
1. Introduction

- 1.1. The Battle Civil Parish (CP) Neighbourhood Plan (NP) Steering Group (SG) started its work by initially examining the Rother District Council survey and analysis work, known as the Strategic Housing Land Availability Assessment (SHLAA); however it is a background 'evidence' document to inform plan-making, but is not an RDC policy statement, nevertheless it is a useful and important basis for NP SG considerations.

The RDC website provides this source document:

“Strategic Housing Land Availability Assessment - Tables and Maps (June 2013) [26Mb] found as www.rother.gov.uk/CHttpHnadler.ashx?id=20276&p=0.

It was thus a significant input to the NP Steering Group information because a number of sites had been indicated to be suitable, for development within the Battle Civil Parish. Subsequently a Call-for-Sites added to potential sites that were analysed for suitability to be included in the NP. An independent analysis by AECOM was commissioned to ascertain suitability of all the identified sites; their report formed the basis of a further sites ranking by the NP SG, based upon criteria developed from taking local community wishes into account which then resulted in the Preferred Sites list in the draft Neighbourhood Plan.

- 1.2. This document provides further context information, by simply extracting relevant text, without any editing, from the overall SHLAA text for those sites subsequently included in the Preferred Sites list and maps. This is particularly helpful for understanding the chosen NP sites which are not necessarily exactly the same as those originally discussed in the SHLAA.

2. Site numbering system

In order to use a comprehensive/unique site numbering system within all NP documents the RDC - SHLAA potential building site numbers have been retained (e.g. NE6 becomes NE06 and BA11 remains BA11).

Additional sites considered as a result of the Call-for-Sites and NP SG investigations are numbered firstly with location codes NE and BA and then with NS to indicate a new site (not originating in the SHLAA sites) thus:

NE NS101, NE NS102,... = Netherfield New Sites number series – not priority ordered

BA NS101, BA NS102,... = Battle New Sites number series – not priority ordered

NOTE: A three number system has been used specifically to avoid confusion with other site numbers.

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3. Preferred Sites

3.1. NE05a:

ID	Site Name	Compliance with Core Strategy Policy	Total Residential Units	SHLAA Conclusions
NE1, NE5a and NE11	Land South of Darvel Down	<p>Together with adjacent site NE5, NE1 is the preferred area for a comprehensively considered extension to Netherfield village, in reasonable proximity to primary school, shop/PO and bus service. Compliant with Policies OSS1, OSS2, OSS4, OSS5, TR3 and RA1.</p> <p>Broad compliance with Policy EN1. Landscape impact is limited to a short distance, with views only from the western side. ESCC landscape officer commented "High quality development in a strong landscape setting could enhance the local landscape character. Areas visually contained from wider AONB" (Sept 2010)</p> <p>Access: The Highways Authority will only accept vehicle access from north onto Darvel Down, and not southwards onto B2096 for safety reasons. There are two possible vehicle access points from Darvel Down. The western one suffers from the fact that there are no footways connecting to the village centre, either in front of the children's play area or in front of the houses built on the former water tower site. An alternative access has emerged at the suggestion of Battle Town Council via the existing children's play area. The latter option would conform with Policy TR3, but would require replacing and re-siting of children's play area within Netherfield - one possible option being on open space opposite post office.</p> <p>Pedestrian access to B2096 is also problematic from a safety perspective at most points due to lack of footways width or potential for widening. Development of the NE5 frontage does provide an option for pedestrian access however. Public transport provision is poor, and reaching the bus stop currently involves lengthy detour for pedestrians. This issue that may be addressed by new more direct pedestrian access via NE5 to B2096 and bus stops.</p> <p>Permeability for pedestrians/cycles is key from both NE1 and NE5, layout needs to allow access to east (school, shop, open space), north (footpaths and wider residential area) and south (bus routes, pub).</p> <p>Traffic Management: Pedestrian connectivity eastwards to main village could be improved both by possible new connections via NE of site to connect to existing footpath, and via south of site to B2096. There should be a defined crossing point at the safest location.</p> <p>Trees and Vegetation: in 2011 a TPO was issued across the whole access area which stated "Several trees of whatever species comprising mainly broadleaf trees". Site visit suggests access should be possible with minimal harm to trees, but requires confirmation. Larger area of TPO trees at NE of NE5 should be incorporated into neighbouring open space as land swap for loss of open space at preferred access point (see site NE5r below). Trees at north frontage to be retained and incorporated within layout and possibly within a new public open space at interchange with existing community (at NE1 frontage). New planting on road frontage to act as informal traffic calming. Other use options for the strip between the trees and Darvel Down are recycling areas and/or residents parking area.</p> <p>Layout to incorporate buffer planting at boundaries with residential neighbours. Archaeological Notification Area – across whole site. ESCC advice needed.</p> <p>Community Benefits</p> <ul style="list-style-type: none"> • Developer's contribution towards public transport improvements. • Increased permeability to key nodes, particularly bus service on B2096. • Improved/enlarged open space on site incorporating TPO trees. New play equipment. <p>Issues Regarding NE5 specifically</p> <p>If existing property remains, estimate small number can be achieved on remainder given site constraints of TPO and need for buffer to playground. Would lend itself to courtyard style development</p> <p>Replacement of existing property would allow a frontage development of terrace cottages on B2096 (estimated 8 dwellings, in addition to the above). This would allow:</p> <ul style="list-style-type: none"> • Development of 2m footway of B2096. • Creation of a pedestrian access to B2096 to serve wider area of sites NE5, NE1 and Darvel Down. • Incorporation of TPO trees (in NE corner of site NE5) within public open space to east as a corner area of natural greenspace, 	Approx 48 dwellings across sites NE1, NE5a and NE11 as comprehensive redevelopment scheme.	Suitable and developable, subject to more detailed investigations, including of some key factors (amber site).

For map showing this site see: Preferred Sites maps – version 2.3, page 5.

3.2. NE05r

NE5r	TPO area Swallow Barn	See description of main site 'Land South of Darvel Down' above. NE5r represents a small portion of the wider site encompassing TPO trees that may be appropriate to incorporate within neighbouring open space, possibly as partial compensation for loss of open space at preferred access point.		
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For map showing this site see: Preferred Sites maps – version 2.3, page 5.

3.3. NE06

NE6	White House Poultry Farm, Netherfield	No, not suitable. Valued business use, predominantly single storey. Two storey buildings would have a landscape impact. Loss of existing rural business. Unsustainable Development boundary extension. AONB, ESCC Notified Mineral Site, Setting listed building issues. Contrary to policies, including EC3, RA1, OSS1, OSS2, OSS4, OSS5, EN1.	N/a - not suitable	Not suitable (red site)
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For map showing this site see: Preferred Sites maps – version 2.3, page 4.

NOTE: only part of this site is selected for inclusion to deliver the required number.

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Extracts from RDC SHLAA (sites of interest)



- version 1.2

3.4. BA11

ID	Site Name	Compliance with Core Strategy Policy	Total Residential Units	SHLAA Conclusions
BA11 (note 3 separate areas)	Land at Blackfriars	<p>Broadly compliant with Core Strategy policy.</p> <p>A suitable and developable site and also a live application site. RR/2007/1896/P - Outline application 'Delegated to Approve' in Dec 2007 (principally for a legal agreement). By way of explanation of SHLAA process, the vast majority of 'commitments' are 'permissions' and not subject to full review in the SHLAA. However since Blackfriars was only delegated to approve, it warrants a full review in this section of the SHLAA. BA11 comprises 3 discrete sections, two on the west and one on the east, approximately corresponding to the net developable area for housing. BA11 is part of wider allocation comprising areas of woodland/informal open space and a parallel allocation (SHLAA site BA49) that was previously for a primary school but is now appropriate to reserve for community/educational/religious purposes. Whilst the Education Authority now indicate there is no longer a requirement for a primary school, the preference remains to allocate the remainder of Site BA49 for an 'Early Years Education' facility instead. A further section of BA49 has had a permission for a Methodist church (RR/2012/1265/P). Therefore site BA49 is not considered suitable for housing and is discussed as a red site below.</p> <p>The delegation to approve in 2007 was for up to 245 dwellings, new spine road, public open space, provision of land for primary school, play area). Blackfriars was previously allocated in 2006 for housing, education and open space purposes in 2006 Local Plan (3 Distinct housing areas of allocation separated by open space, school and road). Re-assessment of site suitability confirms Local Plan 2006 allocation conclusions regarding net developable areas.</p> <p>Some broad layout/design principles for future development are as follows: The layout should incorporate a 'central hub', logically located in close proximity to educational/religious/community/children's play facilities – thus creating a community focus. The previous Local Plan allocation proposed a children's play area, although further evidence (as outlined in Battle Town Study) suggests facilities for older children's / teenagers is an equally strong need. Therefore it would be preferable of Blackfriars facility was not restricted to a LEAP (aimed at younger children), but catered for a wider range of ages to include older children and teenagers.</p> <p>Development should set out to embrace the very special landscape setting and topographical qualities of the site. The circulation network, prioritising pedestrian and cycle routes, needs to ensure successful integration and relationship with adjoining existing residential development, via retention of the existing footpath as well as creation of new routes. Highways and access measures will be necessary to ensure compliance with policies IM2, TR3. Direct access for pedestrians and cyclists should be provided through to the east side of Battle Station, emphasised by street layout (hence inclusion of the area abutting the station within the boundary of BA11). The route should be clearly legible, well defined and designed so as to promote the security of its users.</p> <p>The areas of natural green space /green infrastructure should be considered in parallel with the wider site as part of a comprehensive scheme to ensure sustainable access as well as amenity, community and ecological benefits. Parts of this may well be required for sustainable drainage solutions as well as mitigation for loss of protected species habitats. The area should be permeable to cyclists and pedestrians in all directions, but particularly ensuring connectivity of the eastern residential area to the central hub and on to the train station. NW wooded areas (beyond the boundary of BA11) all required by covenant to be retained. Existing trees, hedgerows and vegetation belts will be retained as features of the layout as far as possible. The south-western sections of BA11 afford views to Battle Abbey and Caldbeck Hill which should be retained as far as possible, including by allowance for an area of amenity open space at the high point. The previous application was accompanied by a full Environmental Statement which is now seven years old. Any new application will also need to be subject to E.I.A.</p>	245 (source: LAA N1154 Report based on most recent planning app). 2013 Assessment of net developable area confirms this is broadly correct.	Suitable and developable, subject to more detailed investigations (green site)

For map showing this site see: Preferred Sites maps – version 2.3, page 5.

3.5. BA31a

ID	Site Name	Compliance with Core Strategy Policy	Total Residential Units	SHLAA Conclusions
BA31a	Land at Glengorse Farm (North)	<p>Broadly compliant with Core Strategy policy</p> <p>Although within AONB and strategic gap, site is also adjacent to development boundary, close to convenience shop, not far from train station. Although large sections of the land at Glengorse (BA31) are not suitable, this particular section BA31a is well contained and screened from the wider landscape, as is neighbouring BA23 which could be developed concurrently, ideally providing pedestrian/cycle access north to the Hastings Road at the same time.</p> <p>Vehicle access via Glengorse. Glengorse, at present, suffers from commuter parking and therefore as part of this development a relevant traffic management scheme should be explored. Cycle provision/access should also be taken into consideration, particularly connecting to train station/town centre and in the wider context. Highways and access measures will be necessary to ensure compliance with policies IM2, TR3.</p> <p>A development of the scale described will require associated amenity open space, possibly a children's play area - although this offers a somewhat peripheral location for the latter.</p>	Based on 2ha area - about 70 in combination with BA23 + allowing for amenity OS /play area. This figure corresponds with Highway Authority advice regarding likely capacity of Glengorse.	Suitable and developable, subject to more detailed investigations (green site).

For map showing this site see: Preferred Sites maps – version 2.3, page 2.

NOTE: only part of this site is selected for inclusion to deliver the required number.

3.6. BA 36

BA36	Land at Caldbeck House, Caldbeck Hill	<p>Undeveloped valley side which forms important rural setting to northernmost part of town.</p> <p>This land reads as part of the surrounding countryside allied with BA20 and BA42, which are contiguous with one another. Past development on Caldbeck Hill has been entirely linear and development of this site would represent a departure from the historic morphology. High Weald AONB historic field boundary bisects site, closely reflecting the rear of existing properties.</p> <p>Issues with policies OSS1iii, OSS3, , OSS4, OSS5, BA1, RA2(viii), EN1, EN2.</p>	N/a	Not suitable (red site)
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For map showing this site see: Preferred Sites maps – version 2.3, page 3.

NOTE: only part of this site is selected for inclusion to deliver the required number.

Revisions / Versions:	
Date	Item
2020-01-02	Extracts from RDC SHLAA (sites of interest) - version 1.1 [BM]
2020-01-06	Edited BA31a: corrected text extract – version 1.2 [AR/BM]