Wealden District Council Local Plan

Wealden Local Plan
Infrastructure Background Paper

Issues, Options and Recommendations Consultation

October 2015
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Wealden Local Plan, Issues Options and Recommendations 2015

Infrastructure Paper

1. Introduction

1.1 This document supports the Wealden Local Plan Issues, Options and Recommendations Consultation Document and outlines infrastructure issues that need to be considered as part of the plan to support existing and future communities. The document outlines:-

- the importance of the Infrastructure Delivery Plan (IDP) and how this will be used to assist the funding and delivery of infrastructure;
- how Wealden District Council are working with infrastructure providers;
- infrastructure issues and constraints; and
- infrastructure issues where further work is required.

1.2 This document is a brief summary of infrastructure issues that we need to explore further. It does not provide a comprehensive overview of the various strategies, service plans and action plans of the various Infrastructure providers. The IDP will cover the content of these plans, funding mechanisms and timescales for provision in more detail. The IDP will be published alongside the Proposed Submission Wealden Local Plan.

Background

1.3 Following the Examination of the Wealden Core Strategy Local Plan in 2012, the Planning Inspector approved the Plan for adoption subject to a review of the Plan to start in 2015. This was to enable the Council to take account of growth requirements in relation to the Objectively Assessed Housing Need (OAHN) when a key constraint to growth, namely waste water treatment work provision, was resolved.

1.4 In accordance with this requirement, Wealden District Council has commenced the review of the Core Strategy Local Plan, which we are now calling the Wealden Local Plan, taking into account the OAHN. Aspects which formed the consideration of the OAHN are addressed in the main consultation document.

1.5 The OAHN and additional Duty to Co-operate requirements, have provided a range for the housing numbers that we need to try to accommodate within the new Wealden Local Plan. The preferred strategy as outlined in Chapter 8 of the Wealden Local Plan Review - Issues, Options and Recommendations document, is for the provision of 19,950 homes within Wealden within the Plan period.
1.6 The new plan period will be from 2013 to 2037. The new plan will include the proposed new housing allocation as well as the 7,200 homes already planned. The Wealden Local Plan therefore proposes an additional 12,750 homes on top of the Core Strategy allocations.

1.7 The Wealden Local Plan looks to concentrate growth within the south of the District, mainly in the form of sustainable/mixed use urban extensions in the Hailsham and Polegate areas. These areas are less constrained and it will be quicker and easier to develop these areas, with some development in larger villages and settlements to help maintain the viability and sustainability of smaller settlements. Development is proposed within the North of the District, but it is constrained due to certain environmental considerations.

1.8 The level of growth proposed and the strategy currently being progressed will have considerable implications for infrastructure provision across the District, but particularly in the south of the District where the majority of housing is proposed. This growth will have impacts on existing and future infrastructure provision and services that need to be considered and planned in relation to the delivery of new development and growth within the District.

1.9 Wealden District Council will be employing consultants to undertake a review of the additional employment and retail provision that is required to support the level of growth proposed through the Wealden Local Plan, which will impact upon infrastructure provision.

The focus on delivery in plan making

1.10 The National Planning Policy Framework (NPPF)\(^1\) sets out the Government’s Planning policies for England and how these are expected to be applied. It is based on a presumption in favour of sustainable development – looking at the combined economic, social and environmental dimensions of sustainable development as a ‘golden thread’ running through both plan making and decision taking. There is a strong focus on infrastructure and delivery of infrastructure throughout the NPPF.

1.11 The provision of infrastructure is not only critical to support growth by ensuring that essential services are provided, but also contributes to the economic growth of the area by providing opportunities for employment in a range of areas related to the infrastructure provision, for example: teachers; teaching assistants; doctors; surgery staff; ambulance drivers; ambulance mechanics, fire and emergency vehicles on the road; and administration and back office staff, etc. However, there are also challenges in relation to provision of affordable housing (both market and social housing), training and skills, as well as capital and revenue funding to pay for staff and new

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\(^1\) National Planning Policy Framework – Department of Communities and Local Government – March 2012
premises and equipment to provide the services. Some of these issues are local and some are national issues.

1.12 Through partnership working with the South East Local Enterprise Partnership, the Local Strategic Partnership and Infrastructure Providers, we can identify the infrastructure requirements, issues and opportunities to enable and support the community, which feed into the requirements set out in the IDP.

Infrastructure Act 2015

1.13 The infrastructure Act\(^2\) provides provision for the delivery of nationally significant infrastructure and energy projects. It also provides provision in relation to the establishment of Strategic Highway Companies. As the Act is relatively recent, these aspects are not currently relevant to our IDP nor does it currently influence our infrastructure provision. However, it may be of relevance in the near future, once strategies emerging from the Act have been further developed.

1.14 The Act also provides measures in relation to National Walking and Cycling strategies, which may be of interest to us in the future, particularly if these strategies are enabled through funding from Government, the Local Enterprise Partnerships or other transportation bodies.

1.15 In July 2015, the Airports Commission\(^3\) put forward their recommendation to the Government, for an additional runway for the South East to be located at Heathrow. The Government will make their decision on whether they consider that an additional runway should be at Heathrow or Gatwick by the end of 2015. It is likely that the additional runway will be delivered through provisions of the Infrastructure Act.

1.16 If the Government decide to go against the recommendation of the Airports Commission and choose Gatwick as the location for an additional runway there will be a number of additional impacts that will have to be considered as part of the Wealden Local Plan review, particularly in relation to noise and the housing and infrastructure provision to support the airport expansion.

Wealden Core Strategy Local Plan (February 2013) - Infrastructure Policy

1.17 The Core Strategy Local Plan Policy WCS7 – Effective Provision of Infrastructure – as shown in Figure 1 below, reflects the requirements of the NPPF in the proper planning, review and delivery of infrastructure, and requires that this is carried out in partnership with infrastructure providers to support the level of growth identified in the Core Strategy. It is proposed that this strategy is replicated in the new Wealden Local Plan alongside policies to


safeguard land for future infrastructure provision, and the protection of existing infrastructure facilities.

**Figure 1: Wealden Core Strategy - Policy WCS7 – Effective Provision of Infrastructure**

**WCS7 Effective Provision of Infrastructure**

The release of land for development will be conditional upon there being sufficient capacity in the existing local infrastructure to meet the requirements generated by the proposed development. Where development would create the need to provide additional or improved community facilities, services and infrastructure to mitigate its impact, a programme of delivery must be agreed with the relevant infrastructure providers which will ensure that these improvements are provided at the time they are needed. These may involve coordinating contributions from the development with other investment streams. This approach will ensure that the necessary improvements can be completed in a timely manner to support growth.

Arrangements for the provision or improvement of infrastructure to the required standard will be secured by planning agreement/obligation, or by condition attached to the planning consent or by any other appropriate mechanism.

The adequacy of infrastructure provision in Wealden will be the subject of regular review with infrastructure providers as part of the ongoing work on the Infrastructure Delivery Plan. This will include health, transport, utility services, and education providers and will be reported as part of the Local Plan monitoring arrangements in the Annual Monitoring Report.

1.18 Policy WCS7 also provides the rationale and brief for the development of the IDP/Infrastructure Delivery Road Map as a framework to support CIL funding decisions, the consideration of the best use of Section 106 funding and shaping input to external bidding processes as well as the requirement to identify opportunities, risks and contingencies as part of the on-going process of infrastructure delivery.

1.19 The Infrastructure Delivery Roadmap is a working document that sits between the Infrastructure Delivery Plan (IDP) and the Wealden Local Plan. It focuses on the strategic physical, local social and green infrastructure required to deliver the Local Plan. In the future strategic cross boundary infrastructure will also be contained within an East Sussex Strategic IDP. This document will help in the bidding for strategic funding by all relevant authorities.

1.20 The IDP and Strategic IDP are linked to other plans, strategies and initiatives such as those of the Local Strategic Partnership, the Local Economic Partnership, the Health and Wellbeing, etc. so that mutually supportive delivery mechanisms can be identified and strengthened.

**The IDP as a living document**

1.21 The IDP to support the new Wealden Local Plan will build on previous IDP’s – as the baseline for provision to support growth up until 2037. It is
difficult to plan this far ahead, indeed many infrastructure providers can only plan for 5 – 10 years ahead at the most, so the IDP as a matter of necessity needs to be a living document that is updated regularly.

1.22 This enables changes to Government policies, priorities and funding streams to be assessed and reflected in relation to the delivery of infrastructure, provides a record of infrastructure delivery and provides information to feed into bidding documents for funding and the decision making process in relation to CIL funding.

1.23 The strategic infrastructure to support the Core Strategy Local Plan (CSLP) is outlined in the IDP prepared for the CSLP in 2013\(^4\). This has been updated to support the Strategic Sites Local Plan (which has since been withdrawn) and more recently to support the submission of the Community Infrastructure Levy in March 2015.\(^5\)

1.24 The information within these IDP’s is still critical, relevant and important to the delivery of growth within the District. The strategic infrastructure provision identified in the latest IDP will be reviewed and taken forward in the IDP to accompany the submission version of the Wealden Local Plan Review.

1.25 In addition infrastructure provision, particularly in relation to categories that have not been investigated fully so far, such as social and community provision and green infrastructure will be progressed as part of the IDP to support this Local Plan.

1.26 The IDP reflects a working partnership with infrastructure providers and deliverers, working to plan, fund and provide infrastructure to meet the needs of the community and support the growth and delivery of the Local Plan. It is an essential part of proving that the Local Plan is deliverable and that it will support the development of sustainable communities.

1.27 The main focus on infrastructure in the WLP IDP document will be on the delivery required in the short term, medium term and long term (i.e.) within the next 5, 10 and 15 years respectively. However, as the plan progresses, infrastructure that will be required to support the community towards the end of the plan period will be reflected through the IDP and the monitoring process that will accompany the IDP in due course.

1.28 We will look at all issues in conjunction with Infrastructure Providers in relation to the growth shown in the Wealden Local Plan Review Issues, Options and Recommendations document, to assess:-

- Capacity and adequacy of existing facilities;

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\(^4\) Core Strategy IDP
[http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/CoreStrategy/Planning_Core_Strategy_Library.aspx](http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/CoreStrategy/Planning_Core_Strategy_Library.aspx)

\(^5\) CIL IDP
• Locations where there is a requirement for additional infrastructure provision;
• New provision in the pipeline – impact on capacity in the local area;
• Opportunities to work with others to introduce new models of service provision;
• Timescale for new provision to meet growth;
• Funding required; and
• Any cross boundary impacts and opportunities.

1.29 There will be a focus on infrastructure that will support growth and add value and additional capacity. However, all budgets for infrastructure provision are stretched. This may mean that there will be a need to review existing strategies to ensure that infrastructure delivery is appropriate and making the best use of funding sources. In addition, infrastructure providers, often in partnership with the Council will be looking at new ways of delivering infrastructure services and combined service provision. Some services may be provided for the community in the future in a different way than they are today.
## 2. Wealden Local Plan – Infrastructure issues

### 2.1 Infrastructure Categories

2.1.1 The NPPF does not provide specific categories for infrastructure, however, the generally accepted infrastructure categories are shown in Table 1 below. This has been devised by the Planning Advisory Service (PAS). The IDP for the Wealden Local Plan Review will include reference to all of these infrastructure categories, except where stated in the summary below.

**Table 1 – Infrastructure Categories to be included in the WLPR IDP**

<table>
<thead>
<tr>
<th>Infrastructure Category</th>
<th>Specific Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Road Network, Bus network, Rail Network, Cycling and walking infrastructure</td>
</tr>
<tr>
<td>Housing</td>
<td>Affordable Housing, Gypsy and Traveller accommodation</td>
</tr>
<tr>
<td>Education</td>
<td>Further and Higher education, Secondary education, Primary education, Early Years (nursery) education</td>
</tr>
<tr>
<td>Health</td>
<td>Acute care and general hospitals, Health centres/Primary care facilities</td>
</tr>
<tr>
<td>Public Services</td>
<td>Emergency Services: Police, Fire, Ambulance Libraries, Waste management and disposal</td>
</tr>
<tr>
<td>Utility Services</td>
<td>Gas supply, Electricity supply, Water supply, Waste water treatment, Telecommunications infrastructure (including</td>
</tr>
<tr>
<td>Infrastructure Category</td>
<td>Examples</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Renewable Energy</td>
<td>Biomass, solar, wind energy etc.</td>
</tr>
<tr>
<td>Flood Defences</td>
<td>River Flood defences, Coastal defences etc.</td>
</tr>
<tr>
<td>Social infrastructure</td>
<td>Supported accommodation, Social and community facilities - village halls, post offices etc., Sports Centres, Open spaces, Parks and play space, Places of worship</td>
</tr>
<tr>
<td>Green Infrastructure</td>
<td>Appropriate Assessment requirements, Parks and Gardens, Natural and semi-natural urban greenspace, Green corridors, Outdoor sports facilities, Amenity Greenspace, Provision for children and teenagers, Allotments, Churchyards and cemeteries, Accessible countryside in urban areas, River corridors, Green roofs and walls, Nature conservation and biodiversity</td>
</tr>
</tbody>
</table>

2.1.2 It will be important to address all of these infrastructure categories as part of the plan making process, and to understand the impact and requirements for infrastructure as a consequence of the growth proposed in the Wealden Local Plan Review.

2.1.3 Whilst the list includes affordable housing, Gypsy and Traveller accommodation and supported accommodation provision of these specific items has been included as part of the overall Wealden Local Plan. These aspects therefore, will not be covered through this issues paper, nor included as categories within the IDP.
2.1.4 The planning and provision of infrastructure differs across the spectrum. Roads, schools and health provision are different areas to plan and provide for compared to green infrastructure for example. Different timescales, strategies, funding and delivery mechanisms will exist for different items of infrastructure and this needs to be understood in looking at the future requirements. There is no ‘one size fits all’ solution that applies to the provision of infrastructure. We will address the issues that exist however, through continuing and expanding our partnership working with Infrastructure providers.

2.1.5 We have engaged with a number of infrastructure providers whilst preparing the Wealden Local Plan Issues, Options and Recommendations Consultation, to further understand the impact of options for growth may have on the provision of key services. These discussions focussed on highway and transport issues, education, health, water supply and sewerage, flooding, Fire and Ambulance services. Further cross boundary infrastructure issues were discussed with adjoining authorities through Duty to Co-operate meetings. This engagement will continue throughout the development of the plan process and will include additional infrastructure and service providers.

2.1.6 A summary of the current position regarding the various infrastructure items shown on Table 1 above is provided in the section below. This includes reference to known capacity issues, known improvements, studies and further work underway and work that will be undertaken, as part of the IDP. The summary is taken as shown on the Table and does not indicate any priority.

2.2 Highways and Transportation - Roads

**Existing situation/provision**

2.2.1 The District is served by two primary A routes, the A26 and A22, running north to south in the western part of the District, and by the A27 Trunk Road running from East to West across the south of the District. In addition, there is a network of other A and B class routes and rural roads throughout the District.

2.2.2 The Core Strategy IDP identified a need for a number of transport improvements, which have come out of the South Wealden and Eastbourne Transport Study (2010)\(^6\) known as SWETS. This study was undertaken to support the growth identified for the south of the District in the Core Strategy and in Eastbourne’s Local Plan. These are still required but may need to be further upgraded to support the additional growth proposed. This will be further investigated, particularly in relation to the growth in the south of the District, through further studies.

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\(^6\) South Wealden and Eastbourne Transport Study (SWETS) produced by ESCC for WDC and EBC based on technical reports by Transport Planning International Ltd – 2010.
2.2.3 Two further documents built upon SWETS and provided more detail at the package of improvements for the Hailsham/Hellingly\(^7\) and Polegate/Stone Cross\(^8\) areas, and provided initial feasibility drawings and initial costs for each intervention proposed. These studies and improvements proposed may also need to be refreshed in relation to the proposed growth in these areas.

2.2.4 Discussions have been undertaken with representatives from Highways England and East Sussex County Council, to discuss their initial thoughts based upon the preferred option for testing for growth in the Wealden Local Plan Issues, Options and Recommendations Document. Their issues are incorporated within this section.

**Issues**

2.2.5 The issues identified include:-

- Main routes predominantly north- south. New routes or further improvements to these routes may be required to support the additional growth within the Wealden Local Plan Preferred Option for Testing.
- Lack of access to major routes is a major disincentive to economic growth.
- Junctions on some roads are at or near capacity at present particularly along the A27 (T) – the main east-west route through the District. Further substantial improvements or changes to proposed improvements may be required to support additional growth in the WLP, which may require substantial funding.
- Ashdown Forest Nitrogen issues – especially in relation to the A26, may limit the extent of or route of new improvements.
- Most access throughout the District consists of other A and B class routes and rural roads. Because of the inconsistent nature of the trunk road network, long distance and strategic traffic transfers onto these often unsuitable routes.
- Road safety is a significant issue on Wealden's roads with a high rate of accidents and deaths on the road.
- ESCC have invested heavily in road improvements in the past 3 to 4 years, however, maintenance, particularly potholes is still an issue on some of Wealden’s roads.
- The fact that Hailsham does not have a railway station means that there is the possibility that the Polegate Parkway Station concept may resurface. In this case the improvements to the A27 will be important.
- The objective for Highways England is to make the A27 corridor work better. The key issues for Highways England re the A27 (East of Lewes) are:-

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\(^7\) The Hailsham and Hellingly Movement and Access Strategy (MASHH) Prepared for East Sussex County Council by Halcrow – May 2012

\(^8\) The Polegate Movement and Access Strategy (PMAS) Prepared for East Sussex County Council by Halcrow December 2013
• Improving capacity
• Safety
• Sustainability
• Accessibility
• Resilience
• As well as this the issues for the wider partnership are:-
  • Strengthening east/west links
  • Enabling (Housing and Employment) Growth
  • Benefits for local communities
• The plan may need to look at ‘new’ route options as solutions to future capacity issues very closely. In addition, the economic issues are in the south of the district, where the focus on roads may be more acute.
• With improving existing infrastructure there is a need to differentiate between upgrading works and works to cater for new growth in the area.
• Funding of new road and road improvements is an issue and there may be a need to lobby Government in relation to road improvements.

How Issues will be addressed

2.2.6 Although some road improvements and maintenance have been carried out within the District in recent years, the strategic road improvements to support the growth in the Core Strategy which are identified and included within the current IDP have yet to be implemented

2.2.7 These improvements are still required and may be sufficient to support growth of this plan in some areas, or may, following further transport studies, need to be supplemented by further improvements works or interventions at a later date, to improve and maintain traffic flow.

2.2.8 A number of the Core Strategy improvements are currently being progressed with funding through the Department for Transport (DfT)/Highways England, the Local Economic Partnership (LEP) and through development contributions (either through works undertaken by the developer or through cash contributions):

• Improvements to Uckfield High Street – due to be implemented Spring 2016, using development contributions;
• Critical highways interventions in Polegate, Stone Cross and Hailsham around the A22, A27 and connecting routes - using funding from Highways England, the LEP and development contributions, subject to the outcomes of the A27/DfT work on options for spending funds;
• Works to Hailsham Town Centre, which form the first stage of a package of works within Hailsham aimed at improving traffic flow, easing congestion and adding capacity, are well underway. The detailed design and consultation work has been carried out and contracts let. The implementation of works is due to commence in the Spring of 2016;
• Design work for the Lions Hill junction improvements in Stone Cross have been carried out by the developers of the site to the south of
Rattle Road (WD/2011/2270) in Stone Cross. Implementation of these works will be carried out in conjunction with the development of the south of Rattle Road site and will be delivered via a Section 278 Highway Agreement secured as required by the legal Agreement;

- Works to improve the junction of the A22/A27/A2270 and to the A2270/Polegate High Street/Wannock Road junction will be required prior to the construction/occupation of development on the Core Strategy strategic site to the South of Polegate and East of Willingdon; and
- In Hailsham, there is a requirement to replace the left in/left out junction at the A22/Hempstead Lane junction with a roundabout to improve traffic flow and capacity within and through Hailsham. This roundabout has been secured through a legal agreement with one of the developers of the Hailsham North development area.

**Who we will work with**

2.2.9 In relation to the funding and delivery of improvements and the identification of additional infrastructure and improvements which will be required to support the additional growth, we will continue to work in partnership with:-

- East Sussex County Council;
- Highways England;
- South East Local Enterprise Partnership; and
- Developers.

**Further work required/currently underway**

2.2.10 The further work required/ currently underway includes:-

- Traffic modelling is currently underway in relation to traffic using routes across the District to access the Ashdown Forest. Although principally being carried out as part of the Habitat Regulations Assessment and Nitrogen testing in the Ashdown Forest, this information may also be fed into the transport modelling in relation to the WLP.
- Highway capacity modelling will be required on the basis the Preferred Option for Testing and any necessary variations of the final figures for growth and the strategy for distribution of growth across the towns and villages in the District.
- ESCC/WDC will undertake an update/refresh/review the South Wealden and Eastbourne Transport Study (SWETS) model of 2009/10 which was revalidated in 2012, as part of the Wealden Local Plan process.
- Highways England is developing Regional Traffic Models using mobile phone data. The raw data will be available towards the end of the summer with a forecast model a year later.
- Working with partners to secure additional funding from Government to achieve the strategy in the Preferred Options for Testing.
2.3 Highways and Transportation - Bus Provision

2.3.1 The provision of bus services across the District is particularly important to those who may not have access to a car which may include (but is not limited to) the elderly, the unemployed and low paid workers and to young people, to enable them to access essential employment, social and leisure services. It also provides an alternative means of transport for all of the community and visitors/tourists visiting the District and assists in reducing carbon emissions across the District.

Existing situation/provision

2.3.2 Bus services in Wealden are provided by a number of commercial bus operators, predominantly Stagecoach and Brighton and Hove Bus Company and community bus service operators such as Cuckmere Buses.

2.3.3 School Buses provided by ESCC also operate in the District, providing services from rural areas to the main Secondary schools in the District.

Issues

2.3.4 The issues include:-

- There are a number of services that connect key towns and villages within Wealden and key towns in adjoining authority areas, particularly Eastbourne and Tunbridge Wells. However, in many cases the frequency of service provision often does not encourage using public transport as a means of getting to work and can be a problem when accessing essential services such as hospitals, doctors etc.
- Although there are other alternatives such as patient transport and community drivers etc. and much has been done to provide more frequent services and connections, the District still remains one where the car is the predominate form of transport.
- Many bus services are subsidised to support them until fare revenue increases, however this only comes from those who do not have concessionary or free bus travel. Once the Community Infrastructure Levy is adopted – there will be potentially a loss of revenue funding through development contributions to subsidise new bus services or extensions/changes to existing bus services. Without subsidy it may be difficult to provide new services or continue to support existing services to all parts of the District.
- Improvements at key junctions need to take into account the requirements of public transport, particularly in town centres and in relation to the Quality Bus Corridor (QBC). The QBC is to be implemented between Eastbourne, Polegate and Hailsham, and in particular the Cophall roundabout and the A2270/Polegate High Street/Wannock Road junction. The Drusilla’s roundabout is also a pinch point on the A27 which causes traffic to back up towards Polegate and may affect the functionality of the QBC.
How Issues will be addressed

2.3.5 We will continue to work with ESCC and key transport providers on enabling the implementation of sustainable transport provision through the Wealden Local Plan including the provision of public transport, walking and cycling networks, transport interchanges and car parking/cycle parking provision at interchanges.

2.3.6 There will be a need to work ESCC and with commercial and community bus operators on new ways of supporting and/or cross subsidising existing and new services required to support the growth of the WLP.

Who we will work with

2.3.7 We will continue to work with ESCC and developers in relation to the implementation of the QBC and the Local Transport Plan.

2.3.8 We will continue to support ESCC in the submission of bids for funding to the South East Local Enterprise Partnership, and the Government, and in lobbying for additional funding.

2.3.9 We will engage with commercial bus companies operating in the area on the impact of growth on services and opportunities that may exist, particularly Stagecoach, Brighton and Hove Bus Company, The Sussex Bus Company, Cuckmere Buses, The Wealden Bus Alliance, North Wealden Community Transport Partnership, and other community bus partnerships.

Further work required/currently underway

2.3.10 A study is currently underway which will outline the works required to implement the sustainable transport corridor also known as the Quality Bus Corridor (QBC) between Eastbourne, Polegate and Hailsham. This will improve public transportation and connectivity between key growth areas, retail and employment opportunities and public transport interchanges. These requirements will be reflected in the IDP.

2.3.11 Further work will be required in partnership with ESCC and local commercial and community bus service operators to identify opportunities for new services/extended services to serve community. This will be undertaken as part of the on-going work on the IDP to support the Wealden Local Plan Review.

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3 Eastbourne – Polegate – Hailsham - Sustainable Transport Corridor Study - 2015 (Aka the Quality Bus Corridor (QBC))
2.4 Highways and Transportation - Rail Provision

2.4.1 The Rail Network throughout the UK is managed by Network Rail, who is responsible for the planning and upkeep of the rail infrastructure.

2.4.2 Rail services are franchised to a number of Train Operating Companies (TOC’s) who run trains and services to different parts of the County.

Existing situation/provision

2.4.3 The rail network coverage in Wealden is quite limited and comprises three lines, namely:

- The London to Hastings line where services are run by South Eastern Services. This line serves the District with stations at Frant and Wadhurst, and just outside the District at Stonegate and Etchingham (both to the east of Heathfield, within in Rother District). The service on this line operates around 27 trains per week day in each direction;
- The Uckfield Line, operated by Southern Railway, providing services from London to Uckfield, with stations at Buxted, Crowborough and Eridge within Wealden. The service on this line provided around 25 trains per week day in each direction;
- The Marshlink line, operated by Southern Railway from Ashford International to Eastbourne/Brighton via Hastings, with stations at Norman’s Bay, Pevensey Bay, Pevensey and Westham, Polegate and Berwick. This line provides connections from these stations to Gatwick via Lewes and to the Channel Tunnel Rail Link – High Speed 1, at Ashford International. This line operates around 31 trains each day in each direction; and
- Three heritage railways also operate within the District, the Spa Valley Railway, a heritage link between Eridge and Tunbridge Wells, The Lavender Line based at Isfield and the Bluebell Railway at Sheffield Park.

Issues

2.4.4 Issues include:

- Provision of car parking at stations.
- Provision of public transport links to stations.
- Frequency and reliability of trains.
- Capacity of trains, platforms and stations to take longer trains.
- Need to have further electrification on both the Uckfield – Hurst Green and Hastings – Ashford sections on the rail network. These have been identified as the top priorities for rail improvements in East Sussex County Council’s Rail Strategy 2013.
- Need to provide links to other lines where potential exists, such as the Uckfield/Lewes link and the Eridge/Tunbridge Wells link to provide access to a wider rail network.
• Need for improvements at stations.

**How Issues will be addressed**

2.4.5 We will continue to raise issues in relation to improvements to rail services with Network Rail and the Train Operating Companies. These will be primarily addressed by Network Rail through their own studies and processes and by the Train Operating Companies. Any improvements that are proposed will be reflected in the IDP.

**Who we will work with**

2.4.6 We will continue to work with the DfT, Network Rail and the train operating companies in conjunction with East Sussex County Council, on improvements to services within the District, and the opportunities that growth in the area will offer to increase rail usage and patronage. This also includes supporting the re-instatement of the railway between Uckfield and Lewes, between Eridge and Tunbridge Wells and the reinstatement of the Willingdon Chord.

2.4.7 We will also continue to work with East Sussex County Council, Neighbouring Authorities and Rail Future on the reinstatement of the line between Lewes and Uckfield as part of the wider rail capacity requirements between the Sussex Coast and London.

**Further work required/currently underway**

2.4.8 A number of measures are currently underway through the Sussex, Route Studies to bring forward improvements to the existing routes and services. This includes: electrification of parts of the Hastings line south of Tunbridge Wells; lengthening of station platforms to enable longer trains at Uckfield and other stations along this line; and provision of additional car parking at Uckfield. Network Rail will shortly be undertaking their Kent Route Study which may bring forward further measures to improve the Hastings – Tonbridge line.

2.4.9 In addition, funding has been provided by Government to investigate in further detail a range of options looking into improving rail connectivity between London and the South Coast, including the case for reinstating the rail link between Uckfield and Lewes.

2.4.10 Re-instatement of this link could provide a relief route for the Brighton Main Line, should difficulties be experienced on this route, and also provide a link for potential users between Uckfield and Lewes, with connections to Gatwick and Brighton.

2.4.11 The Wealden Local Plan proposes a Preferred Option for Testing relating to the safeguarding of the rail links between Uckfield and Lewes as well as between Eridge and Tunbridge Wells, and the Willingdon Chord.
2.5 Highways and Transportation - Walking and cycling provision

2.5.1 Walking and cycling provision is high on the Government's agenda and is included within the Infrastructure Act 2015. This is partly in response to initiatives such as reducing carbon emissions and improving health as well as providing a range of alternative modes of transport, connecting homes to workplaces, schools, social and community facilities.

Existing situation/provision

2.5.2 A number of walking and cycling routes currently exist within the District, including the Cuckoo Trail, the 1066 Way and National Cycle Route 21 (which includes part of the Cuckoo Trail). In addition, there are a number of statutory and non-statutory footpaths across the District, which are used predominantly for leisure purposes.

Issues

2.5.3 The key issues in relation to providing/improving walking and cycling networks are:-

- The need to ensure that walking and cycling routes provide safe and secure routes to places of work, schools, town centres, transport interchanges, social and community facilities, tourism and leisure facilities;
- The need to improve the existing network and connections to new networks and connectivity that this allows; and
- The need to find sufficient funding to implement and support the improvement of existing and provision of new walking and cycling routes and associated infrastructure and facilities (sign posting etc.).

How Issues will be addressed

2.5.4 Issues will be addressed through:

- Production of an East Sussex Countywide Walking and Cycling Strategy, which will be reflected through the IDP to support the Wealden Local Plan review and the Local Transport Plan;
- Working with developers through Master planning and detailed site planning to protect and improve existing walking and cycling routes, and to provide for new walking and cycling routes in line with the Strategy; and
- Supporting ESCC and other partners to secure funding from Government and through the LEP and other sources.
Who we will work with

2.5.5 We will continue to work with ESCC and through them with SUSTRANS and local cycling and walking groups such as Bespoke, rail and bus operators etc. to understand the current issues and opportunities that the Wealden Local Plan presents to improve walking and cycling networks within Wealden. The particular focus includes routes from residential areas to: work places; schools; town centres; transport interchanges; social and community facilities; tourism and leisure facilities.

Further work required/currently underway

2.5.6 ESSC, in conjunction with local authorities within East Sussex, is currently preparing a Walking and Cycling Strategy for East Sussex. This will take account of existing communities, and the growth proposed in current and emerging Plans and will look to extend the current network of walking and cycling routes, improving connectivity throughout the County.

2.6 Education Provision

2.6.1 East Sussex County Council is the Local Education Authority for Wealden. As Local Education Authority (LEA), the County Council is the strategic commissioner for education provision, with a duty to ensure education provision for all children from age 2 to 19 (i.e. Early Years provision through to Post 16 and Further Education provision), and has a statutory duty to ensure that there are sufficient education places to meet present and future demands.

2.6.2 Over recent years, however, the Government has changed the way in which education services are provided, and we now have a system which includes schools under Local Authority control and also schools managed under Academy and Trust arrangements.\(^\text{10}\).

2.6.3 In Wealden District, at the start of academic year 2014/15, there were:

- 202 Early Years settings providing 4,337 funded places (15 hour slots) for eligible two, three and four year olds. Places are provided by the private, voluntary and independent sectors as well as childminders, local primary schools and academies;
- 52 maintained primary schools providing 10,705 places;
- Four maintained secondary schools providing 5,191 places;
- Two primary academies providing 420 places; and
- Two secondary academies providing 3,093 places.

\(^{10}\) For further information relating to the various management of schools refer to the ESCC Education Commissioning Plan 2014-2018 [https://new.eastsussex.gov.uk/educationandlearning/management/download](https://new.eastsussex.gov.uk/educationandlearning/management/download)
Planning for school places is based on annual pupil forecasting, taking into account birth rates, migration rates within the LEA area and additional pupils that will come from new developments. These figures are used to assess the education requirements within each of the Local Authority area within the whole Local Education Authority area, and reflected in ESCC’s Education Commissioning Plan and local IDP’s.

The Local Education Authority (ESCC) has identified requirements for a number of new and expanded facilities to cater for education in the form of Early Years, Primary School, Secondary School, 6th Form provision and Further Education Provision, to support the growth shown in the Core Strategy Local Plan. These are included in the IDP that supports the Core Strategy Local Plan.

General issues

General issues include:-

- Critically, the majority of the requirements to support the Core Strategy Local Plan are shown as being required at the time of projected peak occupation – in 2018/19 – 2019/20, although in a number of areas solutions are likely to be in the longer term. This volume of provision presents potential problems in relation to funding and deliverability of education provision, particularly as the projected costs for this peak period are in the region of £48M and the additional funding required is around £17.5M. There will not be sufficient CIL available to make a significant contribution to the required funding to ensure all education requirements are met, particularly if CIL is used for other infrastructure such as road provision. Additional funding will need to be identified as a matter of urgency to provide sufficient funds for education provision. If alternative funding sources are used in the meantime, it may be necessary for CIL to retrospectively reimburse these costs when sufficient funding has been banked.

- The volume of additional housing proposed through the Wealden Local Plan Review will have significant infrastructure requirements, which are likely to change the current LEA strategy regarding school provision considerably e.g. new secondary schools not previously envisaged. This may require reconsideration of how this strategy or parts of the strategy go forward and how this relates to the provision identified for the Core Strategy Local Plan.

- The volume of housing proposed would have significant impact on births and demographic projections in the area, and will impact on demand for Early Years provision and post 16 provision as well as school places.

- It is easier from an education point of view if housing is provided in larger parcels (urban extensions) rather than in smaller parcels spread across the towns.

- Recent birth trends in rural parts of Wealden are fairly flat. However, in areas where significant amounts of additional new housing are proposed this is likely to lead to an increase in births.
The Preferred Option for Testing impacts upon the current ESCC CS strategy. By narrowing down to a Preferred Option for Testing and subsequent early disclosure to ESCC of the proposed strategy would be very helpful in determining impact and potential options. ESCC CS need to have an understanding of the strategy and housing numbers before the WLP is adopted.

ESCC CS would appreciate an early view of the refined strategy and as much up-front information regarding housing numbers and potential locations as possible to help them with their forecasting, funding applications and review of area strategies.

Problems when potential land for education purposes is tied up with development as ESCC CS cannot do anything regarding provision until land is made available.

**Education Funding Issues**

2.6.7 Education funding issues include:-

- Schools Basic Need Funding (BN) comes from the Education Funding Agency (EFA) based on the Local Education Authority’s (LEA) submission of predicted numbers of pupils. BN guidance does not take into account future growth allocated in Local Plan as the EFA take the view that this development is not guaranteed. Development will only guarantee once a planning consent is granted.
- Countywide the growth in primary pupil numbers may be starting to slow down. This may mean a decline in the BN funding received, particularly at primary school level.
- The EFA is also taking the view that in areas of significant housing growth, it is appropriate that future funding should come from CIL. The LEA’s view is that they will be heavily reliant on using CIL to meet demand.
- There will be a need to look to LEP in relation to growth.
- There will be a need to seek the help from Government regarding infrastructure provision, particularly if WDC are supporting growth that other authorities cannot meet.
- If lack of funding is stopping growth there may need to go back to Government re BN.
- Regarding Capital spend, ESCC CS now has to show how they spend the money that they get from the EFA. This period is currently up to 2017/18 so there will be a few years before the LEA can show the impact of the funding with the EFA. When funding comes forward will depend upon the phasing of development and the availability of sites.

**2.7 Early Years Education Provision**

2.7.1 Early Years education provision relates to the provision of childcare and teaching for children before they enter primary school. All children aged 3 and 4 are entitled to up to 15 hours free early years education or childcare per
week. In 2013/14 this was extended to include around 20% of eligible 2 year olds and in 2014/15 the eligibility criteria was extended to around 40% of 2 year olds. In June 2015, the Government announced that the entitlement for children aged 3 and 4 would be extended to provide 30 hours free early years education or childcare per child per week.

2.7.2 Early Years provision is provided through a number of different providers including, the LEA, academies, independent schools, children’s centres, childminders, voluntary groups and through privately run nurseries.

**Existing situation/provision**

2.7.3 In Wealden in 2014/15 there were 202 Early Years providers, providing 4,337 funded places (15 hour slots) for eligible two, three and four year olds, through a variety of early years providers. Of these places, 461 are in Crowborough, 737 in Hailsham, 402 in Heathfield, 249 in Stone Cross, Polegate/Willingdon and Hankham, and 356 in Uckfield. The remaining spaces, almost the same number of places in the towns, are provided in village and rural areas.

**Issues**

2.7.4 Issues include:-

- Additional Early Years provision will be needed to facilitate the Government’s latest announcement regarding the extension of Early Years provision for 3 and 4 year olds to 30 hours per child per week. This will put pressure on existing facilities and resources.
- Additional Early Years provision will also need to take into account the proposed growth in the Wealden Local Plan Review, which may require additional facilities and resources particularly in locations with considerable growth. However, where new primary school provision is also required, there may be opportunities to combine provision making best use of scarce resources.

**How Issues will be addressed**

2.7.5 Issues will principally be addressed through the Education Commissioning Plan published by East Sussex County Council as Local Education Authority. This is a four year rolling programme, which is updated regularly.

**Who we will work with**

2.7.6 We will continue to work with ESCC Children’s Services Department to identify requirements as a consequence of the growth identified in the Wealden Local Plan, to monitor housing development and to input to pupil forecasting on an annual basis.
We will also work with ESCC to support applications/lobbying activities for additional funding for education.

Further work required/currently underway

ESCC Children’s Services Department will need to undertake some detailed modelling of the preferred option as it is refined to understand the likely impact of housing growth across the district, linked to the Government’s announcement on 30 hours free early education or childcare.

2.8 Primary Education Provision

Existing situation/provision

In 2015/16 there were 52 Primary Schools within the District, plus 1 infant school and 1 junior school, making 54 in total. Of these, 33 Primary Schools are located in villages, 6 are located in Crowborough, 5 in Hailsham, 5 in Uckfield, 3 in Heathfield and 2 in Polegate/Willingdon.

Issues

Issues include:-

- Part of current ESCC Children’s Services Department's strategy is to provide ‘bulge’ classes as an interim measure – e.g. creation of a bulge class at Willingdon Primary School in 2015/16.
- The LEA works with all schools, maintained or non-maintained (e.g. academies), to ensure it is able to discharge its statutory duty.
- The LEA will have to look closely at the current Primary School Strategy for North Hailsham/Hellingly where they are currently forecasting the need for a further 2 Forms Entry (FE) Primary School provision.
- The LEA will need to consider areas where there may be a current oversupply of places, which may be used in the future. This will need to take account of costs and value for money in the short and long term.
- The quantum of additional housing proposed in the Preferred Option in the Local Plan Review for Hailsham/Polegate/Stone Cross in particular (around 10,000 homes) equates to approximately 2,000 primary age children which would require new provision in the area.
- In Polegate and Willingdon at present, options include either expanding one of the existing primary schools or developing provision on the site proposed at Mornings Mill Farm (Site PWA in the WLP Issues, Options and Recommendations Document). If sites are likely to be to the north, ESCC will need to look carefully again at the provision in Polegate and Willingdon.
- ESCC has expressed concern about numbers proposed in relation to Horam (Maynards Green) and Herstmonceux. Both have 1 FE primary
school provision and are already full. The proposed additional new housing in these villages will put further pressure on these schools but may not be sufficient to support their expansion to 2FE. There is potential scope to expand at Horam, but this is more difficult at Hestmonceux.

- More housing at Ninfield could potentially provide opportunities to expand the local school but proximity to Bexhill needs to be considered also.
- Any substantial increase in provision in the Mayfield/ area may impact on the ability of the local school, recently expanded to 1FE, to accommodate primary provision.
- Some additional housing in certain villages could be welcomed to enable village schools to remain viable.

**How Issues will be addressed**

2.8.3 Issues will principally be addressed through the Education Commissioning Plan published by East Sussex County Council as Local Education Authority. This is a four year rolling programme, which is updated regularly.

**Who we will work with**

2.8.4 We will continue to work with ESCC Children’s Services Department to identify requirements as a consequence of the growth identified in the Wealden Local Plan Review, to monitor housing development and to input to pupil forecasting on an annual basis.

2.8.5 We will also work with ESCC to support applications/lobbying activities for additional funding for education.

**Further work required/currently underway**

2.8.6 Further work will be required to understand the impact that the Wealden Local Plan Review will have on the current Education Commissioning Strategy and existing plans to support that strategy.

2.8.7 Feasibility work is currently being undertaken in relation to primary school provision in certain locations. Consideration of the growth in the Wealden Local Plan may lead to a revision of timescales and funding requirements. The use of interim interventions will also be considered as part of this assessment. This will include for example, the creation of ‘bulge classes’ and provision of mobile classrooms.

2.8.8 Additional requirements, timescales and costs of provision to support the Wealden Local Plan will be identified following this work and incorporated into the Wealden Local Plan IDP.
2.8.9 Further work may be required to seek additional funding from the Government to support education provision, particularly in relation to accommodating the shortfall of housing from other authorities.

2.9 Secondary Education Provision

Existing situation/provision

2.9.1 In 2014/15 there were 6 Secondary Schools in Wealden located in Wadhurst (Uplands Community College), Crowborough (Beacon Community College), Uckfield (Uckfield Community Technology College), Heathfield (Heathfield Community College), Hailsham (Hailsham Community College Academy Trust) and Willingdon (Willingdon Community College). There are currently 6 Secondary Schools in Wealden located in Wadhurst

Issues

2.9.2 Issues include:-

- In relation to the possibility of any further growth around Crowborough, the Beacon Academy are reducing their Planned Admission Numbers (PAN) as they have surplus capacity at present, but could potentially accommodate some further expansion.
- Additional development of around 5,000 homes in any one area is around the threshold for the provision of a new secondary school.
- Looking at the possibility of new secondary school sites will require several hectares of land to develop provision.
- The quantum of additional housing proposed in the Preferred Option in the Local Plan Review for Hailsham/Polegate/Stone Cross in particular (around 10,000 homes) equates to another 1,400 secondary age students (Years 7-11) which would require new provision in the area.
- The additional housing proposed may require a review of the current secondary education strategy for Hailsham.

How Issues will be addressed

2.9.3 Issues will principally be addressed through the Education Commissioning Plan published by East Sussex County Council as Local Education Authority. This is a four year rolling programme, which is updated regularly.

Who we will work with

2.9.4 ESCC Children's Services Department will need to undertake some detailed modelling of the preferred option as it is refined to understand the likely impact of housing growth across the district.
Further work required/currently underway

2.9.5 ESCC is currently carrying out feasibility work in relation to secondary education provision (including 6th Form) to refine requirements and options for provision.

2.9.6 The identified requirements at present include a mixture of expansion of existing facilities off site, and new facilities on site. Where new facilities ‘on site’ are required, land will need to be identified and secured through a Section 106 agreement, as part of the master planning of development areas.

2.10 Post 16 Further Education Provision

Existing situation/provision

2.10.1 There are currently no Post 16 Further Education colleges in Wealden District. However, substantial numbers of students from Wealden attend Sussex Downs College campuses at Eastbourne and Lewes. Students from Wealden also attend Plumpton Agricultural College near Lewes.

2.10.2 Issues include:-

- large numbers proposed in the Hailsham and Polegate areas will have an impact upon Post 16 provision.

How Issues will be addressed

2.10.3 Issues will principally be addressed through the Education Commissioning Plan published by East Sussex County Council as Local Education Authority. This is a four year rolling programme, which is updated regularly.

Who we will work with

2.10.4 We will continue to work with ESCC Children’s Services Department and through them with Further Education establishments to identify requirements as a consequence of the growth identified in the Wealden Local Plan. We will also monitor housing development and to input to pupil forecasting on an annual basis. We will also work with ESCC to support applications/lobbying activities for additional funding for education.

Further work required/currently underway

2.10.5 Further work assessing the Post 16 education provision is currently being undertaken by ESCC, The colleges of Further Education and the South East Local Enterprise Partnership.
Further work will also be required to understand the impact that the growth of the Wealden Local Plan Review has on the current Education Commissioning Strategy and existing plans to support that strategy.

**2.11 Health Provision – Acute Care**

**Acute Care and General Hospitals**

2.11.1 Acute Care (hospital) services for Wealden District are provided by the East Sussex Health Care NHS Trust. East Sussex County Heath care NHS Trust is responsible for mental health issues and has a facility in Hailsham.

2.11.2 There are no Acute Care Hospitals within Wealden District. Acute Care is provided by the East Sussex Health Care NHS Trust who is responsible for the Eastbourne District General Hospital (DGH) and the Conquest Hospital in Hastings/St Leonards. The northern and central part of the District is also served by the Pembury Hospital near Tunbridge Wells, run by the Maidstone and Tunbridge Wells NHS Trust.

**Existing situation/provision**

2.11.3 There are two community Hospitals in Wealden District in Uckfield and in Crowborough. Acute Care services are provided at the Eastbourne District General Hospital, the Conquest Hospital in Hastings and the Pembury Hospital near Tunbridge Wells.

**Issues**

2.11.4 Issues include:-

- None of the hospitals serving Wealden residents is located within Wealden, so it is difficult for many people to get to hospital appointments via public transport.
- Additional housing in the south of the District may impact upon the provision of Acute Care Hospital services in the wider area.
- The Eastbourne District General Hospital and Conquest Hospitals recently categorised as 'inadequate' by the Quality Care Commission. These are the hospitals nearest to the locations where predominant growth is identified as the preferred Option for Testing through the Wealden Local Plan.

**How Issues will be addressed**

2.11.5 There will be a need to take a strategic approach to the address some of the issues posed through the growth proposed through the Wealden Local Plan. This may require concerted discussions with the NHS Trusts and Government, to support additional services and facilities to support the wider growth in the area.
Who we will work with

2.11.6 We will work with the NHS Hospital Trusts, the East Sussex Health and Wellbeing Board, with adjoining local authorities and with the relevant Clinical Commissioning Groups (CCGs) to understand and identify issues in relation to Acute Care provision and requirements as a consequence of growth in Wealden and the wider area.

Further work required/currently underway

2.11.7 This is a strategic issue and further work will be required to identify the wider community Acute Care Health requirements and how these might be met. Further work may be required to support funding applications or discussions with Government for funding for additional resources.

2.12 Primary Health Care Provision

2.12.1 The provision of Primary Health Care in Wealden comes under the authority of two Clinical Commissioning Groups, which replaced the old Primary Care Trusts in 2014. These cover a wider geographical area than the District itself.

Existing situation/provision

2.12.2 The High Weald Lewes and Havens Clinical Care Commissioning Group (HWL&H CCG)\(^1\) covers the north of the District. The Uckfield and Crowborough Community Hospitals come within the CCG’s remit, as well as 15 surgeries within the District.

2.12.3 The Eastbourne, Hailsham and Seaford Clinical Care Commissioning Group (EH&S CCG)\(^2\) covers the south of the District, with 18 surgeries within the District within its remit.

Issues

2.12.4 Issues include:-

- The ability of health services to meet the needs of growing populations is a national concern, particularly with regards to the number of GPs being trained and impact upon primary health care provision to meet the needs of local communities.
- There is a need for Capital and Revenue funding support in order to provide new facilities.
- Where significant growth is proposed in an area which is currently served by a branch surgery, issues may arise in relation to primary care provision.

\(^1\) HWL&H CCG - http://www.highwealdleweshavensccg.nhs.uk/
\(^2\) EH&S CCG - http://www.eastbournehailshamandseafordccg.nhs.uk/
• Areas of concern at present are Uckfield, Heathfield, Mayfield and Horam in the North.
• The pace of development will present problems with provision. A rule of thumb is that an additional 2,000 people will require 1 GP. There are a number of GPs in area close to retirement and recruitment may be a problem.
• Additional workforce issues as well in relation to nursing staff and support staff.
• GPs are independent practices. Whilst CCG’s work with GP practices, the CCG cannot require them to expand to meet new demands. This could leave the CCG with problems where there are significant numbers of people requiring treatment.

How Issues will be addressed

2.12.5 The East Sussex ‘Better Together’ group\textsuperscript{13} is trying to address the issue of Capital and Revenue funding support in order to provide new facilities to support the local community and growth across the County. The Prime Ministers Challenge fund may be one source of funding.

2.12.6 Both CCG’s will consider the impact of the proposed growth in the Wealden Local Plan upon their service provision and through the audit of premises and workforce which is currently underway. This will identify areas of stress and where additional facilities are required, by when and the approximate cost. This will be fed into the IDP and commissioning plans. This outcome of this work will feed into the IDP and to the continuing partnership work with the CCG’s to bring forward additional provision.

2.12.7 The work to input to the IDP will link to the strategies and business planning of the CCGs, contribute to achieving the aims and objectives outlined in the East Sussex Health and Wellbeing Strategy\textsuperscript{14} and the SPACES initiative and work on the Road Map regarding the allocation of CIL funds.

Who we will work with?

2.12.8 We will continue to work closely with representatives of NHS Sussex, The High Weald Lewes and Havens Clinical Care Commissioning Group (HWL&H CCG) and the Eastbourne, Hailsham and Seaford Clinical Care Commissioning Group (EH&S CCG) and Area Locality teams within these CCG areas.

\textsuperscript{13} The East Sussex ‘Better Together’ Group includes the three CCG’s operating in East Sussex, ESCC and other organisations engaged in the provision of health care.

Further work required/currently underway

2.12.9 The requirements for Primary Health Care Provision identified in the Core Strategy Local Plan and in the Core Strategy IDP in Polegate and Hailsham, have been carried through from the previous Primary Care Trusts.

2.12.10 Both CCGs will consider the impact of the proposed growth in the Wealden Local Plan upon their service provision and identify areas of stress and where additional facilities are required, by when and the approximate cost. This will be fed into the IDP and commissioning plans.

2.12.11 The SPACES initiative is looking at the potential for an integrated care facility in the Hailsham locality, and updates on this will be fed into the IDP. This may be provided through the development that is currently underway which was granted consent prior to the adoption of the Wealden Core Strategy Local Plan (2013).

2.12.12 WDC is currently working with the Eastbourne, Seaford and Hailsham CCG and the Hailsham area locality group, a group of doctors operating in the local area, to take this project forward. A project manager has been appointed to help define requirements, costs of development and a funding package and take forward the project to implementation. Work on the location of any new primary health care facility will need to address accessibility issues, particularly by public transport.

2.12.13 A further piece of work has been agreed in relation to assessing existing provision and future requirements in relation to the service plans for each of the CCG’s. This will help to identify Primary Health Care requirements and the provision of additional land and/or buildings to meet future needs. The Primary Health Care facility allocated within the Strategic Development Area to the south of Polegate and East of Willingdon will be considered in detail as part of this work. It is likely that this work will be undertaken by the Project Manager and will feed into subsequent IDPs.

2.13 Public Services - Police Service

2.13.1 Existing Police services in Wealden are provided by Sussex Police. Sussex Police is responsible for all areas in East and West Sussex.

Existing situation/provision

2.13.2 At present there are 4 Police Stations in Wealden, at Crowborough, Hailsham, Heathfield and Uckfield, with Neighbourhood Policing Teams operating in across most the District. Police Community Support Officers (PCSO’s) across the District also form part of Sussex Police.

2.13.3 Sussex Police are currently rolling out a programme of modernising how the organisation works, which includes looking at existing buildings and
how these are used, and ensuring that operational bases are in the best location to serve the community.

**Issues**

2.13.4 Issues include:-

- The growth proposed within the Wealden Local Plan will mean an increase in the population across the District and particularly in the south of the District.
- The impact upon the new Sussex Police Operational Plan will need to be reviewed in relation to Neighbourhood Policing requirements.

**How Issues will be addressed**

2.13.5 The issues can be addressed through:-

- subsequent Sussex Police Operational Plans, and requirements as a consequence of growth reflected in the Wealden Local Plan IPD.
- opportunities to look at co-location of facilities or collaborative workspace with other organisations.

**Who we will work with**

2.13.6 We will continue to work with Sussex Police to identify issues and opportunities and requirements to support the existing and future community, particularly as a consequence of the growth within the Wealden Local Plan. This may include working on the co-location of facilities and collaborative workspace opportunities.

**Further work required/currently underway**

2.13.7 Further work is required in partnership with Sussex Police, to identify existing capacity to expand service provision, issues and requirements as a consequence of the growth in the Wealden Local Plan.

**2.14 Public Services - Fire Service**

2.14.1 East Sussex Fire and Rescue service (ESFRS) provides the emergency Fire and Rescue service within Wealden District. The Service training centre is based in Wealden near Maresfield. ESFRS not only respond to fires, but also accidents – particularly Road accidents, and provide advice and raise awareness on a range of safety issues.

**Existing situation/provision**

2.14.2 ESFRS currently has 9 Fire Stations within Wealden, of which Uckfield and Crowborough are day crewed and the remaining 7 stations are retained
stations\textsuperscript{15}. With day crewed stations the personnel are on site ready to respond, whereas at retained stations, crews are not on site but within the locality and rush to the station when there is an emergency.

**Issues**

2.14.3 Issues include:-

- The retained provision in Wealden affects response times. With day crewed stations the personnel are on site ready to respond, whereas at retained stations response times depend on crews arriving at the station which can cause delays.
- There is a difference between rural and urban response times. Urban (Eastbourne) response time is 5 mins and rural areas in Wealden it is 13 to 20 mins to respond with added delays at night time.
- New build developments are potentially safer due to the implementation of Building Regulations.
- The road structure in Wealden a major problem with many accidents. Around 70\% of call outs are to Road Traffic Accidents
- West Sussex Fire and Rescue Service are experiencing major cuts and significant service reductions. This is causing considerable knock on impacts to East Sussex/Wealden Crews particularly in relation to Uckfield station.
- Parts of the north of the District area currently served by Tunbridge Wells Station, but major changes to Tunbridge Wells station may have impacts in service provision in the north of the District.
- Eastbourne station is due to grow (in terms of coverage) and will be a 24hr /7day a week station and serve parts of south Wealden. However, response rate is slightly slower due to use of ladder appliance.
- May need to consider the sufficiency of existing premises and potential to re-locate/expand needs to be explored.
- The biggest risk is currently funding. Retained stations are lower in cost and with any other permanently staffed model EFRS may need to raise council precepts to raise funds.
- Hailsham is the busiest retained station in the District. The quantum of new development may mean that need to consider a different service approach and may need to change to day crew.
- The Polegate/Stone Cross area is served by Hailsham and Eastbourne crews and no problems foreseen with the level of growth in this area.

**How Issues will be addressed**

2.13.4 Issues may be addressed by:-

- ESFRS undertaking a review of stations and service provision and the WLP housing and employment figures and locations will feed into this review. There may be a need to change operation at some stations,

\textsuperscript{15} The retained stations are located in: - Hailsham, Heathfield, Forest Row, Wadhurst, Mayfield, Herstmonceux and Pevensey.
from retained to day crewed for example, to reflect the service required to support the growth of the plan.

- ESFRS looking at a new mobilisation system where nearest appliance would respond to the scene. This is not yet tested but hope to bring into force in April/May 2016.
- ESFRS looking at opportunities for shared service provision with other infrastructure providers particularly within the emergency services sector.

Who we will work with

2.14.5 We will continue to work with the East Sussex Fire and Rescue Service to address the needs of the community. We will also consult with West Sussex Fire and Rescue Services, and with Kent Fire and Rescue Services.

Further work required/currently underway

2.14.6 Further work is required on the basis of the growth in the WLP, to identify the specific issues and requirements for the future, funding and delivery mechanisms. This may include exploring different service delivery models and joint use of facilities with other services.

2.15 Public Services - Ambulance Service

2.15.1 Ambulance Services to residents of Wealden are provided by the South East Coast Ambulance Service (SECAMB). SECAMB operate over a wider geographical area covering Sussex, Surrey and Kent. Within Wealden patients are generally transported to three hospitals outside of the District with Accident and Emergency Departments, namely the Eastbourne District General Hospital, the Conquest Hospital in Hastings in the south and the Pembury Hospital near Tunbridge Wells to the north.

Existing situation/provision

2.15.2 SECAMB has 3 Ambulance Stations in Wealden at present, at Uckfield, Hailsham and Heathfield, and an Ambulance Community Response Post in Crowborough. SECAMB however, are also implementing a new system of service delivery with the development of a ‘hub and spoke’ system. This includes ‘Make Ready Centres’ acting as hubs where ambulances are cleaned and restocked and where crew can rest, and Ambulance Community Response centres acting as ‘spokes’ where crews rest between emergency calls, located strategically in places where the crew can respond and get to people as quickly as possible.

2.15.3 Some areas of the District will be served by crews outside of the District. For example Frant/Bells Yew Green are served by Tunbridge Wells, and Westham and Stone Cross will be served by the additional Response

16 http://www.secamb.nhs.uk/default.aspx
Post to be provided in the Old Town area of Eastbourne. In addition a new response post is to be provided adjacent to Asda at Sovereign Park in Eastbourne.

2.15.4 Planning consent has been granted for a Make Ready centre adjacent to the Cophall Roundabout in Polegate, which should be available by the middle of 2017.

2.15.5 Plans are also advanced to provide an Ambulance Community Response post for 2 vehicles, in Ropemakers Park in Hailsham. SECAMB also have in place a number of ‘community responders’ across the District. These are volunteers from local communities who are trained in providing immediate assistance until an ambulance crew arrives.

Issues

2.15.6 We have met with representatives of SECAMB to discuss the proposed strategy for growth in Wealden. SECAMB generally plan to ‘compliment’ the proposed growth strategy and are keen to engage in further discussions to discuss the housing figures presented in the Wealden Local Plan and particularly the implications in relation to large urban extensions and large numbers proposed in smaller villages. However, initial issues and concerns raised are:-

- Up to 5,000 homes in any area would equate to roughly 10,000 people, and could affect SECAMB’s ability to respond to patients;
- Small numbers in rural areas would generally not be a problem to existing services;
- Where moderate growth in villages is considered, there may be a need to increase the number of trained Community Responders;
- The ‘Make Ready’ centre being provided at Cophall roundabout (Polegate) may be sufficient to cover new growth in the Polegate/Stone Cross areas. Significant new housing numbers may change provision in the south of the District and SECAMB may need to look to further provision to serve the area in the longer term.
- Continue to remain around community hospital area in Uckfield, which needs to be able to cover the area up to Crowborough. Depending on where dwellings are development proposed around Uckfield may not be a problem however if there is substantial development in the Maresfield area it may be a struggle to support this provision.
- Ninfield and Herstmonceux – potentially big growth numbers shown and rural location may also be a problem. Herstmonceux has community responders already but potential doubling the size of the community would mean that further input into the proposals would be required for these areas to understand the implications.
- Any substantial growth in the Heathfield and surrounding areas served by the Heathfield crew, including Horam, may change the nature/outcome of the area review for Heathfield currently underway.
How Issues will be addressed

2.15.7 Issues will be addressed by:-

- In Hailsham, SECAMB’s plans are advanced to provide a ‘Response Post’ in Unit D Ropemakers Park Hailsham for parking for two vehicles and a crew room. This new provision would probably meet development requirements but funding may be an issue.
- SECAMB will continue to develop the ‘Make Ready’ centre being provided at Cophall Roundabout (Polegate) by the middle of 2017 which may be sufficient to cover new growth in the Polegate/Stone Cross areas.
- Further issues will be addressed through on-going dialogue following SECAMB’s review of the growth proposed in the WLP.

Who we will work with

2.15.8 We will continue to work with SECAMB to identify and respond to service issues as a consequence of the growth proposed in the Wealden Local Plan Review and to assist and enable service delivery through provisions in this Plan. This may include working on the co-location of facilities and collaborative work space opportunities.

Further work required/currently underway

2.15.9 Further work required/ currently underway includes:-

- SECAMB will review the proposed development in relation to their existing service provision and new developments to assess the impact of growth on service plans and requirements as a result of growth. These requirements will be included in the IDP.
- SECAMB are currently undertaking an Area Review of the Heathfield provision. Current proposals include the consideration of closing existing facility and look for a ‘back office’ facility near to the existing Police and Fire Station in Heathfield.

2.16 Public Services - Library Provision

2.16.1 The Library service in Wealden is provided by East Sussex County Council, in the form of fixed premises and a mobile library service. Libraries provide a wide range of lending, information and enquiry services to the public as well as IT facilities and venues for community activities.
Existing situation/provision

2.16.2 There are currently 10 libraries at various locations across the District. Three of these libraries at Crowborough, Uckfield and Hailsham are open 6 days a week, with 5 others operating 5 days per week. Pevensey Bay Library is currently closed due to ongoing damp related issues. In addition, a mobile Library, based at Ropemaker Park in Hailsham, visits 30 village locations on a regular 3 weekly basis.

Issues

2.16.3 Issues include:-

- A need for additional library resources has been identified in relation to the growth proposed through the Core Strategy Local Plan in Pevensey Bay, Polegate, Willingdon, Hailsham, Heathfield and Mayfield. However, with the exception of works to Hailsham Library, the actual resource needed for other locations has not yet been identified.
- The ‘traditional’ use of libraries is changing and different models of service delivery are constantly under review.
- Some existing premises may not provide the type of space that is required for, or can be adapted to provide, modern service delivery.
- Libraries need to be flexible in order to cater for the future needs of the community.
- The Library and information service is in the process of undertaking strategic commission work which will inform future service delivery across the district and the county as a whole. As a result of this it may be difficult to assess the requirements of the community for library services arising from the proposed growth in the Wealden Local Plan at this stage. Requirements for additional service provision may need to be addressed at a later stage when demand and use of libraries arising from new developments can be more accurately assessed.

How Issues will be addressed

2.16.4 Work is currently scheduled for improvements to Hailsham Library to increase the capacity and accessibility of the Library. Additional library requirements and resources to support growth will need to be identified as part of the overall service strategy for library provision in the area.

Who we will work with

2.16.5 We will continue to work with ESCC who provide library services, to identify requirements and to seek ways of implementing improvements to service delivery.

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17 Libraries are located at Crowborough, Forest Row, Wadhurst, Mayfield, Heathfield, Uckfield, Hailsham, Polegate, Willingdon and Pevensey Bay.
Further work required/currently underway

2.16.6 Further work will be required to identify the Library services requirements to better support the community in the future. This may take a variety of forms including partnership and joint working initiatives, community hub provision and other flexible service delivery options.

2.17 Public Services - Waste Management and Disposal

2.17.1 The East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan (2012)\textsuperscript{18}, forms part of the statutory Local Plan for Wealden. The responsibility for Waste Management and Disposal lies with East Sussex County Council and with the various District and Borough Council’s within Wealden.

Existing situation/provision

2.17.2 Waste management is the responsibility of East Sussex County Council\textsuperscript{19} who has contracted Veolia South Downs Limited, to manage waste through recycling facilities, household waste recycling sites, waste transfer stations materials recovery facilities and abandoned cars, in accordance with the Municipal Waste Management Strategy\textsuperscript{20}.

2.17.3 Waste collection and disposal in Wealden is delivered through a Joint Waste Partnership between East Sussex County Council, Wealden District Council, Rother District Council, Hastings Borough Council and Eastbourne Borough Council.

2.17.4 Kier have been contracted on behalf of the Partnership to carry out the various waste management and disposal functions, including recycling for over 200,000 properties within the Partnership area, street cleansing and beach cleansing, across the Partnership area, in accordance with the Municipal Waste Management Strategy.

2.17.5 In Wealden, there are 6 Household Waste and Recycling centres, at Forest Row, Wadhurst, Crowborough, Maresfield, Heathfield and Hailsham. There is also a Waste Transfer Station in Maresfield.

2.17.6 As well as household waste and waste water there are a number of additional waste streams which will require infrastructure. Other streams include, but are not limited to, commercial and industrial waste, and


\textsuperscript{19} Please note that collection and disposal of commercial waste is not the responsibility of Local Authorities and may be undertaken by other licenced companies. These facilities and infrastructure is not contained within this paper, but may still be relevant for waste processing, disposal purposes.

construction, demolition and excavation waste, which need to be considered as part of the Wealden Local Plan Review.

**Issues**

2.17.7 Issues include:-

- Additional housing in the area will put additional demands on the management and disposal of waste.
- The management of waste may require additional facilities/and or land to be provided within town and village areas.
- A need to consider all waste streams as part of the planning of infrastructure in the area.

**How Issues will be addressed**

2.17.8 Issues regarding waste services will be addressed through the contract arrangements with Veolia and Kier. Any additional facilities required to support the provision of infrastructure for all waste streams as well as depot facilities, household waste management facilities or recycling facilities, will be identified through further work and reflected in the IDP for the Wealden Local Plan Review.

2.17.9 Minimisation of waste, particularly of household waste, and construction, demolition and excavation waste as a result of growth will be promoted through the proactive use of planning policy\(^\text{21}\). This will help reduce the requirement for waste infrastructure.

**Who we will work with**

2.17.10 We will continue to work with our Partners in East Sussex and through the Joint Waste Partnership, on meeting the requirements of the community arising through the Growth of the Wealden Local Plan Review.

**Further work required/currently underway**

2.17.11Further work is required to identify the impacts upon household waste collections, recycling, waste management and any additional requirements necessary to accommodate new or expand existing waste management facilities, household waste recycling centres, depots for refuse vehicles etc.

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2.18 Utility Services - Gas supply and Electricity supply

2.18.1 Gas and electricity supply is provided by UK Power Networks who respond to demand by generating or transferring supplies of both gas and electricity from one region to another.

Existing situation/provision

2.18.2 Recent asset replacement programme works within the Heathfield and Hailsham areas has allowed UK Power Networks to address electricity supply issues and provide a more reliable service to customers as well as creating spare capacity for the area.

Issues

2.18.3 Issues include:-

- Additional homes and business proposed through the Wealden Local Plan will mean additional demands on gas and electricity supplies across the District.
- Concern that new connections may exacerbate the reliability of the service, (particularly electricity) in areas where supply may still be erratic or unreliable.

How Issues will be addressed

2.18.4 The rate of build across the plan period, generally allows UK Power Networks and developers to plan and prepare for supply well ahead of need. Future building design should have less energy requirements due to improved insulation and increased use of renewable energy.

Who we will work with

2.18.5 We will continue to work with UK Power Networks.

Further work required/currently underway

2.18.6 We will work with UK Power Networks to identify any requirements and improvements that will be required to support the existing and future community, either through improvements to existing provision to provide additional capacity or more reliable services, or through the provision of new facilities to support the supply of gas and electricity. Any requirements identified through this work, will be reflected in the IDP to support the Wealden Local Plan Review.
2.19 Utility Services - Water supply

2.19.1 Water in the District is currently supplied by South East Water, operating across a wide geographical area from the Isle of Wight to Kent.

Existing situation/provision

2.19.2 Wealden is currently within an area of severe water stress. However, the timing of development and the measures proposed through the Water Resources Management plan will ensure adequate provision to meet the demands of development.

2.19.3 The Wealden area is covered by 2 Water Resource Zones. Where necessary in times of water stress, water is transferred from various water zones to meet undersupply in other zones.

Issues

2.19.4 Issues include:-

- No issues envisaged at present as a consequence of the growth proposed in the Wealden Local Plan Review.
- Arlington Reservoir expansion proposals in 2036 remain unchanged and the proposals put forward in the WLP are not considered significant enough to require changes to the current reservoir plans.

How Issues will be addressed

2.19.5 The Water Resource Management Plan\(^2\) sets out measures that will be implemented over a 25 year period to improve water efficiency and supply. In Wealden, these measures include universal metering to all households, reducing leakage, enhanced zonal transfers, increasing licensed abstraction from boreholes, sinking new boreholes, increasing abstraction from Bewl Bridge Reservoir and in the longer term, increasing the capacity at Arlington Reservoir. These requirements will be reviewed through the next iteration of the Water Resources Management Plan.

Who we will work with

2.19.6 We will continue to work with South East Water to ensure that the needs of the community are met. We will work with South East Water in relation to safeguarding of land for the expansion of Arlington Reservoir, within the District, to provide for the needs of the wider community, post 2036.

\(^2\) Water Resources Management Plan - June 2014
[http://37.188.109.210/about-us/our-plans/water-resources-management-plan/wrmp-library#.VNx5-U3yF0l](http://37.188.109.210/about-us/our-plans/water-resources-management-plan/wrmp-library#.VNx5-U3yF0l)
Further work required/currently underway

2.19.7 South East Water will keep a ‘watching brief’ on the development and implementation of the Wealden Local Plan and respond to short term water supply issues that arise, through the measures outlined in the Water Resources Management Plan.

2.20 Utility Services - Waste Water

2.20.1 Waste Water services for Wealden are provided by Southern Water. However, due to the nature of waste water services in Wealden, particularly in relation to discharge to the Pevensey Levels, the Environment Agency also has a considerable role in regulating the disposal of waste water in the south of the District.

Existing situation/provision

2.20.2 The need for additional waste water treatment facilities at Hailsham North and South Waste Water Treatment works, constrained the allocation of development in areas served these facilities in the Core Strategy Local Plan.

2.20.3 This is one of the reasons why the Planning Inspector examining the Core Strategy required the start of a review of the plan by 2015. This is the Wealden Local Plan that is currently underway.

2.20.4 Southern Water have carried out an extensive feasibility study of options to address the situation at the Hailsham North and South Waste Water Treatment works and have decided on the option that they will implement in relation to the Waste Water Treatment Works (WwTW). This is outlined in a statement on the Council’s website.

Issues

2.20.5 Issues include:-

- There is a need to implement the proposals to increase capacity at the WwTWs serving Polegate, Hailsham and the surrounds by 2022, as proposed, to enable further development within the catchment area of this WwTWs. This may impact upon development phasing and progress in the area.
- The volume of housing proposed is considerable. The main issues for the EA are the waste water treatment capacity available and the impact on receiving bodies such as the Pevensey Levels, which will

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have to be examined in further detail. It is too early in the process at this stage however to say what these impacts might be.

- WwTW capacity issues relate more to the numbers of dwellings and location and this can be quite sensitive and will need to be reviewed in relation to the Wealden Local Plan proposals.
- Some concerns about WwTW issues around Herstmonceux, Ninfield and Polegate. The EA will need to do a review regarding capacity issues and the potential for improvements and what is in the pipeline, in conjunction with Southern Water.
- With WwTW capacity issues, the concern is as much with the volume of water that may be discharged to the levels as much as the phosphate levels and this aspect needs further discussion.

How Issues will be addressed

2.20.6 Issues will be addressed through the work that is being undertaken by Southern Water in relation to the WwTWs at Hailsham North. This proposal is incorporated in Southern Water’s Fiver Year Business Plan 2015 – 202024.

2.20.7 Further issues arising from the growth proposed in the Wealden Local Plan, particularly in any requirements to upgrade other WwTWs will be investigated by Southern Water in partnership with the Environment Agency. Any further improvements or requirements will be outlined in subsequent Business Plans produced by Southern Water and reflected in the IDP supporting the Wealden Core Strategy Local Plan.

Who we will work with

2.20.8 We will continue to work with Southern Water and the Environment Agency on the issues and requirements to support the growth proposed through the Wealden Local Plan review, in relation to waste water treatment works.

Further work required/currently underway

2.20.9 Southern Water has now issued a position statement to WDC regarding the preferred option for the Hailsham WwTWs, which reduces the phosphorus discharge by 2022, and enables more development in the area. Further work on this option to take it forward to implementation is currently underway.

2.20.10 To assess the capacity requirements as a consequence of the growth proposed in the Wealden Local Plan, further studies and modelling will be required as part of this process to assess any further improvements to this or other WwTWs that may be required.

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24 Southern Water – Five year Business Plan 2015 – 2020
https://www.southernwater.co.uk/five-year-business-plan
2.21 Utility Services - Telecommunications infrastructure

2.21.1 Telecommunications infrastructure, including mobile phone and broadband provision, is becoming increasingly important and essential to the way in which we live.

2.21.2 Good telecommunications infrastructure is particularly important in relation to the economy and in attracting new employment opportunities to the area and supporting the high proportion of small and medium enterprises and those who work from home.

**Existing situation/provision**

2.21.3 Following the Government’s publication of the Digital Britain report in 2009\(^{25}\), a programme to roll out broadband provision across the UK was launched, with the aim of reaching 95% of premises with superfast broadband by the end of 2017.

2.21.4 A total of £34M was provided by the Government through Broadband Delivery UK (BDUK) for the roll out of superfast broadband across East Sussex. The roll out of superfast broadband provision across Wealden is well advanced.

2.21.5 Mobile coverage across Wealden for some networks is poor, particularly around areas of Crowborough, Polegate and Heathfield. This causes frustration and has an adverse impact upon businesses in these areas.

**Issues**

2.21.6 Issues include:-

- Need to ensure that the roll out of high speed broadband continues to provide coverage across the whole of the District.
- Need to improve mobile coverage for more networks across the District.

**How Issues will be addressed**

2.21.7 Improving superfast broadband coverage across the District should largely be addressed through the roll out of superfast broadband through BDUK currently underway. Progress in relation to this will be reflected in the IDP.

\(^{25}\) Department for Business Innovation and Skills -- Digital Britain report - June 2009
2.21.8 Issues of mobile coverage need to be further addressed through work being undertaken by the Council in conjunction with ESCC, SELEP, ACES\textsuperscript{26}, the Federation of Small Businesses (FSB) and Open Signal\textsuperscript{27} and will be raised through response to the Ofcom Strategic Review of Digital Communications\textsuperscript{28} consultation and in consultation with various mobile network providers.

**Who we will work with**

2.21.9 We will continue to work with ESCC and through them with BT in the roll out of broadband. We will continue to work with ESCC, the South East Local Enterprise Partnership and Local Businesses to raise issues and lobby for improvements to mobile coverage.

**Further work required/currently underway**

2.21.10 Further work will be required to work with ESCC, the South East Local Enterprise Partnership and Local Businesses to identify and raise issues and lobby for improvements to mobile coverage across the District and wider area.

**2.22 Renewable Energy**

2.22.1 Renewable energy is included within infrastructure as it has great potential to provide clean energy and reduce carbon impacts and the effects of climate change.

2.22.2 Renewable energy is generally defined as energy that comes from resources which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves, geothermal heat and biomass generators.

**Issues and options**

2.22.3 The issues, options and recommendations for Renewable Energy are included within Chapter 22 – Climate Change – in the main Wealden Local Plan Issues, Options and Recommendations document for consultation.

**Further work required**

2.22.4 Further work is being commissioned in relation to renewable energy to support the Wealden Local Plan, which will form background information to the submission of the WLP to the Secretary of State for examination.

\textsuperscript{26} ACES stands for Alliance of Chambers in East Sussex

\textsuperscript{27} Open Signal is a forum that allows people to download apps to monitor mobile strength and ‘not spots’ that may impact on business.

\textsuperscript{28} Ofcom Strategic Review of Digital Communications

http://stakeholders.ofcom.org.uk/consultations/dcr-discussion/
2.23 Flood defences

2.23.1 Issues with flooding can exist in areas close to rivers (fluvial flooding) and adjacent to the sea (coastal flooding) and can cause severe damage to settlements, development and infrastructure.

2.23.2 Pluvial flooding (surface water) can also exist in urban areas where there are a lot of impermeable surfaces. In addition flooding can arise from surcharging drains/sewers for a variety of reasons – groundwater or surface water infiltration of combined or foul sewers, simple overloading of the surface water system or sewer collapse. The integrity of the foul water system (managed by southern Water) is an issue which needs to be addressed in Wealden and East Sussex as a whole.

Existing situation/provision

2.23.3 Wealden has several rivers including the Uck and the Cuckmere, which are prone to flooding, as well as a section of coastline from Pevensey to Norman’s bay, and coastal marshes within the Pevensey Levels.

2.23.4 The southern part of Wealden District is also affected by the flooding around Willingdon Levels and Shinewater Lakes within Eastbourne Borough.

2.23.5 Wealden has a policy of not developing within Flood Zones 2 or 3 of main river catchments, to avoid exacerbating flood issues and is actively encouraging the use of sustainable drainage systems within new developments.

2.23.6 ESCC has developed a Surface Water Management Plan in conjunction with the EA, Southern Water and WDC for the Hailsham area. The recommendations from this will be material planning considerations in considering planning applications.

2.23.7 The issues, options and recommendations for fluvial and coastal flooding are included within Chapter 22 – Climate Change – in the main Wealden Local Plan Issues, Options and Recommendations document for consultation.

Specific Issues

2.23.8 Issues include:-

- Development in Hailsham of interest as significant flooding issues in this area.
- There are capacity issues in relation to flood retention in the Polegate/Willingdon/Eastbourne area. Eastbourne Borough Council carried out a study of the storage capacity of lakes in the area. Willingdon Levels feeds into a long term storage facility but there are issues regarding storage capacity due to silting and the water coming into the system. Ideally the lakes need to be deepened and there is an
engineering solution but costs are considerable and there are issues around how the spoil is removed and where it is disposed.

- The existing management arrangements for the Pevensey Levels are about to change. The favoured arrangements are for the re-constitution of the Pevensey and Cuckmere Water Level Management Board. This board would need to be included as a new consultee for planning and other issues. A Shadow Board will be established shortly.

**Further work required/currently underway**

2.23.9 The Local Flood Risk Management Strategy is currently being reviewed for consultation in early 2016. The review will look at alterations to the existing strategy rather than a whole plan review but will provide standing advice on drainage issues and the use of SuDS in the county. This will be material planning consideration in development management decisions – the Flood and water Management Act requires all risk management authorities (including local authorities) to take in to account the local flood risk strategy for the area when exercising their flood risk management functions. The SUD specific detail will be important and it will be necessary to engage with developers at an early stage.

2.23.10 The SFRA in relation to the plan will take account of the flood risk requirements.

**2.24 Social and Community Infrastructure**

2.24.1 Work on the IDP to date has focussed on the strategic infrastructure requirements. However, there is an intention to include social infrastructure requirements in subsequent versions of the IDP. The IDP to support the Wealden Local Plan will start the process of identifying social and community infrastructure to support the existing and future communities of the District. This includes for example, community centres, community and village halls, churches and church halls, to enable mother and toddler groups, exercise classes, adult education classes etc. to be held.

2.24.2 Other facilities such as, post offices, pubs, schools, health and green infrastructure, are also important in the part they play in providing services to the community and opportunities for social interaction. As the IDP is a living document, social and community infrastructure will be reviewed, assessed and updated through future iterations of the IDP.

2.24.3 Social and community infrastructure is just as important as the building of roads and schools in that it provides the means to help the community to get together and provide support and facilities that are important for a community to thrive and survive, to reduce feelings of isolation and provide support to all.
Existing situation/provision

2.24.4 We know that there is a wealth of social and community facilities within the District that are well used and supported. However, we also know that there are areas within the District where the range of Social and community facilities is more limited.

Issues

2.24.5 Issues include:-

- We need to have an up to date and comprehensive picture of existing social and community infrastructure and its value to the local community.
- We need to better understand the needs of the community now and in the future in relation to the social and community infrastructure.

How Issues will be addressed

2.24.6 From the work to assess the current situation and issues relating to social and community infrastructure, we will work in partnership with local town and parish Councils and local communities to explore the requirements for additional social and community infrastructure to support the growth of the WLPR and existing and new communities.

2.24.7 We will also explore how these facilities and services might be provided, through use, reuse or improvement of existing facilities, new facilities and new delivery models, such as the ‘pub is the hub’ or ‘community hubs’, and explore the funding and delivery of new facilities, through the use of the Town or Parish CIL revenue, community or other grants.

Who we will work with

2.24.8 We will work more closely on the issue of social and community provision with: -

- Town and Parish Councils;
- Churches, pubs and other organisations with halls or similar facilities used by the community;
- Action in Rural Sussex;
- The voluntary organisation 3VA;  
- The users of existing community facilities;
- existing community groups and organisations (to include all sections of the community – elderly, young, youth, disability groups etc.);
- organisations providing services to the wider local community such as the post office, Libraries, etc.; and
- Organisations providing for specific community needs – e.g. sports and leisure facilities.

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29 3VA is a council for voluntary organisations operating within East Sussex.
Further work required/underway

2.24.9 We have carried out some preliminary survey work in relation to social and community infrastructure to assist the definition of settlement hierarchy in the Wealden Local Plan Review. However, we need to have a better picture of the issues that relate to existing social and community infrastructure such as:

- What we include as social and community infrastructure;
- The location of facilities in relation to the surrounding communities;
- The adequacy and capacity of existing facilities now and in the future;
- The range of services/facilities provided;
- Ease of access to facilities for the community (by public transport, walking, cycling, and the provision of car parking etc.); and
- How improvements to existing facilities or provision of new facilities is funded and delivered.

2.24.10 This work will help to identify current deficits, requirements and opportunities for social and community infrastructure for inclusion in the IDP, and in developing action plans with community leaders.

2.24.11 We will continue to support local communities through the ‘Pub is the Hub’ initiative, and we are currently working with ESCC and the owners/landlords of 6 pubs with Library services being established in Pevensey and Laughton and a touring theatre company using a pub in Pevensey.

2.24.12 WDC have also supported communities within Wealden over the past year with £47.5k of grants to provide upgrades, improvements and repairs to 7 Village/Community Halls, and a further £14.5k towards a variety of improvements to sports and open space provision, and towards improvements in a church to enable it to be used for community purposes.

2.25 Green Infrastructure

Existing situation/provision

2.25.1 Wealden is a predominately rural District characterised by a number of different types of landscape. There is considerable ‘Green space’ within the District, both within rural areas and in urban environments. Green infrastructure is a broad ‘umbrella’ term covering a range of open spaces that are important to the community, and to the wildlife and biodiversity value of the District. Green Infrastructure can include areas such as:-

- Parks and gardens;
- Natural and semi-natural urban greenspace;
- Green corridors;
- Outdoor sports facilities;
- Amenity greenspace;
• Provision for children and teenagers;
• Allotments;
• Churchyards and cemeteries;
• Accessible countryside in urban areas;
• River corridors;
• Green roofs and walls; and
• Nature conservation and biodiversity.

Issues

2.25.2 Issues include:-

• There is a need to ensure that we make the best use of our natural environment, and enable better access to the countryside for the local community, without compromising the need to protect vulnerable landscapes and habitats, or improve existing open spaces where necessary.
• There is a need to work closely with different agencies and organisations to ensure that the existing and new Green Infrastructure networks are properly funded, managed and maintained.

How Issues will be addressed

2.25.3 Issues regarding existing and proposed green infrastructure networks will be addressed through the development of a green infrastructure strategy.

Who we will work with

2.25.4 We will continue to work with the Local Nature Partnership, East Sussex County Council, The High Weald Area of Outstanding Natural Beauty Unit, Natural England, The Environment Agency and other organisations engaged in the protection and management of the environment of the District on the protection, improvement and development of Green Infrastructure networks.

2.25.5 We will also work with developers on Master Planning and detailed site layouts, particularly in relation to large urban extensions and housing sites, on the provision of new and extension and links to existing Green Infrastructure networks, in line with the developing Green Infrastructure Strategy, as part of the implementation of the Wealden Local Plan.

Further work required/currently underway

2.25.6 Some work has already been carried out with regards to Landscape characterisation30, open space provision31, nature conservation and biodiversity32 as well as initial survey work on burial space within the District.

30 Wealden Landscape and settlement character assessment – Chris Blandford Associates - November 2014
This work will input to the development of a Green Infrastructure Strategy.

2.26 Green Infrastructure - Habitat Regulations Assessment requirements

2.26.1 Under the Habitat Regulations\(^3\), there is a requirement to carry out a habitat Regulations Assessment in relation to the possible impacts of development on the Ashdown Forest Special Protection Area/ Special Area of Conservation and on the Pevensey Levels RAMSAR site and Site of Community Importance. Other sites outside of the District will also be considered as part of the habitat Regulations Assessment.

Existing situation/provision

2.26.2 Habitat Regulations Assessment was carried out as part of the development of the Wealden Core Strategy Local Plan in 2011\(^3\)\(^4\). This outlined requirements in relation to the implementation of growth in the plan to protect the integrity of the Ashdown Forest Special Protection Area, Special Area of Conservation and on the Pevensey Levels RAMSAR site and Site of Community of Importance.

2.26.3 The main measures to protect the Pevensey Levels RAMSAR site and Site of Community of Importance, related to the provision of buffer areas to development and limits to discharge rates to the Pevensey Levels. This is covered in relation to Waste Water issues under Utilities above.

2.26.4 The Habitat Regulations Assessment work in relation to the Ashdown Forest relates to mitigation measures to enable development near to the Forest through the provision of Suitable Alternative Natural Green Space (SANGS) and the delivery of Strategic Access Management and Monitoring (SAMMS). It also related to the capacity of the Forest to assimilate Nitrogen deposition resulting from additional growth.

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\(^3\) Habitat Regulations - [http://www.legislation.gov.uk/uksi/2010/490/contents/made](http://www.legislation.gov.uk/uksi/2010/490/contents/made);

\(^3\) Background Paper 9: Assessment of the Proposed Submission Core Strategy under the Habitat Regulations – February 2011 [http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/CoreStrategy/Planning_Core_Strategy_Library.aspx](http://www.wealden.gov.uk/Wealden/Residents/Planning_and_Building_Control/Planning_Policy/CoreStrategy/Planning_Core_Strategy_Library.aspx);
**Issues**

2.26.5 The potential impacts of the growth proposed in the WLP need to be carefully considered in relation to the sensitive ecology of the Ashdown Forest and Pevensey Levels.

2.26.6 The solutions being considered for the Hailsham Waste Water Treatment Works address the issues regarding the discharge rates and hydrology of the Pevensey Levels, subject to further studies as discussed elsewhere in this report.

2.26.7 In relation to the Ashdown Forest, the strategy for growth outlined in the Plan, to focus development in the south of the District, also addresses in part the issues identified through the Habitat Regulations Assessment work carried out as part of the Wealden Core Strategy Local Plan.

2.26.8 To enable and manage SANGS that may be required to mitigate development, the Council has agreed the provision of a revolving infrastructure fund investment from the Capital programme. This will be repaid through CIL and where applicable S106 contributions.

**How Issues will be addressed**

2.26.9 These aspects will be addressed in more detail in background papers which will accompany the Wealden Local Plan document, which will be submitted to the Secretary of State in 2017. The key outputs and requirements of these Habitat Regulations Assessments will be included within the IDP.

**Who we will work with**

2.26.10 We will continue to work with Natural England, the Environment Agency, Southern Water, the Ashdown Forest Conservators, developers and neighbouring authorities on the mitigation of potential impacts upon the Ashdown Forest Special Protection Area and on the Pevensey Levels RAMSAR site that may occur as a consequence of the growth proposed in the WLPR.

**Further work required/currently underway**

2.26.11 Further Habitat Regulations Assessment work will be carried out as part of the development of the Wealden Local Plan Review.

2.26.12 A visitor access management and monitoring strategy is currently being finalised and agreed between Wealden District Council, the Ashdown Forest Conservators, Natural England, Mid Sussex District Council, Lewes District Council, Tunbridge Wells Borough Council and Tandridge District Council.
3 Additional Infrastructure to support economic growth – Employment, Town Centres, Tourism

3.1 The IDP supporting the Wealden Local Plan will include a new section that relates to specific infrastructure to support economic growth within the District and support the provision, improvement and regeneration of employment areas and town centres, as well as infrastructure to support the rural economy and tourism.

Existing situation/provision

3.2 Supporting the economy of the District is a major part of the Wealden Local Plan. Many of the infrastructure issues identified through this paper, such as road and public transport improvements and broadband provision have a direct impact upon the economy. Other aspects such as affordable housing, skills and training opportunities for workers are also important aspects which relate to the health of the local economy. Creating places that will attract potential employers to industrial/employment areas attract specialist or high street chains to town centres, or visitors to tourist attractions and places of interest within Wealden may require that we support the provision of additional infrastructure to achieve these objectives. These improvements will also benefit the local community in providing employment opportunities, additional facilities and improvements.

Issues

3.3 As well as the issues already identified through this paper, there may be a need to look specifically at:-

- Car parking provision;
- Opportunities to create/improve transport interchanges, (bus/cycle/rail)
- Park and ride opportunities;
- Public toilets or the provision of additional community toilet schemes; and
- Signage to facilities and attractions.

How Issues will be addressed

3.4 Issues will be identified through the further work required to progress the Wealden Local Plan and addressed through the implementation of improvements to employment area, regeneration of town centres, and new tourism initiatives.

Who we will work with

3.5 We will work with local Town and Parish Councils, Local Regeneration Partnerships (Uckfield Town Centre Regeneration, Hailsham Forward), Local Chambers of Commerce, ESCC, the South East Local Economic Partnership,
Neighbouring Local Authorities, Bus and Train operators, Wealden Bus Alliance, Tourism South East.

Further work required/currently underway

3.6 Further work is required as part of the Wealden Local Plan Review on employment areas, Town Centres and tourism/visitor attractions. Part of this work will be to identify the specific infrastructure requirements to support the growth of the local economy in these three areas. These infrastructure items will be incorporated within the IDP to support the Wealden Local Plan Review.
4 The Funding and Delivery of Infrastructure

4.1 The funding and delivery of infrastructure is a complex process, often requiring funding from different sources to implement infrastructure. Funding sources for all infrastructure providers continue to be stretched requiring innovative and often collaborative approaches to effect delivery of services and infrastructure required to support the Community.

4.2 Section 106 developer contributions have traditionally been collected towards the provision of infrastructure and facilities to support the community. Use of Section 106 funds collected and held by Wealden District Council and East Sussex County Council, one of our key infrastructure providers, is being carefully considered in relation to the provision of infrastructure to make optimum use of finances.

4.3 Wealden District Council will soon introduce its Community Infrastructure Levy (CIL), which will largely replace the traditional Section 106 agreements with developers with largely a non-negotiable tariff that will apply to more development sites.

4.4 CIL is unlikely to generate sufficient funding to support all the infrastructure required. Some items may not require CIL at all, but be funded directly by Government or through other funding streams. Other infrastructure items will require funding through CIL to enable the provision of that infrastructure within the required timescale. Further detailed discussions and bidding for CIL will be required to release CIL for these purposes.

4.5 The funding, phasing and delivery of infrastructure to support the Wealden Core Strategy Local Plan is outlined in the latest iteration of the IDP\textsuperscript{35} which was produced to support the submission of the CIL Charging Schedule in March 2015.

4.6 The ‘Road Map’\textsuperscript{36} document prepared to support decisions on the CIL spend, also highlights some of the funding currently available and potential funding available to support the infrastructure identified through the CIL IDP. These infrastructure requirements are still applicable in supporting the growth in the Core Strategy which will now be incorporated into the Wealden Local Plan Review.

4.7 Further infrastructure requirements to support the growth proposed in the Wealden Local Plan, will be identified through the further work that will be carried out prior to the submission of the Plan to the Secretary of State.

\textsuperscript{35} Community Infrastructure Levy – Infrastructure Delivery Plan – submission document March 2015.

\textsuperscript{36} Road Map document – attached to the report on CIL Governance presented to the Local Development Framework sub-Committee meeting on the 31 July 2015.
http://council.wealden.gov.uk/ieListDocuments.aspx?CId=534&MId=4127&Ver=4
4.8 The requirements for new or improved infrastructure to support the growth proposed in the plan, the costs and phasing of that infrastructure, will be explored further with infrastructure providers and included within the IDP that will support the delivery of the new Wealden Local Plan.