

# Halesworth Neighbourhood Plan

Site Options and Assessment  
Final Report

Halesworth Town Council

October 2020

## Quality information

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### Abbreviations used in the report

DPD	Development Plan Document
Ha	Hectare
HMA	Housing Market Area
HNPSG	Halesworth Neighbourhood Plan Steering Group
MHCLG	Ministry of Housing, Communities and Local Government
NCN	National Cycle Network
NNR	National Nature Reserve
NPG	Neighbourhood Planning Group
NPPF	National Planning Policy Framework
PDL	Previously Developed Land
SAC	Special Area of Conservation
SHELAA	Strategic Housing and Economic Land Availability Assessment
SOA	Site Options and Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
TPO	Tree Preservation Order

# 1. Executive Summary

The Halesworth Neighbourhood Plan, which will cover the town parish of Halesworth, is being prepared in the context of the East Suffolk Local Development Framework and the adopted Waveney Local Plan (2019). Within the Local Plan, housing and employment provision has been made for Halesworth (and Holton) through site allocations and policies to deliver 8% of housing growth for the district and 15% employment land development distributed across Market Towns and Rural Areas (outside of Lowestoft and Beccles). Further to this the Local Plan supports Neighbourhood Plans in allocating additional growth to meet local needs at a scale which does not undermine the overall distribution strategy.

The Neighbourhood Plan intends to allocate sites for mixed-uses on suitable sites within the settlement boundary and/or on sites well related with the urban form of Halesworth, that accord with strategic policy of the Local Plan, relevant evidence base such as the Halesworth Design Code (2019), and the objectives of the Neighbourhood Plan. The Neighbourhood Planning Group are reviewing options to allocate brownfield sites for mixed-use regeneration, to protect employment sites and allocate new sites for employment use and/or mixed uses, to allocate sites for a potential secondary school, and to deliver housing to meet future local housing need. The Neighbourhood Plan currently has not identified a local housing need figure to be met through the allocation of residential sites.

In order to further shape the growth of Halesworth and allocate appropriate sites for a range of uses, a number of sites were identified by the Neighbourhood Planning Group and through review of the Waveney District Council Strategic Housing and Economic Land Availability Assessment.

This site assessment considers twelve potential sites for development, taking into account Local Plan policy and national planning criteria to establish which, if any, of the sites are suitable for development. The assessment of sites is informed by a review of their policy constraints, the evidence base and site visits. The final assessment takes into account local assessment criteria which derive from Neighbourhood Plan objectives. The conclusions of the site assessment are that Site S3 is suitable for allocation in the Neighbourhood Plan, subject to issues such as heritage, flood risk and community land uses being further considered. Sites S1, S2, S6, ST2 and 122 were found to be potentially suitable for allocation in the Neighbourhood Plan subject to availability (S1, S2, S6 and ST2) and access (122) being found suitable. Sites 13, 14, 86, 106, 115 and 116 were found not suitable for allocation when considered against Neighbourhood Plan neighbourhood criteria.

This assessment is the first step in the consideration of site allocations. From the shortlist of potentially suitable sites identified in this report, the Halesworth Neighbourhood Plan Steering Group (HNPSG), in conjunction with the Town Council, should engage with East Suffolk Council and the community to select sites for allocation in the Neighbourhood Plan which best meet the objectives of the Neighbourhood Plan and future housing need for the plan area.

## 2. Introduction

- 2.1 AECOM has been commissioned to undertake an independent site appraisal for the Halesworth Neighbourhood Plan on behalf of Halesworth Town Council. The work undertaken was agreed with the Town Council and the Ministry of Housing, Communities and Local Government (MHCLG) in May 2020 as part of the national Neighbourhood Planning Technical Support Programme led by Locality.
- 2.2 This site appraisal will assess sites to understand if they are suitable, available and likely to be viable under national planning criteria, and only then, as agreed with the Town Council, can neighbourhood criteria and/or Neighbourhood Plan objectives be taken into account.

### Local context

- 2.3 Halesworth is located on the southern boundary of the District on a tributary of the River Blyth. Halesworth is a small market town that provides services for nearby villages, including Holton, Chediston, Walpole and Wenhaston. Halesworth has a rich historic environment where the medieval manorial plan, street pattern and property boundaries are demonstrated in the present layout of streets. The landscape around the town is a mix of rural river valleys and farmland. The Halesworth Conservation Area contains a large number of listed buildings, with locally listed buildings such as the many Maltings making a positive contribution to its character.
- 2.4 Halesworth Neighbourhood Plan, which will cover the town and parish of Halesworth (see Figure 1), is being prepared in the context of the Waveney Local Plan, albeit that in 2019 Waveney District Council was replaced by East Suffolk Council. Neighbourhood Plans are required to be in conformity with the strategic policies of adopted and emerging Local Plans. Neighbourhood Plans can add value to the development plan by developing policies and proposals to address local place-based issues. The intention, therefore, is for the Local Plan to provide a clear overall strategic direction for development in Halesworth, whilst enabling finer detail to be determined through the neighbourhood planning process where appropriate.

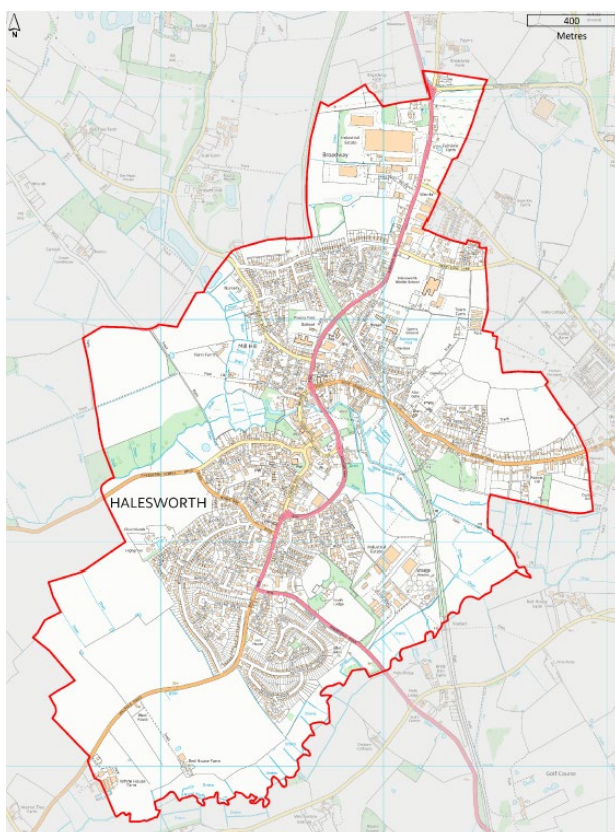


Figure 1: Halesworth Neighbourhood Plan Area (Source: East Suffolk Council)

- 2.5 The Waveney Local Plan, adopted March 2019, identifies through planning policies where planned growth is to be located in the Waveney area of East Suffolk. The Local Plan sets out a range of strategic policies governing development in Waveney and covers the period up to 2036. Halesworth is identified as a Market Town and with Holton is set to deliver 8% of housing growth for the plan period, with 15% of employment land development distributed across Market Towns and Rural Areas (outside of Lowestoft and Beccles). This provision of 480 homes will be met through site allocations in the Local Plan, with policy acknowledging that Neighbourhood Plans can allocate additional growth to meet local needs at a scale which does not undermine the overall distribution strategy.
- 2.6 Halesworth is located in the Blyth Tributary Valley Farmland landscape character area. The Waveney District Landscape Character Assessment (2008)<sup>1</sup> for the area sets considerations in relation to development such as the relationship of the river to Halesworth. Any development within Halesworth or on the river edge should respect the rural river valley setting and should conserve views to prominent features such as church towers. Further extension of valley settlements, such as Halesworth in Blyth Valley, into a more open, plateau landscape should be closely monitored to avoid creation of an exposed town edge.

## The Neighbourhood Plan

- 2.7 The Neighbourhood Plan is focussing on the assets of the town centre and opportunities arising for infill development from the increased availability of medium to large sized sites for allocation. Halesworth has an attractive town centre steeped in local heritage, with potential to enhance neighbourhood cycling and walkability to and from the town centre. The Millennium Green is a regional and ecological asset that was created from 44 acres of grazing marsh which connects the central parts of town with the neighbouring countryside, forming a green corridor following the Blyth Navigation east into the neighbouring rural landscape. Since its origin, additional land has been added and the Green now stretches for 50 acres across the landscape towards Holton. It forms the single largest public open space in the settlement and forms an important part of the town's green infrastructure.
- 2.8 Outside of the Town Park (north of Millennium Green), the town centre has opportunities to increasingly engage with the Blyth Navigation (Town River), an objective the Neighbourhood Plan aims to address to revitalise the waterways running through the town to enhance biodiversity, improve flood protection and provide leisure opportunities. Most of the river is screened by existing vegetation, walls and buildings with only a small number of small openings providing glimpsed views of the river.
- 2.9 The vision and objectives of the Neighbourhood Plan also include intentions to develop a range of built spaces on both existing and new sites which attract businesses and create employment opportunities, particularly in skilled and creative industries and in tourism. Existing and previously developed sites have been identified as current land uses are affected by economic impacts and changes the town and country is adapting to in 2020. The Neighbourhood Plan looks to enable available sites to explore alternative uses associated with tourism, education, retail, commercial enterprise and housing.
- 2.10 The Neighbourhood Plan intends to make Halesworth a 'Connected Town' that is safe and enjoyable for pedestrians and cyclists, to better integrate the distinct parts of the Town Centre and make it a place where more people want to come and spend their time and support the local economy. Development on greenfield sites would have to be on sites that are closely related to the built-up area of the town.
- 2.11 It is the intention of the Neighbourhood Plan to allocate appropriate sites to provide local housing need tenure options in line with the Halesworth Neighbourhood Plan Housing Needs Assessment<sup>2</sup>. It also seeks additional employment options, as well as facilities and services on sustainable sites for the 20% population increase projected in Halesworth over the Neighbourhood Plan period.

<sup>1</sup> Available here: <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/waveney-local-plan/local-plan-background-studies/>

<sup>2</sup> Available here: <https://halesworthtowncouncil.org.uk/neighbourhood-plan-steering-group/>

- 2.12 The purpose of AECOM's site appraisal is to assess whether the identified sites are appropriate for allocation in the Neighbourhood Plan based on identified housing need. In particular, the assessment looks at whether site locations and development proposals comply with the strategic policies of the adopted Development Plan; and from the group of identified sites, then identifies which are the best sites to meet the objectives and criteria of the Neighbourhood Plan. The report is also intended to help the group to ensure that the Basic Conditions considered by the Independent Examiner are met, as well as any potential legal challenges by developers and other interested parties.



## 3. Policy Context

### Planning Policy

- 3.1 National policy is set out in the National Planning Policy Framework (2019)<sup>3</sup> and is supported by Planning Practice Guidance (PPG)<sup>4</sup>. The NPPF is a high-level document which sets the overall framework for the more detailed policies contained in Local and Neighbourhood Plans.
- 3.2 The Neighbourhood Plan policies and allocations must be in general conformity with the strategic policies of the Local Plan and have regard to the emerging Local Plan. The Local Plan evidence base also provides a significant amount of information about potential developments in Halesworth.
- 3.3 The key documents within East Suffolk Council's Local Development Framework for Halesworth Neighbourhood Plan include:
- Waveney Local Plan, Adopted March 2019<sup>5</sup>;
  - Adopted Suffolk County Council Waste and Minerals Development Plan Documents<sup>6</sup>; and
  - Suffolk Minerals & Waste Local Plan, Submission Draft, June 2018<sup>7</sup>.
- 3.4 A number of other policy sources and evidence base have been reviewed in order to understand the context for potential site allocations. This includes the Waveney District Council Strategic Housing and Economic Land Availability Assessment (SHELAA) (2018), the Great Yarmouth & Waveney Settlement Fringe Landscape Sensitivity Study (2016); and the Halesworth Design Guide (2019).
- 3.5 The relevant policies and recommendations of the above documents are highlighted below.

### National Planning Policy Framework (2019)

- 3.6 The National Planning Policy Framework (NPPF)<sup>8</sup> sets out the Government's planning policies and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.
- 3.7 Paragraph 8 highlights that achieving sustainable development means that the planning system has three overarching objectives; an economic objective, a social objective, and an environmental objective.
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

<sup>3</sup> Available at [www.gov.uk/government/publications/national-planning-policy-framework--2](http://www.gov.uk/government/publications/national-planning-policy-framework--2)

<sup>4</sup> Available at [www.gov.uk/government/collections/planning-practice-guidance](http://www.gov.uk/government/collections/planning-practice-guidance)

<sup>5</sup> Available at <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/waveney-local-plan/>

<sup>6</sup> The Adopted Minerals and Waste DPDs include the Suffolk Minerals Core Strategy (2008); Suffolk Minerals Site Specific Allocations DPD (2009); Minerals Development Control Policies DPD (2009); Waste Development Control Policies DPD (2009); Waste Site Allocations Local Plan (2013); and Suffolk Waste Core Strategy (2011). Available at: <https://www.eastsuffolk.gov.uk/planning/planning-policy-and-local-plans/suffolk-coastal-local-plan/existing-local-plan/evidence-base/local-plan-document-library/waste-and-minerals/>

<sup>7</sup> Available at: <https://www.suffolk.gov.uk/planning-waste-and-environment/minerals-and-waste-policy/suffolk-minerals-and-waste-development-scheme/public-examination/>

<sup>8</sup> Available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

- c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 3.8 Paragraph 68 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built-out relatively quickly. Furthermore, paragraph 69 highlights that neighbourhood planning groups should also consider the opportunities for allocating small and medium sized sites (of a size consistent with paragraph 68a) suitable for housing in their area.
- 3.9 Paragraph 80 outlines that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 3.10 Paragraph 85 emphasises that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 3.11 Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future risk).
- 3.12 Paragraph 171 states that plans should allocate land with the least environmental or amenity value, where consistent with other policies in the NPPF. Footnote 53 suggests that where significant development of agricultural land is demonstrated to be necessary, areas of poorer-quality land should be preferred to those of a high quality.
- 3.13 Paragraph 184 explains that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage. These assets are an irreplaceable resource and should be considered in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

## Waveney Local Plan (2019)

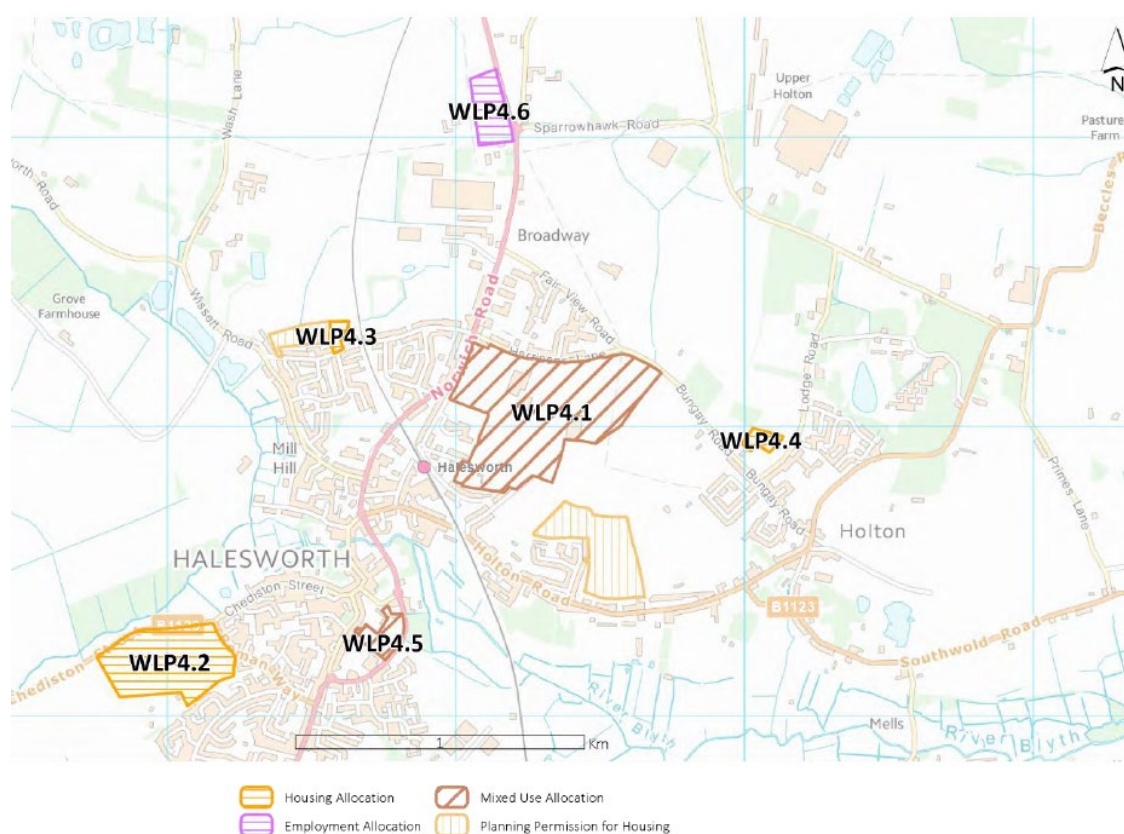
- 3.14 The Waveney Local Plan was adopted on 20 March 2019. It applies to the part of what is now East Suffolk that was formerly covered by the Waveney local planning authority area. The Local Plan sets out the level of growth which needs to be planned in the Waveney area (excluding the Broads Authority area) and identifies where that growth should be located and how it should be delivered through planning policies. The Local Plan sets out a range of strategic policies governing development in Waveney and covers the period up to 2036. Those of relevance to development to Halesworth include:

**Policy WLP1.1 – Scale and Location of Growth** sets provision for the delivery of a minimum of 8,223 dwellings in Waveney, with 43 hectares of employment land for B1/B2/B8 uses, 2,200m<sup>2</sup> (net) of convenience (food) and 11,000m<sup>2</sup> (net) of comparison (non-food) retail floorspace. Halesworth and Holton will receive 8% of housing growth to deliver the above target, with 15% of employment land development distributed across Market Towns and Rural Areas (outside of Lowestoft and Beccles). Provision has been made in this Local Plan through site allocations and policies to deliver this scale and strategic distribution of growth. Neighbourhood Plans can allocate additional growth to meet local needs at a scale which does not undermine the overall distribution strategy.

**Policy WLP1.2 – Settlement Boundaries** are defined on the Policies Map, with land outside of settlement boundaries and allocations in the Local Plan and Neighbourhood Plans considered as the Countryside. Development will not be permitted in the Countryside except where specific policies in the Local Plan indicate otherwise. Neighbourhood Plans can make minor adjustments to settlement boundaries and allocate additional land for residential, employment and town centre development, providing that the adjustments and allocations do not undermine the overall distribution strategy outlined in Policy WLP1.1 and would not be contrary to the other policies of the Local Plan.

The strategy for Halesworth and Holton is to increase the level of housing within the town across the plan period by 762 homes and also to deliver further employment opportunities through the allocation of land for employment. This will be met by 38 homes built (2014-2017), existing commitments<sup>9</sup> of 244 homes, and the following strategic site allocations totalling 480 homes:

Policy	Location	Allocation
WLP4.1	Halesworth/Holton Healthy Neighbourhood	Mixed use including residential development, health care facility and retirement community, sports pitches and education / training facility
WLP4.2	Land adjacent to Chediston Street, Halesworth	Residential development
WLP4.3	Land north of Old Station Road, Halesworth	Residential development
WLP4.4	Land west of Lodge Road, Holton	Residential development
WLP4.5	Land at Dairy Farm, Saxons Way, Halesworth	Residential development, community centre and pre-school setting
WLP4.6	Broadway Farm, west of Norwich Road, Halesworth	Employment development



**Policy WLP8.2 – Affordable Housing** requires all new housing developments on sites with a capacity of 11 dwellings or more must make provision for 30% affordable housing. Neighbourhood Plans can set out higher requirements for affordable housing provision where local evidence of need and viability supports this.

**Policy WLP8.19 – Vitality and Viability of Town Centres** allows Neighbourhood Plans to set their own requirements for the mix and use of units within Primary Shopping Frontages and

<sup>9</sup> Sites with planning permission or on Local Development Framework allocations which are expected to complete before 2036.

Secondary Shopping Frontages, providing the effect of the requirements is to support the vitality and viability of the town centre.

**Policy WLP8.12 – Existing Employment Areas** supports redevelopment of designated Existing Employment Areas to other use classes not falling within B1, B2 or B8 where:

- Marketing evidence is provided which demonstrates the premises have been marketed for a sustained period of 12 months in accordance with the requirements set out in Appendix 4; and
- The proposed use is compatible with the surrounding employment uses in terms of car parking, access, noise, odour and other amenity concerns.

Outside of Existing Employment Areas the redevelopment or change of use of existing employment premises falling within use classes B1, B2 and B8 will be permitted.

Neighbourhood Plans may identify additional premises or clusters of premises outside of Existing Employment Areas within use classes B1, B2 and B8 for protection from redevelopment or change of use if local evidence supports it.

**Policy WLP8.13 – New Employment Development** states that proposals for new employment development falling within use classes B1, B2 and B8 will be permitted within Existing Employment Areas. Proposals for new employment development falling within use classes B1, B2 and B8 outside of Existing Employment Areas but within Settlement Boundaries will be permitted where it would not have a significant adverse impact on surrounding land uses.

Furthermore, proposals for new employment development falling within use classes B1, B2 and B8 will be permitted adjacent to Existing Employment Areas and outside of Settlement Boundaries where it would not have a significant adverse impact on surrounding land uses and where:

- An additional need for employment development has been demonstrated; or
- There is no land available within Existing Employment Areas, existing employment allocations or within settlement boundaries to accommodate the proposal.

**Policy WLP8.18 – New Town Centre Use Development** permits new town centre use development falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a within Town Centre Boundaries as identified on the Policies Map. Where there are no suitable or available sites within town centres for the proposed development, town centre use development will be permitted on edge of centre sites.

Where there are no suitable or available sites within town centres or edge of centre sites for the proposed development, town centre use development will be permitted on out of centre sites providing:

- The location is accessible by public transport and is accessible to pedestrians and cyclists;
- The site has good links to the Town Centre, or links can be improved; and
- The site will not impact upon other neighbouring uses, in terms of traffic, parking, and amenity issues.

**Policy WLP8.21 – Sustainable Transport** supports development where:

- It is proportionate in scale to the existing transport network;
- It is located close to, and provides safe pedestrian and cycle access to, services, facilities and public transport;
- It is well integrated into and enhances the existing cycle network including the safe design and layout of new routes;
- It is well integrated into, protects and enhances the existing pedestrian routes and the public rights of way network;

- The cumulative impact of new development will not create severe impacts on the transport network.

Developments should connect into the existing pedestrian and cycle network.

**Policy WLP8.22 – Built Community Services and Facilities** will only permit proposals to change the use of, or redevelop for a different use, existing built community facilities which are not registered as an asset of community value if:

- It can be demonstrated there is no community need for the facility and the building or site is not needed for an alternative community use on site; or
- It can be demonstrated that the current, or an alternative community use is not viable and marketing evidence is provided which demonstrates the premises have been marketed for a sustained period of 12 months in accordance with the requirements set out in Appendix 4; or
- Development would involve the provision of an equivalent or better replacement community facility either on site or in an alternative location in the vicinity that is well integrated into the community and has equal or better accessibility than the existing facility which meets the needs of the local population.

**Policy WLP8.23 – Protection of Open Space** states that there will be a presumption against any development that involves the loss of open space or community sport and recreation facilities. Open spaces are identified on the Policies Map.

**Policy WLP8.24 – Flood Risk** states that development proposals should consider flooding from all sources and take into account climate change. The policy highlights that developments should use sustainable drainage systems to drain surface water.

Furthermore, Neighbourhood Plans can allocate land for development, including residential development, in areas at risk of flooding, providing it can be demonstrated:

- There are no available sites suitable for the proposed use within the Neighbourhood Area;
- The development provides sustainability benefits which outweigh flood risk; and
- Evidence is provided that it is possible for flood risk to be mitigated to ensure development is safe for its lifetime.

**Policy WLP8.32 – Housing Density and Design** sets a density of at least 30 dwellings per hectare for Market Towns, unless local character indicates otherwise. Neighbourhood Plans can set their own policies for housing density which respond to local circumstances.

**Policy WLP8.34 – Biodiversity and Geodiversity** supports development where it can be demonstrated that it maintains, restores or enhances the existing green infrastructure network and positively contributes towards biodiversity through the creation of new green infrastructure and improvement to linkages between habitats. Regard should be had to the Waveney Green Infrastructure Strategy (2015).

Proposals that will have a direct or indirect adverse impact on locally recognised sites of biodiversity or geodiversity importance, including County Wildlife Sites, Biodiversity Action Plan habitats and species, will not be supported unless it can be demonstrated that new opportunities to enhance the green infrastructure network will be provided as part of the development that will mitigate or compensate for this loss.

**Policy WLP8.35 – Landscape Character** provides protection for all landscape character areas and requires proposals to consider the strategic objectives and considerations identified in the key local landscape evidence such as the Waveney District Landscape Character Assessment (2008) and the Settlement Fringe Landscape Sensitivity Study (2016).

Development proposals will be expected to demonstrate their location, scale, form, design and materials will protect and where possible enhance:

- The special qualities and local distinctiveness of the area;
- The visual and historical relationship between settlements and their landscape settings; and
- Visually sensitive skylines and significant views towards key landscapes and cultural features.

**Policy WLP8.37 – Historic Environment** states that proposals for development should seek to conserve or enhance heritage assets and their settings.

**Policy WLP8.38 – Non-Designated Heritage Assets** states that proposals for the re-use of buildings which are on the Local List of Non-Designated Heritage Assets or otherwise identified as a non-designated heritage asset will be supported if compatible with the elements of the fabric and setting of the building which contribute to its significance. New uses which result in substantial harm to a building or its setting will not be permitted unless all other options for the building have been exhausted.

Furthermore, Neighbourhood Plans can identify other buildings and assets of historic or local significance. However, the protection afforded to these should be no more than that provided to Non-Designated Heritage Assets protected by this policy. Assets identified should meet the criteria for identifying Non-Designated Heritage Assets on the Local List.

**Policy WLP8.39 – Conservation Areas** notes that development within conservation areas will be assessed against the relevant Conservation Area Appraisals and Management Plans and should be of a particularly high standard of design and materials in order to preserve or enhance the character or appearance of the area. Proposals which involve the demolition of non-listed buildings in a conservation area will only be permitted where:

- The building has not architectural, historic or visual significance; or
- The building is structurally unsound and beyond feasible and viable repair (for reasons other than deliberate damage or neglect); or
- All measures to sustain the existing use or find an alternative use/user have been exhausted.

3.15 The Halesworth and Holton Inset Map in Figure 2 below illustrates policies and designations for the area and was adopted as part of the Local Plan in 2019.

## Minerals Development Plan Documents (DPD)

3.16 The Minerals Core Strategy (September 2008) forms part of the Suffolk Minerals & Waste Development Framework, and sets out the spatial vision, key objectives and overall principles for development covering the provision of minerals up to 2021. The strategy sets out development control policies designed to assist with the process of determining applications for minerals development. This document is accompanied by the Suffolk Minerals Site Specific Allocations DPD (September 2009), with both DPDs containing no specific policies or proposed sites pertaining to the Neighbourhood Area.

## Waste Core Strategy (March 2011)

3.17 The Waste Core Strategy (including Development Management Policies) sets out the vision, key objectives and overall principles for development covering the provision of waste management in Suffolk up to 2026. Proposals are made for sites suitable for development of Strategic Residual Waste Treatment Facilities and Non Hazardous Landfill. Planning applications for other types of waste development are intended to be determined in accordance with the policies contained within this document. An Anglian Water Sewage Treatment Works is identified in the DPD off Bramfield Road in Halesworth.

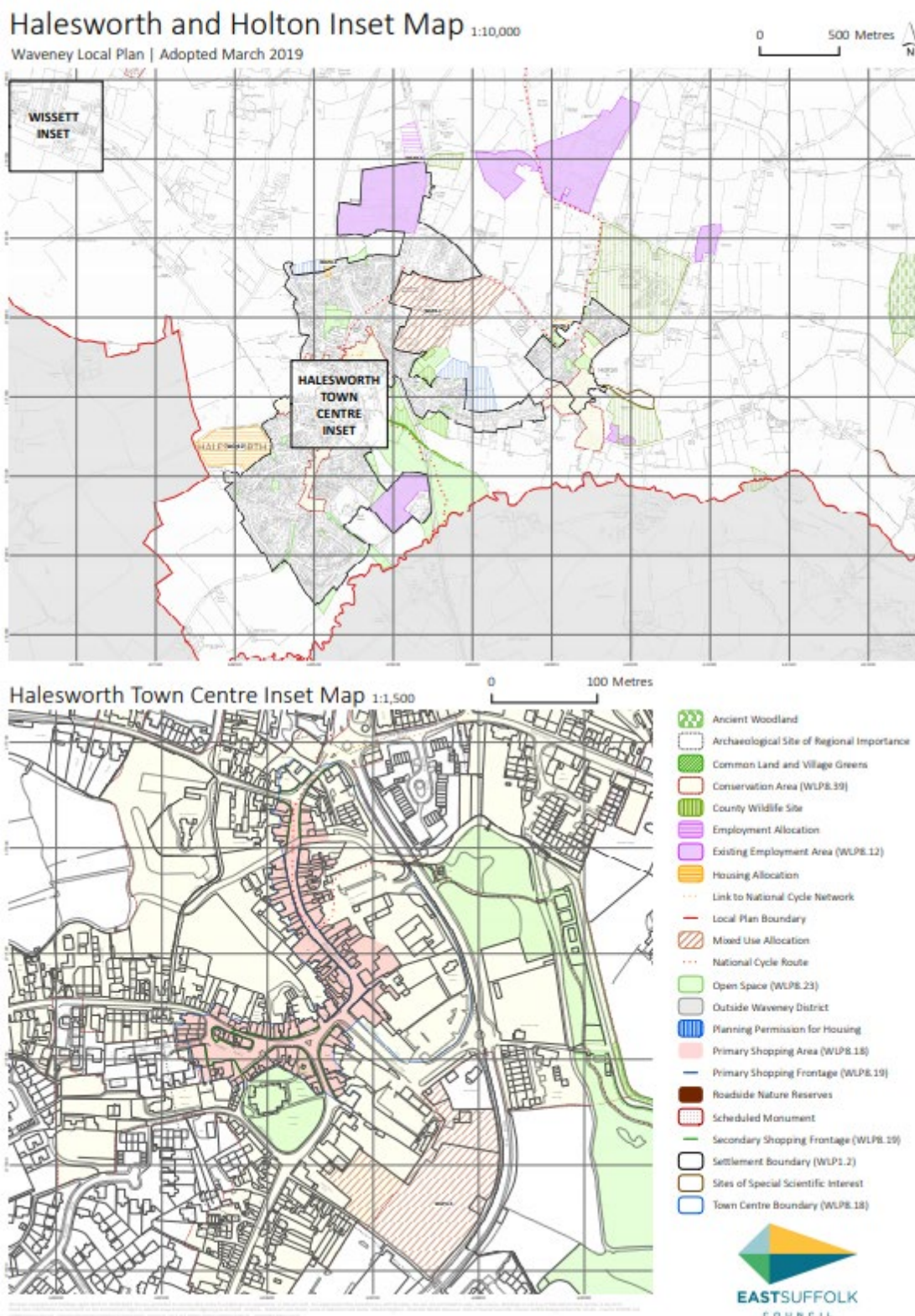


Figure 2: Waveney Local Plan policies map for Halesworth

## Minerals and Waste Local Plan

3.18 The Suffolk Minerals and waste Plan was adopted on 9 July 2020, and does not propose sites or contain specific policies pertaining to the Halesworth neighbourhood area. Halesworth water recycling centre is located off Blyth Road to the southeast of the town.

## Evidence base

- 3.19 The following documents have also been reviewed to understand and evidence the opportunities and constraints to delivering sustainable development in Halesworth.

### Waveney District Council Strategic Housing and Economic Land Availability Assessment (2018)

- 3.20 The SHELAA (March 2018) is a key part of the evidence base for the Waveney District Council Local Plan. The assessment tests whether there is sufficient land to meet objectively assessed needs and identifies where this land is located. It therefore helps the Council understand the level of growth it can plan for and the areas of the District where the growth can be accommodated. At a more detailed level it has helped the Council choose the best individual sites to allocate in the Local Plan to meet the growth planned.

### Great Yarmouth & Waveney Settlement Fringe Landscape Sensitivity Study (2016)

- 3.21 The Settlement Fringe Landscape Sensitivity Study<sup>10</sup> builds on the Waveney District Landscape Character Assessment (2008) and defines the sensitivity of landscapes around key settlements. This information can be used to inform consideration about the effects of development proposals on the distinctive character, qualities and sensitivities of landscapes within the fringes of settlements within the District and on the settings of adjacent protected landscapes. The study provides advice on the sensitivity, value and capacity of landscapes to accommodate development in specified buffer areas around settlements, including a 1,000 metre buffer around Market Towns.
- 3.22 Halesworth's townscape and landscape setting and character is strongly influenced by its relationship with the river Blyth and the surrounding topography, with both major and minor river valleys creating a definite landscape structure. The settlement of Halesworth expanded, mostly southwards along the valley sides, from its historic core near the river in the decades following the Second World War, and now consists of a series of areas of predominantly residential character branching off the north-south running A144.
- 3.23 The key features and characteristics of the landscape around Halesworth are illustrated in Appendix A and include mapped remnant historic landscapes, culturally important landmarks, landscape detractors, sensitive urban edges, watercourses and waterbodies, significant view(s) and key ridgelines, footpaths and bridleways, and woodlands.
- 3.24 The Study identifies the indicative capacity (or suitability) of the landscape settings for the settlements to accommodate different types/scales of development, taking into account their inherent sensitivity, mapped and illustrated in Appendix A of this site assessment report.

### Halesworth Design Guide (2019)<sup>11</sup>

- 3.25 AECOM was commissioned to establish design principles and guidelines for development in Halesworth based on the existing context and character of the area. The conclusions of this Site Assessment report are consistent with those of the Design Guide, where relevant.

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<sup>10</sup> Available at: <https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/First-Draft-Local-Plan/Settlement-Fringe-Landscape-Sensitivity-Study.pdf>

<sup>11</sup> Available at: <https://halesworthtowncouncil.org.uk/neighbourhood-plan-steering-group/>



## 4. Methodology

- 4.1 The approach to site assessment is based on the Government's Planning Practice Guidance. The relevant sections are Housing and Economic Land Availability Assessment (March 2015)<sup>12</sup>, Neighbourhood Planning (updated February 2018)<sup>13</sup> and Locality's Neighbourhood Planning Site Assessment Toolkit<sup>14</sup>. These all support assessing whether a site is appropriate for allocation in a Neighbourhood Plan based on whether it is suitable, available and achievable. In this context, the methodology for identifying sites and carrying out the site appraisal is presented below.

### Task 1: Identify Sites to be included in the Assessment

- 4.2 The first task is to identify which sites should be considered as part of the assessment.
- 4.3 For the Halesworth Neighbourhood Plan, this included both sites identified by the Halesworth Neighbourhood Plan Group (NPG), and sites promoted in the neighbourhood area through the Waveney Strategic Housing and Economic Land Availability Assessment (SHELAA).
- 4.4 Sites identified in the SHELAA 2018 were reviewed to identify if further assessment was necessary in terms of whether or not any sites have recently been granted planning consent, or whether new or additional information (or data gaps) exists to warrant a further full assessment using site assessment pro-formas.

### Task 2: Gathering Information for Site Assessments

- 4.5 A site appraisal pro-forma has been developed by AECOM to assess potential sites for allocation in the Neighbourhood Plan. It has been developed based on the Government's National Planning Practice Guidance, and the Site Assessment for Neighbourhood Plans: A Toolkit for Neighbourhood Planners (Locality, 2015)<sup>14</sup>. It also reflects the knowledge and experience gained by AECOM through previous Neighbourhood Planning site assessments. The purpose of the pro-forma is to enable a consistent evaluation of each site against an objective set of criteria.
- 4.6 The pro-forma utilised for the assessment enabled a range of information to be recorded, including the following:
- General information:
    - Site location and use; and
    - Site context and planning history.
  - Context:
    - Type of site (greenfield, brownfield etc.);
  - Suitability:
    - Site characteristics;
    - Environmental considerations;
    - Heritage considerations;
    - Community facilities and services; and
    - Other key considerations (e.g. flood risk, agricultural land, tree preservation orders).
  - Availability
    - Key known constraints to availability, legal or otherwise.

<sup>12</sup> Available at <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

<sup>13</sup> Available at <https://www.gov.uk/guidance/neighbourhood-planning--2>

<sup>14</sup> Available at <https://neighbourhoodplanning.org/toolkits-and-guidance/assess-allocate-sites-development/>

## Task 3: Site Assessment

- 4.7 The site pro-formas were completed through a combination of desk top assessment and site visits. The desktop assessment involved a review of existing evidence and data sources (including MAGIC maps) against a range of suitability criteria. Sites were inspected visually including by use of Google Maps/ Streetview, and through site visits, which also allow a better understanding of the context and nature of the neighbourhood area.

## Task 4: Consolidation of Results

- 4.8 Following a site visit by an AECOM landscape architect, the desktop assessments were revisited to finalise the assessments and compare the sites to judge which were the most suitable to meet the housing requirement.
- 4.9 A 'traffic light' rating of all sites has been given based on whether the site is an appropriate candidate to be considered for allocation in the Neighbourhood Plan. The traffic light rating indicates 'green' for sites that show no or very few constraints and are thus appropriate as site allocations, 'amber' for sites which are potentially suitable if constraints can be resolved and 'red' for sites which are not considered currently to be suitable. The judgement on each site is based on the three 'tests' of whether a site is appropriate for allocation<sup>15</sup> – i.e. whether or not the site is suitable, available and achievable.

## Task 5: Indicative Housing Capacity

- 4.10 Local Plan policy WLP8.32 sets a density of at least 30 dwellings per hectare for Market Towns, unless local character indicates otherwise. Neighbourhood Plans, however, can set their own policies for housing density which respond to local circumstances.
- 4.11 Alternatively, within the SHELAA, where landowners/developers have put forward a housing figure for a site, this has been used if appropriate. If a site has been granted planning permission but the site has not yet been started or completed, then the capacity figure quoted in the permission has been used.
- 4.12 In line with the Waveney Local Plan, a typical density for residential development in Halesworth is 30 dwellings per hectare. Where a site does not have a capacity figure of number of homes (provided through the SHELAA or landowner/site promoter), the AECOM Net Housing Density model approach detailed in Table 4.1 can be used to estimate potential number of homes that could be provided on greenfield sites. This model takes into account development potential needs for on-site infrastructure for larger sites. Such infrastructure could include, for example, open space, primary schools, community facilities, and drainage/soakaways.

**Table 4.1 AECOM Net Housing Density**

Site Area	Gross to net ratio standards	Net Housing Density (dph)
Up to 0.4 ha	90%	30
0.4 ha to 2 ha	80%	30
2 ha to 10 ha	75%	30
Over 10 ha	50%	30

<sup>15</sup> Planning Practice Guidance on Housing and Economic Land Availability Assessment (MHCLG), available at <https://www.gov.uk/guidance/housing-and-economic-land-availability-assessment>

## 5. Site Assessment

5.1 As noted previously, the sites to be considered through this site appraisal have been identified through:

- Sites considered in the Waveney District Council SHELAA 2018<sup>16</sup>; and
- Sites identified by the NPG.

### Waveney District Council Strategic Housing and Economic Land Availability Assessment

5.2 The SHELAA identifies the future supply of land which could help deliver the objectively assessed needs identified for housing and economic development in Waveney across the plan period (2014-2036).

5.3 The SHELAA considers all sites of 0.25 hectares or above that have been identified through successive ‘call for sites’ consultations. A call for sites was issued in Autumn 2015 as part of the ‘Options for a New Local Plan’ consultation, with further sites submitted during and after this consultation. All identified sites were surveyed to determine whether sites are deliverable or developable. Deliverable sites are sites which are suitable, available now and achievable within five years. Developable sites are sites which are a suitable with a reasonable prospect they could be available and achievable within the plan period.

5.4 As outlined in Table 5.1 and viewed in Figure 3, the SHELAA considered nineteen sites within the Halesworth neighbourhood area for a mix of land uses.

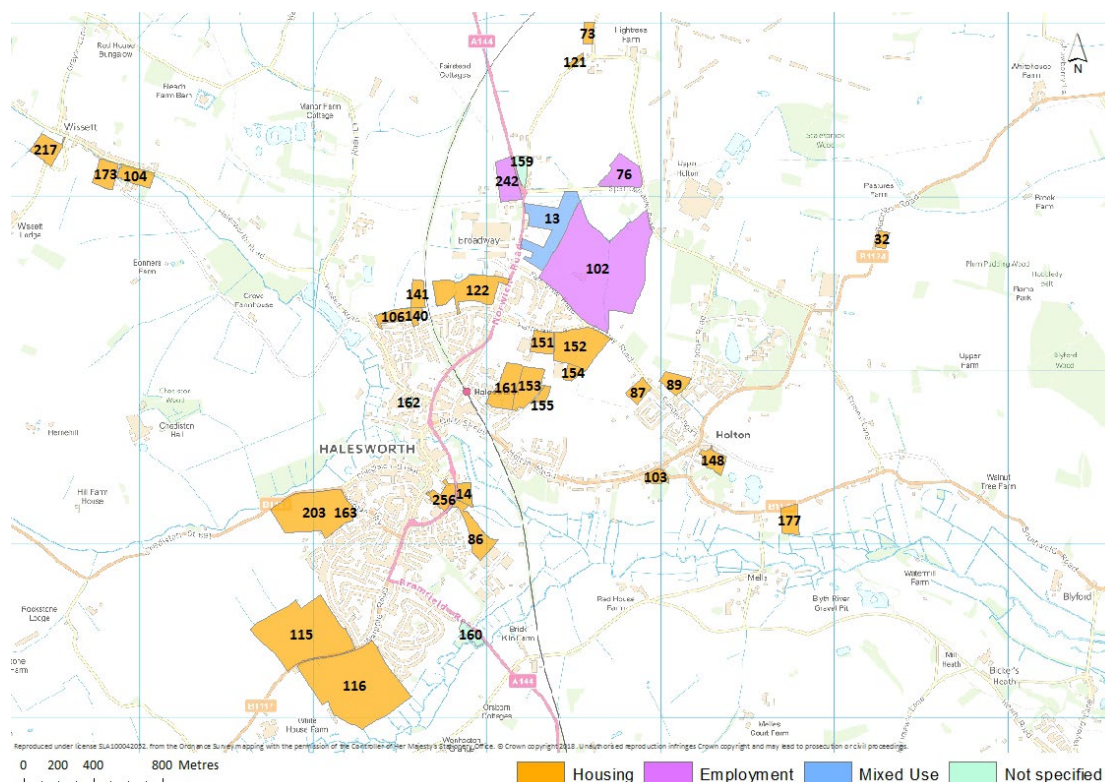


Figure 3: SHELAA sites

<sup>16</sup> Available at: <https://www.eastsuffolk.gov.uk/assets/Planning/Waveney-Local-Plan/Background-Studies/Strategic-Housing-and-Employment-Land-Availability-Assessment-March-2018.pdf>

Table 5.1 Sites identified in Neighbourhood Area in SHELAA 2018

Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
13	Fairview Farm, Norwich Road, Halesworth, IP19 8QN	6.78	Redundant agricultural land	83 dwellings on 2.77 ha land (area suggested by owner) allocated for housing at a density of 30 dwellings per hectare. 4.33ha allocated for employment land (suggested by owner).	None recent or relevant.	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 83 homes and 4.32 ha of employment land
14	Field, Saxons Way, Halesworth IP19 8RT	0.95	Land not in use	18 homes	None recent or relevant.	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 18 homes. The site is partially within Flood Zone 3. Should the sequential test/approach be passed, the site has the capacity to accommodate 28 dwellings providing dwellings in the flood zone can pass the exceptions test. Should the sequential approach not be passed the site could accommodate 18 dwellings on land outside of the flood zone.
86	Land off Saxons Way, Halesworth	2.6	Formerly agricultural use – now unused	8 homes	DC/07/0276/OUT Construction of 40 cottages, 20 flats and 20 work units. Decision: application permitted (call-in) (2008) DC/05/0725/OUT Outline application – construction of 60 dwellings (40 cottages, 20 flats and 20 work units) and 2 public buildings. Decision: application refused (January 2006)	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 8 homes. close proximity to the wastewater recycling centre means that only the portion of the site next to the road can be developed. The site is an awkward shape which further reduces its capacity.

Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
106	Land to north of 34-48 Old Station Road, Halesworth, IP19 8JJ	1.36	Nil use	10-27 homes (landowner estimate)	DC/18/0696/ARM Approval of Reserved Matters of DC/15/3221/OUT - Outline Application - Construction of 15 Self/Custom Built Dwellings together with Estate Road Access; Plot Subdivision; Provision of Open Space and Landscaping. Decision: application permitted (May 2020).	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 27 homes
115	Land to the west of Halesworth (Block 1) IP19 OPH	14.4	Agriculture (arable)	360 homes	None recent or relevant	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 288 dwellings at a density of 25 dwellings per hectare. Lower development density would be necessary to help to mitigate landscape impact and to remain in keeping with existing residential development to the north.
116	Land to the west of Halesworth (Block 2) IP19 OPH	18.48	Agriculture (arable)	415 homes	None recent or relevant	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 333 new dwellings at a density of 25 dwellings per hectare. Lower density development is needed to help mitigate landscape impact and to be in keeping with existing development to the north east. It also allows for a 10% buffer next to the river.
122	Land west of Norwich Road, north of Old Station Road,	5.28	Agricultural land, vacant land and open space	118 homes	DC/09/0279/REN Renewal of Consent - W18501/1 - Construction of two dwellings and garages. Decision: Application	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020

Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
	Halesworth, IP19 8QQ				Permitted (Aug 2009)	Development potential: 118 dwellings at a density of 25 dwellings per hectare. 10% buffer next to industrial estate.
140	Site to the rear of 51 Old Station Road, Halesworth (1) IP19 8JJ	0.51	Amenity land / grazing	10 homes	DC/16/0927/OUT Outline Application - Construction of a pair of semi-detached houses on part of side garden Decision: Application Permitted (April 2016)	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 10 dwellings at a density of 20 dwellings per hectare. Lower density is needed to soften the urban edge and reduce landscape impact. Landscaping work may also be necessary.
151	Town Farm 1, off Harrison's Lane, Halesworth, Suffolk, IP19 8EZ	1.54	Agricultural	46 homes	DC/18/4947/OUT Outline application (Some Matters Reserved) – for up to 190 dwellings (Class C3) with associated access, landscaping, open space and drainage infrastructure at land south of Harrison's Lane, Halesworth. All matters are reserved, save for access. Decision: application permitted (October 2019).	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential comments: 46 dwellings at a density of 30 dwellings per hectare.
152	Town Farm 2, off Harrison's Lane, Halesworth, Suffolk IP19 8EZ	5.45	Agricultural	163 dwellings	DC/18/4947/OUT Outline Application (Some Matters Reserved) – for up to 190 dwellings (Class C3) with associated access, landscaping, open space and drainage infrastructure at land south of Harrison's Lane, Halesworth. All matters are reserved, save for access. Decision: Application permitted (October 2019)	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 163 dwellings at a density of 30 dwellings per hectare.

Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
153	Town Farm 3, off Harrison's Lane, Halesworth, Suffolk IP19 8EZ	2.92	Agricultural (arable)	88 dwellings (does not specify whether suggested by SHELAA or landowner)	None recent or relevant.	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2025 Development potential comments: 88 dwellings at 30 dwellings per hectare.
155	Town Farm 5, off Harrison's Lane, Halesworth, Suffolk IP19 8EZ	0.53	Permanent pasture	10 homes	None recent or relevant.	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2025 Development potential: 10 dwellings at a density of 20 dwellings per hectare. Site area is discounted by 10% to provide a buffer next to the cemetery.
159	West of A144 opposite Triple Plea, Halesworth / Spexhall	0.99	Pasture with agricultural machinery parked in northern part of the site.	N/A	None recent or relevant.	Suitable: Yes Available: No Achievable: Yes Anticipated commencement date: 2020 Development potential: the site is not available for development.
160	Basley Ground, Bramfield Road, Halesworth	0.87	Playing field and open space equipped for all age ranges (toddler, junior, youth)	N/A	None recent or relevant.	Suitable: No Available: No Achievable: Yes Anticipated commencement date: Not known Development potential: There is no capacity for development on this site.
161	Dairy Hill, Halesworth	3.12	Playing pitches, sports pavilion, bowling green, tennis courts, martial arts school and car parking, play area	N/A	None recent or relevant.	Suitable: Yes Available: No Achievable: Yes Anticipated commencement date: 2020 Development potential: The site is no longer available for residential development.

Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
162	South of Wissett Road, Halesworth	0.2	Vacant and overgrown site	N/A	None recent or relevant.	Suitable: Yes Available: No Achievable: Yes Anticipated commencement date: Not known Development potential: The site is not available
163	West of Roman Way, Halesworth	1.91	Fallow Land	N/A	DC/20/1049/VOC Variation of Conditions 4 and 6 of DC/17/3981/OUT - outline application (some matters reserved) – construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access. Variation to Highways (access and footway). Decision: awaiting decision DC/17/3981/OUT Outline application (some matters reserved) – construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access. Decision: application permitted (2019)	Suitable: Yes Available: No Achievable: Yes Anticipated commencement date: 2019 Development potential comments: This smaller version of the site is not available for development. A larger site including this option is available for development (site 203). Evidence of availability: Site submitted by Halesworth Town Council. It is not known if the site is available.
203	Land adjacent to Chediston Street, IP19 8TQ	9.17	Grazing	200 homes	DC/20/1049/VOC Variation of Conditions 4 and 6 of DC/17/3981/OUT - outline application (some matters reserved) – construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access. Variation to	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2020 Development potential: 200 homes at 30 dwellings per hectare together with land set aside for landscaping.



Site Ref.	Site Name / Address	Site Area (ha)	Current Use	Proposed Capacity	Planning History	SHELAA Conclusion
					Highways (access and footway). Decision: awaiting decision DC/17/3981/OUT Outline application (some matters reserved) – construction of up to 200 dwellings including car parking, open space provision with associated infrastructure and access. Decision: application permitted (2019)	
256	Dairy Farm at Saxons Way, Halesworth	1.44	-	40 dwellings	DC/10/0040 Construction of supermarket with associated car parking and landscaping – following appeal against non-determination of planning application DC/09/0455/FUL Decision: application withdrawn (2010) DC/09/0455/FUL Construction of supermarket with associated car parking and landscaping Decision: appeal dismissed (2009)	Suitable: Yes Available: Yes Achievable: Yes Anticipated commencement date: 2019 Development potential: 40 dwellings. Assumed 1 hectare of land for residential and 0.4 hectares for community use. 40 dwellings per hectare considered appropriate given location close to town centre.

- 5.5 As sites 159, 160, 161, 162 and 163 are no longer considered available for development, they are not considered in this assessment. Site 159 is also largely outside the Neighbourhood Area boundary and thus excluded from consideration in the Neighbourhood Plan.
- 5.6 As sites 151, 152, 153, 155, 161 and 256 are allocated for mixed uses (Policies WLP4.1 and WLP4.5) and sites 140, 163 and 203 are allocated for housing in the Waveney Local Plan, they are also no longer considered in this assessment.
- 5.7 The SHELAA findings for all other sites were reviewed by AECOM to determine if they would be reasonable to be carried forward or whether new or additional information exists which would supersede the SHELAA findings and warrant a full assessment using AECOM pro formas.
- 5.8 SHELAA sites 13, 14, 86, 106, 115, 116 and 122 identified in Figure 3 have been taken forward for consideration of allocation in Halesworth neighbourhood Plan. Their full SHELAA assessments can be viewed in Appendix B and AECOM's review of conclusions in Appendix C.

## Sites identified through the Neighbourhood Plan

- 5.9 The Neighbourhood Plan Group identified eleven sites for allocation consideration. Three of these sites were discounted on the basis of being outside the Neighbourhood Area, while one site was withdrawn (after assessment) on request of the landowner. Seven sites, outlined in Table 5.2 and Figure 4, were taken forward for appraisal using AECOM site assessment pro formas. The full assessments can be viewed in Appendix A.

**Table 5.2 Sites identified through the Neighbourhood Plan**

Site Ref	Site Name / Address	SHELAA 2018 Reference	Indicative Site Size (ha)	Proposed Uses	Planning History
S1	Car Showroom, Quay Street	N/A	Approx. 0.72 ha (AECOM estimate)	Mixed-uses	None recent or relevant
S2	Station Yard, Station Road	N/A	Approx. 0.45 ha (AECOM estimate)	Employment	None recent or relevant
S3	Land Between The Thoroughfare and Saxons Way	N/A	Approx. 0.45 ha (AECOM estimate)	Mixed-uses	DC/05/0718/ARM Approval of Reserved Matters - W13357/4 - Construction of retail food store with associated access, car parking, servicing and landscaping. Status: Awaiting Decision; DC/00/0685/OUT Outline application to construct a retail food store, including demolition of existing buildings, associated car parking and reorganisation of public car park. Application permitted (Feb 2002)
S6	Patrick Stead Hospital, Bungay Rd	N/A	Approx. 0.51 ha (AECOM estimate)	Mixed-uses	None recent or relevant.
ST2	London Road Garage, London Road	N/A	HNPSG estimate of approx. 0.25-0.35 ha	Housing	DC/19/3198/FUL Construction of 2 pairs of 2 bed semi-detached houses. Application Permitted; DC/07/2011/FUL Extension to MOT garage. Application permitted



Figure 4: All sites identified for assessment from all sources (Map Source: 2020 Google)

## 6. Site Assessment Summary

- 6.1 In total, twelve sites were assessed by AECOM to consider whether they would be appropriate for allocation in the Halesworth Neighbourhood Plan. Table 6.1 sets out a summary of the site assessments, which should be read alongside the full assessments available in Appendix A and B. Five of these sites were identified through the Neighbourhood Plan process and were assessed in full using AECOM pro formas.
- 6.2 The other seven sites, identified as suitable and available in the SHELAA, were considered further with regard to whether their assessment conclusions were reasonable and they met Neighbourhood Plan-specific criteria to be considered for allocation in the Neighbourhood Plan. A SHELAA site could be found suitable for strategic development at Local Plan level but not be considered for allocation in the Neighbourhood Plan (and vice versa).
- 6.3 The final column within the table is a 'traffic light' rating for each site, indicating whether the site is appropriate for allocation in the Neighbourhood Plan. **Red** indicates the site is not appropriate for allocation through the Neighbourhood Plan and **Green** indicates the site is appropriate for allocation. **Amber** indicates the site may be appropriate for allocation through the Neighbourhood Plan if certain issues can be resolved or constraints mitigated.
- 6.4 The summary table shows that Site S3 is considered suitable for allocation in the Neighbourhood Plan, subject to issues such as heritage, flood risk and community land uses being considered as appropriate. Sites S1, S2, S6, ST2 and 122 were found to be potentially suitable for allocation in the Neighbourhood Plan subject to availability (S1, S2, S6 and ST2) and access (122) being found suitable. Sites 13, 14, 86, 106, 115 and 116 were found not suitable for allocation when considered against Neighbourhood Plan neighbourhood criteria. The spatial location and suitability of the sites can be viewed in Figure 5.

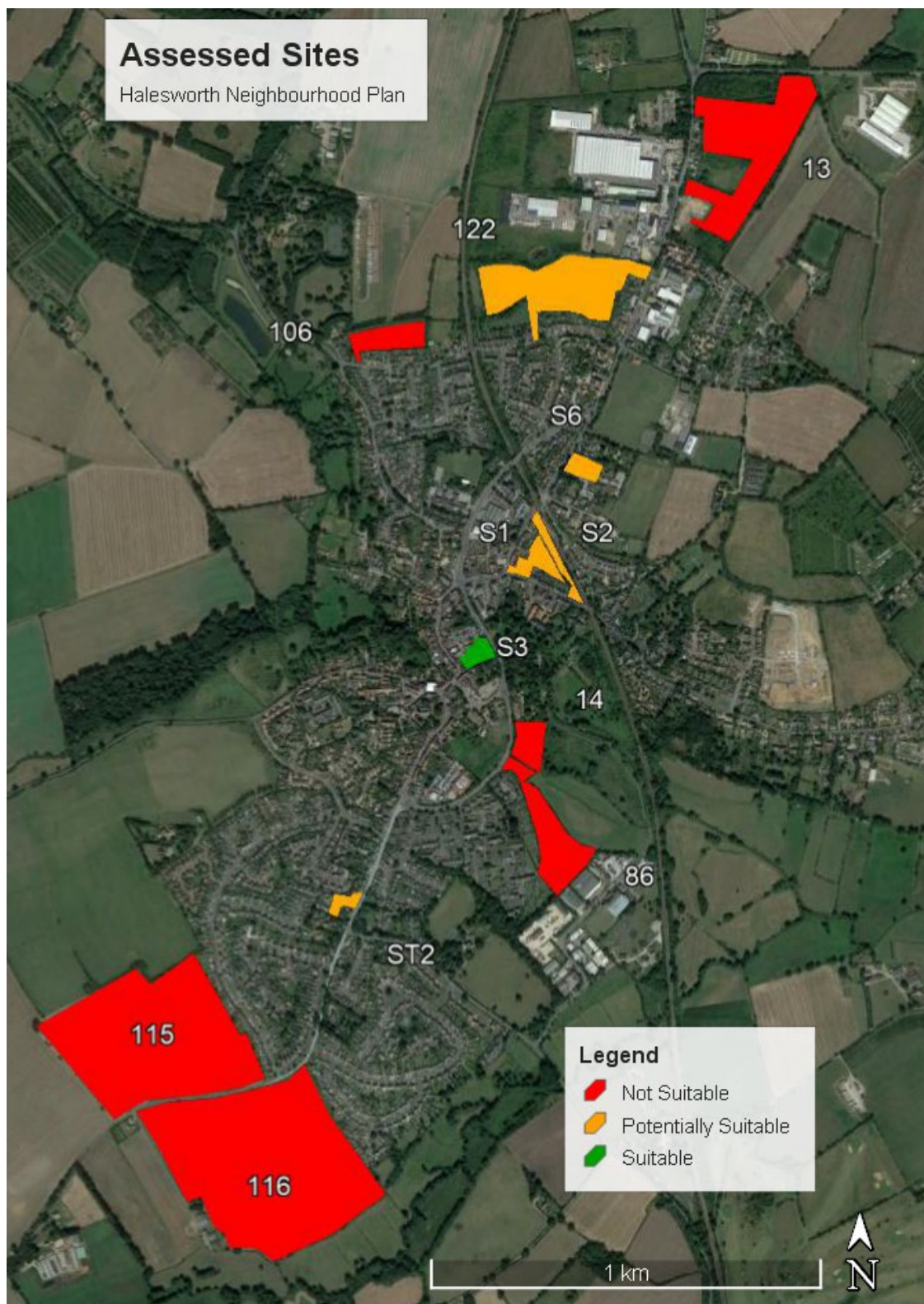


Figure 5: Red Amber Green rating for assessed sites (Map Source: 2020 Google)

**Table 6.1 Site Assessment Summary Table**

Site Ref.	Site Address	Site Source	Indicative Site Size (ha)	Site Type	Neighbourhood Plan Site Assessment summary	Traffic Light Rating
S1	Car Showroom, Quay Street	Identified by neighbourhood planning group	Approx. 0.72 ha (AECOM estimate)	Previously developed land	The site is available for development. The site is within the settlement boundary and built-up area of Halesworth. The site is in close proximity to the town centre and is currently in use as a car showroom with associated uses. The site is within the Halesworth Conservation Area, and adjacent to listed buildings. The site contains a large locally listed malting building and is in an area historically associated with the production of malt. The context of the site is residential with light industrial units to the north with a cultural centre to the west. There is access to the site from Station Road and Quay Street. The site is favourably located for services and facilities, is within walking distance to public transport and the town centre, and on streets that are designated as bicycle friendly and a link to the National Cycle Network on A144. The site is adjacent to Halesworth Train Station. The site is adjacent to S2 and has consolidated development potential. In accordance with Local Plan Policy WLP8.18 the site is an 'edge of centre' site that has potential for Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a), should no site sequentially be available in the Town Centre. The site is potentially suitable for mixed-use allocation subject to availability for development that is sympathetic to the heritage value of the area.	
S2	Station Yard, Station Road	Identified by neighbourhood planning group	Approx. 0.45 ha (AECOM estimate)	Previously developed land	The site is within the settlement boundary and built-up area of Halesworth. The site is in close proximity to the town centre and is currently in light industrial uses. The site is within the Halesworth Conservation Area, and contains the listed train station building and is adjacent to a locally listed maltings building. The site is adjacent to Halesworth train station and traditionally was the station yard, with licenced access to the site owned by Network Rail. The site is favourably located for services and facilities, is within walking distance to public transport and town centre, and on a street designated as bicycle friendly and a link to the National Cycle Network on A144. The site is adjacent to S1 and has consolidated development potential. In accordance with Local Plan Policy WLP8.18 the site is an 'out of centre' site; however, is well connected to the town centre and public transport options so has potential for Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a) should no site sequentially be available in the Town Centre or edge of centre. The site is potentially suitable for employment allocation subject to availability for development that is sympathetic to the heritage value of the area.	

Site Ref.	Site Address	Site Source	Indicative Site Size (ha)	Site Type	Neighbourhood Plan Site Assessment summary	Traffic Light Rating
S3	Land between the Thoroughfare and Saxons Way	Identified by neighbourhood planning group	Approx. 0.45 ha (AECOM estimate)	Previously developed land	The site is available for development. The site is within the settlement boundary and built-up area of Halesworth. The site is within the designated town centre and is currently in commercial use with associated town centre car park. The site is within the Halesworth Conservation Area, and adjacent to listed buildings of the Thoroughfare. The western edge of the site is designated as a primary shopping area. The site has pedestrian access to the Thoroughfare primary shopping area and vehicular access to Saxons Way and is adjacent to a national cycling route. The site is within an area of medium to high flood risk as it is located close to the River Blyth. The site is largely within Flood Zone 2 with the north-eastern part of the site in Flood Zone 3, and would require a flood risk assessment and flood mitigation measures. The site is favourably located for services and facilities, and is within walking distance to public transport options. The site is suitable for mixed-use allocation (commercial / housing) for development sympathetic to the heritage value of the area subject to flood risk issues being mitigated.	
S6	Patrick Stead Hospital, Bungay Road	Identified by neighbourhood planning group	Approx. 0.51 ha (AECOM estimate)	Previously developed land	The site is within the settlement boundary and built-up area of Halesworth. The site is the former Patrick Stead hospital and has been registered as an asset of community value. There are plans to close the building as an NHS resource whereby the building would be potentially available for other uses. The site is favourably located in relation to facilities and services, is within walking distance of the train station and town centre, and on a road designated as a link to the National Cycle Network route 1 on the nearby A144. The site is within a residential area and adjacent to the Local Plan mixed-use allocation which includes residential, health care facility and retirement home, sports pitches and education/training facility. The site is potentially suitable for mixed-use allocation (housing / community uses / education / enterprise) subject to availability for development sympathetic to the heritage and community value of the building (subject to compliance with community land use Local Plan Policy WLP8.22).	
ST2	London Road Garage, London Road	Identified by neighbourhood planning group	Approx. 0.25-0.35 ha (AECOM estimate)	Previously developed land	The site is within the settlement boundary and built-up area of Halesworth. The site is in use as a car dealership, with the southern part of the site recently receiving planning permission for 4 dwellings. The eastern part of the site fronting onto the London Rd is within the Halesworth Conservation Area and is adjacent to a Grade II listed building. The site has vehicular access onto the A144 London Road. The site is moderately to poorly located for facilities and services (such as the train station), and is an 'out of centre' site connected to the town centre by bus. The site is potentially	

Site Ref.	Site Address	Site Source	Indicative Site Size (ha)	Site Type	Neighbourhood Plan Site Assessment summary	Traffic Light Rating
					suitable for mixed-use allocation (housing / light industrial / enterprise) subject to availability for development.	
13	Fairview Farm, Norwich Road, Halesworth, IP19 8QN	SHELAA 2018	6.78	Previously developed land	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. Allocation of the site however does not necessarily accord with the Neighbourhood Plan objectives. The site is not appropriate for allocation in the Neighbourhood Plan.	
14	Field, Saxons Way, Halesworth, IP19 8RT	SHELAA 2018	0.95	Greenfield	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. Allocation of the site however does not necessarily accord with the Neighbourhood Plan objectives. The site is not appropriate for allocation in the Neighbourhood Plan.	
86	Land off Saxons Way, Halesworth	SHELAA 2018	2.60	Mix	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. Allocation of the site however does not necessarily accord with the Neighbourhood Plan objectives. The site is not appropriate for allocation in the Neighbourhood Plan.	
106	Land to north of 34-48 Old Station Road, Halesworth, IP19 8JJ	SHELAA 2018	1.36	Greenfield	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. The site has planning permission and does not need to be allocated in the Neighbourhood Plan. The site is within a residential area and not suitable for mixed-uses in line with Neighbourhood Plan neighbourhood criteria. The site is not appropriate for allocation in the Neighbourhood Plan.	
115	Land to the west of Halesworth (Block 1), IP19 0PH	SHELAA 2018	14.40	Greenfield	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. Allocation of the site however does not necessarily accord with the Neighbourhood Plan objectives. The site is not appropriate for allocation in the Neighbourhood Plan.	
116	Land to the west of Halesworth (Block 2)	SHELAA 2018	18.48	Greenfield	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. Allocation of the site however does not necessarily accord with the Neighbourhood Plan objectives. The site is not appropriate for allocation in the Neighbourhood Plan.	
122	Land west of Norwich Road, north of Old Station Road, Halesworth, IP19 8QQ	SHELAA 2018	5.28	Greenfield	The SHELAA conclusions (site is suitable) are reasonable to be carried forward to the Neighbourhood Plan Site Assessment. The site relates well with the built form of the town, having built-up area of the town on three sides. The eastern half of the site with access from Norwich Road (with	



Site Ref.	Site Address	Site Source	Indicative Site Size (ha)	Site Type	Neighbourhood Plan Site Assessment summary	Traffic Light Rating
					buffer to the industrial estate to the north) is potentially suitable for allocation in the Neighbourhood Plan for mixed-uses such as education, housing and residential friendly employment uses subject to consultation with the Highways Authority for safe access onto Norwich Road.	

## 7. Sites meeting Neighbourhood Criteria for Allocation

7.1 Halesworth Neighbourhood Plan intends to allocate sites for a mix of uses within the settlement boundary and/or on sites well related with the urban form of Halesworth that accord with strategic policies of the Local Plan, relevant evidence base documents such as the Halesworth Design Code (2019), and the objectives of the Neighbourhood Plan. The NPG is reviewing options to allocate brownfield sites for mixed-use regeneration, to protect employment sites and allocate new sites for employment use and/or mixed uses, to allocate sites for a potential secondary school<sup>17</sup>, and to deliver housing to meet future local housing need.

### The Neighbourhood Criteria

7.2 In order to further shape the growth of Halesworth and allocate appropriate sites, neighbourhood criteria were subsequently identified by the NPG to further determine if sites were suitable for allocation to meet neighbourhood Plan objectives. The neighbourhood criteria, which are derived from Neighbourhood Plan objectives, are as follows:

- Sites should closely relate to the built form of the town and be located within walking distance to services and facilities. Sites should not elongate the form of the town and reduce potential for people to walk and cycle to the town centre and neighbourhoods;
- Sites should have potential to mitigate flood risk and provide opportunities for interaction with waterways;
- Landscape and visual impact should be minimised, especially from Millennium Green, where green buffer zones and open space are to be encouraged and retained around the Green;
- Sites should have flexibility to accommodate mixed-uses, especially for start-up employment / “maker space” / “work / live” units, and/or tourism-based resources e.g., hotel, cycling hotel / hostel, restaurant facilities.

### Conclusions

7.3 The assessment of sites in Halesworth against neighbourhood plan-specific criteria found that Sites S3 is suitable for allocation, subject to site specific constraints such as heritage impact being addressed. These sites are town centre or edge of centre sites that have previously been developed and address neighbourhood criteria where relevant.

7.4 Site S3 is a town centre car park with repurposed warehouses as retail units that is suitable for redevelopment for mixed uses (retail, enterprise, business, housing) in line with Policy WLP8.18 – New Town Centre Use Development and Policy WLP8.19 – Vitality and Viability of Town Centres. The site is within the Town Centre boundary and contains a building within the Primary Shopping Area. The site has potential to be further considered with the adjacent car park to the north as an extension to the primary or secondary shopping area. This would also present an opportunity to potentially increase interaction with the Blyth Navigation waterway to the north of the site and address associated fluvial and surface water flood risk. The site is screened from view from the Millennium Green by trees and woodland along Saxons Way.

7.5 Sites S1, S2, S6, ST2 and 122 were found to be potentially suitable for allocation in the Neighbourhood Plan subject to availability (S1, S2 and ST2) and access (122).

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<sup>17</sup> Subject to local free school providers and / or SCC being positively engaged.

- 7.6 Site S1 is an edge-of-centre site with employment uses that is suitable for redevelopment for mixed-use (enterprise, hotel, housing) in line with Policy WLP8.12 – Existing Employment Areas. In line with neighbourhood criteria, the site is favourably located adjacent to the train station and in close proximity to the town centre. It could potentially be allocated to accommodate all preferred mixes of use, especially those that are tourism related. S1 also is located on streets that are designated as bicycle friendly and link to the National Cycle Network on the A144. The site does not have flood risk issues and has potential to enhance the visual and historic urban core of the town, as the site has retained and reused elements of historic malting uses which are locally listed.
- 7.7 Site S2 is an edge-of-centre site in employment use adjacent to the train station and rail line. Subject to availability, Site S2 is potentially suitable for employment allocation in line with Policy WLP8.12 – Existing Employment Areas. This former rail yard contains light industrial units and is favourably located, being a short walk to the town centre and on a cycling friendly street. The site has potential to be further considered in a joint masterplan with the adjacent S1 site as it is behind and within the curtilage of the large Maltings building on Site S1. The site does not have flood risk issues and is not visible from the Millennium Green.
- 7.8 Site S6 is an edge of town centre site that is currently transitioning from healthcare uses, originally being the Patrick Stead Hospital. This locally cherished building has been registered as an asset of community value, with the community having an opportunity to buy the building when the NHS finally close and sell the hospital. The site is suitable for neighbourhood plan allocation for mixed-uses (enterprise, community uses, housing) sympathetic to adjacent healthcare uses, which share the same access to the site. The site is favourably located to facilities and services, as it is within walking distance of the train station and town centre, and on a road designated as a link to the National Cycle Network Route 1 on the nearby A144. The site does not have flood risk issues and is not visible from the Millennium Green.
- 7.9 Site ST2 is within the settlement boundary on the southern edge of the town and is currently in use as a number of car dealerships. The southern part of the site has recently received planning permission for housing. The site is poorly located for facilities and services (such as the train station) and is an 'out of centre' site connected to the town centre by bus. Subject to availability, the site is potentially suitable for mixed-use (housing / light industrial / enterprise) allocation.
- 7.10 Site 122 is largely outside but adjacent to the settlement boundary, being surrounded on three sides by the built up area of the northern part of the town. The site is adjacent to Broadway Drive Industrial Estate to the north and the residential area of Old Station Road to the south. Development of the site has the potential to fit and relate well with the urban form of the site.
- 7.11 However, the site is identified within the Waveney Settlement Fringe Landscape Sensitivity Study as 'ancient remnant historic landscape' along a 'sensitive urban edge' having high landscape sensitivity and value with a low capacity for new development where large or medium-scale new development is likely to erode the positive key features and characteristics of the landscape. The western part of the site, contained to the west by the rail line, is overgrown rolling countryside with potential for wildlife habitats, while the eastern half of the site is Grade 3 Good to Moderate Quality Agricultural Land contained by the built-up area of the town. There are, however, no views in and out of the site, and the eastern part of the site contains no valued landscape features. Therefore, small scale development here could be well-enclosed by the surrounding landscape.
- 7.12 Site 122 is potentially suitable for mixed-use development (education, employment, housing) subject to access being achieved onto Norwich Road, which the north-eastern corner of the site fronts onto. The eastern half of the site has potential for allocation subject to a buffer being established to the north of the site to mitigate potential impacts of the light industrial uses to the north. Conversely, there is potential to expand the designated Existing Employment Area of Broadway Drive Industrial Estate into the site, subject to access being achieved off Broadway Drive and provision of a buffer to the south. There is low to medium risk of surface water flooding across the site, which has potential to be mitigated through sustainable drainage design. The site is moderately located for facilities and services, and is linked to the town centre by a footway with

potential to continue the existing cycling lane along Norwich Road to further service the site. The site is not visible from the Millennium Green.

- 7.13 Sites 13, 14, 86, 106, 115 and 116 were found suitable (or part suitable) in the SHELAA. However, when assessed further as site allocation options for the new Waveney Local Plan<sup>18</sup> and against Neighbourhood Plan neighbourhood criteria, they were found not suitable for allocation in the Neighbourhood Plan.
- 7.14 Site 13 is poorly located at the northern edge of the town in area defined by employment sites and industrial estates. When considering alternative sites for allocation in the Local Plan the site was discounted as residential development in this location would result in an illogical extension to the residential part of the town and could conflict with adjacent industrial uses. Development would also have the potential to impact upon the setting of a listed building and impact upon biodiversity.
- 7.15 Site 14 and 86 are located adjacent to the open space of the Millennium Green in an area that forms a green corridor from the town centre to open countryside in the south-east along the Town River. These sites are classified as part of a National Habitat Network Expansion Zone, an area identified by Natural England to build greater ecological resilience across the wider landscape, for adjacent priority habitat. When considering alternative sites for allocation in the Local Plan Site 14 was discounted due to potential flood risk impacts on half of the site and development (on developable area) having potential to impact the landscape and townscape and harm the setting of the conservation area through loss of vegetation along Saxons Way.
- 7.16 The northern parcel of land of Site 86 fronting onto Saxons Way was found suitable in the SHELAA. On further consideration for allocation in the Local Plan, the site was discounted due to potential for development to have a detrimental impact upon a sensitive landscape. Development of both sites has potential for landscape and visual impacts on Millennium Green, which currently has minimal views of the built up area of the town as a result of the mature vegetation which occupies the park between Saxons Way (A144) and the railway line.
- 7.17 Site 106 has extant planning permission (DC/18/0696/ARM permitted in July 2018). The site is within a residential area and not suitable for mixed-use development in line with Neighbourhood Plan neighbourhood criteria for site allocation. The site, however, could be considered for residential allocation.
- 7.18 Sites 115 and 116 are poorly located in relation to services and facilities. Residential development would elongate the town southwards and would likely result in an increase in car trip use as dominant mode of transport from the sites to the town centre. The sites are adjacent to residential areas and not suitable for mixed-uses in line with Neighbourhood Plan neighbourhood criteria for site allocation. When considering alternative sites for allocation in the Local Plan the sites were discounted due to their prominent location and potential for development to have a greater negative effect upon the landscape than some alternative sites.
- 7.19 The Halesworth Design Code highlights the character and distinctive gateway at the entrance point to Halesworth on Walpole Road as changes in the character from rural Suffolk countryside to urban town are experienced. This gateway defines the edge of the settlement along a winding road which dramatically brings Halesworth into view within a sloping landscape dropping gently from north to south towards the River Blyth valley.
- 7.20 Six of the twelve sites considered in this assessment are suitable or potentially suitable for allocation for housing or mixed use development. Three of these sites have the potential to accommodate 10 or more dwellings and would be required to include a proportion of affordable housing<sup>19</sup>, should the sites be allocated for housing. They are therefore potentially suitable for

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<sup>18</sup> Analysis of the 'Options for the new Waveney Local Plan' July 2017, available here:

<https://eastssuffolk.inconsult.uk/consult.ti/firstdraftlocalplan2017/viewCompoundDoc?docid=9016084&sessionid=&voteid=>

<sup>19</sup> See NPPF paras 62-64.

Discounted Market Housing (e.g. First Homes<sup>20</sup>), affordable housing for rent, or other affordable housing types (see NPPF Annex 2).

- 7.21 The Government is currently consulting on changes to the current planning system. As part of this, they are considering increasing the site size threshold for which developers need to make contributions towards affordable housing from sites of 10 dwellings or more, to sites of 40 or 50 dwellings or more.<sup>21</sup> One of the sites that are suitable or potentially suitable for residential or mixed-use allocation has the potential to accommodate 40 or more dwellings.
- 7.22 The proportion of affordable housing is usually set by the Local Plan but is expected to be above 10%, unless the proposed development meets the exemptions set out in NPPF para 64.

## Next Steps

- 7.23 From the shortlist of potentially suitable sites, the HNPSG, in conjunction with the Town Council, should engage with East Suffolk District Council and the community to select sites for allocation in the Neighbourhood Plan which best meet community needs and plan objectives.
- 7.24 The site selection process should be based on the following:
- The findings of this site assessment;
  - Discussions with the planning authority;
  - The extent to which the sites support the vision and objectives for the NP;
  - The potential for the sites to meet the identified infrastructure needs of the community;
  - Engagement with key stakeholders; and
  - Neighbourhood Plan conformity with strategic Local Plan policy.

## Viability

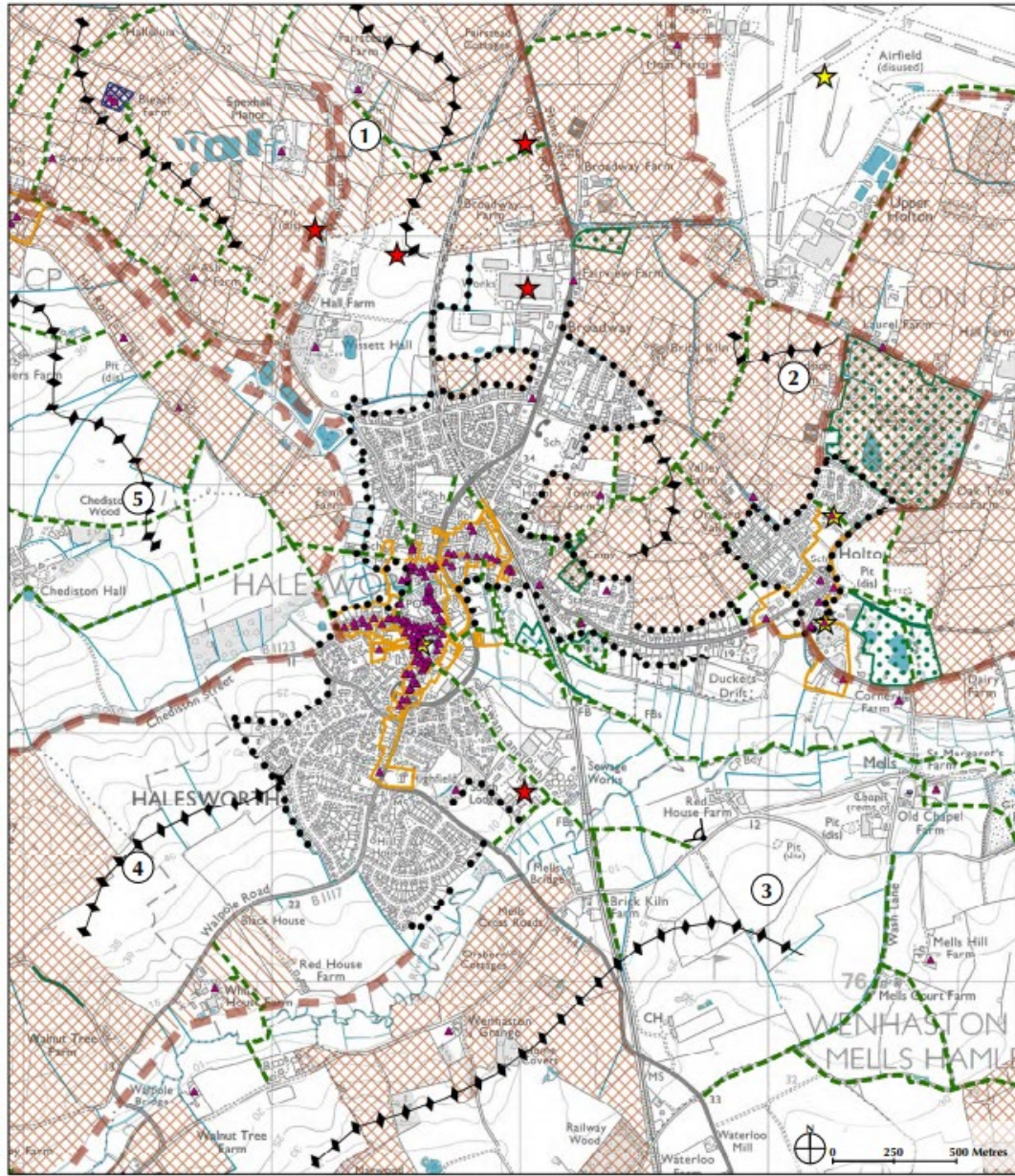
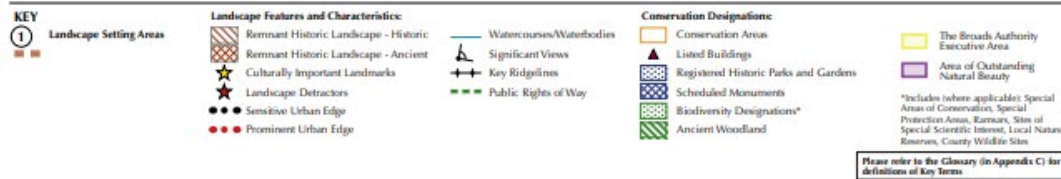
- 7.25 The Town Council should be able to demonstrate that the sites are viable for development, i.e. that they are financially profitable for the developer. It is recommended that the Town Council discusses site viability with East Suffolk Council. It is further suggested that any landowner or developer promoting a site for development should be contacted to request evidence of viability, e.g. a site financial viability appraisal.

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<sup>20</sup> Discounted homes for sale to those with a local connection. See <https://www.gov.uk/government/consultations/first-homes>

<sup>21</sup> The proposal to increase the threshold is subject to ongoing consultation, and it is understood the threshold uplift would be temporary in nature. You can find more information here: <https://www.gov.uk/government/consultations/changes-to-the-current-planning-system>

# Appendix A Landscape Sensitivity



**KEY**

**Indicative Capacity of Landscape Setting Areas:**

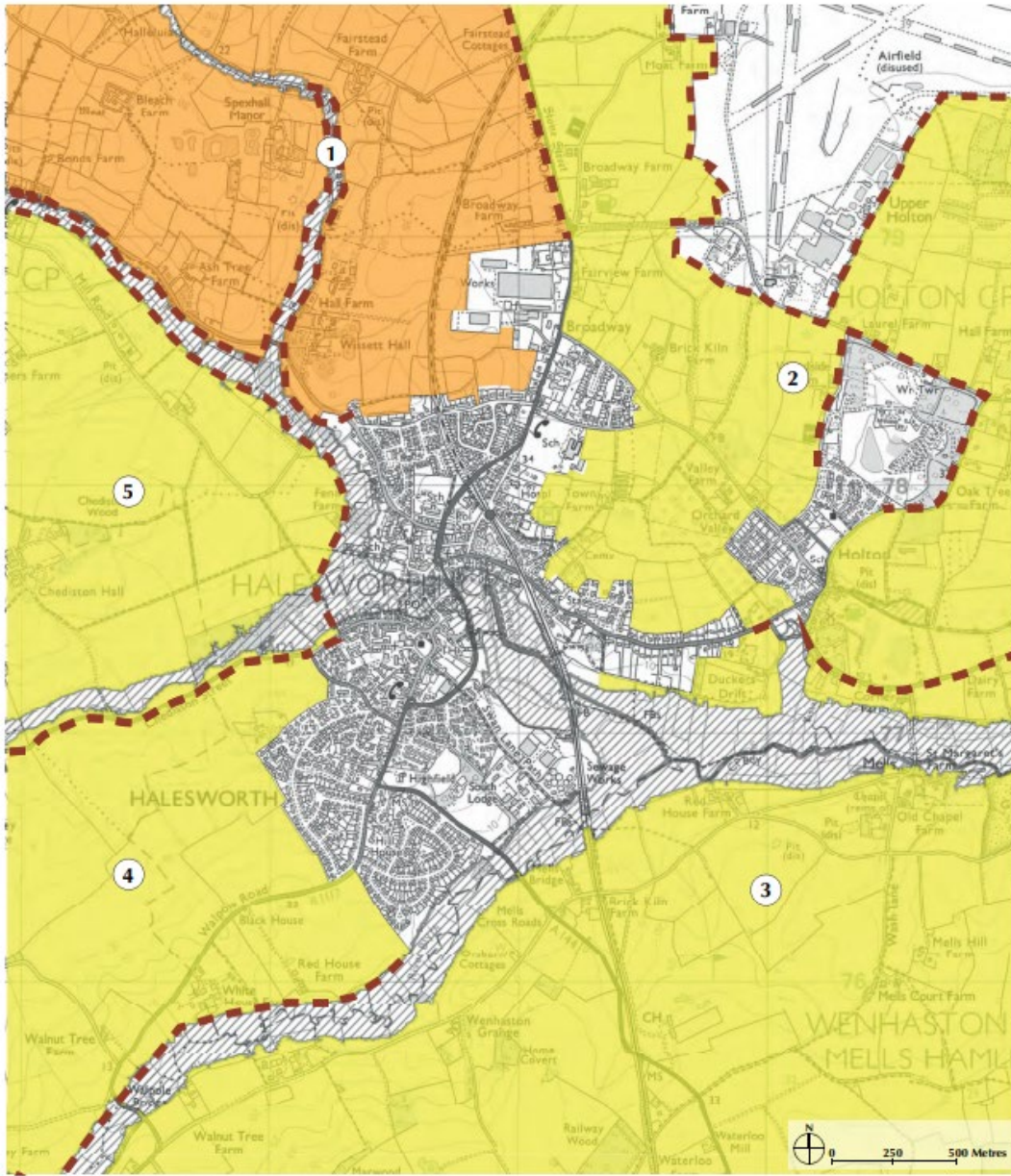
- Very Low
- Low
- Moderate
- High
- Very High

(see Table 2.4 in Methodology)

Area Excluded from Study

Flood Zone 3, Special Areas of Conservation, Special Protection Areas, Ramsars, Sites of Special Scientific Interest, National Nature Reserves

Landscape Setting Area



Based upon the Ordnance Survey Map with the permission of the controller of Her Majesty's Stationery Office. © Crown Copyright Licence number: 100017341

## Appendix B SHELAA Review Table

Site Ref.	Site size (gross site area, ha)	Proposed land use	Site capacity	SHELAA conclusions Is the site suitable, available and achievable for the development proposed? What is the justification for this conclusion?	How can these conclusions be applied to the Neighbourhood Planning Site Assessment?			Are the SHELAA conclusions reasonable to be carried forward to the Neighbourhood Plan Site Assessment? If not, how would the conclusions change for the Neighbourhood Plan Site Assessment?	Neighbourhood Plan Site Assessment conclusion. (What is the justification for this judgement?)
					Has the site been excluded or assessed as unsuitable due to size? E.g. too small or too large?	Does more recent or additional information now exist which could change the SHELAA findings?	Are there any concerns that the SHELAA conclusion is reasonable and defensible?		
13	6.78	Mixed use	83 dwellings on 2.7705 ha land (area suggested by owner) allocated for housing at a density of 30 dwellings per hectare. 4.3298ha allocated for employment land	Suitable: Yes Available: Yes Achievable: Yes Conclusions: The site has high archaeological potential and is located next to a county wildlife site. Justification for this conclusion: The site can be accessed from Norwich Road. The Settlement Fringe Landscape Sensitivity Study identifies the surrounding landscape as	No	No The site however to the south has received planning permission (DC/18/3449/ARM) for 22 dwellings and is currently under construction. The adjacent site to the northwest has been allocated (WLP4.6) in the	No	Yes	Allocation of the site does not accord with the Neighbourhood Plan vision and objectives.



			(suggested by owner).	having moderate capacity for development as a result of its high sensitivity and moderate value. The site is available and has been submitted by part owner.					Waveney Local Plan (2019)	
14	0.95	Housing	Should the sequential test/approach be passed the site has the capacity to accommodate 28 dwellings providing dwellings in the flood zone can pass the exceptions test. Should the sequential approach not be passed the site could accommodate 18 dwellings on land outside of the flood zone.	Suitable: Yes Available: Yes Achievable: Yes Conclusions: The site will need to be cleared and access provided. Further work may be needed to protect future development against flooding. The eastern half of this site lies within flood zone 2 and much of the site is also at a high risk of surface water flooding. The site lies within rural river valleys character area. Development on this site could impact upon views of the conservation area and along the Blyth valley. Development on this site could impact upon setting of the conservation area and will require careful and sensitive design. The site is available and has been submitted by the sole owner. The site is partially within flood zone 3. Should the sequential test/approach be passed the site has the	No	No	No	Yes	The site opposite on Saxons Way is allocated (WLP4.5) in the Waveney Local Plan (2019) for mixed uses. The site is classified as part of the National Habitat Expansion Zone to the east of Halesworth	Allocation of the site does not accord with the Neighbourhood Plan vision and objectives.

				capacity to accommodate 28 dwellings providing dwellings in the flood zone can pass the exceptions test. Should the sequential approach not be passed the site could accommodate 18 dwellings on land outside of the flood zone.					
86	2.60	Housing	8 dwellings	<p>Suitable: Yes            Available: Yes            Achievable: Yes            Constraints: Development of this site is in a prominent location sitting just above the River Blyth flood plain. Small-scale development on part of the site could be mitigated against through sensitive, low rise construction and appropriate landscaping. In addition, tall grasses and thick brambles could serve as a habitat for biodiversity and the site has high archaeological potential. Close proximity to the wastewater recycling centre means that only the portion of the site next to the road can be developed. The site is an awkward shape which further reduces its capacity. The majority of the site is within the 400m recommended buffer from</p>	No	No	No	Yes	Allocation of the site does not accord with the Neighbourhood Plan vision and objectives.

				Anglian Water. Resolving road access issues could delay commencement. The site is available and has been submitted by part owner.					
106	1.36	Housing	Landowner estimates between 10 and 27 dwellings.	Suitable: Yes Available: Yes Achievable: Yes Conclusions: There is a small to moderate risk of surface water flooding at the eastern end of the site. The Settlement Fringe Landscape Sensitivity Study identifies this landscape area as having a high sensitivity and a low capacity for new development. Any development on this site would be highly visible from the surrounding area. Access is possible via Old Station Road. However new road access will need to be installed prior to development. The site is available and has been submitted by the developer contracted to buy the site.	No	Yes	No	Yes	The site has planning permission and does not need to be allocated in the Neighbourhood Plan.
115	14.40	Housing	280 dwellings at a density of 25 dwellings per hectare. Lower	Suitable: Yes Available: Yes Achievable: Yes Conclusions: Parts of the site are at risk from surface	No	No	No	Yes	Allocation of the site does not accord with the Neighbourhood

			development density would be necessary to help to mitigate landscape impact and to remain in keeping with existing residential development to the north.	water flooding. The Settlement Fringe Landscape Sensitivity Study identifies this site as having a high sensitivity and a moderate capacity for new development. The site is in a prominent location in the Blyth valley. The site has high archaeological potential. Road access could be provided from Walpole Road. The site is available and has been submitted by the sole owner.						Plan vision and objectives.
Site 116	18.48	Housing	333 new dwellings at a density of 25 dwellings per hectare. Lower density development is needed to help mitigate landscape impact and too be in keeping with existing development to the north east. It also allows for a 10% buffer next to the river.	Suitable: Yes Available: Yes Achievable: Yes Conclusions: There is no risk from flooding on the site itself but the south-eastern edge is bordered by the River Blyth. The south eastern edge of the site is at risk from surface water flooding and there are strips of surface water flood risk stretching from north to south. The Settlement Fringe Landscape Sensitivity Study identifies this landscape area as having a high sensitivity and a moderate capacity for new development. Development would take place on a highly	No	No	No	Yes	Allocation of the site does not accord with the Neighbourhood Plan vision and objectives.	

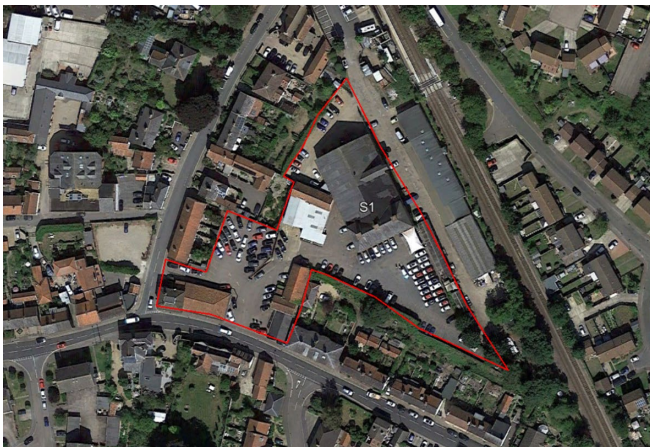
				visible site in the Blyth valley. The site has high archaeological potential. Access from Walpole Road. The site is available and has been submitted by the sole owner.					
Site 122 (including strip of land between the site and rail line proposed to be included by the NPG)	5.28	Housing	118 dwellings at a density of 25 dwellings per hectare. 10% buffer next to industrial estate.	Suitable: Yes Available: Yes Achievable: Yes Conclusions: Low to medium risk of surface water flooding across the site. The Settlement Fringe Landscape Sensitivity Study identifies this landscape area as having high sensitivity and a low capacity for new development. This is an area of attractive rolling countryside and also acts as a buffer between residential and employment uses. However small scale development would be well enclosed in the landscape. In addition, wildlife habitats may exist in the north-western corner of the site, in the tree and hedge belt that bisects the site and in hedgerows that surround the site. The site has high archaeological potential. Furthermore, residential	No	Yes	No	Yes	The eastern half of the site with access from Norwich Road (with buffer to the industrial estate to the north) is potentially suitable for allocation for mixed-uses in the Neighbourhood Plan.

development would not be compatible with existing employment uses to the north due to noise and odour so it may be that only the southern half of this site can be developed. There is access to the site via Old Station Road or the junction between Norwich Road and Broadway Drive (although resolving road access issues could delay commencement). The site is available and has been submitted by a developer with an option to buy the site.

# Appendix C Site Assessment Pro Formas

# S1

1. Site Details	
<b>Site Reference / Name</b>	S1
<b>Site Address / Location</b>	Car Showroom, Quay Street
<b>Gross Site Area</b> (Hectares)	Approx. 0.72 ha (AECOM estimate)
<b>SHLAA/SHELAA Reference</b> (if applicable)	N/A
<b>Existing land use</b>	Car showroom, office and workshop space.
<b>Land use being considered</b>	Mixed-use
<b>Site identification method / source</b>	Identified by neighbourhood planning group
<b>Planning history</b>	None recent or relevant. Historically, permission for vehicle maintenance, stores, showroom, sales, offices and care parking/forecourt.
<b>Neighbouring uses</b>	Station Yard with light industrial uses and railway station to the east; Dwellings to the south, west and north; Cultural centre to the west.





2. Assessment of Suitability	
Environmental Constraints	
<p><b>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> <li>• Ancient Woodland</li> <li>• Area of Outstanding Natural Beauty (AONB)</li> <li>• Biosphere Reserve</li> <li>• Local Nature Reserve (LNR)</li> <li>• National Nature Reserve (NNR)</li> <li>• National Park</li> <li>• Ramsar Site</li> <li>• Site of Special Scientific Interest (SSSI)*</li> <li>• Special Area of Conservation (SAC)</li> <li>• Special Protection Area (SPA)</li> </ul> <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p>No</p>
<p><b>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Corridor</li> <li>• Local Wildlife Site (LWS)</li> <li>• Public Open Space</li> <li>• Site of Importance for Nature Conservation (SINC)</li> <li>• Nature Improvement Area</li> <li>• Regionally Important Geological Site</li> <li>• Other</li> </ul>	<p>No</p>
<p><b>Site is predominantly, or wholly, within Flood Zones 2 or 3?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Flood Zone 1: <i>Low Risk</i></li> <li>• Flood Zone 2: <i>Medium Risk</i></li> <li>• Flood Zone 3 (less or more vulnerable site use): <i>Medium Risk</i></li> <li>• Flood Zone 3 (highly vulnerable site use): <i>High Risk</i></li> </ul>	<p>Low Risk</p>
<p><b>Site is at risk of surface water flooding?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Less than 15% of the site is affected by medium or high risk of surface water flooding – <i>Low Risk</i></li> <li>• &gt;15% of the site is affected by medium or high risk of surface water flooding – <i>Medium Risk</i></li> </ul>	<p>Low Risk</p>
<p><b>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability	
<p><b>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</b></p> <ul style="list-style-type: none"> <li>• UK BAP Priority Habitat;</li> <li>• a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);</li> <li>• wildlife corridors (and stepping stones that connect them); and/or</li> <li>• an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?</li> </ul> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</b></p> <p><i>Yes / No / Unknown</i></p>	No
Physical Constraints	
<p><b>Is the site:</b></p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	Gently sloping or uneven
<p><b>Is there existing vehicle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes. Access currently from Quay Street and Station Rd, with licenced access through Station Yard to Station Road.
<p><b>Is there existing pedestrian access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes
<p><b>Is there existing cycle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes Station Road is a bicycle-friendly road and designated as a link to the National Cycle Network on A144.
<p><b>Are there any Public Rights of Way (PRoW) crossing the site?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any known Tree Preservation Orders on the site?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there veteran/ancient trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Are there other significant trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Is the site likely to be affected by ground contamination?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations?</b></p> <p><i>Yes / No / Unknown</i></p>	No

**2. Assessment of Suitability**

<b>Would development of the site result in a loss of social, amenity or community value?</b> <i>Yes / No / Unknown</i>	No
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**Accessibility**  
Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	<400m	<400m Irregular service to Holton, Bungay, Beccles, Southwold and Aldeburgh	<400m	<400m	>3900m	<400m	<400m NCN route 1 runs close to the site

**Landscape and Visual Constraints**  
This section should be answered based on existing evidence or by a qualified landscape consultant.

<p><b>Is the site low, medium or high sensitivity in terms of landscape?</b></p> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i></li> <li><i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i></li> <li><i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i></li> </ul>	<p><b>Medium sensitivity</b> The site is within the Halesworth Conservation Area, is sloping and on higher ground with views of the conservation area and church. The site contains a prominent 5-storey malting building that formed part of a complex of maltings in the area in close proximity to the River Blyth, two of which remain in commercial and cultural use and face each other across Station Road. Both buildings can be glimpsed along lanes and breaks in the built fabric throughout the area, and are inherently linked to the historic and cultural fabric of the town.</p>
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<p><b>Is the site low, medium or high sensitivity in terms of visual amenity?</b></p> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i></li> <li><i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i></li> <li><i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i></li> </ul>	<p><b>Medium sensitivity</b> The site is somewhat enclosed but can be viewed on approach due to the sloping nature of the site. The prominent maltings building within the site can be viewed from nearby streets.</p>
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**Heritage Constraints**

<p><b>Would the development of the site cause harm to a designated heritage asset or its setting?</b> <i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	<p><b>Some impact, and/or mitigation possible</b> The site is within the Halesworth Conservation Area, with six Grade II listed buildings adjacent to the site.</p>
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2. Assessment of Suitability	
<p><b>Would the development of the site cause harm to a non-designated heritage asset or its setting?</b>  <i>Directly impact and/or mitigation not possible /  Some impact, and/or mitigation possible /  Limited or no impact or no requirement for mitigation</i></p>	<p><b>Some impact, and/or mitigation possible</b>  The Station Yard Maltings is a locally listed building within the site</p>
<b>Planning Policy Constraints</b>	
<p><b>Is the site in the Green Belt?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Are there any other relevant planning policies relating to the site?</b></p>	<p>Policy WLP1.3 Settlement Boundary; Policy WLP8.37 Historic Environment (Conservation Area); Policy WLP8.12 – Existing Employment Areas</p>
<p><b>Is the site:</b>  <i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Previously developed land</p>
<p><b>Is the site within, adjacent to or outside the existing built up area?</b>  <i>Within / Adjacent to and connected to /  Outside and not connected to</i></p>	<p>Within the existing built up area (infill)</p>
<p><b>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?</b>  <i>Within / Adjacent to and connected to /  Outside and not connected to</i></p>	<p>Within the existing settlement boundary.</p>
<p><b>Would development of the site result in neighbouring settlements merging into one another?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is the size of the site large enough to significantly change the size and character of the existing settlement?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>

**3. Assessment of Availability**

<p><b>Is the site available for development?</b>  <i>Yes / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is there a known time frame for availability?</b>  <i>Available now / 0-5 years / 6-10 years / 11-15 years</i></p>	<p>Unknown</p>

**4. Assessment of Viability**

<p><b>Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?</b>  <i>Yes / No / Unknown</i></p>	<p><b>Yes</b>                  The site contains buildings, one of which is locally listed.</p>
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5. Conclusions	
<b>What is the expected development capacity of the site?</b> (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)	Unknown
<b>What is the likely timeframe for development</b> (0-5 / 6-10 / 11-15 / 15+ years)	Unknown
<b>Other key information</b>	The site has a right to access through Station Yard onto Station Road
<b>Overall rating (Red/Amber/Green)</b> The site is <span style="color: green;">suitable and available</span> The site is <span style="color: orange;">potentially suitable, and available.</span> The site is <span style="color: red;">not currently suitable, and available.</span>	The site is potentially suitable, and available.
<b>Are there any known viability issues?</b> <span style="color: red;">Yes</span> / <span style="color: green;">No</span>	
<b>Summary of justification for rating</b>	<p>The site is within the settlement boundary and built-up area of Halesworth. The site is in close proximity to the town centre and is currently in use as a car showroom with associated uses. The site is within the Halesworth Conservation Area, and adjacent to listed buildings. The site contains a large locally listed malting building and is in an area historically associated with the production of malt. The context of the site is residential with light industrial units to the north with a cultural centre to the west. There is access to the site from Station Road and Quay Street. The site is favourably located for services and facilities, is within walking distance to public transport and the town centre, and on streets that are designated as bicycle friendly and a link to the National Cycle Network on A144. The site is adjacent to Halesworth Train Station. The site is adjacent to S2 and has consolidated development potential. In accordance with Local Plan Policy WLP8.18 the site is an 'edge of centre' site that has potential for Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a), should no site sequentially be available in the Town Centre. The site is potentially suitable for mixed-use allocation subject to availability for development that is sympathetic to the heritage value of the area.</p>

## S2

1. Site Details	
<b>Site Reference / Name</b>	S2
<b>Site Address / Location</b>	Station Yard, Station Road
<b>Gross Site Area</b> (Hectares)	Approx. 0.45 ha (AECOM estimate)
<b>SHLAA/SHELAA Reference</b> (if applicable)	N/A
<b>Existing land use</b>	Light industrial workshop space, yard, residence and car park
<b>Land use being considered</b>	Employment
<b>Site identification method / source</b>	Identified by neighbourhood planning group
<b>Planning history</b>	None recent nor relevant.
<b>Neighbouring uses</b>	Rail line to east, car dealerships, residential dwellings and maltings building to the west; residential dwellings to the south.



<b>2. Assessment of Suitability</b>	
<b>Environmental Constraints</b>	
<p><b>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> <li>• Ancient Woodland</li> <li>• Area of Outstanding Natural Beauty (AONB)</li> <li>• Biosphere Reserve</li> <li>• Local Nature Reserve (LNR)</li> <li>• National Nature Reserve (NNR)</li> <li>• National Park</li> <li>• Ramsar Site</li> <li>• Site of Special Scientific Interest (SSSI)*</li> <li>• Special Area of Conservation (SAC)</li> <li>• Special Protection Area (SPA)</li> </ul> <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Corridor</li> <li>• Local Wildlife Site (LWS)</li> <li>• Public Open Space</li> <li>• Site of Importance for Nature Conservation (SINC)</li> <li>• Nature Improvement Area</li> <li>• Regionally Important Geological Site</li> <li>• Other</li> </ul>	No
<p><b>Site is predominantly, or wholly, within Flood Zones 2 or 3?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Flood Zone 1: <i>Low Risk</i></li> <li>• Flood Zone 2: <i>Medium Risk</i></li> <li>• Flood Zone 3 (less or more vulnerable site use): <i>Medium Risk</i></li> <li>• Flood Zone 3 (highly vulnerable site use): <i>High Risk</i></li> </ul>	Low Risk
<p><b>Site is at risk of surface water flooding?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Less than 15% of the site is affected by medium or high risk of surface water flooding – <i>Low Risk</i></li> <li>• &gt;15% of the site is affected by medium or high risk of surface water flooding – <i>Medium Risk</i></li> </ul>	Low Risk
<p><b>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</b></p> <p><i>Yes / No / Unknown</i></p>	No



**2. Assessment of Suitability**

<p><b>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</b></p> <ul style="list-style-type: none"> <li>• UK BAP Priority Habitat;</li> <li>• a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);</li> <li>• wildlife corridors (and stepping stones that connect them); and/or</li> <li>• an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?</li> </ul> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Physical Constraints</b></p>	
<p><b>Is the site:</b></p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	<p>Flat or relatively flat</p>
<p><b>Is there existing vehicle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>Yes. Access from Station Road.</p>
<p><b>Is there existing pedestrian access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>Yes</p>
<p><b>Is there existing cycle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>Yes Station Road is a bicycle friendly road. Road is designated as a link to National Cycle Network on A144</p>
<p><b>Are there any Public Rights of Way (PRoW) crossing the site?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No. Public right of Way 20 adjacent to the Site.</p>
<p><b>Are there any known Tree Preservation Orders on the site?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Are there veteran/ancient trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Are there other significant trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Is the site likely to be affected by ground contamination?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>

**2. Assessment of Suitability**

<b>Would development of the site result in a loss of social, amenity or community value?</b> <i>Yes / No / Unknown</i>	No
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**Accessibility**  
Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	400-1200m	<400m Irregular service to Holton 400-800m Irregular service to Bungay, Beccles, Southwold and Aldeburgh	<400m	<400m	>3900m	400-800m	<400m NCN route 1 runs close to the site

**Landscape and Visual Constraints**  
This section should be answered based on existing evidence or by a qualified landscape consultant.

<p><b>Is the site low, medium or high sensitivity in terms of landscape?</b></p> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i></li> <li><i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i></li> <li><i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i></li> </ul>	<p><b>Low sensitivity</b> The site is largely within the Halesworth Conservation Area, but contains no valued features that would be susceptible to development. Indeed, development offers an opportunity to enhance the Conservation Area.</p>
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<p><b>Is the site low, medium or high sensitivity in terms of visual amenity?</b></p> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i></li> <li><i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i></li> <li><i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i></li> </ul>	<p><b>Low sensitivity</b> The site is visually enclosed and has low intervisibility with the surrounding area due to adjacent buildings and the largely screened rail line.</p>
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**Heritage Constraints**

2. Assessment of Suitability	
<p><b>Would the development of the site cause harm to a designated heritage asset or its setting?</b></p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	Limited or no impact or no requirement for mitigation
<p><b>Would the development of the site cause harm to a non-designated heritage asset or its setting?</b></p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	<p>Some impact, and/or mitigation possible</p> <p>The Railway Station is a locally listed building within the site</p>
Planning Policy Constraints	
<p><b>Is the site in the Green Belt?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any other relevant planning policies relating to the site?</b></p>	Policy WLP1.3 Settlement Boundary; Policy WLP8.37 Historic Environment (Conservation Area); Policy WLP8.12 – Existing Employment Areas
<p><b>Is the site:</b></p> <p><i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	Previously developed land
<p><b>Is the site within, adjacent to or outside the existing built up area?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing built up area (infill)
<p><b>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing settlement boundary.
<p><b>Would development of the site result in neighbouring settlements merging into one another?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the size of the site large enough to significantly change the size and character of the existing settlement?</b></p> <p><i>Yes / No / Unknown</i></p>	No

3. Assessment of Availability	
<b>Is the site available for development?</b> <i>Yes / No / Unknown</i>	Unknown
<b>Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?</b> <i>Yes / No / Unknown</i>	Unknown
<b>Is there a known time frame for availability?</b> <i>Available now / 0-5 years / 6-10 years / 11-15 years</i>	Unknown
4. Assessment of Viability	
<b>Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?</b> <i>Yes / No / Unknown</i>	<b>Yes</b> The site contains warehouses and has potential to be contaminated due to past uses. The site contains a locally listed building.
5. Conclusions	
<b>What is the expected development capacity of the site?</b> (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)	Unknown
<b>What is the likely timeframe for development</b> (0-5 / 6-10 / 11-15 / 15+ years)	0-5
<b>Other key information</b>	Access is owned by Network Rail
<b>Overall rating (Red/Amber/Green)</b> The site is <b>suitable and available</b> The site is <b>potentially suitable, and available.</b> The site is <b>not currently suitable, and available.</b>  <b>Are there any known viability issues?</b> <i>Yes / No</i>	<b>The site is potentially suitable and available</b>
<b>Summary of justification for rating</b>	The site is within the settlement boundary and built-up area of Halesworth. The site is in close proximity to the town centre and is currently in light industrial uses. The site is within the Halesworth Conservation Area, and contains the listed train station building and is adjacent to a locally listed maltings building. The site is adjacent to Halesworth train station and traditionally was the station yard, with licenced access to the site owned by Network Rail. The site is favourably located for services and facilities, is within walking distance to public transport and town centre, and on a street designated as bicycle friendly and a link to the National Cycle Network on A144. The site is adjacent to S1 and has consolidated development potential. In accordance with Local Plan Policy WLP8.18 the site is an 'out of centre' site; however, is well connected to the town centre and public transport options so has potential for Town Centre Use Development (falling within use classes A1, A2, A3, A4, A5, C1, D2 and B1a) should no site sequentially be available in the Town Centre or edge of centre. The site is potentially suitable for employment allocation subject to availability for development that is sympathetic to the heritage value of the area.

## S3

1. Site Details	
<b>Site Reference / Name</b>	S3
<b>Site Address / Location</b>	Land Between The Thoroughfare and Saxons Way
<b>Gross Site Area</b> (Hectares)	Approx 0.45 ha (AECOM estimate)
<b>SHLAA/SHELAA Reference</b> (if applicable)	N/A
<b>Existing land use</b>	Warehouse and car parks
<b>Land use being considered</b>	Mixed-uses
<b>Site identification method / source</b>	Identified by neighbourhood planning group
<b>Planning history</b>	DC/05/0718/ARM Approval of Reserved Matters - W13357/4 - Construction of retail foodstore with associated access, car parking, servicing and landscaping. Status: Awaiting Decision <sup>1</sup> ; DC/00/0685/OUT Outline application to construct a retail food store, including demolition of existing buildings, associated car parking and reorganisation of public car park. Application permitted (Feb 2002)
<b>Neighbouring uses</b>	Car park to the north; Open space to the east; residential and private open space to the south; Thoroughfare retail street to the west.



<sup>1</sup> Application may have expired.

2. Assessment of Suitability	
Environmental Constraints	
<p><b>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> <li>• Ancient Woodland</li> <li>• Area of Outstanding Natural Beauty (AONB)</li> <li>• Biosphere Reserve</li> <li>• Local Nature Reserve (LNR)</li> <li>• National Nature Reserve (NNR)</li> <li>• National Park</li> <li>• Ramsar Site</li> <li>• Site of Special Scientific Interest (SSSI)*</li> <li>• Special Area of Conservation (SAC)</li> <li>• Special Protection Area (SPA)</li> </ul> <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	<p>No</p>
<p><b>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Corridor</li> <li>• Local Wildlife Site (LWS)</li> <li>• Public Open Space</li> <li>• Site of Importance for Nature Conservation (SINC)</li> <li>• Nature Improvement Area</li> <li>• Regionally Important Geological Site</li> <li>• Other</li> </ul>	<p>No</p>
<p><b>Site is predominantly, or wholly, within Flood Zones 2 or 3?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Flood Zone 1: <i>Low Risk</i></li> <li>• Flood Zone 2: <i>Medium Risk</i></li> <li>• Flood Zone 3 (less or more vulnerable site use): <i>Medium Risk</i></li> <li>• Flood Zone 3 (highly vulnerable site use): <i>High Risk</i></li> </ul>	<p><b>Medium to High Risk</b></p> <p>The site is largely within Flood Zone 2 with northeastern part of the site in Flood Zone 3. The site would require a flood risk assessment and flood mitigation measures.</p>
<p><b>Site is at risk of surface water flooding?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Less than 15% of the site is affected by medium or high risk of surface water flooding – <i>Low Risk</i></li> <li>• &gt;15% of the site is affected by medium or high risk of surface water flooding – <i>Medium Risk</i></li> </ul>	<p>Low to Medium Risk</p>
<p><b>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>

2. Assessment of Suitability	
<p><b>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</b></p> <ul style="list-style-type: none"> <li>• UK BAP Priority Habitat;</li> <li>• a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);</li> <li>• wildlife corridors (and stepping stones that connect them); and/or</li> <li>• an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?</li> </ul> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</b></p> <p><i>Yes / No / Unknown</i></p>	No
Physical Constraints	
<p><b>Is the site:</b></p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	Flat or relatively flat
<p><b>Is there existing vehicle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes. Vehicle access currently through the adjacent car park off A144.
<p><b>Is there existing pedestrian access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes
<p><b>Is there existing cycle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes Part of the Thoroughfare is on the National Cycle Route 1, which passes through the Town car park north of the site and onto the Millennium Green to the east of the site. There are potential plans to create a cycle way along Saxon's Way, rerouting NCR1.
<p><b>Are there any Public Rights of Way (PRoW) crossing the site?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any known Tree Preservation Orders on the site?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Are there veteran/ancient trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Are there other significant trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Is the site likely to be affected by ground contamination?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations?</b></p> <p><i>Yes / No / Unknown</i></p>	No

## 2. Assessment of Suitability

<b>Would development of the site result in a loss of social, amenity or community value?</b> <i>Yes / No / Unknown</i>	No
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**Accessibility**  
 Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
<b>Distance (metres)</b>	<400m	<400m Irregular service to Holton, Bungay, Beccles, Southwold and Aldeburgh	400-1200m	<400m	>3900m	<400m	<400m NCN route 1 is adjacent to the site

**Landscape and Visual Constraints**  
 This section should be answered based on existing evidence or by a qualified landscape consultant.

<b>Is the site low, medium or high sensitivity in terms of landscape?</b> <ul style="list-style-type: none"> <li>• <i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i></li> <li>• <i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i></li> <li>• <i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i></li> </ul>	<p style="color: #FFC000;"><b>Medium sensitivity</b></p> <p>The site is within the Halesworth Conservation Area, and adjacent to the historic town centre along 'The Thoroughfare' of Halesworth. However, development would have potential to enhance the Conservation Area compared with existing.</p>
<b>Is the site low, medium or high sensitivity in terms of visual amenity?</b> <ul style="list-style-type: none"> <li>• <i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i></li> <li>• <i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i></li> <li>• <i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i></li> </ul>	<p style="color: #00AEEF;"><b>Low sensitivity</b></p> <p>The site is visually enclosed and has low intervisibility with the surrounding area but can be viewed through two gateways from the Thoroughfare which connect the town centre to the car parking area.</p>

### Heritage Constraints

<b>Would the development of the site cause harm to a designated heritage asset or its setting?</b> <i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i>	<p style="color: #FFC000;"><b>Some impact, and/or mitigation possible</b></p> <p>Numerous Grade II listed buildings are located adjacent to the site.          The site is within an Archaeological Site of Regional Importance.</p>
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2. Assessment of Suitability	
<p><b>Would the development of the site cause harm to a non-designated heritage asset or its setting?</b></p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	<p>Limited or no impact or no requirement for mitigation</p>
<b>Planning Policy Constraints</b>	
<p><b>Is the site in the Green Belt?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Are there any other relevant planning policies relating to the site?</b></p>	<p>Policy WLP1.3 Settlement Boundary; Policy WLP8.18 New Town Centre Use Development (part of Primary Shopping Area); Policy WLP8.37 Historic Environment (Conservation Area)</p>
<p><b>Is the site:</b></p> <p><i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	<p>Previously developed land</p>
<p><b>Is the site within, adjacent to or outside the existing built up area?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Within the existing built up area (infill)</p>
<p><b>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	<p>Within the existing settlement boundary.</p>
<p><b>Would development of the site result in neighbouring settlements merging into one another?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is the size of the site large enough to significantly change the size and character of the existing settlement?</b></p> <p><i>Yes / No / Unknown</i></p>	<p>No</p>

**3. Assessment of Availability**



<p><b>Is the site available for development?</b>  <i>Yes / No / Unknown</i></p>	<p><b>Yes</b>                  Developer has an option to buy the site</p>
<p><b>Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?</b>  <i>Yes / No / Unknown</i></p>	<p>Unknown</p>
<p><b>Is there a known time frame for availability?</b>  <i>Available now / 0-5 years / 6-10 years / 11-15 years</i></p>	<p>0-5</p>

**4. Assessment of Viability**

<p><b>Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?</b>  <i>Yes / No / Unknown</i></p>	<p><b>Yes</b>                  The site contains warehouses, with demolition costs and potential for contamination. The site is within an Archaeological Site of Regional Importance and conservation area and would require archaeological investigation. The site requires flood mitigation measures.</p>
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5. Conclusions	
<b>What is the expected development capacity of the site?</b> (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)	Unknown
<b>What is the likely timeframe for development</b> (0-5 / 6-10 / 11-15 / 15+ years)	0-5
<b>Other key information</b>	<p>The site is included in a study on Connectivity of Halesworth Town Centre which focuses on the 'connectivity' of areas that together make up the town centre:</p> <ul style="list-style-type: none"> <li>• Thoroughfare to the Market Place</li> <li>• Thoroughfare to the Town Park/Millennium Green</li> <li>• Thoroughfare to long term car park site (developments pending).</li> </ul> <p>The site is in close proximity to the River Blyth.</p> <p>There is potential to consider development within the wider context of the site to include the East Suffolk Council's Thoroughfare car park and the town centre vacant (private) sites to the south.</p>
<b>Overall rating (Red/Amber/Green)</b> The site is <b>suitable and available</b> The site is <b>potentially suitable, and available</b> . The site is <b>not currently suitable, and available</b> .  <b>Are there any known viability issues?</b> <b>Yes / No</b>	<b>The site is suitable and available</b>
<b>Summary of justification for rating</b>	<p>The site is available for development. The site is within the settlement boundary and built-up area of Halesworth. The site is within the designated town centre and is currently in commercial use with associated town centre car park. The site is within the Halesworth Conservation Area, and adjacent to listed buildings of the Thoroughfare. The western edge of the site is designated as a primary shopping area. The site has pedestrian access to the Thoroughfare primary shopping area and vehicular access to Saxons Way and is adjacent to a national cycling route. The site is within an area of medium to high flood risk as it is located close to the River Blyth. The site is largely within Flood Zone 2 with the north-eastern part of the site in Flood Zone 3, and would require a flood risk assessment and flood mitigation measures. The site is favourably located for services and facilities, and is within walking distance to public transport options. The site is suitable for mixed-use allocation (commercial / housing) for development sympathetic to the heritage value of the area subject to flood risk issues being mitigated.</p>

# S6

1. Site Details	
<b>Site Reference / Name</b>	S6
<b>Site Address / Location</b>	Patrick Stead Hospital, Bungay Rd
<b>Gross Site Area</b> (Hectares)	Approx 0.51 ha (AECOM estimate)
<b>SHLAA/SHELAA Reference</b> (if applicable)	N/A
<b>Existing land use</b>	Hospital
<b>Land use being considered</b>	Mixed-use (which could include community services, housing, education, supported housing, enterprise, live-work units)
<b>Development Capacity</b> (Proposed by Landowner or SHLAA/HELAA)	Unknown
<b>Site identification method / source</b>	Identified by neighbourhood planning group
<b>Planning history</b>	None recent nor relevant.
<b>Neighbouring uses</b>	Residential and community services (GP surgery, end of life support centre), mixed-use allocation in Local Plan (WLP4.1)
	

2. Assessment of Suitability	
Environmental Constraints	
<p><b>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> <li>• Ancient Woodland</li> <li>• Area of Outstanding Natural Beauty (AONB)</li> <li>• Biosphere Reserve</li> <li>• Local Nature Reserve (LNR)</li> <li>• National Nature Reserve (NNR)</li> <li>• National Park</li> <li>• Ramsar Site</li> <li>• Site of Special Scientific Interest (SSSI)*</li> <li>• Special Area of Conservation (SAC)</li> <li>• Special Protection Area (SPA)</li> </ul> <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Corridor</li> <li>• Local Wildlife Site (LWS)</li> <li>• Public Open Space</li> <li>• Site of Importance for Nature Conservation (SINC)</li> <li>• Nature Improvement Area</li> <li>• Regionally Important Geological Site</li> <li>• Other</li> </ul>	No
<p><b>Site is predominantly, or wholly, within Flood Zones 2 or 3?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Flood Zone 1: <i>Low Risk</i></li> <li>• Flood Zone 2: <i>Medium Risk</i></li> <li>• Flood Zone 3 (less or more vulnerable site use): <i>Medium Risk</i></li> <li>• Flood Zone 3 (highly vulnerable site use): <i>High Risk</i></li> </ul>	Low Risk
<p><b>Site is at risk of surface water flooding?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Less than 15% of the site is affected by medium or high risk of surface water flooding – <i>Low Risk</i></li> <li>• &gt;15% of the site is affected by medium or high risk of surface water flooding – <i>Medium Risk</i></li> </ul>	Low Risk
<p><b>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</b></p> <p><i>Yes / No / Unknown</i></p>	No

2. Assessment of Suitability	
<p><b>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</b></p> <ul style="list-style-type: none"> <li>• UK BAP Priority Habitat;</li> <li>• a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);</li> <li>• wildlife corridors (and stepping stones that connect them); and/or</li> <li>• an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?</li> </ul> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</b></p> <p><i>Yes / No / Unknown</i></p>	No
Physical Constraints	
<p><b>Is the site:</b></p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	Flat or relatively flat
<p><b>Is there existing vehicle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes Access from Bungay Road
<p><b>Is there existing pedestrian access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	No There is potential to enhance pedestrian footways on Bungay Rd
<p><b>Is there existing cycle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes Road is designated as a link to the National Cycle Network on the A144
<p><b>Are there any Public Rights of Way (PRoW) crossing the site?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any known Tree Preservation Orders on the site?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Are there veteran/ancient trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	Unknown
<p><b>Are there other significant trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	Yes, within There are mature trees on the western edge of the site
<p><b>Is the site likely to be affected by ground contamination?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations?</b></p> <p><i>Yes / No / Unknown</i></p>	No

**2. Assessment of Suitability**

<b>Would development of the site result in a loss of social, amenity or community value?</b> <i>Yes / No / Unknown</i>	<b>Yes</b> The Patrick Stead hospital building is registered as an asset of community value. The community will have an opportunity to buy the building if it is put on the market.
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**Accessibility**  
Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
<b>Distance (metres)</b>	400-1200m	<400m Irregular service to Holton, Haslesworth town centre, Leiston and Aldeburgh	<400m	400-1200m	>3900m	<400m	<400m NCN route 1 runs close to the site

**Landscape and Visual Constraints**  
This section should be answered based on existing evidence or by a qualified landscape consultant.

<b>Is the site low, medium or high sensitivity in terms of landscape?</b> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i></li> <li><i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i></li> <li><i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i></li> </ul>	<b>Medium sensitivity.</b> The site contains the locally significant Patrick Stead hospital building within a landscaped setting of mature trees and garden. The building has been registered as an asset of community value.
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<b>Is the site low, medium or high sensitivity in terms of visual amenity?</b> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i></li> <li><i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i></li> <li><i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i></li> </ul>	<b>Low sensitivity</b> The site is visually enclosed and has low intervisibility with the surrounding area.
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**Heritage Constraints**

<b>Would the development of the site cause harm to a designated heritage asset or its setting?</b> <i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i>	<b>Limited or no impact or no requirement for mitigation</b>
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2. Assessment of Suitability	
<p><b>Would the development of the site cause harm to a non-designated heritage asset or its setting?</b></p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	Limited or no impact or no requirement for mitigation
Planning Policy Constraints	
<p><b>Is the site in the Green Belt?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any other relevant planning policies relating to the site?</b></p>	Policy WLP1.3 Settlement Boundary; Policy WLP8.22 – Built Community Services and Facilities.
<p><b>Is the site:</b></p> <p><i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	Previously developed land
<p><b>Is the site within, adjacent to or outside the existing built up area?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing built up area (infill)
<p><b>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing settlement boundary.
<p><b>Would development of the site result in neighbouring settlements merging into one another?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the size of the site large enough to significantly change the size and character of the existing settlement?</b></p> <p><i>Yes / No / Unknown</i></p>	No



**3. Assessment of Availability**

<p><b>Is the site available for development?</b>  <i>Yes / No / Unknown</i></p>	<p>Unknown                  Services with the hospital building are being decanted, with a minimal amount of community services operating from the building awaiting alternative space from which to operate. There is potential for the building to become available for reuse in the near future.</p>
<p><b>Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?</b>  <i>Yes / No / Unknown</i></p>	<p>No</p>
<p><b>Is there a known time frame for availability?</b>  <i>Available now / 0-5 years / 6-10 years / 11-15 years</i></p>	<p>0-5</p>

**4. Assessment of Viability**

<p><b>Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?</b>  <i>Yes / No / Unknown</i></p>	<p>Yes                  The site contains a building that is valued by the community.</p>
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5. Conclusions	
<b>What is the expected development capacity of the site?</b> (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)	Unknown
<b>What is the likely timeframe for development</b> (0-5 / 6-10 / 11-15 / 15+ years)	0-5
<b>Other key information</b>	A local organisation has registered the building as a Community Asset and there is interest, by the town council, to see if a group could be formed to put together a business plan that would enable this much-loved Victorian building to remain in community ownership. The wider surrounding site contains the GP surgery, a newly built end of life support centre and another building proposed to be used for community health services. There are also plans to provide access through to the new sports facilities and health and social care facilities being developed on the old Middle School site known as Halesworth Campus to the east of the site.
<b>Overall rating (Red/Amber/Green)</b> The site is <b>suitable and available</b> The site is <b>potentially suitable, and available</b> . The site is <b>not currently suitable, and available</b> .  <b>Are there any known viability issues?</b> <b>Yes / No</b>	<b>The site is potentially suitable, and available</b>
<b>Summary of justification for rating</b>	The site is within the settlement boundary and built-up area of Halesworth. The site is the former Patrick Stead hospital and has been registered as an asset of community value. The site is favourably located in relation to facilities and services, is within walking distance of the train station and town centre, and on a road designated as a link to the National Cycle Network route 1 on the nearby A144. The site is within a residential area and adjacent to the Local Plan mixed-use allocation which includes residential, health care facility and retirement home, sports pitches and education/training facility. The site is potentially suitable for mixed-use allocation (housing / community uses / education / enterprise) subject to availability for development sympathetic to the heritage and community value of the building (subject to compliance with community land use Local Plan Policy WLP8.22).

## ST2

1. Site Details	
<b>Site Reference / Name</b>	ST2
<b>Site Address / Location</b>	London Road Garage, London Road
<b>Gross Site Area</b> (Hectares)	Approx. 0.3ha
<b>SHLAA/SHELAA Reference</b> (if applicable)	N/A
<b>Existing land use</b>	Car garage and dealership, and associated car parking
<b>Land use being considered</b>	Housing
<b>Development Capacity</b> (Proposed by Landowner or SHLAA/HELAA)	Unknown
<b>Site identification method / source</b>	Identified by neighbourhood planning group
<b>Planning history</b>	DC/19/3198/FUL Construction of 2 pairs of 2 bed semi detached houses. Application Permitted; DC/07/2011/FUL Extension to MOT garage. Application permitted
<b>Neighbouring uses</b>	Residential and Care Home



2. Assessment of Suitability	
Environmental Constraints	
<p><b>Site is predominantly, or wholly, within or adjacent to the following statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent</i></p> <ul style="list-style-type: none"> <li>• Ancient Woodland</li> <li>• Area of Outstanding Natural Beauty (AONB)</li> <li>• Biosphere Reserve</li> <li>• Local Nature Reserve (LNR)</li> <li>• National Nature Reserve (NNR)</li> <li>• National Park</li> <li>• Ramsar Site</li> <li>• Site of Special Scientific Interest (SSSI)*</li> <li>• Special Area of Conservation (SAC)</li> <li>• Special Protection Area (SPA)</li> </ul> <p><i>*Does the site fall within a SSSI Impact Risk Zone and would the proposed use/development trigger the requirement to consult Natural England?</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to the following non statutory environmental designations:</b></p> <p><i>Yes / No / partly or adjacent / Unknown</i></p> <ul style="list-style-type: none"> <li>• Green Infrastructure Corridor</li> <li>• Local Wildlife Site (LWS)</li> <li>• Public Open Space</li> <li>• Site of Importance for Nature Conservation (SINC)</li> <li>• Nature Improvement Area</li> <li>• Regionally Important Geological Site</li> <li>• Other</li> </ul>	No
<p><b>Site is predominantly, or wholly, within Flood Zones 2 or 3?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Flood Zone 1: <i>Low Risk</i></li> <li>• Flood Zone 2: <i>Medium Risk</i></li> <li>• Flood Zone 3 (less or more vulnerable site use): <i>Medium Risk</i></li> <li>• Flood Zone 3 (highly vulnerable site use): <i>High Risk</i></li> </ul>	Low Risk
<p><b>Site is at risk of surface water flooding?</b></p> <p>See guidance notes:</p> <ul style="list-style-type: none"> <li>• Less than 15% of the site is affected by medium or high risk of surface water flooding – <i>Low Risk</i></li> <li>• &gt;15% of the site is affected by medium or high risk of surface water flooding – <i>Medium Risk</i></li> </ul>	Low Risk
<p><b>Is the land classified as the best and most versatile agricultural land (Grades 1, 2 or 3a)?</b></p> <p><i>Yes / No / Unknown</i></p>	No

2. Assessment of Suitability	
<p><b>Site contains habitats with the potential to support priority species? Does the site contain local wildlife-rich habitats? Is the site part of:</b></p> <ul style="list-style-type: none"> <li>• UK BAP Priority Habitat;</li> <li>• a wider ecological network (including the hierarchy of international, national and locally designated sites of importance for biodiversity);</li> <li>• wildlife corridors (and stepping stones that connect them); and/or</li> <li>• an area identified by national and local partnerships for habitat management, enhancement, restoration or creation?</li> </ul> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Site is predominantly, or wholly, within or adjacent to an Air Quality Management Area (AQMA)?</b></p> <p><i>Yes / No / Unknown</i></p>	No
Physical Constraints	
<p><b>Is the site:</b></p> <p><i>Flat or relatively flat / Gently sloping or uneven / Steeply sloping</i></p>	Flat or relatively flat
<p><b>Is there existing vehicle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes. Access from Norwich Road (A144).
<p><b>Is there existing pedestrian access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes
<p><b>Is there existing cycle access to the site, or potential to create suitable access?</b></p> <p><i>Yes / No / Unknown</i></p>	Yes
<p><b>Are there any Public Rights of Way (PRoW) crossing the site?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any known Tree Preservation Orders on the site?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Are there veteran/ancient trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Are there other significant trees within or adjacent to the site?</b></p> <p><i>Within / Adjacent / No / Unknown</i></p>	No
<p><b>Is the site likely to be affected by ground contamination?</b></p> <p><i>Yes / No / Unknown</i></p>	Unknown
<p><b>Is there any utilities infrastructure crossing the site i.e. power lines/pipe lines, or is the site in close proximity to hazardous installations?</b></p> <p><i>Yes / No / Unknown</i></p>	No

**2. Assessment of Suitability**

<b>Would development of the site result in a loss of social, amenity or community value?</b> <i>Yes / No / Unknown</i>	No
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**Accessibility**  
Distances to community facilities and services should be measured using walking routes from the centre of each site to each facility. The distances are based on the assumption that 400m is equal to approximately 5 minutes' walk and are measured from the edge of the site.

Facilities	Town / local centre / shop	Bus / Tram Stop	Train station	Primary School	Secondary School	Open Space / recreation facilities	Cycle Route
Distance (metres)	400-1200m	<400m Irregular service to Holton, Haslesworth town centre, Leiston, Aldeburgh and Southwold	>1200m	>1200m	>3900m	400-800m	>800m

**Landscape and Visual Constraints**  
This section should be answered based on existing evidence or by a qualified landscape consultant.

<b>Is the site low, medium or high sensitivity in terms of landscape?</b> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site has few or no valued features, and/or valued features that are less susceptible to development and can accommodate change.</i></li> <li><i>Medium sensitivity: the site has many valued features, and/or valued features that are susceptible to development but could potentially accommodate some change with appropriate mitigation.</i></li> <li><i>High sensitivity: the site has highly valued features, and/or valued features that are highly susceptible to development. The site can accommodate minimal change.</i></li> </ul>	<p><b>Low sensitivity</b> The site is within the built-up area and contains warehouses. The site can accommodate change.</p>
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<b>Is the site low, medium or high sensitivity in terms of visual amenity?</b> <ul style="list-style-type: none"> <li><i>Low sensitivity: the site is visually enclosed and has low intervisibility with the surrounding landscape, and/or it would not adversely impact any identified views.</i></li> <li><i>Medium sensitivity: the site is somewhat enclosed and has some intervisibility with the surrounding landscape, and/or it may adversely impact any identified views.</i></li> <li><i>High sensitivity: the site is visually open and has high intervisibility with the surrounding landscape, and/or it would adversely impact any recognised views.</i></li> </ul>	<p><b>Low sensitivity</b> The site is can be seen from London Rd, and is viewed within the built-up context of the southern edge of the town.</p>
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**Heritage Constraints**

<b>Would the development of the site cause harm to a designated heritage asset or its setting?</b> <i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i>	Limited or no impact or no requirement for mitigation
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2. Assessment of Suitability	
<p><b>Would the development of the site cause harm to a non-designated heritage asset or its setting?</b></p> <p><i>Directly impact and/or mitigation not possible / Some impact, and/or mitigation possible / Limited or no impact or no requirement for mitigation</i></p>	Limited or no impact or no requirement for mitigation
Planning Policy Constraints	
<p><b>Is the site in the Green Belt?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the site allocated for a particular use (e.g. housing / employment) or designated as open space in the adopted and / or emerging Local Plan?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Are there any other relevant planning policies relating to the site?</b></p>	Policy WLP1.3 Settlement Boundary; Policy WLP8.37 Historic Environment (Conservation Area); Policy WLP8.12 – Existing Employment Areas
<p><b>Is the site:</b></p> <p><i>Greenfield / A mix of greenfield and previously developed land / Previously developed land</i></p>	Previously developed land
<p><b>Is the site within, adjacent to or outside the existing built up area?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing built up area (infill)
<p><b>Is the site within, adjacent to or outside the existing settlement boundary (if one exists)?</b></p> <p><i>Within / Adjacent to and connected to / Outside and not connected to</i></p>	Within the existing settlement boundary.
<p><b>Would development of the site result in neighbouring settlements merging into one another?</b></p> <p><i>Yes / No / Unknown</i></p>	No
<p><b>Is the size of the site large enough to significantly change the size and character of the existing settlement?</b></p> <p><i>Yes / No / Unknown</i></p>	No

3. Assessment of Availability	
<b>Is the site available for development?</b> <i>Yes / No / Unknown</i>	Unknown
<b>Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies, or operational requirements of landowners?</b> <i>Yes / No / Unknown</i>	Unknown
<b>Is there a known time frame for availability?</b> <i>Available now / 0-5 years / 6-10 years / 11-15 years</i>	Unknown
4. Assessment of Viability	
<b>Is the site subject to any abnormal costs that could affect viability, such as demolition, land remediation or relocating utilities? What evidence is available to support this judgement?</b> <i>Yes / No / Unknown</i>	<b>Yes</b> The site contains warehouses and an underground petrol storage tank and has potential to be contaminated due to past uses.
5. Conclusions	
<b>What is the expected development capacity of the site?</b> (either as proposed by site promoter or estimated through SHLAA/HELAA or Neighbourhood Plan Site Assessment)	8 homes on the northern part of the site(AECOM estimate)
<b>What is the likely timeframe for development</b> (0-5 / 6-10 / 11-15 / 15+ years)	0-5
<b>Other key information</b>	
<b>Overall rating (Red/Amber/Green)</b> The site is <b>suitable and available</b> The site is <b>potentially suitable, and available.</b> The site is <b>not currently suitable, and available.</b>	<b>The site is potentially suitable, and available</b>
<b>Are there any known viability issues?</b> <i>Yes / No</i>	
<b>Summary of justification for rating</b>	The site is within the settlement boundary and built-up area of Halesworth. The site is in use as a car dealership, with the southern part of the site recently receiving planning permission for 4 dwellings. The eastern part of the site fronting onto the London Rd is within the Halesworth Conservation Area and is adjacent to a Grade II listed building. The site has vehicular access onto the A144 London Road. The site is moderately to poorly located for facilities and services (such as the train station), and is an 'out of centre' site connected to the town centre by bus. The site is potentially suitable for mixed-use allocation (housing / light industrial / enterprise) subject to availability for development.



