	

Total Score: 20

[Scoring: 5 = best, 1 = worst]

Site Name	Quarry Road Industrial Estate, Newhaven	Reference	ELW34
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Total site area (ha)	2.39	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	25
Grid reference	544452 100524	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	2km to A26 junction, 10km to A27 and 0.9km to A259 via South Road and Quarry Road, wide residential street with some on-street parking. No congestion noted on this street but the A259 one-way circular route around Newhaven can be very busy.	2
Local accessibility (local road access and public transport)	Local access from Fort Road onto Court Farm Road then Quarry Road. Good existing access into the site. Informal roads within the site. No bus services locally but available from town centre (1km walk) to Lewes, Seaford and Peacehaven. Railway station is approximately 1.3km walk.	3
Proximity to urban areas and access to labour & services	Site within Newhaven urban area. Newhaven has a small work force and small number of services. Approximately 2km each from Peacehaven and Seaford which together improve the potential work force level.	4
Compatibility of adjoining uses	Residential land uses to the north, east and south of the site with green space to the west (see planning factors). Proximity of dwellings with very little screening likely to constrain 24 hour operations but existing not likely to constrain continued employment use.	3
Development and environmental constraints	Small to medium sized, level site of a fairly regular shape. No flood risk noted. No vacant land making it difficult to intensify without redevelopment.	4
Market attractiveness	Low profile site with a mixture of very old/poor quality buildings with one or two more modern units. Low vacancy rates – approximately 15%.	2
Planning factors	Site not allocated for employment. Land to the west of the site (former quarry) is allocated for residential development and the Local Plan highlights its environmental and landscape sensitivities.	
Barriers to delivery	Limited potential for expansion into adjacent site. Opportunity to redevelop older parts of the site but availability of site to do this is unknown.	
Potential uses	Continued B2 and B8	
Timescale/availability	N/A	

Total Score: **18**

[Scoring: 5 = best, 1 = worst]

Site Name	Cradle Hill Industrial Estate, Seaford	Reference	ELW35
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Total site area (ha)	3.94	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	42
Grid reference	549654 100384	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated in Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	1.5km to A259 but 8km to A26. The roads to the A259 are standard single carriageway town roads as is the slightly wider A259. Both are in good repair but some on street parking.	4
Local accessibility (local road access and public transport)	Local access from Cradle Hill Road into existing Industrial site which has its own good internal road network. Bus stop available 200m from site which serves Seaford town centre every quarter of an hour	4
Proximity to urban areas and access to labour & services	Within the settlement boundary of Seaford with a good size labour force and services available. However, very limited services within walking distance of the site	3
Compatibility of adjoining uses	Residential to north and west of site, cemetery to the south with residential beyond. Agricultural land to the north east. Potential to constrain 24 hour operations but existing employment site.	4
Development and environmental constraints	Medium size, gently sloping site from east to west. No vacant land within the site although agricultural fields are present to the north east. No known constraints.	4
Market attractiveness	Units are a range of sizes and ages, although mostly fairly dated. However, most appear fit for current purpose. Low profile location but very low vacancy indicates good demand for space on this site	3
Planning factors	No known planning constraints	
Barriers to delivery	Limited opportunity to intensify site and little need to redevelop site in the short term.	
Potential uses	Continued B1-B8 industrial uses	
Timescale/availability	N/A	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]

Site Name	Blatchington Road Industrial Estate, Seaford	Reference	ELW36
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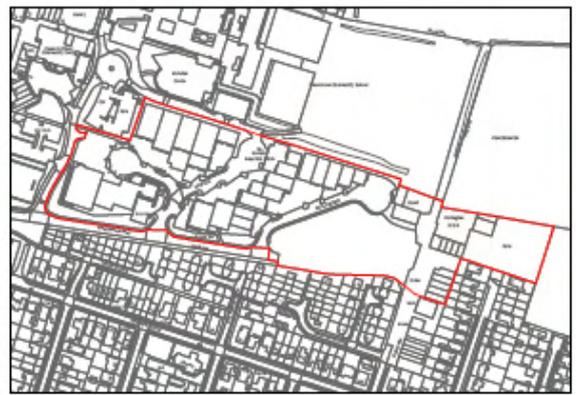
Total site area (ha)	1.19	Current uses	Industrial Estate and nightclub
Undeveloped land (ha)	0	Number of units	10
Grid reference	548312 99372	Sequential status (offices only)	N/A
Site status	Existing Employment Site, not identified in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Within 250 m of the A259 although this passes through Seaford town centre. Further 5 km to the A26 trunk road via reasonable quality A259	4
Local accessibility (local road access and public transport)	Blatchington Road is relatively narrow and has steep access to the A259. Also, several units have narrow access roads and turnings off Blatchington Road. However, within easy walking distance of Seaford train station and numerous regular bus routes in Seaford town centre	3
Proximity to urban areas and access to labour & services	Within Seaford urban area and within walking distance of reasonable range of town centre services	4
Compatibility of adjoining uses	Adjacent to residential on all sides including currently vacant site which is allocated for residential development. Potential to constrain 24 hour operations but existing employment site.	2
Development and environmental constraints	Relatively small, flat and fully developed site. Majority of site lies within Flood Zone 3. Otherwise no known constraints	2
Market attractiveness	Mixture of relatively modern and more dated units. Low profile location but no units currently being marketed and appears to be meeting local needs well	3
Planning factors	No known planning constraints	
Barriers to delivery	Limited opportunity to intensify site and little need to redevelop site in the short term.	
Potential uses	Continued B1-B8 industrial uses	
Timescale/availability	N/A	

Total Score: **18**

[Scoring: 5 = best, 1 = worst]

Site Name	Meridian and Enterprise Estates, Peacehaven	Reference	ELW38
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Total site area (ha)	4.16	Current uses	Industrial Estate (B2/B8/vacant land)
Undeveloped land (ha)	0.69	Number of units	30
Grid reference	541367 101345	Sequential status (offices only)	N/A
Site status	Existing employment site with part allocation for employment uses (PT6)	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	0.35 km to A259 (South Coast Road) which links Newhaven and Brighton and 4km to the A26. Access to A259 via Sutton Avenue-a reasonable single carriageway road.	4
Local accessibility (local road access and public transport)	Existing access through industrial estate along Greenwich Way. Nearby bus stops on main A259 road with excellent service to Newhaven and Brighton (7 per hour including early morning and evening). On street parking within the estate reduces free flow of traffic.	4
Proximity to urban areas and access to labour & services	Within town of Peacehaven and less than 4km to Newhaven. There is a reasonable size labour force and range of local services and facilities between the two settlements.	4
Compatibility of adjoining uses	Existing industrial park with range of B2 and B8 uses. Residential uses lie immediately south of the site. Car park, secondary school and leisure centre immediately to the north. Scale of industrial use may be constrained by proximity to dwellings, however this is a long established industrial estate.	3
Development and environmental constraints	Difficult to intensify existing development. Medium size, irregular shaped, level undeveloped area within site. Proximity to residential uses reduces capacity. No flood risk identified nor other obvious constraints.	3
Market attractiveness	Managed employment site with good quality premises. Low vacancy levels. Limited visibility of site from A259 but good visibility off Greenwich Way.	4
Planning factors	Allocation for B1 or B8 use within site (UDP Policy PT6) requiring some smaller buildings for start up uses. Planning permission for 24 B1 units (2025 sq m) granted 2008 on allocated site.	
Barriers to delivery	Need to ensure adequate parking for new development on vacant plot. Limited scope to redevelop existing units in the short term.	
Potential uses	B1, B2 and B8 uses	
Timescale/availability	Short term (0-5 years)	

Total Score: 22

[Scoring: 5 = best, 1 = worst]

Site Name	Tidy Industrial Estate, Ditchling Common	Reference	ELW40
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Total site area (ha)	7.79	Current uses	Industrial Estate
Undeveloped land (ha)	0	Number of units	60
Grid reference	534027 118224	Sequential status (offices only)	N/A
Site status	Existing employment site, not allocated within Local Plan	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Over 4 km from the A273 via B2113 single carriageway. 10 km to the A27 trunk road.	1
Local accessibility (local road access and public transport)	Accessed via a purpose built (possibly unadopted) road from the B2113. Visibility into and out of the site is good. Bus stop on main road with a direct twice daily service to Burgess Hill and an indirect twice daily service to Lewes. Train station within Burgess Hill 3km away with services every 15 minutes between London and Brighton.	2
Proximity to urban areas and access to labour & services	Approximately 3km to the centre of the large town of Burgess Hill with a range of local facilities and sizeable labour force.	3
Compatibility of adjoining uses	Site predominantly surrounded by agricultural fields and wooded area. A very small number of dwellings immediately adjoin the site, some served by the same access, and proximity could constrain 24 hour operation, although this is a long established estate.	4
Development and environmental constraints	Medium size site and generally level with no obvious development constraints. No identified risk of flooding. No space for increasing number of units on site without redeveloping older units. Potential land for expansion to the north.	4
Market attractiveness	Managed employment site with 30 recently developed flexible units and parking which appear to be 50% vacant. Older units appear to be nearly fully but condition of some of these is poor and they may have a shortage of storage and parking space and suffers from a poor profile. High quality environment in surrounding area but old part of site itself is unattractive.	3
Planning factors	Unallocated site. Site of Nature Conservation Importance immediately to the east.	
Barriers to delivery	May be scope to redevelop older part of site but limited potential to intensify. Unknown ownership and availability of land to the north may constrain expansion.	
Potential uses	Further B1c, B2 and B8 uses	
Timescale/availability	N/A	

Total Score: **17**

[Scoring: 5 = best, 1 = worst]

Site Name	Former Woodgate Dairies, Sheffield Park	Reference	ELW41
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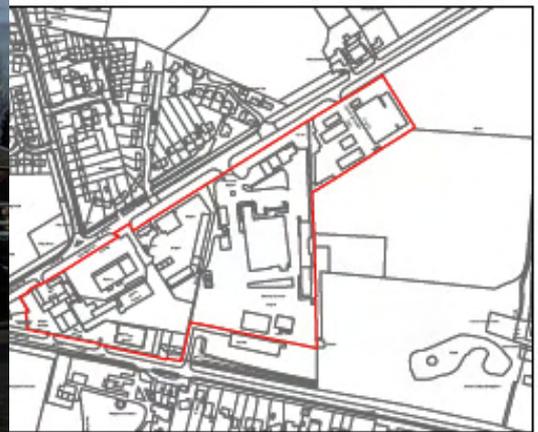
Total site area (ha)	3.3	Current uses	Former Dairy. Currently not in use
Undeveloped land (ha)	Sheffield Park allocation (1.1 ha)	Number of units	3
Grid reference	540578 123177	Sequential status (offices only)	N/A
Site status	Developed site, partly allocated for alternative employment uses	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	18 km from the A23 trunk road but is only 3 km away from the smaller A272. Access to strategic roads is via single carriageway roads.	1
Local accessibility (local road access and public transport)	Located along the A275 with an existing access directly from this road. Bluebell Railway Station opposite is only a heritage/tourism line. Bus stop adjacent to the site serving Bluebell Railway Station opposite but only runs on a Saturday.	3
Proximity to urban areas and access to labour & services	Approximately 3 km from very small settlement of North Chailey with few services. Over 5 km to the larger village of Newick. Limited local workforce and services available.	1
Compatibility of adjoining uses	Wooded area to the south west and agricultural land to the east. The terminus of a heritage railway line with associated tourist facilities lies to the north of the site. This is a former employment site.	4
Development and environmental constraints	Medium size, elongated site but generally level. Partly within Flood Zones 2 and 3. Woodland landscape and protected land for recreational activity (see Planning Factors), but unlikely to be insurmountable. Difficult to expand into surrounding land without adverse impact.	3
Market attractiveness	Large site in an isolated located which unless a similar occupier can be found, is likely to be unattractive to the market.	1
Planning factors	Within area of Nature Conservation Importance and the River Ouse policy protecting land against uses which could compromise recreational activity. Land identified within site for extension for B1, B2 and B8 uses. Part of site lies within Woodland Landscape Management Plan area.	
Barriers to delivery	Sensitive site (see Planning Factors) with potential ecology/landscape issues but previously developed employment land. Potential need for flood mitigation works.	
Potential uses	B2 and/or B8	
Timescale/availability	Longer term for undeveloped land (11+years)	

Total Score: 13

[Scoring: 5 = best, 1 = worst]

Site Name	Caburn Enterprise Centre and adjacent area, Ringmer	Reference	ELW43
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Total site area (ha)	5.59	Current uses	B1, B2, B8, A1 (retail warehouse) and 2 dwellings
Undeveloped land (ha)	0	Number of units	35
Grid reference	546170 112993	Sequential status (offices only)	Edge of Centre
Site status	Existing employment site, not allocated in Local Plan	Density	Medium - High

Criteria	Comment	Score (out of 5)
Strategic access	4.5 km to A26 and the edge of Lewes town and 7 km to A27. Access to strategic roads via B2124 has no noted congestion.	3
Local accessibility (local road access and public transport)	Existing site access from B2192 (The Broyle) and B2124 (Laughton Road). Road widths are good as is junction visibility. Half hourly bus service to Lewes town centre during day. On-site parking is highly congested.	4
Proximity to urban areas and access to labour & services	At southern boundary of residential area of 'Broyle Side' and approximately 1 km east of large village of Ringmer with narrow range of local facilities. Small labour force in immediate area but sizeable labour force available in Lewes.	3
Compatibility of adjoining uses	Bounded by roads to the north, south and west, with residential uses beyond. Poor quality fields present to the east.	3
Development and environmental constraints	Large level site with number of irregularly shaped land parcels. Potential land to expand to the east to ease onsite congestion of the County Council depot land. No flood risk identified. Two residential units included within site boundary.	3
Market attractiveness	Mix of unit quality within established employment site. Approximately 20% of units currently vacant. Site developed to a high density. High profile site in a surrounding area which is of high quality.	4
Planning factors	Site lies within existing settlement boundary with no other material designations to consider.	
Barriers to delivery	Fragmented ownership with wide variety of occupiers. Limited scope to redevelop modern units to the south (approximately 15% of site area) but potential for expanding to the east – although availability unknown.	
Potential uses	B1, B2, B8	
Timescale/availability	N/A	

Total Score: **20**

[Scoring: 5 = best, 1 = worst]

Site Name	Broyle Place Farm	Reference	ELW54
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Total site area (ha)	2.15	Current uses	Small rural business premises
Undeveloped land (ha)	0	Number of units	6
Grid reference	547867 112867	Sequential status (offices only)	N/A
Site status	Farm diversification, active employment not allocated in Local Plan	Density	Medium-High

Criteria	Comment	Score (out of 5)
Strategic access	6.1 km to the A26 along the B2124 and B2192 both of which are single carriageway roads in good repair	1
Local accessibility (local road access and public transport)	Purpose built access off B2124 with reasonable visibility. Suitable for HGVs. No congestion. No public transport facilities within walking distance of site.	3
Proximity to urban areas and access to labour & services	2 km from nearest settlement, Broyle Side which is a very small settlement. 3 km east of large village of Rigmer with narrow range of local facilities.	1
Compatibility of adjoining uses	Agricultural uses surround the site with no obvious constraints on employment uses.	5
Development and environmental constraints	Medium size, fairly regular shaped, level site located in Flood Zone 1. No noted constraints. Potential for expansion into adjacent land.	5
Market attractiveness	An attractive farm diversification scheme in converted agricultural buildings with some new, purpose-built units. Located away from settlements and labour market but with few vacancies. Good quality buildings.	4
Planning factors	Located outside the settlement boundary within open countryside. Restrictions on scale and type of development to prevent encroachment.	
Barriers to delivery	Difficult to extend within countryside. Good quality buildings unlikely to need redevelopment in short or medium term	
Potential uses	B1c, B2	
Timescale/availability	N/A	

Total Score: **19**

[Scoring: 5 = best, 1 = worst]

Site Name	Upper Stoneham Farm	Reference	ELW55
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Total site area (ha)	1.17	Current uses	Vehicle storage, tree surgeon and dwelling
Undeveloped land (ha)	0	Number of units	7
Grid reference	542684 111840	Sequential status (offices only)	N/A
Site status	Farm diversification, active employment not allocated in Local Plan	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located immediately off A26 and approximately 3 km from junction with A27.	4
Local accessibility (local road access and public transport)	Access into the site from A26 via informal narrow track. No visibility concerns onto A26 and no noted congestion. No public transport facilities available.	3
Proximity to urban areas and access to labour & services	Within countryside but approximately 0.7 km to edge of South Malling, a small settlement on the north eastern edge of Lewes town. Town centre 2 km from site. Sizeable labour force and full range of services available.	4
Compatibility of adjoining uses	Agricultural uses adjoin most of site. Site includes a single dwelling and its curtilage but associated tennis court and swimming pool are located outside boundary. A few additional dwellings lie immediately to west of site with no screening.	3
Development and environmental constraints	Medium size, fairly regular shaped, slightly sloping site. Lies within Flood Zone 1. No development constraints noted.	5
Market attractiveness	Farm diversification scheme on a low profile site. Difficult to establish vacancy rate. High quality surrounding area. Access to units passes vehicle storage yard which is not attractive.	2
Planning factors	Located outside the settlement boundary within open countryside. Restrictions on scale and type of development to prevent encroachment.	
Barriers to delivery	Difficult to extend within countryside. Reasonable quality buildings but potential for redevelopment in the medium to term to maximise use of the site.	
Potential uses	B1c, B2, B8	
Timescale/availability	N/A	

Total Score: **22**

[Scoring: 5 = best, 1 = worst]