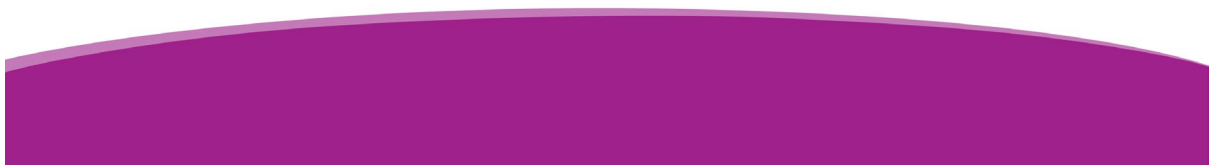


Appendix 5 – 2024 GTLAA Details Site Assessments



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Site	Core SHELAA Criteria (inc. environmental)	Flood Risk	Abnormal costs	Pollution/ Environmental nuisance or risk	Amenity and privacy	Access (vehicles)	Access (services)	Access (utilities)
FB10 Land south of Crowhurst Road	G	G	G	A	G	G	A	G
HL19 Land adjacent to Sandrock Park, The Ridge	G	G	A	A	G	G	R	R
HL9 Former bathing pool site, Seaside Road	G	R	A	A	R	G	G	G
HL113 Former Westerleigh School	G	A	G	A	G	A	G	G
HL115 Former West St Leonards primary School Field	G	A	R	R	A	G	G	G
HL39 Former Power Station, Ore Valley	G	G	R	R	G	A	G	A
HL22 Former Hollingsworth Garage, Braybrooke Road	G	G	A	A	A	G	G	G
HL11 Land at Cinque Ports Way	G	R	A	A	G	G	G	G
HL111 Gambier House and West House, West Hill Road	G	G	R	A	A	G	G	G
HL87 Land at Winchelsea Lane	G	A	G	A	A	A	G	G
HL104 Car Park Shepherd Street	G	G	G	A	R	R	G	G
HL99 Wychnor, Battle Road	R	G	A	A	A	R	A	G
HL116 Land West of Beaney's Lane	G	G	G	G	G	A	A	R

Site Name: GT1 Land south of Crowhurst Road

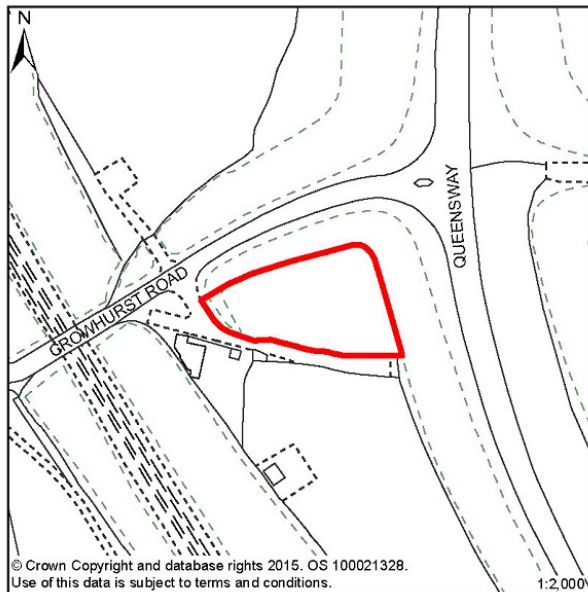


Figure 1: DMP allocation FB10

Description: Land south of Crowhurst Road is an 0.17ha site that is near to Queensway, and Queensway has connections to the wider road network. Access onto the site will need to be improved. The site formerly had outline permission to accommodate no.2 permanent residential pitches for gypsies and travellers, together with a shared utility block.

Opportunities: The site has a good tree belt at its perimeter, which can be retained and enhanced. It is close to local services including retail, schools and leisure facilities. The site has good access to the wider transport network including the A21 and to employment areas. The landowner is actively seeking to develop the site for this use during the first five years of the plan period, and considers the development of the site to be viable for the delivery of a “light touch” scheme.

The site is covenanted for use as traveller accommodation only.

Constraints: Access to public transport at the site is limited, and access will need to be improved. The site is close to sensitive ecological areas, and any scheme should seek to avoid negative impacts.

Ownership: Private single ownership

Indicative Capacity: no.2 pitch, no.1 utility block

Conclusions: The site has a good prospect of development within the first five years of the plan period and should be taken forward as a proposed allocation for no.2 permanent traveller pitches in the draft Local Plan to 2040.

Site Name: HL19 Land adjacent to Sandrock Park, The Ridge

Description: Land adjacent Sandrock Park, The Ridge is a relatively flat site of 3.32ha. The western part of the site is unused and the eastern part is a playing field which is underused. There is a tree screen along the frontage with The Ridge and on part of the site's western boundary. It has the potential to deliver 80 dwellings.

Opportunities: A site of this size should accommodate multiple utilities blocks, onsite play areas and areas of open space in addition to residential pitches. It is well located in terms of access to the A21 and opportunities for leisure. Due to the layout of the site, it could provide a mix of housing and traveller pitches while retaining reasonable standards of privacy for both.

Constraints: The site is within an Archaeological Notification Area (ANA). A new access will be required. As the treeline is a significant feature, this should be enhanced and maintained. A public right of way crosses (DPROW HAS/224/1) crosses the site which should be retained. The site has no existing sewerage capacity and would require connection to the network. The southeast of the site includes "The Lodge" (Lodge Cottage), historically associated with a former entrance to the manor Ore Place, original in its form and detail, now vacant and in a state of disrepair. It is a building of notable architectural appearance and character and forms part of a group of buildings which include St Helens Church and a former school building. All of which contribute to the sense of place, the setting of the Ore Place Conservation Area. The Lodge should be retained in any overall development and any development must sustain and enhance the significance and setting of this building, and in the wider context of the Conservation Area. Land ownership represents a constraint as it is in multiple ownership and the consensus of all owners is that the site should be marketed for use as a housing site.

Ownership: The site is in multiple ownership.

Indicative Capacity: no. 50 pitches, no. 25 utility blocks, communal amenity space.

Conclusions: This site would potentially be financially challenging to bring forward due to the need for new sewerage connections, need for a new access, the central position of the DPROW and the need to retain and restore The Lodge these challenges could potentially be mitigated as part of a mixed-use scheme subject to analysis of viability. However, the collective landowners have confirmed a desire to market the site imminently for housing development. It is therefore not available for this use and should not be taken forward as a proposed allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL9 Former Bathing Pool Site, Seaside Road

Description: Seaside Road, West St Leonards is a 2.2ha vacant brownfield site with potential to be used as a mixed use development incorporating 152 dwellings alongside commercial, leisure or recreational uses.

Opportunities: The site has good access to the A259, has already been cleared of buildings and has good access to the neighbourhood centre at Bexhill Road, local services, schools and public transport routes.

Constraints: The site is vulnerable to several sources of flooding, and almost all the site is located within Flood Zone 3. Annex 3 of the NPPF classifies caravans, mobile homes and park homes intended for permanent residential use as being “highly vulnerable” to flood risk. Table 3 of the PPG on Flood Risk and Coastal Change clarifies that highly vulnerable uses are incompatible with Flood Zone 3. The site also requires new sea defences to be maintained for the lifetime of development. The site is overlooked by buildings to the North and East. The site is within the resort area, and as such is close to both existing and future resort activities which can be sources of noise.

Any development of the site must reprovide and enhance the publicly accessible equipped play area to the West of the site, which may impact upon viability for this use.

Ownership: Hastings Borough Council

Indicative Capacity: no. 35 pitches, no. 17 amenity blocks, amenity space.

Conclusions: Due to the level of flood risk, the site is incompatible with the provision of permanent traveller pitches. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL113 Former Westerleigh School

Description: Former Westerleigh School is a 2.15ha vacant brownfield site in the West of the Borough. It is accessed from Hollington Park Close, which in turn is accessed from Hollington Park Road, a one-way street. It has the potential to deliver 108 residential dwellings.

Opportunities: The site has been cleared to ground level and is within walking distance of the District Centre at Silverhill. It has good access to services, and is close to the A21.

Constraints: The site slopes significantly therefore would require an assessment of land stability incorporated within any proposal. The SFRA indicates that the site has some vulnerability to surface water flooding, with a flow pathway identified in the central portion of the site. Caravans, utilities blocks and areas of hardstanding would need to be directed away from the flow pathway and runoff from the site controlled to prevent and ideally reduce risk of flooding elsewhere. The access road at Hollington Park Close is unadopted, lacks pavements and is single track. Improvements to the carriageway may be required.

The intentions of the landowner are currently unknown.

Ownership: Single ownership, private landowner

Indicative Capacity: no. 34 pitches, no. 16 amenity blocks, amenity space.

Conclusions: This site is not available for this use and should not be taken forward as a proposed allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL115 Former West St Leonards primary School Field

Description: Former West St Leonards Primary School Field is a brownfield site in the West of the Borough. It is cleared of structures. The Hollington Stream runs to the East of the site, where it is partially culverted. The site is largely flat in character. It has the potential to deliver 60 dwellings.

Opportunities: The site is in a highly sustainable location, close to public transport routes, schools and play spaces. It has vehicle access from Filsham Road. The site is well located for access to a medical centre, directly to the south on the A259 and is within walking distance of the Bexhill Road Neighbourhood Centre. The site is also close to areas of amenity value, such as the Combe Valley Countryside Park and the West St Leonards Community Centre.

Constraints: Parts of the site have an elevated risk of flooding from both surface water and rivers. The most vulnerable areas of the site are within flood risk zone 3b and should be avoided, with caravans and utilities blocks located away from these areas and leaving an appropriate buffer. A new, safe vehicle access would be required that is not at risk of submersion during flooding events. The site is identified as historic landfill, and there is an area of potential contamination to the north. This is likely to require remediation and would require survey to fully determine the cost. The Guidance on Dereliction, Demolition and Remediation Costs (DCLG, 2015- withdrawn) suggests this would be a Category C site (moderate-high contamination) with a high sensitivity end use and moderate-high water risk due to the presence of the Hollington Stream. The history and small (<5ha) size of the site suggests (DCLG, 2015) that the cost to remediate would fall closer to the higher end of the range.

The site is overlooked by the St Leonards Medical Centre at the southern boundary, however this could be mitigated by enhancing the existing boundary landscaping and leaving an appropriate buffer. The site is part of the South Saxons LWS this should be safeguarded in any proposed layout. South Saxons is accessible to the public with no clear demarcation between the publicly accessible areas and this site. Therefore any development of the site for traveller pitches will need to be carefully secured to prevent accidental public intrusion.

This site is not expected to come forward for development until the final epoch of the plan period (years 15-20). The owner conducted a review of land in their ownership within the Borough to identify if any sites, including HL115, may be suitable for use to provide permanent traveller pitches. They were unable to identify any suitable sites.

Ownership: Public

Indicative Capacity: Unknown

Conclusions: The site has a number of constraints that, when taken cumulatively, would result in the site having challenging viability as a site for traveller pitches. The response from the landowner indicates that the site is currently not available for this use. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL39 Former Power Station, Ore Valley

Description: Former Power Station, Ore Valley is a 2.35ha vacant brownfield site that was formerly the location of a power station and has now been cleared to ground level. The site has an area of woodland that should be retained to the north and a pond to the south east that should likewise be retained for attenuation purposes. The site is sloping in character. It has the potential to deliver 75 dwellings.

Opportunities: The site is located close to local shops, community facilities and has good public transport links to bus and rail services. Access to play facilities and open space in the area is good, and the site would not be challenging to secure and screen.

Constraints: The site is vulnerable to surface water flooding, with areas of ponding that any scheme for traveller pitches should avoid. There is also a flow pathway in the north east of the site. Due to the previous use as a power station, there is the potential for contamination and it is likely that it will require remediation. The Guidance on Dereliction, Demolition and Remediation Costs (DCLG, 2015- withdrawn) suggests this would be a Category C site (moderate-high contamination) with a high sensitivity end use and moderate-high water risk due to the presence of the surface water pathway, which discharges into the Ore Stream which in turn discharges into the Alexandra Park Stream to the South. The history and small (<5ha) size of the site suggests (DCLG, 2015) that the cost to remediate would fall closer to the higher end of the range.

The site has insufficient sewerage capacity at present and this would require enhancement.

The current owner of the site has expressed a desire to develop the site for housing, and has commenced preparatory work. Due to the small size of the site and the constraints to the developable area, it is unlikely to provide an opportunity for a co-located scheme.

Ownership: Private

Indicative Capacity: no. 37 pitches, no. 18 utilities blocks, amenity space

Conclusions: The site has a number of constraints that, when taken cumulatively, would result in the site having challenging viability as a site for traveller pitches. Indications from the landowner are that the site will not be available for this use due to their intentions to develop the site for housing. The site is therefore not available. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: L22 Former Hollingsworth Garage, Braybrooke Road

Description: Former Hollingsworth Garage, Braybrooke Road is a narrow 0.4ha brownfield site that was previously the location of a motor vehicle garage. It borders the railway embankment to the south. The site is steeply sloping both in line with the highway to the front boundary, and then again to the south towards the railway line. The site has been cleared of structures, although some hard standing in poor condition remains. It has the potential to deliver 20 dwellings.

Opportunities: The site is located close to Hastings Town Centre, the main town centre of the Local Plan hierarchy. It has good public transport links and is well connected to the A21 via St Helens Road. The site benefits from access to public open space at nearby Alexandra Park. The site has the potential to be easily secured at street level and is inaccessible from south, east and west due to the presence of existing structures and the railway line.

Constraints: The site borders the Blacklands Conservation Area and is within the setting of Alexandra Park, listed grade II*. It is also highly visible from the SAM and Hastings Castle, and the impact on long-range views should be considered by any scheme.

Due to the previous use as a garage, there is the potential for contamination and it is likely that it will require remediation. There are also records of Japanese knotweed on the site. The Guidance on Dereliction, Demolition and Remediation Costs (DCLG, 2015- withdrawn) suggests this would be a Category B site (moderate contamination) with a high sensitivity end use and low water risk, provided runoff from the site can be controlled or prevented from connecting with surface water flow pathways to the north of the site. The history and small (<5ha) size of the site suggests (DCLG, 2015) that the cost to remediate would fall closer to the low-moderate end of the range.

Due to the topography of the site, land stability would need to be assessed to confirm suitability for use as a traveller pitch site.

The owner is currently seeking to develop the site for housing and there is a live application to develop the front portion of the site.

Ownership: Private

Indicative Capacity: no.6 pitches, no.3 utilities blocks

Conclusions: The site has a number of constraints that would require further investigation to better understand the impact on deliverability of the site for use as permanent traveller pitches. However, indications from the landowner are that the site will not be available for this use due to their intentions to develop the site for housing. The site is therefore not available. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL11 Land at Cinque Ports Way

Description: Land at Cinque Ports Way is a rectangular 0.65ha brownfield site in the West of the Borough. It has the potential to deliver a mixed use development incorporating 25 dwellings alongside commercial, leisure or recreational uses. The site is currently a mixture of hardstanding and existing buildings.

Opportunities: The site has good access to the A259 and has good access to the neighbourhood centre at Bexhill Road, local services, schools and public transport routes. The site has the potential to be easily secured at street level.

Constraints: The site is vulnerable to several sources of flooding, and almost all the site is located within Flood Zone 3. Annex 3 of the NPPF classifies caravans, mobile homes and park homes intended for permanent residential use as being “highly vulnerable” to flood risk. Table 3 of the PPG on Flood Risk and Coastal Change clarifies that highly vulnerable uses are incompatible with Flood Zone 3. The site also requires new sea and river defences to be maintained for the lifetime of development.

Ownership: Private and public (MOD), multiple.

Indicative Capacity: no.10 pitches, no.5 utilities blocks

Conclusions: Due to the level of flood risk, the site is incompatible with the provision of permanent traveller pitches. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL111 Gambier House and West House, West Hill Road

Description: Gambier House and West House, West Hill Road is a 0.55ha brownfield site in the West of the Borough. It is composed of an area of hardstanding at the centre and two architecturally significant buildings to the west and east of the site. The site is in a clifftop location and retaining walls are present onsite. It has the potential to deliver 20 dwellings.

Opportunities: The site has good access to the A259 and has good access to the neighbourhood centre at Bexhill Road, local services, schools and public transport routes. The site has the potential to be easily secured at street level.

Constraints: The site is relatively narrow and the south edge abuts an escarpment within the Caves Road Cliffs LWS. Sections of this escarpment have experienced landslip in recent years and therefore a detailed land stability assessment would be required for any future use of the site. The Western portion of the site also contains a series of retaining walls which should also be factored in to any assessment of ground conditions.

The BGS advises that there is the potential for contamination and it is likely that it will require remediation. The Guidance on Dereliction, Demolition and Remediation Costs (DCLG, 2015- withdrawn) suggests this would be a Category A site (low contamination) with a high sensitivity end use and low water risk, provided runoff from the site can be controlled or prevented from connecting with surface water flow pathways to the north of the site. The history and small (<5ha) size of the site suggests (DCLG, 2015) that the cost to remediate would fall closer to the low end of the range.

The site is located within the Grosvenor Gardens Conservation Area and the retention of the Gambier House and West House buildings are preferred. Any scheme involving its demolition will need to robustly demonstrate the reasoning behind such a proposal. Infill development in the vacant central portion of the site, although possible, would be difficult to secure and to maintain privacy and amenity for residents of any pitches.

Negative impacts on the Caves Road LWS as a result of development should be avoided.

The owner has not confirmed their intentions for this site.

Ownership: Private, multiple.

Indicative Capacity: no.2 Pitches, no.1 utilities block (assumes retention of the two existing buildings and infill development)

Conclusions: The need for detailed assessments of land stability and contamination, coupled with the preferred retention of the existing buildings onsite may result in the cost to develop the site for use as a traveller pitch site exceeding what is viable for this use. Developing the central portion only would result in poor amenity for residents of those pitches. However, indications from the landowner are that the site will not be available for this use due to their intentions to develop the site for housing. The site is therefore not available. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL87 Land at Winchelsea Lane

Description: Land North-West of Winchelsea Lane is a 0.9ha greenfield site located in the National Landscape on the border with Rother District. The site slopes steeply to the North and has the potential to deliver 20 dwellings.

Opportunities: The site is close to the Local Centre at Ore Village and is close to the A259. It is well located in terms of access to services, public transport and local schools and community facilities. The site could be made secure at all boundaries.

Constraints: There is a watercourse at the eastern boundary of the site, into which discharges a surface water flow pathway. The site overall has poor drainage and any proposal should seek to enhance this and keep runoff rates to greenfield rates or better.

Due to the difference in elevation, the site is currently overlooked by Austin Way and screening should be a feature of any scheme to ensure acoustic and visual privacy of occupiers. Due to the sloping nature of the site, a land stability assessment would be required for any future use of the site and to inform designs.

The site is located within the NL and any scheme would need to be sensitively designed to ensure that development has an acceptable landscape impact.

Site access is narrow and may impact the ability to manoeuvre larger vehicles. Further modelling would be necessary to ascertain whether this could be resolved.

The landowners have expressed an interest in developing the site for housing within the early part of the plan period (Years 5-10).

Ownership: Private, multiple

Indicative Capacity: no. 14 pitches, no.7 utilities blocks

Conclusions: The site is well located and the majority of constraints could potentially be mitigated. However, indications from the landowner are that the site will not be available for this use due to their intentions to develop the site for housing. The site is therefore not available. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.



Figure 2: Image showing boundary with Austin Way

Site Name: HL99 Wychnor, Battle Road

Description: Wychnor is a 0.2ha greenfield site accessible via Battle Road in the West of the Borough. The site is densely treed and the majority is set back from Battle Road to the south of Wychnor Cottage. It is within the landscape setting of the High Weald National Landscape. The site slopes towards the housing estate to the South.

Opportunities: The site has good access to the bus network and the A21 via Battle Road (A2100).

Constraints: The site is located some distance from services, although both Battle High Street and Bexhill Road Neighbourhood Centre can be accessed via public transport. Pedestrian access and egress is currently poor as the Battle Road pavement is situated on the north side of the A2100 only and there is no crossing point. This would need to be improved.

The site has a number of environmental constraints that prevented it from meeting the core SHELAA criteria. It was reassessed to identify whether a smaller portion of the site below the core SHELAA threshold may be suitable for permanent traveller pitches. A review of the site confirmed the presence of a site-wide TPO and an area of Ancient Woodland at the south of the site. Any potential vehicle access would involve the removal of TPO trees.

The developable portion of the site, should these issues be resolved, would be of approx. 750sqm and would share a northern boundary with garden land of Wychnor Cottage and a Southern Boundary with the Ancient Woodland. Due to the sloping nature of the site, a land stability assessment would be required for any future use of the site and to inform designs.

The site is highly visible from the NL and the landscape impact of development would need to be considered for any proposal, including when designing boundary landscaping and site security. As a greenfield site, surface water runoff rates would need to be remain the same or enhanced by development.

The site is not available for this use.

Ownership: Private

Indicative Capacity: no.2 pitches, no.1 utilities block.

Conclusions: The cumulative number of constraints combined with the limited development potential of the site present a significant barrier to the deliverability of the site and may limit viability of such a scheme. The site should not be taken forward as a potential allocation for traveller pitches in the draft Local Plan to 2040.

Site Name: HL116 Land West of Beaney's Lane

Description: Land West of Beaney's Lane is a 1.97ha greenfield site in the North of the Borough. Part of the site is within neighbouring Rother District. It is located within the High Weald National Landscape and bounded by trees.

Opportunities: The site is close to some local services, including a community facility, secondary school and the district hospital. It has good public transport links and access to the A21 via The Ridge. The existing tree boundary provides an acoustic and privacy barrier and can be enhanced.

Constraints: A new sewer connection would be required.

The site is highly visible from the NL and the landscape impact of development would need to be considered for any proposal, including when designing boundary landscaping and site security. As a greenfield site, surface water runoff rates would need to remain the same or enhanced by development.

The site is not available for any form of development.

Ownership: Private, multiple

Indicative Capacity: no. 31 pitches, no. 15 utilities blocks

Conclusions: The site has limited constraints. It should be noted that any potential allocation proposal would be shared with neighbouring Rother District Council and the proportion of pitches to meet the identified Hastings need may be reduced. The intentions of the landowner are currently unknown at this stage, although work to engage with them remains ongoing.

Site Name: HL104 Car Park Shepherd Street

Description: Car Park Shepherd Street is a 0.04ha brownfield site in the Central St Leonards District Centre. It is currently hardstanding and used as a carpark. The site will become available for development towards the end of the plan period (years 15-20).

Opportunities: The site is located within the Central St Leonards District Centre with good access to local services, including retail and public transport – both rail and bus networks. The site is owned by Hastings Borough Council.

Constraints: The site is accessed by a single-track one-way street, and due to the small size it is unlikely the site could accommodate more than no.1 traveller pitch in addition to a utility block. The site is surrounded on all sides by buildings, including brick walls flanking the East and West of the site which makes the space feel enclosed. The site is directly overlooked by taller buildings to the south, the screening of which may increase the sense of enclosure and reduce overall amenity. Access and manoeuvring of vehicles may be challenging due to the small site size and the long, narrow access. The site is within a conservation area.

Ownership: Hastings Borough Council

Indicative Capacity: no.1 pitch, no. 1 utility block.

Conclusions: Although the site is well-located in terms of access to services and public transport, the small size of the site, enclosed character, proximity to existing buildings and difficult vehicle access and manoeuvring would likely result in lack of amenity, and would not allow the safe manoeuvring of vehicles. Therefore, it is not proposed that the site is allocated for use as a traveller pitch in the Local Plan.



Figure 3: Screenshot showing enclosure. (c. Google, 2024)