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1 Background

1.1 The Council has prepared a series of background papers to accompany the Wealden Local Plan 2013 – 2028. The papers cover a range of issues which provide technical and detailed information, derived from a number of our specialist studies of relevant work undertaken by others which inform the strategy and policies of the Wealden Local Plan.

1.2 This Background Paper - the Infrastructure Delivery Plan (IDP) - is an essential part of Wealden’s Local Plan and other Development Plan Documents. It has been prepared in partnership with the various infrastructure providers, delivery agencies, Town and Parish Councils and sets out the key infrastructure that will be required to support the delivery of the Wealden Local Plan over the 15 year planning period from 2013 – 2028. This version of the IDP supports the Proposed Submission version of the Wealden Local Plan (August 2018), and is an important background evidence document for the Local Plan.

1.3 Three previous IDPs were prepared, including the Wealden Core Strategy Local Plan in 2013, the Strategic Sites Local Plan in 2013 (which was withdrawn in the May 2015) and the IDP to support the Community Infrastructure Levy (CIL) submission in 2014.

1.4 An Infrastructure Issues paper was also produced to accompany the Wealden Local Plan, Issues, Options and Recommendations (IOR) consultation document in 2015.

1.5 The responses to this consultation on the IOR document included many comments in relation to infrastructure provision within the District (in total there were some 2,028 responses to 46 questions from 413 representations). These were reported to the Local Plan Sub Committee on 20 April 2016 following the conclusion of the consultation and have been considered as part of the preparation of the Wealden Local Plan and this IDP.

1.6 Throughout the plan making process, we have continued our dialogue and engagement with infrastructure providers who have been instrumental in shaping this version of the IDP to support the latest Wealden Local Plan. The IDP is a ‘living document’, and as such this version supersedes previous versions. As a ‘living document’ it will evolve, and be subject to modification throughout the plan period.

1.7 This IDP builds on our continuing engagement with infrastructure providers and information provided in previous IDPs. The structure of the document has been modified to reflect the Wealden Local Plan requirements, including a ‘baseline’ position on the existing infrastructure provision across the District and in key growth areas, as well as additional information on local community infrastructure to support the plan up until 2028.

1.8 The IDP will be updated annually (at least) to assist the process of infrastructure provision and delivery.

1.9 The IDP is structured to show clear reference to those broad areas of growth identified within the Wealden Local Plan (WLP) and within the South Wealden Growth Area (SWGA) and Rural/Urban Growth Areas (RUGA) within the rest of the District. The
IDP should be read in conjunction with the Wealden Local Plan (WLP), the Sustainability Appraisal (SA), key background papers and evidence base documents.

**Statement on Wealden’s Infrastructure Delivery Plan (August 2018)**

This version of the Council's Infrastructure Delivery Plan is subject to potential further amendments, which may be necessary in the lead up to the Publication of the Submission version of the Wealden Local Plan to the Planning Inspectorate.
2 Introduction

2.1 The Wealden Local Plan proposes over the plan period (2013-2028) an additional 14,228 new homes, 22,500 sqm new employment growth and 4,350 sqm new retail provision. This growth will create demands and pressures on the District’s infrastructure through either taking up existing capacity or creating a requirement for investment in additional or improved infrastructure.

2.2 The National Planning Policy Framework (NPPF)\(^{(1)}\) provides renewed emphasis on the deliverability of plans and the need for local planning authorities to:

- Demonstrate that there is reasonable expectation of the necessary social, physical and green infrastructure being provided to support the delivery of the Local Plan;
- Work with other authorities and providers to assess the quality and capacity of infrastructure for transport, utilities, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Identify priority areas for infrastructure provision and ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.

2.3 A revised NPPF was published by Government on 24 July 2018. However the Local Plan will be assessed on the basis of the 2012 Framework, as outlined in paragraph 214 of the revised NPPF. This states that plans submitted on or before the 24 January 2019 will be examined on the basis of the 2012 Framework, and as such the 2012 version of the NPPF applies in full.

2.4 The IDP seeks to achieve the national objectives and outcomes outlined in the NPPF, along with facilitating a common understanding and partnership approach to the identification of infrastructure requirements and provision between the local planning authority (Wealden District Council), service providers, developers and local communities.

Executive Summary

2.5 The IDP demonstrates that the Wealden Local Plan is reliant on critical elements of infrastructure to support its projected growth and there is a reasonable prospect of critical elements of infrastructure being delivered within the plan period. The IDP demonstrates the ‘soundness’ and ‘deliverability’ of the Wealden Local Plan (2013-2028) and in so doing, satisfies the requirements of the NPPF.

2.6 The IDP identifies the key infrastructure provision needed to achieve the objectives and policies in the Wealden Local Plan and identifies the means, timescale, funding and sources of funding required to ensure that the infrastructure associated with the housing and economic growth shown in the plan will be delivered. The IDP provides the basis for further, more detailed project management work with infrastructure providers through a process called ‘The Infrastructure Road Map’ (IRM), to support decisions made in relation

\(^{(1)}\) National Planning Policy Framework – Department for Communities and Local Government – March 2012
to the allocation of Community Infrastructure Levy (CIL) funding in due course. The work
on the Council’s IRM is ongoing and will be used internally as a basis of ensuring timely
delivery of infrastructure to support emerging and future planning applications and site
allocations.

2.7 The Road Map is a working study that sits alongside the IDP and the Wealden Local
Plan. It focuses on the critical infrastructure required to deliver the Wealden Local
Plan. There are two parts to the Road Map: South Wealden Growth Area (SWGA) and individual
settlements within the Rural Urban Growth Area (RUGA), focusing on major developments
of 10 or more dwellings and 1,000 sqm or more of commercial floorspace. The Road Map
therefore provides a framework for the process of decision making in relation to CIL
infrastructure priorities and CIL spending, working through the complexity involved in the
delivery of infrastructure and the interdependencies between sites and provision of funding.

2.8 The Road Map process will enable Wealden District Council to address priorities
across the District, and assess those areas where funding through CIL may unlock sites
for development, ensure timely provision of infrastructure and enable greater or wider
benefits to be achieved.

Critical Infrastructure

2.9 This IDP provides an assessment of the critical infrastructure that is required to
deliver the Wealden Local Plan. ‘Critical’ refers to the infrastructure being a high priority
and being required as soon as possible to facilitate growth. Without the provision of this
type of infrastructure, the level of housing and economic growth cannot be sustained and
would have significant implications on the sustainability of growth. The following table
highlights these critical infrastructure requirements.

Table 1 Critical Infrastructure Summary

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th>Justification for being Critical</th>
<th>Timeframe for Delivery</th>
<th>Dependencies</th>
<th>Funding Mechanisms</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Transport Interventions within SWGA</td>
<td>All junctions improvements and transport interventions are required to improve traffic flows and cater for extra demand on the road network.</td>
<td>Short Term</td>
<td>All new development within SWGA</td>
<td>Government funding, development contributions, potential funding from key partners - Highways England, Network Rail and bus operators.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Justification for being Critical</td>
<td>Timeframe for Delivery</td>
<td>Dependencies</td>
<td>Funding Mechanisms</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td>------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td><strong>Education Provision within SWGA</strong></td>
<td>Increased school places required as a direct consequence of demographic change and increase in numbers of children of school age.</td>
<td>Short Term</td>
<td>All new development within SWGA</td>
<td>ESCC, Government grants, S106 and CIL</td>
</tr>
<tr>
<td>Primary Provision: Hailsham (420 places / 2 form-entry primary requirement in Hailsham in the 2020s). Polegate &amp; Willingdon (210 places)</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Secondary Provision: Hailsham (600 places), Polegate &amp; Willingdon (200 places)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Education Provision within RUGA</strong></td>
<td>New provision to support residential development on strategic site known as 'Land West of Uckfield'.</td>
<td>Medium, Term</td>
<td>All new development within RUGA</td>
<td>ESCC, Government grants, S106 and CIL</td>
</tr>
<tr>
<td>New primary school provision: Uckfield (210 places)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Additional Wastewater Treatment Capacity within SWGA</strong></td>
<td>Increased capacity and improved quality of outflows to the Pevensey Levels required for future growth across the SWGA. Sensitive environmental protection of RAMSAR site.</td>
<td>Short Term</td>
<td>All new development within SWGA</td>
<td>Southern Water</td>
</tr>
<tr>
<td>Extension of capacity of Hailsham North and South WWTW</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Wastewater Treatment Works in RUGA</strong></td>
<td>Increased capacity and improved quality of odour</td>
<td>Short Term</td>
<td>All new development that feeds into</td>
<td>Southern Water</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Justification for being Critical</td>
<td>Timeframe for Delivery</td>
<td>Dependencies</td>
<td>Funding Mechanisms</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
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<td>-------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Hooe WWTW (increased capacity),</td>
<td>control at certain sites</td>
<td>Short Term</td>
<td>the network for the two identified WWTW.</td>
<td></td>
</tr>
<tr>
<td>WWTW Uckfield (Odour control)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Health Provision within SWGA</strong></td>
<td>Significant levels of growth in Polegate &amp; Willingdon area, several identified and previously allocated sites. Ensures necessary healthcare provision is delivered alongside development</td>
<td>Short Term</td>
<td>All new development within the Polegate and Willingdon area</td>
<td>CCG and surgeries</td>
</tr>
<tr>
<td>GP surgery and community centre in</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Polegate/Willingdon</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Green Space - Provision of SANGS</strong></td>
<td>Numerous sites to provide alternative green space across the District in line with open space requirements</td>
<td>Short Term</td>
<td>All new development sites within the District</td>
<td>Development contributions and CIL</td>
</tr>
<tr>
<td><strong>Flood Storage &amp; Protection</strong></td>
<td>To protect existing and future development from flood risk and climate change modelling.</td>
<td>Short Term</td>
<td>All new and existing development within Flood Risk Areas.</td>
<td>Developer contributions and Environment Agency</td>
</tr>
</tbody>
</table>

Wealden Local Plan Infrastructure Delivery Plan Background Paper

2 Introduction
3 Infrastructure Policy Framework


3.1 The Government introduced the National Planning Policy Framework (NPPF) in March 2012. The NPPF has a focus on the delivery of infrastructure to support growth and sets out the key principles in relation to the creation of sustainable communities and the delivery of infrastructure. Paragraph 162 of the NPPF states:

"Local planning authorities should work with other authorities and providers to;

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands;

- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas"

3.2 Therefore, the delivery of infrastructure plays an important part in the provision of the three dimensions of sustainable development - economic, social and environmental - and other features throughout the NPPF in assisting the delivery of many of the NPPF policies and objectives.

Infrastructure Act 2015

3.3 The Infrastructure Act 2015 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.

3.4 The Act also provides measures in relation to National Walking & 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.

3.5 In July 2015, the Airports Commission put forward their recommendation to the Government, for a third runway for the South East to be located at Heathrow, rather than at Gatwick. In October 2016, the Government announced its decision to back airport expansion at Heathrow and announced a year of further consultation and consideration on this proposal. This is likely to result in further challenges to Government which means that the future expansion at Gatwick cannot yet be finally ruled out. It is expected that the third runway will be delivered through provisions of the Infrastructure Act.

3.6 If, following the year of further consultation, the Government decide that there should be some expansion at Gatwick as part of the planning for a third runway in the South
East, there will be a number of additional impacts that will have to be considered as part of the Wealden Local Plan, particularly in relation to housing, the environment and infrastructure provision.

**Wealden Local Plan Infrastructure Policies**

**3.7** The policy focus on infrastructure is clear through the following strategic policies in the Wealden District Local Plan, and through specific policies in relation to growth areas. A list of these policies is provided in Appendix B.

**3.8** The full detail of the wording of policy is contained within the Wealden Local Plan (2). In addition, specific policies in relation to allocations may provide additional requirements in relation to community infrastructure and/or local open space provision.

**Links Between the IDP, Community Infrastructure Levy, Monitoring & Implementation**

**3.9** The IDP is critical in supporting Wealden District Council’s Community Infrastructure Levy (CIL), which was adopted by the Council in November 2015 and came into operation on the 1st April 2016.

**3.10** CIL is used to collect contributions from developers towards infrastructure provision to support development. CIL has largely replaced Section 106 Planning Obligations, for all but very site specific infrastructure.

**3.11** As part of the CIL process, the development and evolution of the IDP (with the input of key infrastructure providers) has helped to justify the development of a CIL Charging Schedule by providing evidence to show a ‘funding gap’ between the cost of critical infrastructure required to deliver the growth identified in the Wealden Local Plan and potential and available funding sources. This is fundamental for any future review of local CIL charges.

**3.12** There will be circumstances where infrastructure identified in the IDP will also be critical to development in our neighbouring authorities. Funding sources may be available from these authorities towards the provision of infrastructure in Wealden, including CIL contributions. This will be relevant especially in relation to transport and education provision in the south of the District, where there is a close relationship with Eastbourne Borough Council, and in relation to Strategic Access Management & Monitoring of the Ashdown Forest with Mid Sussex District Council, Lewes District Council and Tunbridge Wells Borough Council. There will also be circumstances where CIL contributions collected in Wealden District may be required to be spent outside the District to fund infrastructure provision in neighbouring authorities.

**3.13** The IDP is a key tool in relation to the implementation of infrastructure to support development within the District, and will assist the ongoing process of monitoring and prioritising of expenditure in relation to CIL and other funding. In addition, systems which will be established to monitor progress and the delivery of infrastructure, will assist in the
annual auditing requirements in relation to CIL expenditure and the further maintenance and development of the IDP as a ‘living document’.

3.14 The IDP will also serve as a point of reference for other parties involved in identifying infrastructure requirements in particular parts of the District, including the communities of Town and Parish Councils receiving a proportion of the CIL receipts from development within their boundaries. It will also help to assess the level of funding required, potential funding sources available to provide infrastructure and in the negotiation of additional funding.

Structure of the IDP

3.15 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.

3.16 The IDP starts with a summary position statement of the existing key infrastructure provision for each infrastructure category associated with the Wealden Local Plan. This summary is followed by an overview of existing infrastructure within the South Wealden Growth Area (SWGA) and Rural/Urban Growth Areas (RUGA) and a review of infrastructure that has been provided since the Core Strategy IDP in 2013. This will provide a baseline for commentary and monitoring purposes. This provides the context for delivery, and is provided in Sections 6-12 of this document.

3.17 Most importantly, Sections 6-12 includes the strategic infrastructure and requirements to support the planned growth within the South Wealden Growth Area and Rural/Urban Growth Areas in the rest of the District. These requirements have been identified through our engagement with infrastructure providers and through various evidence studies. Other initiatives and opportunities which support or are enabled by the infrastructure providers are also highlighted.

3.18 The new infrastructure requirements are based upon an assessment of:

- Capacity and adequacy of existing facilities;
- 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, introduce new models of service provision;
- Timescale for new provision to meet growth;
- The costs of provision and funding required; and;
- Any cross boundary impacts and opportunities

3.19 More detailed information regarding the infrastructure required to support growth, the projected timescales for delivery, projected costs and potential funding streams as far as can be ascertained presently, are provided in the Infrastructure Delivery Schedule in Appendix A.
3.20 The Schedule in Appendix A contains information regarding infrastructure requirements in relation to each of the identified categories shown in Table 2 below. Each category includes, where relevant, (in the left hand column) information in the following order.

Table 2 Infrastructure Category

<table>
<thead>
<tr>
<th>Strategic Infrastructure Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cross Boundary Infrastructure Requirements</td>
</tr>
<tr>
<td>District Wide Infrastructure Requirements</td>
</tr>
<tr>
<td>Infrastructure Requirements to support South Wealden Growth Area (SWGA)</td>
</tr>
<tr>
<td>Infrastructure Requirements to support Rural/Urban Growth Areas (RUGA)</td>
</tr>
</tbody>
</table>

IDP as a Living Document

3.21 The IDP to support the new Wealden Local Plan will build on previous IDPs – as the baseline for provision to support growth up until 2028. It is unusual to plan this far ahead. Indeed, many infrastructure provider’s delivery processes and service planning mean that they can typically only plan 5 – 10 years ahead. Timescales for infrastructure planning therefore may not cover the entire plan period. The IDP as a matter of necessity therefore needs to be flexible to these situations and remain a ‘living document’ that is updated regularly to feed into the individual organisation planning processes and vice versa.

3.22 The IDP will be reviewed annually (at least) to ensure that it reflects the position regarding infrastructure provision and delivery. This enables: changes to Government policies, priorities and funding streams to be assessed and reflected in relation to the delivery of infrastructure; provide a record of infrastructure delivery; provide information to feed into bidding documents for funding; and the decision making process in relation to CIL funding.

3.23 Infrastructure requirements may change as further detailed assessment and studies are undertaken, or where joint use of facilities or other initiatives coming forward, enables infrastructure or services to be provided in a different way, location or time frame to that identified (or not) in the IDP.

3.24 The main focus on infrastructure in this IDP document will be on the delivery required in the short, medium and long term (i.e.) within next 5, 10 and 15 years respectively. This ties in with the Local Plan 15 year planning period from 2013-2028. It is important to note that we are currently at the end of the first five year period within the wider 15 year planning period.

3.25 Budgets for infrastructure provision are continuously stretched. This may mean that there will be a need for infrastructure providers, in conjunction with the Council, to
review existing strategies to ensure that infrastructure delivery is appropriate and making the best use of funding sources. This could include new ways of delivering infrastructure services and/or combined service provision.

3.26 The Council will use the Authority Monitoring Report (AMR) to assess whether infrastructure has been delivered as planned, as well as monitoring CIL expenditure. More specific detail on infrastructure requirements for key development areas and settlements will be provided through the Infrastructure Road Map.
4 Funding & Delivery of Infrastructure

4.1 The funding and delivery of infrastructure is a complex process, often requiring funding from different sources to provide the funding package to implement the required 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 development 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 implemented its Community Infrastructure Levy (CIL) on April 1st 2016, which largely replaces the traditional Section 106 agreements with developers as a relatively non-negotiable tariff that will apply to more development sites. The CIL Regulation 123 List identifies the types of infrastructure that CIL can be used to fund, as well as other types of infrastructure and on-site specific requirements being secured through Section 106.

4.4 CIL is unlikely to generate sufficient funding to support 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 more 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.
5 Wealden Local Plan - Infrastructure Categories

5.1 The NPPF does not provide specific categories for infrastructure, however, generally accepted infrastructure categories are shown in Table 3 (below). This has been devised by adapting the Planning Advisory Service (PAS) infrastructure categories. The categories reflect the focus on new strategic infrastructure required to deliver the Wealden Local Plan with reference to site specific requirements and where these are a requirement within relevant policies in the Wealden Local Plan for allocations - focusing on new open space and green infrastructure.

Table 3 Infrastructure Categories

<table>
<thead>
<tr>
<th>Infrastructure Category</th>
<th>Included Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highways and Transportation</td>
<td>Road, Rail, Bus, Walking, Cycling</td>
</tr>
<tr>
<td>Education</td>
<td>Early Years (Nursery), Primary, Secondary, Post 16, Further</td>
</tr>
<tr>
<td>Health Provision</td>
<td>Acute Care, General Hospitals, Health Centres, Primary Care</td>
</tr>
<tr>
<td>Public Services</td>
<td>Emergency Services (Police, Fire, Ambulance), Libraries, Waste Management</td>
</tr>
<tr>
<td>Utility Services</td>
<td>Gas, Electricity, Water, Waste Water, Telecommunications</td>
</tr>
<tr>
<td>Renewable Energy</td>
<td>Biomass, Solar, Wind</td>
</tr>
<tr>
<td>Flood Defences</td>
<td>Fluvial, Coastal, Sustainable Urban Drainage Systems (SUDs)</td>
</tr>
<tr>
<td>Social Infrastructure</td>
<td>Village Halls, Burial Space</td>
</tr>
<tr>
<td>Green Infrastructure</td>
<td>Open Space, Sports, Recreation, Natural Green Space, Green and River Corridors, Habitat Regulation Assessment Requirements</td>
</tr>
</tbody>
</table>

5.2 Separate evidence bases have been produced regarding Affordable Housing, Gypsy and Traveller accommodation, and Supported Accommodation and the need for these types of provision. Therefore they are not included in this IDP. The monitoring of policies contained within the Wealden Local Plan relating to Gypsy and Traveller accommodation, affordable housing and supported accommodation is provided within the monitoring framework associated with the Wealden Local Plan. The provision of such infrastructure will be reported through the Authority Monitoring Report.
5.3 The planning and provision of infrastructure differs across the spectrum of different infrastructure types. Different timescales, strategies, funding and delivery mechanisms will exist for different items of infrastructure and this needs to be understood in looking at future requirements. There is no ‘one size fits all’ solution that applies to the provision of infrastructure. We will address the issues that exist through continuing and expanding our partnership working with infrastructure providers.

5.4 We have engaged with a number of infrastructure providers whilst preparing the Wealden Local Plan to further understand the impact that our strategy for growth may have on the provision of key services. These discussions focused on highway 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 and with infrastructure providers.

5.5 Additional information to support the Wealden Local Plan included in this IDP, comes from the evidence base for the Wealden Local Plan including Green Infrastructure, Open Space and Recreation provision, which provides a robust assessment of infrastructure requirements in these areas. The inclusion of these elements within the IDP will enable the timely provision of relevant infrastructure through negotiation with developers and provision of local infrastructure through the Town and Parish Council’s ‘meaningful proportion of CIL. (3)

5.6 A summary of the current position regarding the various infrastructure items shown on Table 3 (above) is provided in the following section. The summary is taken as shown in the table and does not indicate any priority in relation to provision of any CIL funding in the future.

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3 The CIL regulations allow for a proportion of CIL in each area to be provided to parish and town councils where development is proposed. This amounts to 15% in Town and Parish Councils where there is no Neighbourhood Plan and this rises to 25% of CIL received within the Parish area where a Neighbourhood Plan is in place (adopted)
6 Highways & Transportation Infrastructure

6.1 Delivering sustainable economic growth within Wealden District will require investment in the delivery of strategic and integrated transport infrastructure, which enables the efficient movement and access of traffic on key strategic and local corridors, alongside enabling a step change in people travelling by public transport or cycling and walking for local journeys.

6.2 This will require attractive and high quality transport infrastructure to ensure journey comfort, greater accessibility and safety, along with embracing the growing opportunities in the use of technology and communication to enable ‘smart mobility’.

Transport Policy Context

National

6.3 The development of strategic economic and transport policy within East Sussex, alongside the delivery of future transport infrastructure is being driven by key Government strategies, including the ‘Transport Investment Strategy’ (July 2017), the ‘Clean Growth Strategy’ (October 2017) and the ‘Industrial Strategy (November 2017).

6.4 Focusing on the need to develop ‘balanced growth’ across the country, as outlined in the Transport Investment Strategy, will be achieved by ‘creating a more reliable, less congested, and better connected transport network that works for the users who rely on it; building a stronger, more balanced economy by enhancing productivity and responding to local growth priorities, and supporting the creation of new housing’.

6.5 This will be supported at a local level through devolved decision-making, including through Sub-National Transport Bodies (STBs), with the development of Transport for the South East (TiSE), which will include East Sussex County Council, alongside other local authorities in the TiSE region, who will ‘speak’ with one voice to Government on strategic transport planning, in order to boost economic growth and development.

6.6 The Clean Growth Strategy focuses on the need to grow the economy, whilst reducing greenhouse gas emissions. One of the key aims is to ‘accelerate the shift to low carbon transport’. The strategy proposes a number of actions, including, increasing the take up of ultra-low emission vehicles, developing an electric vehicle charging network and making cycling and walking the natural choice.

6.7 This was followed by the Government’s Industrial Strategy, which is a long term policy document focused on increasing the productivity of the economy and living standards, and driving growth across the whole country. The strategy includes five foundations to enable the delivery of the overall vision of a ‘transformed economy’. These include:

1. Ideas: the world’s most innovative economy

2. People: good jobs and greater earning power for all
3. Infrastructure: a major upgrade to the UK’s infrastructure

4. Business environment: the best place to start and grow a business

5. Places: prosperous communities across the UK

6.8 The delivery of transport infrastructure is a key element of this, to ensure that there is greater alignment with central Government infrastructure investment and local growth priorities.

Local

6.9 The County Council’s Local Transport Plan (LTP) 2011-2026, is underpinned by a number of key objectives, including:

- Improving economic competitiveness and growth;
- Improving safety, health and security;
- Tackling climate change;
- Improving accessibility and enhancing social inclusion; and
- Improving quality of life

6.10 The South Wealden area has been identified as a spatial priority area in the LTP, alongside Eastbourne. The key aims for the Eastbourne and South Wealden area are to facilitate housing growth, create a more diverse and integrated economy, protect the local environment, enhance social provision and create sustainable communities. This is in alignment with the Wealden Local Plan Transport Policies and the IDP.

6.11 In terms of transport provision, the approach for the South Wealden area is a focus on the key corridors of movement within the area (whether by walking, cycling, public transport or car based transport) and corridors which link existing and future development locations to hubs of activity such as local, district and town centres, retail, hospitals, employment and leisure.

6.12 In support of the LTP, ESCC are currently in the process of developing a Local Cycling & Walking Strategy, which will include a Local Cycling & Walking Infrastructure Plan (LCWIP), providing a network of routes and measures to support cycling and walking, to key destinations, and to support future planned growth of housing and commercial development.

6.13 In addition to this, ESCC are also developing an approach to deliver ‘Smart Mobility’ across the County. This will focus on using technology and data to develop innovative people centred mobility solutions, which are faster, cleaner, less expensive and more accessible, enabling people to move around more easily. This will include exploring opportunities to incorporate an electric vehicle charging network, way finding, mobility on demand systems, smart ticketing alongside integrated transport information and smart parking.
Transport Studies

6.14 In order to assess the impact of planned growth within Wealden, a number of Transport Studies have been undertaken, which have informed the IDP. Essential infrastructure identified in these reports, to support future growth, has been compiled and prioritised in the IDP.

South Wealden and Eastbourne Transport Study (SWETS)

6.15 The South Wealden and Eastbourne Transport Study (SWETS) was undertaken in November 2010, which identified the need for a package of transport interventions required to support the level of housing and employment allocated in the Core Strategy Local Plan (adopted February 2013).


6.16 The SWETS was followed up with two further local studies, the Movement and Access Strategy for Hailsham & Hellingly 2012 (MASHH), and the Polegate Movement & Access Strategy 2012/2015 (PMAS). These studies include a series of junction improvements on the strategic and local road network in the Polegate/Stone Cross area, as well as the delivery of a sustainable transport corridor linking Hailsham, Polegate and Eastbourne. This is to enable the delivery of an express bus service between the towns, as well as encouraging cycling and walking for shorter distance trips.

Wealden Local Plan Transport Study 2017

6.17 In order to assess the impact of development in the South Wealden Growth Area (SWG), the focus of growth within the draft Local Plan, the Wealden Local Plan Transport Study (WLPTS) 2017 was undertaken using the existing South Wealden and Eastbourne Transport Study (SWETS) SATURN highway model. To ensure the model was fit for purpose, this was extended, refined and used updated versions of the most recent generations of the existing SWETS SATURN highway model. This ensured that the assessment of the transport impacts on the SWGA, and its conclusions, were robust. This has enabled the identification of the need for, type and scale of the transport interventions required to support the proposed level of growth coming forward.

6.18 The outcome of this recent study has demonstrated that the Wealden Local Plan is dependent on the delivery of a package of both the strategic and local highway improvements on the key corridor approaches within the SWGA. This will be required alongside the delivery of a step change in people choosing to use public transport, or to cycle or walk. This study emphasises the relevance of the previous SWETS study, in identifying transport infrastructure requirements, alongside reinforcing the necessity for a combination of strategic and local transport infrastructure improvements, to mitigate the planned growth up until 2028. (Please refer to the sections below, which outline the transport infrastructure requirements).
Wealden Local Plan Transport Study 2017 – Future Studies

6.19 To assess the outputs from the Wealden Local Plan Transport Study 2017 in more detail, a series of studies on key corridors and areas will be commissioned by East Sussex County Council, Wealden District Council and key partners. These will also consider the wider impacts from development within and beyond the SWGA. This will enable the identification of new schemes and interventions at a localised level and provide greater detail on existing identified strategic schemes.

6.20 For studies undertaken on the strategic transport network, there will be a requirement to ensure that these are compliant with the Department for Transport’s (DfT) Web TAG guidance, to enable schemes for inclusion in future business cases. The studies that will need to be undertaken will include:

- A26 Corridor Study
- MASHH 2 Study
- A271 Corridor Study
- A267 Corridor Study
- Polegate Town Centre Study
- Stone Cross & Westham Movement & Access Study

6.21 In addition to the above studies, a study will also be undertaken to assess the impact of local growth on Polegate Rail Station; this will be led by East Sussex County Council in partnership with Network Rail and the Council, to identify future improvements.

6.22 The Council are currently working with East Sussex County Council on an update to the Transport Study (July 2018) in order to support the Local Plan through to adoption and assist in the implementation and delivery of key transport infrastructure. This includes the latest housing, employment and retail figures outlined within the Proposed Submission Wealden Local Plan (August 2018).

A27 East of Lewes Improvement Study – Smaller Scale Improvements

6.23 In 2013, the A27 improvement study was announced by the Government to help identify and fund solutions to tackle some of the notorious and long-standing hotspots in the country. The outcomes of the study were announced as part of the Chancellor’s 2014 Autumn Statement and are set out in the Department for Transport’s (DfT) Roads Investment Strategy Investment Plan 2015/16 – 2019/20 (RIS1). Following the outcome of the A27 improvement study in 2014, the Chancellor in his 2014 Autumn Statement and the Department for Transport’s (DfT) RIS1: Investment Plan, identified that around £75m would be set aside for improvements east of Lewes.

6.24 The DfT and Highways England (HE) appointed consultants to take forward the development of the smaller scale capacity improvements and sustainable transport improvements using the available funding, and the consultation on these measures was undertaken between October and December 2016. Following the outcomes of the consultation and refinement of the options, the HE made its preferred route announcement of the package of measures to be taken forward in September 2017. A further public
consultation on the preferred route announcement package will be undertaken in summer 2018 with construction programmed to start by March 2020 at the latest.

**A27 Offline Solution between Beddingham - Cophall – Study 2017/18**

6.25 As outlined in the Wealden Local Plan Transport Study 2017, beyond 2028 the status quo cannot be maintained, and the proposed A27 Beddingham–Cophall Off-Line Carriageway and grade-separation of Cophall Roundabout will need to be considered.

6.26 In May 2017, Government announced that £3m of the £75m within the RIS1: Investment Plan for the A27 East of Lewes smaller scale interventions would be allocated towards undertaking a further study into an offline A27 between Polegate and Lewes. This study has been commissioned by Highways England and is expected to be completed by the end of 2018.

**Road Network**

**Infrastructure Providers – Strategic and Local**

**Road Network**

6.27 Highways England (HE) is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN), as appointed under the provisions of the Infrastructure Act 2015 by the Secretary of State for Transport.

6.28 The SRN is a critical national asset, and as such the HE works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity. Its primary role is to deliver a better service for road users and support a growing economy.

6.29 ESCC is the Local Highways Authority, which includes being responsible for the provision and maintenance of most of the remaining District’s highway infrastructure.

**Existing Road Infrastructure Provision**

6.30 The key SRN route, which serves the District, is the A27 Trunk Road running from east to west across the south of the District. In addition, the A26/A22, which are major county roads (primary routes) run roughly north to south in the western part of the District.

6.31 In addition, there is a network of more local A and B routes and rural roads throughout the District. Local A class roads including the A272, A267, A265, A271 and A264, and a number of B class roads provide connections between the primary routes, the various towns and villages within the District and the neighbouring District and Borough areas.

**South Wealden Growth Area (SWGA)**

6.32 The SWGA is predominantly served by the A27 and the A22, with the A267, A271, A2270, A295 and A259 feeding onto this network from Hailsham, Hellingly, and a central
part of Polegate and surrounding villages. As the A22 effectively funnels traffic from the north of the District towards Eastbourne and the A27 to the east and west, the routes through the SWGA are heavily used and congestion regularly occurs at certain points at peak times along these routes.

6.33 As outlined in the Wealden Local Transport Study 2017, the required infrastructure will support the need to encourage traffic, when accessing Eastbourne to use the A22/B2247 corridor to reduce the impact on the A2270.

Rural Urban Growth Area (RUGA)

6.34 The RUGA constitutes larger settlements to the north of the District with identified growth. The key routes, running north to south/south east, which connect the towns to the smaller settlements and wider District include the A22 (Uckfield) and the A26 (Crowborough). Other key east – west routes include the A272, B2102 and A265, connecting with the A21.

Improvements Delivered or Underway since the Core Strategy IDP in 2013

SWGA

6.35 A number of strategic and local road improvements were identified in the MASHH and PMAS studies, which supported the SWETS study.

6.36 To support local improvements in Hailsham, a steering group was established involving ESCC, Wealden District Council and Hailsham Town Council, to oversee the delivery of improvements outlined in the MASHH document. Works undertaken or underway include:

- **MASHH highway improvements to Hailsham Town Centre** - These commenced in July 2016, and are now complete. Improvements included:
  - The introduction of additional loading and disabled parking bays;
  - Improved road layouts – including changing Vicarage Road to southbound traffic only;
  - New pedestrian crossings on High Street, Vicarage Lane, Vicarage Road and George Street; and
  - Widening the pavements and reducing the traffic speed in order to create a safe, pedestrian friendly town centre;

- **London Road, Hailsham** - A new delivery lay-by on London Road adjacent to the PO sorting office has been implemented.

- **Advanced Stop Line (ASL)** - for cyclists at the junction of Battle Road/London Road/High Street in Hailsham, has been implemented.
Lions Hill Junction, Stone Cross - Design work for the Lions Hill junction improvements in Stone Cross has been carried out by the developers of the site to the South of Rattle Road (WD/2011/2270) in Stone Cross.

A2270/Wannock Road/Polegate High Street Junction Improvements - Preliminary design work has been undertaken for this scheme as part of the Hailsham – Polegate – Eastbourne – Movement and Access Corridor (HPE MAC) package. This will increase the capacity of the existing signalised junction. This scheme forms part of Phase 1 (Polegate and Willingdon) of the HPE MAC and public consultation was undertaken on this phase in September 2017.

RUGA

6.37 Within the RUGA, a number of local improvements have been undertaken, these include:

- Traffic improvements to the A267 at Horam as part of the Merrydown Cider development
- Improvements at Cross in Hand as part of Dads Hill development
- Improvements to Western Road in Crowborough as part of Walshes Road Development
- Wadhurst High Street improvements
- The Uckfield Town improvements including:
  - Carriageway and foot-way improvements to the High Street and Bell Lane, including new loading and parking bays
  - A new railway station car park and improvements to the bus station

Infrastructure Required to Support the Wealden Local Plan

6.38 The Wealden Local Plan Transport Study 2017, assessed the proposed additional development in the SWGA, together with general background traffic growth and Eastbourne Core Strategy development. This identified a number of key issues in relation to the impact on the operation of the highway, including that there will be a degradation of highway operating conditions over time, highway network improvements to provide some mitigation will be required (and may even resolve or ease some of the issues), but the status quo cannot be maintained.
Strategic Highway Requirements

The package of highway improvements identified for the delivery of the Core Strategy; as identified as part of MASHH (2012) and PMAS (2013, 2015). The following comprise the schemes and studies identified to address strategic highway capacity issues associated with Core Strategy traffic:

- Re-built and signalised A22/A267/A271 Boship Roundabout
- Improved A22/B2124 (Lewes Road) Junction
- Improved A267/B2104 (North Street) Junction
- All-movement roundabout at A22/Hempstead Lane Junction
- Consolidated A295 (South Road)/B2104 (Ersham Road)/Diplocks Way Roundabout
- Improved A22/A27 Cophall Roundabout
- Improved signalised A27/A22/A2270 (Polegate) Junction (superseded by new Highways England proposals)
- Improved signalised A2270/Polegate High Street/Wannock Road Junction
- Improved A27/A22 (Golden Jubilee Way) Roundabout
- Improved A22 (Golden Jubilee Way)/B2247 (Dittons Road) Roundabout
- Improved A27/Station Road/Alfriston Road (Drusillas) Roundabout
- Improved A27/The Street Junction (Selmeston)
- Improved A27/Common Lane Junction (Selmeston)
- Improved A22/A295 (South Road) Junction
- Hailsham-Polegate-Eastbourne Movement & Access Corridor: including improvements for public transport users (cyclists and pedestrians)

Local Accessibility

6.39 Further studies will be undertaken in order to identify new transport schemes and interventions at a localised level, and provide greater detail on existing identified schemes. These will build on work undertaken by previous studies including MASHH and PMAS. The studies are as outlined in paragraph 6.20- Wealden Local Plan Transport Study 2017 – Future Studies.
Funding

6.40 In order to fund the delivery of highway infrastructure requirements, a blend of public and private funding sources will be required. Partnership working between the Council and other key partners, particularly ESCC and developers, will be essential.

6.41 The funding streams that could potentially be secured include:

National Funding:
- Department for Transport - Road Investment Strategy Investment Plan - to provide funding for major works.
- Department for Transport - Development of a Major Road Network - funding associated with the development of this.
- Department for Communities and Local Government and Homes and Communities Agency - Housing Infrastructure Fund, future rounds.
- Department for Communities and Local Government and Homes and Communities Agency - National Productivity Investment Fund, future rounds.
- Local Growth Funding (or its equivalent) as allocated through the South East Local Enterprise Partnership - future rounds.

Local Funding:
- ESCC Local Transport Plan - Capital Programme - funding allocated by using ESCC Transport Prioritisation Framework.
- Development Contributions, including Community Infrastructure Levy.

Role of Local Plan and IDP

6.42 The Council will work with key local stakeholders and strategic transport providers to enable the funding and delivery of the strategic road infrastructure at the earliest opportunity. These will be critical in order to accommodate the levels of growth proposed in the SWGA and the performance of the local economy. The Council will support ESCC in the development of the key Highway Studies, as mentioned in the IDP.

6.43 Any development in the SWGA which comes forward before the implementation of the strategic transport interventions, as outlined above, would need to show that the impact of the additional traffic could be accommodated on the existing network to the satisfaction of the Highway Authority, and that it will provide a coordinated package of multi-modal transport measures to maximise sustainable transport choices.
6.44 Network Rail is responsible for operating and developing railway infrastructure. Therefore they are responsible for the investment and maintenance in tracks, bridges, tunnels and viaducts, signals, level crossings and rail station buildings. Network Rail is an arm’s length public body of the Department for Transport with no shareholders, which reinvests its income in the railways.

6.45 In terms of the operation of the rail services, the Department for Transport has overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services to Train Operating Companies. GTR (Southern) and South Eastern are currently the train operating companies providing rail services within the District.
Existing Rail Infrastructure & Service Provision

6.46 The rail network in Wealden is served by three lines, these include:

- **The London to Hastings Line** - services are run by South Eastern. 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. There are two trains per hour, with one fast train calling at the busier stations, and the other train per hour calling at all stations on the line. An additional service is provided in the peak. DfT (as part of Govia Thameslink Railway – GTR) are currently re-tendering the South Eastern franchise, which is due to expire in December 2018.

- **The Uckfield Line** - operated by Southern Railway (as part of GTR), provides 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 service is hourly, with additional services provided in the peak hours.

- **The Marshlink Line and Coastway Line East (Willingdon Chord)** - 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. Connections to the ferry service at Newhaven (Town Station) can be made via Lewes.

Improvements Delivered or Underway since the Core Strategy IDP in 2013

6.47 Delivering improvements to infrastructure and services on the rail network requires long term planning. Improvements are identified and consulted upon through route studies undertaken by Network Rail, before being prioritised for inclusion in Network Rails Delivery Plan, according to financial control periods.

6.48 The progress during the Core Strategy period includes the following:

- **Draft Kent Route Study** – published in 2017, this may bring forward further measures to improve the Hastings – Tonbridge line and parts of the East Coastway (Brighton-Ashford) route. Network Rail and local authorities (East Sussex County Council, Hastings and Rother) are looking at the various options for delivering high speed rail services to Eastbourne, Bexhill, Hastings and Rye. This would have a positive effect on the economy for the Bexhill/Hastings and Eastbourne areas, but also potential ‘knock on and game changing’ effect for the south and east of Wealden District.

- **Sussex Route Study** : published in September 2015, this sets out the long term rail infrastructure requirements in the study area which includes the:
  - Brighton mainline and connecting routes to Lewes
  - East Coastway from Brighton to Bexhill
  - Newhaven and Seaford branch line
  - Uckfield line.
The study developed options to deliver against the key challenges, subject to value for money, deliverability and affordability. The study primarily focuses on Control Period 6 (2019-2024), but also looks ahead to 2043.

**London–South Coast Rail Corridor Study**

The Chancellor in his autumn statement 2014 announced a study to look at improving rail links between London and the south coast. This was completed in April 2016 (although it was not publicly made available until March 2017), and concluded that the Brighton Main Line Upgrade package should be the highest priority investment on the corridor, and that there is a poor transport case for reopening the Lewes-Uckfield line and for introducing services between Eridge and Tunbridge Wells.

‘Our study has found there is a poor transport case for reopening the Lewes-Uckfield line, and for National Rail services between Eridge and Tunbridge Wells. However, a stronger case could potentially be built by harnessing the economic growth agenda, rather than just traditional transport benefits. For these schemes to proceed, local authorities and Local Enterprise Partnerships (LEPs) need to lead on determining how improved regional connections, centred on Lewes-Uckfield, can contribute to economic growth, and how this investment can be funded.’

As a result of this the Council will continue to support the case being made for the re-opening of the Lewes-Uckfield Line.

In September 2016, Transport Secretary Chris Grayling confirmed a package of measures including a £20 million fund and the appointment of Chris Gibb, one of Britain’s most experienced rail industry figures to help get the service back running as it should. In January, the Government announced an extra £300m funding for Network Rail to boost the resilience of the infrastructure along the Brighton mainline and associated routes. The funding will be invested on works on four tunnels on the Brighton mainline – Balcombe, Clayton, Patcham and Haywards Heath. This will be undertaken in late 2018 / early 2019.

**Infrastructure Required to Support the Wealden Local Plan**

The County Council’s Rail Strategy, ‘Shaping Rail in East Sussex’ and supporting Action Plan (November 2013) identified a number of infrastructure improvements, which would support future planned development and local economic growth, this includes -

- Electrification and/or dual tracking or passing loops on the Uckfield-Hurst Green section of the Uckfield line. This is the second priority with ESCC Rail Strategy.
- Reinstatement of the Uckfield-Lewes Rail Line. This is an aspiration within the ESCC Rail Strategy.

The proposed growth in the Local Plan is not dependent on this infrastructure and the reinstatement of the Uckfield-Lewes will not come forward during the plan period, but the Council, along with key partners, will continue to lobby for these improvements.
6.55 In addition to the above, the Council, East Sussex County Council and Network Rail will undertake a study to assess the impact of growth on Polegate Rail Station. The study will identify possible future rail improvements that will be needed to support Local Plan growth which will be included in future versions of the IDP.

6.56 It is important that all stations provide appropriate cycle parking provision to encourage and enable people wishing to cycle to/from the station to have secure and covered (where possible) facilities. However, it is recognised that not all rail users are physically able to cycle, nor is it always practical for reasons including the rural nature of the District and the distance between settlements and the nearest stations. Therefore, car parking at stations is important, including identifying and addressing the impacts of parking charges on commuters parking elsewhere, which impacts on local residents and other road users.

Funding

6.57 The rail network is funded primarily by the DfT. Network Rail (NR) receive funding every five years (known as control periods - CP) for the maintenance and operation of the railway, and to deliver infrastructure priorities identified for investment on the rail network. NR is required to develop a business case and bid for funding, which is considered on a case by case basis. Where possible NR is encouraged to secure third party funding to augment DfT funding, including through franchise agreements with the Train Operating Companies, for the provision of the service.

6.58 Local authorities also have the ability to fund improvements to rail services and facilities, such as new stations, interchanges and improved access, where funding can be secured.

6.59 East Sussex County Council, along with key partners, will continue to lobby for funding to deliver identified improvements, along with bidding for funding to support infrastructure improvements.

6.60 One-off pots of funding can be available to bid for, often requiring partnership submission with the train operating company, with the latter leading the bid.

6.61 However, there are funding streams which can be bid for that is more consistently available. The types of funding this could include are as follows:

- Local Growth Funding as allocated through the South East Local Enterprise Partnership - future rounds
- National Stations Improvement Programme (NSIP)
- Access for all funding - Network Rail funding for improving accessibility at stations

Role of Local Plan and IDP

6.62 Whilst the Council and ESCC have no statutory responsibility for rail provision, it will be crucial that all local partners continue to work with the DfT, Network Rail and the train operating companies to lobby for improvements to both rail infrastructure and services
within and outside of the District, and the opportunities that growth in the area will offer to increase rail usage and patronage.

Main Sources of Information – Strategic & Local
- Sussex Route Utilisation Strategy (2010)
- Kent Route Utilisation Strategy (2010)
- London and South East Route Utilisation Strategy (2011)
- Network Rail CP5 Delivery Plan (2014-2019)
- East Sussex Local Transport Plan (2011-2026), and LTP Implementation Plan (2016/17-2020/21)
- East Sussex Rail Strategy and Action Plan ‘Shaping Rail in East Sussex’ (November 2013)
- London and South Coast Rail Corridor Study – DfT (April 2016)

Bus Infrastructure

6.63 The provision of bus infrastructure is the responsibility of a number of authorities within East Sussex. East Sussex County Council (ESCC) is responsible for delivering highway measures including bus lay-bys, clearways, bus lanes, lighting and accessibility measures (including raised kerbs). ESCC is also responsible for the Real Time Passenger Information System (RTPI), along with the supporting bus stop signs.

6.64 With the agreement of ESCC, bus operators are able to provide their bus stop flag sign as an alternative to the ESCC version. The bus operators have also taken on the responsibility for printed information at bus stops (timetable displays and locational maps).

6.65 Bus shelters are the responsibility of the Town and Parish Councils, whilst seating and litter bins are either the responsibility of the Town and Parish Councils or Wealden District Council. The bus station facility in Uckfield is owned and managed by ESCC, including the associated infrastructure facilities.

6.66 A key issue associated with bus stop infrastructure, is that a significant proportion of such infrastructure is deficient in the provision of accessibility standards. All buses are now designed to accommodate customers with mobility impairments, including those using a wheelchair, but a number of barriers exist for customers, due to the lack of bus stops with hard-standing, or kerbs that are of an insufficient height for buses to deploy their ramp and street furniture often inhibits use by disabled customers. Another key access issue is associated with vehicles parking at bus stops. Therefore bus stop clearways often need to be provided to ensure buses can access kerbs.
6.67 Good quality bus shelter facilities are considered to be very important in encouraging bus service patronage. Provision is often piecemeal and inconsistent, and dependent upon the availability of Town and Parish Council funding and local investment priorities.

6.68 In terms of bus service provision, the key providers in Wealden include Stagecoach, Brighton & Hove Bus Company and Metrobus. They provide the majority of the key inter-urban links on a commercial basis.

6.69 A significant proportion of the bus network in Wealden is not commercially viable, so this requires on-going revenue funding support from ESCC to maintain access needs.

6.70 A number of the District’s bus services provided by ESCC are to meet the statutory free travel provision for home to school transport. These are primarily to secondary schools where pupils live more than 3 miles away, or where walking routes are unsafe.

Existing Bus Infrastructure & Service Provision

SWGA

6.71 The SWGA is currently served by a number of bus services, providing good daytime accessibility on Mondays to Saturdays within the SWGA and surrounding area, particularly to Eastbourne, which is a key trip attractor for the District.

6.72 There are currently eight commercial ‘all day’ services that provide routes that connect to and within the SWGA:

- Stagecoach service 1/1A Hamlands-Eastbourne
- Stagecoach service 1X Roebuck Park-Hailsham-Polegate Eastbourne
- Brighton & Hove Bus Company service 12/12A/12X Brighton-Peacehaven-Newhaven-Seaford-Eastbourne
- Stagecoach service 51 Heathfield-Hailsham-Polegate-Eastbourne
- Stagecoach service 54 Uckfield-Hailsham-Dittons Wood-Polegate-Eastbourne
- Stagecoach service 56 Eastbourne-Hamlands-Polegate-Dittons Wood-Stone Cross-Westham-Langney-District General Hospital
- Stagecoach service 98 Hastings-Bexhill-Ninfield-Hailsham-Polegate-Eastbourne
- Stagecoach service 99 Hastings-Bexhill-Pevensley Bay-Eastbourne

6.73 Between Hailsham, Polegate and Eastbourne services 51, 54 and 98 combine to provide a 15 minute Monday to Saturday daytime service.

6.74 ESCC financially supports the following limited daytime bus services in the SWGA area to address accessibility needs:
Service 125 Lewes-Glynde-Firle-Alfriston-Wannock-Willingdon-Eastbourne
Service 143 Lewes-Ringmer-Hailsham-Polegate-Wannock-Eastbourne

6.75 In addition, community transport operator Cuckmere Buses provides a number of local bus services in the SWGA and the immediate rural area, with the help of some funding from Town and Parish Councils. Whilst these enhance accessibility, they operate on limited days of the week.

6.76 Whilst there are a range of services available, the frequency is often limited, in terms of timings and days of the week, and with very limited evening services. Therefore, this often places a barrier for using these services to access key services including, employment, education and leisure services, and limits transport choice.

RUGA

6.77 The rest of the District (RUGA) is served by the following seven commercial all day bus routes within the District and surrounding areas:

- Brighton & Hove Buses Service 29/29B/29X
  Brighton-Lewes-Uckfield-Crowborough-Eridge-Tunbridge Wells
- Stagecoach Service 51/251/252
  Eastbourne-Polegate-Hailsham-Heathfield-Mayfield-Rotherfield-Town Row-Mark Cross-Tunbridge Wells
- Stagecoach service 54 Uckfield-Hailsham-Dittons Wood-Polegate-Eastbourne
- Stagecoach service 254/304/305 Tunbridge Wells-Wadhurst-Ticehurst-Flimwell-Hawkhurst-Hurst
  Green-Robertsbridge-Battle-Hastings
- Seaford & District service 261 Uckfield-Maresfield-Nutley-Wych Cross-Coleman’s Hatch-Forest Row-East Grinstead
- Metrobus service 270 East Grinstead-Forest Row-Wych Cross-Chelwood Gate-Danehill-Haywards Heath-Burgess Hill-Hassocks-Brighton
- Metrobus service 291 Crawley-East Grinstead-Forest Row-Hartfield-Withyham-Groombridge-Tunbridge Wells

6.78 ESCC has found it necessary to financially support a number of daytime bus services in the RUGA, most of which though only run at limited times, to address accessibility needs:

- Service 31 Uckfield-Maresfield-Newick-Haywards Heath-Lindfield
- Service 54 Uckfield local route serving the Nevill Road area
- Service 95 Bexhill-Ninfield-Catsfield-Battle-Conquest Hospital
- Service 97 Hooe-Sidley-Battle
- Service 224 Wadhurst-Town Row-Rotherfield-Crowborough and Crowborough local service
- Service 225 Crowborough-Rotherfield-Heathfield-Rushlake Green-Brightling-Netherfield-Battle
- Service 226 Mayfield-Rotherfield-Crowborough local service
- Service 228/229 Crowborough-Jarvis Brook-Alderbrook local service
- Service 231 Uckfield-Framfield-Blackboys-Heathfield-Etchingham
- Service 246 Uckfield-Chelwood Gate-Sheffield Park-Fletching-Uckfield
- Service 248 Hadlow Down-Buxted-Uckfield
- Service 249 Crowborough-High Hurstwood-Uckfield
- Service 256 Wadhurst-Lamberhurst-Bells Yew Green-Tunbridge Wells

6.79 Compared to the SWGA, the services are generally more limited in terms of frequency and time of day, especially outside of the main towns and within the rural settlements, which results in greater barriers in accessing key local services by public transport, and impacting on transport choices.

Improvements Delivered or Underway since the Core Strategy IDP in 2013

6.80 In order to provide greater accessibility on the key corridor between Hailsham, Polegate and Eastbourne, East Sussex County Council has been working with consultants on a feasibility study to improve movement and access for all road users, with an emphasis on access to public transport, cycling and walking. This is referred to as the Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC) scheme.

6.81 East Sussex County Council has secured £2.1m of Local Growth Funding through the Local South East Local Enterprise Partnership (SE LEP) towards this project. A consultation was undertaken on the scheme along with the detailed design for Phase 1 – Willingdon area. The construction is proposed to commence between 2018 and 2020, and options for additional funding to deliver the remaining four phases will be explored.

Infrastructure Required to Support the Wealden Local Plan

6.82 In terms of bus infrastructure, as mentioned above the Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC) will be a critical element of required infrastructure, in providing improved access and greater transport choice on this key corridor between the settlements and the key services that they provide.
6.83 To provide greater value to this infrastructure improvement, the introduction of an express bus service between Hailsham, Polegate and Eastbourne will be required. This will reduce journey times, and provide an attractive option for commuting between these settlements.

6.84 To support greater sustainability within communities, there will be a requirement to improve accessibility for people choosing to travel by bus across the District, by providing improved DDA compliant bus infrastructure and waiting facilities on current or new routes serving strategic development sites including Real Time Passenger Information signs at key stops.

6.85 Further studies will be undertaken during the plan period, to identify further improvements for bus infrastructure, and the need to integrate this alongside other modes of travel, to improve end to end journeys. These include:

- A22 Corridor Study
- A26 Corridor Study
- MASHH 2 Study
- A271 Corridor Study
- A267 Corridor Study
- Polegate Town Centre Study
- Stone Cross & Westham Movement & Access Study

Funding

6.86 The Council will continue to work in partnership with ESCC, bus operators and other key partners to secure funding to improve, both bus infrastructure and services. These include:

National Funding

- Department for Communities and Local Government and Homes and Communities Agency - Housing Infrastructure Fund, future rounds.
- Department for Communities and Local Government and Homes and Communities Agency - National Productivity Investment Fund, future rounds.
- Local Growth Funding as allocated through the South East Local Enterprise Partnership – future rounds.

Local Funding

- ESCC Local Transport Plan – Capital Programme – funding allocated by using ESCC Transport Prioritisation Framework
- Development Contributions, including Community Infrastructure Levy
Town and Parish Councils (bus shelters)
ESCC provides revenue funding through competitive tendering for the proportion of the network, which is not run by operators on a commercial basis
Development contributions

Role of Local Plan and IDP

6.87 Bus operators are finding it increasingly challenging to maintain the current level of commercial services in the Wealden area, principally due to increasing traffic congestion which is reducing the speed of operation, which is having a very negative effect on bus service punctuality. Not only does this reduce the attractiveness of bus services to their customers, but operators have to invest in more buses and drivers simply to maintain the same service frequencies or, as is increasingly the case, reduce the frequency of services to try and ensure adherence with timetables.

6.88 A further challenge is to adequately address new demands for bus services with increasingly more diverse patterns of travel. Relocation of health services, choice of schools and other educational opportunities, and greater distances to travel for employment, add to the difficulty of providing cost efficient sustainable travel options.

6.89 It is important that new residential and commercial development is planned strategically to maximise the efficient provision of public transport opportunities, and to try and ensure the greatest take-up by new users. New developments should be designed to ensure that they encompass bus friendly measures. Stagecoach, Wealden’s principle bus service provider, has produced a useful advice guide to assist with new infrastructure planning. (4)

6.90 It is also imperative that larger scale developments are served at the earliest opportunity by bus services, before travel patterns are established using non-sustainable modes.

6.91 ESCC, like most other transport authorities, expects that it will be increasingly difficult for it to be able to sustain current levels of revenue funding to support bus services where they are not commercially sustainable. In December 2014, ESCC agreed to a new needs based East Sussex Public Transport Commissioning Strategy. This now has the effect of rationing spending on supported bus services so that only priority services are funded. Therefore it is imperative to ensure that available opportunities are seized to build the viability of the commercial bus network in Wealden.

6.92 The Council will continue to work with ESCC and developers, to ensure that new developments are located close to existing sustainable transport networks, and provide opportunities to enhance existing provision or provide new infrastructure, to make bus travel an attractive and integrated option in the District, including the Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC).

In order to deliver this, the Council will support ESCC in the submission of bids for external funding, along with securing development contributions.

Main Sources of Information

- Brighton and Hove Sustainability Report (2016)
- East Sussex Local Transport Plan 3 (2011-2026) and LTP Implementation Plan (2016/17-2020/21)
- Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC)

Walking & Cycling Infrastructure

Infrastructure Providers

The maintenance of existing cycling and walking infrastructure located on or alongside the highway, or the provision of new cycling and walking infrastructure, is the responsibility of ESCC. Cycling and walking infrastructure will support access to key local services, including town centres, employment, education, leisure facilities and neighbouring areas and facilities.

The delivery of improved cycling and walking infrastructure is part of a critical element of the wider approach for tackling traffic congestion in the District to support sustainable economic growth. It will also support the growing demand for improved walking and cycling infrastructure in this area and the increasing levels of cycling, along with contributing to tackling health and wellbeing issues resulting from physical inactivity.

It will be important that new or improved cycling and walking infrastructure created on site is integrated with the existing pedestrian and cycle network to support sustainable communities.

ESCC is also responsible for managing and maintaining footpaths, rights of way and some cycle paths. The South Downs National Park Authority is responsible for the South Downs Way. Sustrans is a registered charity responsible for the creation of cycle routes.

Existing Road Infrastructure Provision

A number of walking and cycling routes currently exist within the District, including high quality off road infrastructure, such as the Cuckoo Trail, the 1066 Way and National Cycle Routes 2 (which follows the south coast from Dover in Kent to St Austell in Cornwall,
going through Pevensey and Polegate within the District) and National Cycle Route 21 (London to Eastbourne) which includes part of the Cuckoo Trail).

6.99 In addition, there are a number of statutory and non-statutory footpaths and public bridleways across the District, which is important for leisure and tourism in the area. All rights of way networks (footpaths, cycleways and bridleways) can be found on East Sussex County Council’s website.

Improvements Delivered or Underway since the Core Strategy IDP in 2013

6.100 As outlined in the Bus Infrastructure and Service Provision section; to provide greater accessibility on the key corridor between Hailsham, Polegate and Eastbourne, East Sussex County Council has been working with consultants on a feasibility study to improve movement and access for all road users, with an emphasis on access to public transport, cycling and walking. This is referred to as the Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC) scheme.

6.101 East Sussex County Council has secured £2.1m of Local Growth Funding through the Local South East Local Enterprise Partnership (SE LEP) towards this project. A consultation was undertaken on the scheme along with the detailed design for Phase 1 – Willingdon area. The construction is proposed to commence between 2018 and 2020, and options for additional funding to deliver the remaining four phases will be explored.

Infrastructure Required to Support the Wealden Local Plan

6.102 The Wealden Local Plan includes site specific policy requirements to retain existing statutory footpaths (where appropriate) and provides improved pedestrian links and cycle links, crossing facilities and signage with the existing and new pedestrian and cycle accesses created on-site.

6.103 In addition, cycling and walking networks have been identified within key settlements within the District, to support access to key services. This includes:-

**SWGA**
- Hailsham (including the Hailsham-Polegate-Eastbourne Movement & Access Corridor)
- Polegate
- Stone Cross

**RUGA**
- Uckfield
- Heathfield
- Crowborough
6.104 This has been developed by ESCC, to inform the development of an emerging County wide Cycling & Walking Strategy, which will include a Local Cycling & Walking Infrastructure Plan (LCWIP), which the Department for Transport is encouraging local authorities to develop as part of the national Cycling & Walking Investment Plan (CWIP).

6.105 This will take account of existing communities, but also proposed growth and will look to enhance and extend the current network of walking and cycling routes, improving connectivity throughout the District and East Sussex. Whilst this is not a statutory document, it will place ESCC in a stronger position to secure external funding, to deliver cycling and walking infrastructure.

Funding

National Funding

- Department for Communities and Local Government and Homes and Communities Agency - Housing Infrastructure Fund, future rounds.
- Department for Communities and Local Government and Homes and Communities Agency - National Productivity Investment Fund, future rounds.
- Local Growth Funding as allocated through the South East Local Enterprise Partnership – future rounds.

Local Funding

- ESCC Local Transport Plan – Capital Programme – funding allocated by using ESCC Transport Prioritisation Framework.
- Development Contributions, including Community Infrastructure Levy.

6.106 ESCC has secured funding from the South East Local Enterprise Partnership, including:

- £2.1m - Hailsham-Polegate-Eastbourne Movement & Access Corridor scheme – phase 1
- £8.6m – Cycling & Walking Package – Eastbourne & South Wealden

6.107 The above programmes will be delivered during the plan period and are detailed in the infrastructure schedule.

Role of Local Plan and IDP

6.108 It will be critical that Wealden District Council support ESCC and other key stakeholders in future bids for external funding, to enable the delivery of cycling and walking infrastructure.
6.109 This will provide greater accessibility and transport choice within the District, alongside integration with wider strategic infrastructure and smart mobility projects, to reduce traffic congestion and support proposed growth.

### Main Sources of Information – Strategic & Local

- Hailsham-Polegate-Eastbourne Movement & Access Corridor (HPE MAC)
- ESCC Emerging Cycling & Walking Strategy – Local Cycling & Walking Infrastructure Plan

### Parking

#### Parking Provision

6.110 With the rural nature of the District and the limited transport options within these areas, the use of a car will be the main form of travel for some residents and the provision of parking at key destinations will be essential.

6.111 On street parking is currently not controlled, therefore within the key towns and villages within the District, there is unrestricted on street parking, alongside Council and private pay and display car parks.

### Improvements Delivered, Secured or Underway since the Core Strategy IDP in 2013

6.112 Network Rail constructed a new station car park in the old goods yard site at Uckfield Rail Station. This has created approximately 174 new parking spaces for rail users and local residents.

### Parking Provision Required to Support the Wealden Local

6.113 As part the MASHH 2 Study identified above and along with wider regeneration projects, the provision and quantity of car parking within Hailsham town centre area will be reviewed.

6.114 There are existing onstreet parking pressures within Polegate, as this is often heavily utilised by local commuters. This reduces parking opportunities for local residents wishing to park to access local services. Further development will place further parking pressures within Polegate, and the need to enable and encourage residents to cycle and walk, for short local journeys will be required.
Role of Local Plan and IDP

6.115 The Council will continue to work with ESCC and private parking operators to review the provision and supply of parking within the District, and are considering the merits of introducing civil parking enforcement within key settlements.

Main Sources of Information – Strategic & Local

- MASHH (2012)
- PMAS (2013)

Technology & Innovation

6.116 The use of technology and innovation will be essential as ESCC move towards developing an approach to deliver ‘Smart Mobility’ across the County in the near future. This will focus on using technology and data to develop innovative people centred mobility solutions, which are faster, cleaner, less expensive and more accessible, enabling people to move around more easily.

6.117 The types of measures which ESCC may choose to explore include the opportunities to develop an electric vehicle charging network, interactive way finding, mobility on demand systems, smart ticketing alongside integrated transport information and smart parking, but this list is not exhaustive.

6.118 The government will be launching specific funding streams to deliver this type of infrastructure in the future, which ESCC, with the support of the Council and other key partners, will actively pursue.
7 Education Provision Infrastructure

Infrastructure Provider

7.1 East Sussex County Council (ESCC) as the Local Authority for education has a statutory duty to ensure there are sufficient education places in the County to meet present and future demand for places.

7.2 ESCC’s pupil forecasting model is used to assess education requirements across the District. This is based, in part, upon live birth and GP registration data as well as policy based population projections. Wealden District Council also provides regular updates on housing completions and construction to ESCC to feed into their pupil forecasting model.

How Education Provision is Assessed

7.3 The pupil forecasts are reflected in ESCC’s Education Commissioning Plan (ECP). The plan sets out how ESCC, as strategic commissioner for education provision, seeks to meet the challenge of ensuring there are sufficient places to meet demand. The current ECP, covering the period 2017-2021 and published in early 2018, can be viewed by following the link below:

East Sussex County Council Education Commissioning Plan 2017 -2021

7.4 Education requirements to support the Wealden Local Plan are reflected in the Education Commissioning Plan (ECP). The ECP is a four year rolling plan that is updated every two years. Therefore, information contained in this chapter is subject to change once newer versions of the ECP are published. The next version of the plan will be published in 2020.

7.5 Wealden District Council has worked closely with ESCC throughout the development of the Wealden Local Plan, to establish education requirements, location, timescales and to identify new land for education provision, where required. This work will continue throughout the plan period.

7.6 ESCC has identified requirements for a number of new and expanded education facilities to support proposed growth in the Wealden Local Plan.

Early Years Education

7.7 In 2016, the Childcare Act placed a duty on the Secretary of State to secure the equivalent of 30 hours of free childcare over 38 weeks of the year from 1 September 2017 for 3 and 4 year old children of working parents. Children are entitled to 30 hours per week (or 1140 hours over 38 weeks of the year) of free childcare and this is available to families where both parents work (or a sole parent works in a lone parent family) and earning, on average a weekly minimum equivalent to 16 hours at national minimum wage (NMW) or national living wage (NLW) and less than £100,000 per year.

7.8 The 30 hour offer is likely to significantly increase pressure on early years places. However, until the County Council starts to obtain data on actual levels of take-up of the
offer, it is currently not possible to predict with any degree of certainty the locations and magnitudes of shortfalls in places. For this reason, this update of the IDP does not set out specific early years infrastructure requirements. Further information will be provided in future updates to the IDP.

7.9 In early 2017, the County Council was successful in securing government funding to expand early years provision in areas with an identified need for additional places for 3 and 4 year olds. In Wealden District four projects are being delivered at:

- Polegate School – additional 24 full-time equivalent (fte) places through expansion of the existing school-run nursery
- Manor Twiglets Nursery (Manor Primary School, Uckfield) – additional 24 fte places through expansion of the existing on-site nursery
- Grovelands Community School, Hailsham – additional 24 fte places through expansion of the existing school-run nursery
- Parkside Community Primary School, Heathfield – provision of a new 34fte school-run nursery.

7.10 The projects at Polegate School and Manor Twiglets are anticipated to be completed in 2018 along with the Grovelands Community School project is expected to be achieved in 2018 and the Parkside Community School project is due to be completed in Summer 2018.

7.11 We will continue to work with ESCC to identify Early Years requirements in combination with primary education provision 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.

Primary Education

Primary School Infrastructure Requirements to Support Growth In the SWGA

Hailsham

7.12 Primary school place shortfalls are expected within the area due to recent housebuilding and the proposed growth for Hailsham in the Wealden Local Plan. ESCC predicts that the Pupil Admission Number (PAN) of 270 is likely to be exceeded by around 60 in 2019/20.

7.13 ESCC is working with Hailsham Community College to lower its age range with effect from September 2019 to establish an all-through school thereby creating an additional 420 primary places (two forms of entry) to serve North Hailsham. It is proposed that the primary facility would be located on Land East of Park Road as part of a wider residential development on the site. Depending on the timeframe for delivery, ESCC identifies a risk that demand for the 2019/20 academic year might have to be met through the use of temporary solutions.
It is predicted that a further 420 primary places will be required during the 2020s and this will be delivered either through the expansion of existing schools or the provision of a new school at the appropriate time.

Polegate and Willingdon

Primary school place shortfalls are expected in Polegate/Willingdon due to the recent housebuilding and proposed growth in the Wealden Local Plan. The PAN of 120 across Polegate School and Willingdon Primary has been exceeded in recent years and this is expected to continue in the future.

To address the increased demands for places, ESCC proposes to expand Polegate School from 420 places to 630 places, dependent on planning permission being granted for enlargement of the premises. The school's published admission number will increase from 60 to 90 with effect from September 2019.

Stone Cross/Hankham/Pevensey and Westham

ESCC has identified that the amount of recent housebuilding and proposed growth in the area will put added pressure on primary school places at Stone Cross School, Hankham Primary School and Pevensey & Westham CE Primary School, which are already reaching their maximum capacity. However, the schools currently take significant numbers of pupils from Eastbourne Borough where birth rates are predicted to decline, which would free up future spaces for children living in the local area. ESCC has changed the community area for Hankham and Stone Cross primary schools so that the current discrete areas are merged to form one shared community area from September 2019.

Primary School Infrastructure Requirements to Support Growth in the RUGA

Crowborough

The Wealden Local Plan is proposing additional development over the Core Strategy allocation in Crowborough as outlined in Policy WLP 7 ‘Distribution of Homes’. Future intakes in Crowborough are predicted to remain below the PAN (Published Admission Number) of 210 and no primary school place shortfalls are expected.

Heathfield

ESCC has identified that the birth rate in Heathfield continues to remain well below the number of primary school places available, which is resulting in relatively high numbers of surplus places. The effect of an over-supply of places at the 3 primary schools in Heathfield and the schools in the area surrounding Heathfield will need to be kept under review in terms of capacity and financial sustainability.

Uckfield

ESCC state that demographic projections of birth rates in the Uckfield area do not suggest any shortfalls of primary school places. ESCC has an option agreement on a
strategic site known as Land West of Uckfield which could provide a new school alongside residential development should it be necessary.

**Horam**

7.21 Maynards Green Community Primary School is already full. The additional housing for the local area may take the school over PAN and capacity. The school does take a number of children from other areas, notably Heathfield, and the admissions system may work to redirect most of these children back to the area of their home address. ESCC will monitor the situation closely.

**Summary/Role of the Local Plan and IDP**

7.22 Feasibility work will be or is currently being undertaken in relation to primary education provision in certain locations. Consideration of the growth in the Wealden Local Plan may lead to a revision of timescales and funding requirements as the plan progresses. Additional requirements, timescales and costs of provision to support the Wealden Local Plan will be identified following this work and incorporated into future updates to the Wealden Local Plan IDP where appropriate.

7.23 The use of interim interventions will also be considered as part of this assessment. This will include for example, the creation of temporary ‘bulge classes’ and provision of mobile classrooms.

**Secondary Education**

**Secondary School Infrastructure Requirements to Support Growth In the SWGA**

**Hailsham**

7.24 The forecast for Hailsham Community College takes into account the proposed growth for Hailsham in the Wealden Local Plan. ESCC predicts that the school's PAN of 240 will remain until around 2022/23, when shortfalls will begin to emerge and options for delivering additional secondary school places in time for the 2022/23 academic year will be required. ESCC has confirmed that land should be identified in the south of the town for new education provision should this prove necessary.

**Willingdon**

7.25 Secondary school place shortfalls are expected at Willingdon Community School due to the recent and planned housebuilding in the area. To address the increased demand for places, ESCC proposes to expand Willingdon Community School from 1000 places to 1200 places, dependent on planning permission being granted for enlargement of the premises. The school's published admission number would increase from 200 to 240 with effect from September 2020.
Secondary School Infrastructure Requirements to Support Growth in the RUGA

Crowborough

7.26 There may be possible secondary shortfalls in future years, as Beacon Academy takes a number of pupils from Kent. In 2016/17, Beacon Academy reduced its PAN from 280 to 220, but ESCC believes it still has sufficient space to address any shortfalls that might occur.

Heathfield

7.27 Despite the growth proposed in the wider area served by Heathfield Community College, no secondary places shortfalls are predicted.

Uckfield

7.28 The Wealden Local Plan is not proposing any significant levels of development over the previous Core Strategy allocations and no secondary place shortfalls are predicted for the Uckfield area.

Funding Sources for Early Years, Primary and Secondary Provision

7.29 ESCC receives basic need grant funding from the Education and Skills Funding Agency (ESFA) to help with the cost of providing additional school places. The funding is based on an annual submission to the ESFA of predicted numbers of pupils.

7.30 Other sources of funding are used to supplement the basic need funding, including ESCC’s own capital programme and contributions secured through S106 agreements and, in the future, CIL.

Role of Local Plan and IDP

7.31 The quantum of new housing proposed in the Wealden Local Plan and particularly within the SWGA, will place increasing pressure on education provision in the District, leading to the need for additional education places.

7.32 Certainty about locations and time-frames for delivery at the earliest opportunity will enable ESCC to begin developing strategies for each area. New school sites are already identified or committed through planning consents for the new schools identified above (Hailsham and Uckfield). The provision required above these commitments could be through either expansion of existing sites or possibly new facilities.

7.33 Discussions will be required about the possibility of school sites coming forward ahead of development in some areas to facilitate the delivery of new places in a timely manner and avoid the need for temporary solutions at existing schools which are already at capacity.

7.34 The potential need for new early years, primary and secondary school places across the District will require substantial levels of capital funding.
Special Educational Needs

7.35 ESCC has recently advertised for sponsors to establish a new 80 place special free school for pupils aged 5-19 with a primary need of Social Emotional and Mental Health (SEMH). The new school would be located on Land East of Battle Road for which ESCC has an option agreement. If approved, ESCC will fund the cost of building the new school from its approved capital programme. The indicative opening date for the new school is September 2020.

Post 16 & Further Education

Infrastructure Providers

7.36 There are currently no dedicated Post 16 Further Education colleges in Wealden District. However, substantial numbers of students from Wealden attending facilities outside the District at:-

- Sussex Downs College (Eastbourne and Lewes Campuses)
- Plumpton College
- Sussex University
- Brighton University

7.37 In addition, Secondary Colleges such as Hailsham Community College Academy Trust and Uckfield Community College provide Sixth Form education.

7.38 The provision of Post 16 and further education provision is important in providing training and skills to young people and in contributing to local and sub-regional economic prosperity. The colleges have a good track record of working with local industries and employers on identifying and providing opportunities to increase the skills base of local students. These links are important to maintaining and sustaining local economic growth.

Main Sources of Information

The following institutions provide the main sources of information on Further Education provision:

- Sussex Downs College website (6)
- Plumpton College website (6)
- University of Sussex website (7)
- University of Brighton website (8)
Existing FE Provision

7.39 Sussex Downs College offers further education to 16-19 year olds, apprenticeships and adult provision in all curriculum areas. The college also offers some Higher Education courses including Foundation Degrees in partnership with the University of Brighton. The college has increased its number of 16-19 year olds over the last couple of years in response to the Governments requirement for young people to stay on in education, training or employment with training until they the age of 19 years.

7.40 Plumpton College is a specialist college serving a wide catchment area. Approximately 50% of its 16-19 year old students are resident outside East Sussex. The college offers higher level courses in a wide range of land based subjects.

7.41 The Universities of Brighton and Sussex are significant in terms of being geographically close to the District and able to provide access to higher level education provision.

7.42 Both universities have proposals to extend and enlarge their campuses. Sussex University is investing £500m to redevelop land and buildings around the Science Car Park to provide an additional 43,000 sqm of teaching and research space, together with a 357 space decked car park.

7.43 An additional 2,500 study bedrooms are also planned on the campus over the next 10 years, with work on new accommodation blocks commencing in 2017 with an anticipated completion by 2020.

7.44 Since 2007, Sussex University has invested £150 million in regenerating and expanding their campus, including teaching and research spaces such as the Jubilee and Fulton buildings, and the Attenborough Centre for the Creative Arts (formerly the Gardner Arts Centre).

7.45 Opened in September 2012, the £29 million Jubilee Building is home to the School of Business, Management and Economics. Facilities include a 500-seat lecture theatre (the largest on campus), a smaller 60-seat lecture theatre, seminar rooms, a café/social space with adjacent flexible workspace, and 120 offices.

Sussex Downs

7.46 The additional new housing within the SWGA is forecast to increase numbers at Sussex Downs College, particularly at the Eastbourne Campus. However, the indications are that the existing capacity should be able to cope with the increase in numbers as far as 2030/31. It is possible, depending on the phasing of the new housing development, that a shortfall in places could emerge post 2030. These figures do not take account of the DfE’s upcoming review of post-16 provision in the area.

Plumpton College

7.47 The additional housing proposed across Wealden District could increase the maximum predicted shortfall at Plumpton College (in respect of 16-19 year olds who are
East Sussex residents) which will place further pressure on the college’s existing infrastructure.

**Further Education Requirements to Support the Growth within the District**

7.48 Further work to establish any additional provision over the Core Strategy requirements in the later years of the Wealden Plan will be undertaken in due course.

**Funding Sources**

7.49 The Higher Education Funding Council for England (HEFCE) distributes public funding for teaching and research at universities and colleges in England.

7.50 The Young People’s Learning Agency funds 16-19 education provision in further education colleges, sixth form colleges and independent providers.

**Role of Local Plan and IDP**

7.51 The quantum of new housing proposed in the Wealden Local Plan and particularly within the SWGA, will place increasing pressure on post 16 education provision facilities outside of the district.

7.52 The potential need for new post-16 places across the district will require substantial levels of capital funding.

7.53 The Council will work with ESCC, to identify requirements for post 16 education as a consequence of the growth proposed through the Wealden Local Plan.
8 Health Provision Infrastructure

Acute Care

Infrastructure Provider

8.1 Acute Care is provided by the East Sussex Health Care NHS Trust, responsible for the Eastbourne District General Hospital 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.

Main Sources of Information

- Brighton and Sussex University Hospitals NHS Trust Vision (9)
- Brighton and Sussex University Hospitals NHS Trust Full Business Case 2015 (10)
- Brighton and Sussex University Hospitals NHS Trust Brighton and Sussex University Hospitals NHS Trust Annual Report 2015 - 2016 (11)
- East Sussex Healthcare NHS Trust – ESHT 2020 – Strategic Priorities for improvement (12)
- East Sussex Healthcare NHS Trust – Annual Report 2015/16 (13)
- Sussex Partnership NHS Trust – 2020 Vision – April 2015 and report summary 2016 (14)
- Maidstone and Tunbridge Wells NHS Trust – Annual Report 2015/16 (15)

Existing Situation

8.2 Acute Care refers generally to the care that one would receive at a hospital, including A&E, surgery and specialist medical care, and generally include inpatient as well as outpatient services.

8.3 There are no Acute Care hospitals within Wealden, although there are two community hospitals located in Uckfield and Crowborough. The East Sussex Healthcare NHS Trust operates Crowborough Memorial Hospital and Uckfield Community Hospital. It also operates the Eastbourne District General Hospital which lies outside of the District within Eastbourne Borough Council administrative area and Conquest Hospital in Hastings. Acute Care services are also provided at Pembury Hospital near Tunbridge Wells, run by the Maidstone and Tunbridge Wells NHS Trust.

9  Brighton and Sussex University Hospitals - Our vision  
10  Brighton and Sussex University Hospitals - Full Business Case (FBC)  
11  Brighton and Sussex University Hospitals - Annual plans and reports  
12  ESHT 2020 – strategic priorities for improvement - East Sussex Healthcare NHS Trust  
13  Reports and strategies - East Sussex Healthcare NHS Trust  
14  Our strategy | Sussex Partnership NHS Foundation Trust  
15  Publications - Maidstone and Tunbridge Wells NHS Trust
8.4 The Brighton and Sussex University Hospitals NHS Trust comprises the Royal Sussex County Hospital in Brighton and the Princess Royal Hospital in Haywards Heath (Mid Sussex administrative area), and also operates some satellite services within the District.

8.5 The Sussex Partnership NHS Trust provides specialist mental health, substance misuse and learning disability services across Sussex.

**Funding Sources**

8.6 The NHS Trusts are funded by the Department of Health. Cuts in Government expenditure have impacted on the health budget over recent years. Changes to the NHS will mean that the NHS Trusts will become Foundation Trusts, meaning that they have more independence from the Department of Health over where they direct their funding and allocate resources.

**Role of Local Plan and IDP**

8.7 The Wealden Local Plan does not require or provide for additional Acute Care provision and no further infrastructure requirement is identified as necessary to deliver the Wealden Local Plan.

**Primary Health Care**

8.8 Primary Health care provision is provided by doctors and nurses attached to doctors surgeries (GP practices). GP practices now operate as private businesses overseen by Clinical Commissioning Groups (CCG’s) which come under local NHS Trusts.

**Infrastructure Provider**

8.9 The strategic health authority covering Wealden District is NHS South East Coast which is part of the NHS South of England cluster. The provision of Primary Health care in Wealden comes under the authority of two Clinical Commissioning Groups, who replaced the old Primary Care Trusts in 2014. These cover a wider geographical area than the District itself.

8.10 The Wealden District is served by two Clinical Commissioning Groups (CCGs), the High Weald Lewes Havens CCG, covering the north of the District and the Eastbourne, Hailsham and Seaford CCG covering the south of the District.

8.11 CCGs commission a range of healthcare services including many community health services, maternity services, planned hospital care, urgent and emergency care, children’s health care, older people’s health care, continuing healthcare, and mental health and learning disability services.
Main Sources of Information

- High Weald Lewes Havens CCG Primary Care Development Plan (December 2014)
- High Weald Lewes Havens CCG – Connecting 4 You (2016/17 operational plan, April 2016)
- High Weald Lewes Havens CCG – Annual Report (2015/16)
- Eastbourne, Seaford and Hailsham CCG Operating Business Plan (2016/17)
- Eastbourne, Seaford and Hailsham CCG Annual Report (2015-2016)
- Eastbourne, Seaford and Hailsham CCG Primary Care Strategy (2014-2019)
- Eastbourne, Seaford and Hailsham CCG Five Year Strategic Plan (2014-2019)

Existing Situation within the SWGA

8.12 The Eastbourne, Seaford and Hailsham Clinical Care Commissioning Group (EH&S CCG) covers the south of the District with 18 surgeries within the District within its remit, with 10 of these within the South Wealden Growth Area.

8.13 GP surgeries operate within a ‘locality area group’ which clusters GPs within a geographical area to share and co-ordinate service provision.

8.14 Currently, two practices within Hailsham, the Hailsham Area Locality Group, the CCG, WDC and a local developer, are working together to bring forward a new medical facility on a site within the Burfield Valley development to the East of Hailsham. It is understood that a planning application for this is due imminently. The facility will provide around 2,000 sq. m. of consulting space, plus additional space to provide a range of services including community nursing, counselling, minor treatment and possibly outpatient services, as well as additional community services.

8.15 An application has been submitted for funding through the Government’s Transformation fund to support the provision of this new facility. Although this will cater primarily for the existing population and developments coming forward from the Core Strategy allocations, the new facility may provide services that are accessed by new residents from the Wealden Local Plan who may be referred for specialist treatment, in the initial phases of the plan period.

8.16 In addition, two practices in Polegate are in advanced discussions with the CCG, local land owners and WDC regarding the provision of a new primary health care facility on the PW1 site as identified in Policy SWGA 38 (Allocation Polegate and Willingdon 1). This would be similar to the Hailsham facility in providing a wider range of services than
GP consulting rooms. It is understood that a planning application is due imminently for the wider development of this site for housing and the medical facility. This facility would provide for the existing population and also some provision to cater for limited Wealden Local Plan growth within the Polegate area.

Existing Situation within the RUGA

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

8.18 A recent audit of premises across the CCG area has highlighted areas where improvements are required to existing surgeries. This has helped the CCG to support and prioritise bids to the Government through the Primary Care Transformation Bid. Included within these bids were improvements to Wadhurst Surgery, Woodhill Surgery, Mayfield, Groombridge & Hartfield Surgeries, Heathfield Surgery, Bird in Eye Surgery. The outcomes of the bidding process were announced in December 2016. None of the initial bids for surgeries above were successful. No future bidding has yet been confirmed for the improvements to these surgeries.

Primary Health Care Requirements within the SWGA

8.19 Further work is due to commence shortly on what is known as a ‘Six Facet Survey’. This will look in more detail at the sufficiency of existing practice premises and requirements for improvements. This will help to inform the future strategy regarding health care provision within the CCG area, including the strategy for new provision to support the growth of the Wealden Local Plan within the SWGA of the ES&H CCG.

8.20 The precise location, size, timing of provision and funding of any new facilities to support growth identified through this study, will be subject to ongoing work in the early part of the plan period, including detailed discussions with WDC and developers.

Primary Health Care Requirements within the RUGA

8.21 Following the recent premises audit undertaken by the CCG, further work is also due to commence shortly on a ‘Six Facet Survey’. This will look in more detail at the sufficiency of existing practice premises and requirements for improvements. This will help to inform the future strategy regarding health care provision within the CCG area, including the strategy for new provision to support the Wealden Local Plan growth within the HWL&H CCG area.

8.22 The precise location, size, timing of provision and funding of any new facilities to support growth identified through this study will be subject to on-going work in the early part of the plan period including detailed discussions with WDC and developers.
Funding Sources

8.23 The Clinical Commissioning Groups are funded by a National Commissioning Board.

8.24 However, GP practices are now run as businesses. Many local GPs have formed partnerships to enable them to access mortgages and bank loans to support their practices. In addition, local GPs with the support of the CCGs can submit funding bids to the Government via the Primary Care Transformation Bid, to help access funding towards new provision, physical improvements to existing provision and IT systems improvements.

8.25 Section 106 funding has also been collected within the SWGA towards health care provision, however, this is insufficient to cover the total costs of new provision, but can be used to support and supplement the facilities currently being planned.

8.26 The East Sussex ‘Better Together’ group\(^\text{16}\) 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.

8.27 The East Sussex ‘Better Together’ Group includes the three CCGs operating in East Sussex, ESCC and other organisations engaged in the provision of health care.

Role of Local Plan and IDP

8.28 The Council will work with the two CCGs and developers to ensure that at the master planning stage, adequate health facilities are provided to support growth across the District.

8.29 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\(^\text{17}\) and the SPACES initiative and work on the Road Map regarding the allocation of CIL funds.

8.30 Policies in the Wealden Local Plan and through reference in the IDP, WDC in partnership with the CCG’s and working with landowners and developers will identify suitable sites and land to ensure the provision of additional primary health care facilities to support the growth of the Local Plan.

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16 The East Sussex ‘Better Together’ Group includes the three CCGs operating in East Sussex, ESCC and other organisations engaged in the provision of health care.
9 Public Services Infrastructure

Police Service

Infrastructure Provider

9.1 Sussex Police is the local force covering Wealden. The Sussex Police & Crime Commissioner is responsible for overseeing policing and crime across the Sussex Police area. The Sussex Police Headquarters is based in Lewes.

9.2 The force has almost 2,700 police officers and 2,100 police staff, including Police Community Support Officers (PCSOs) and a team of dedicated volunteers that includes over 400 Special Constables and around 180 Police Cadets. Policing involves a wide range of different functions, many of which are not visible to the public but are nonetheless an essential part of policing.

Main Sources of Information

- Sussex Police in 2020 Local Policing Model
- Sussex Police Investing for the future (April 2016)
- Sussex Police Estates Strategy (2013-2018)

Existing Situation

9.3 At present there are 5 Police Stations in Wealden, at Crowborough, Hailsham, Heathfield, Polegate and Uckfield, with Neighbourhood Policing Teams operating across most of the District. These are smaller police stations in terms of the wider Sussex Police estate.

9.4 At present, Wealden is served by a total of 83 uniformed officers, comprising:-

- 26 Neighbourhood Patrol Team Officers (11 PCSO);
- 12 Local Support Team Officers
- 40 Neighbourhood Response Team Officers
- 5 Police Enquiry Officers

9.5 There are also support staff functions working for the East Sussex Division. There are 296 divisional support staff and Wealden accounts for 18% of the total incidents.
occurring in East Sussex. Again, using this percentile, around 53 Divisional support staff members are allocated to Wealden District.

**Police Service Requirements to Support Growth within the District**

9.6 Sussex Police have indicated that the additional population generated through the growth envisaged in the Wealden Local Plan will place a significant additional demand upon the existing level of policing for the area, and that in the absence of development contributions towards the provision of additional infrastructure, they would be unable to retain the level of policing that is currently delivered in the Wealden area.

9.7 The growth envisaged in the Wealden Local Plan will mean that Sussex Police will need to extend services, particularly in the South Wealden Growth Area and respond to expanding communities. Sussex Police will be exploring possible shared service arrangements with other emergency services and appropriate infrastructure providers through the SPACES initiative, as well as potential extension or alterations of existing facilities and new service models to support new communities. There is currently no anticipated need for new police buildings to support the growth shown in the Wealden Local Plan.

9.8 The Sussex Police Estates Strategy (2013-2018) outlines that the stations at Heathfield, Uckfield and Crowborough will be re-provided due to their location and condition. Sussex Police policy is to provide an alternative facility in the area prior to a station being closed. With Crowborough, Heathfield and Uckfield, they are looking to collaborate with other blue light and public sector partners as this is more economical and reflects the future workspace shared working environment Sussex Police are looking to develop. Progress on this will be updated in future IDPs. The receipt from the sales of Crowborough, Heathfield and Uckfield will partially fund the replacement (re-provided) stations.

9.9 Future proposals for Hailsham, Polegate and Uckfield are being considered as part of the new Sussex Police Estates Strategy (2017-2022). The Estates Strategy proposes that these three areas within the District will be the focus of Sussex Police’s service in Wealden.

9.10 Sussex Police has undertaken an assessment of the implications of growth and the delivery of housing upon the policing of the Wealden District and in particular the areas of the District where new development is being directed towards. It has been established that in order to maintain the current level of policing, development contributions towards the provision of capital infrastructure will be required.

9.11 Sussex Police has calculated that there are currently 0.48 incidents per household per year, and has used this formula to extrapolate future requirements to support growth, as indicated below.
**Personnel and Accommodation**

9.12 The additional staff will be located in Hailsham, Polegate, Uckfield, Heathfield and Crowborough as shown in Table 4. Each officer has capital costs relating to uniform, radio, camera, IT and workstation/office equipment detailed in the police comments.

**Table 4 Sussex Police - projected additional personnel requirements**

<table>
<thead>
<tr>
<th>Officer level</th>
<th>Hailsham</th>
<th>Polegate</th>
<th>Uckfield</th>
<th>Heathfield</th>
<th>Crowborough</th>
<th>HQ</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dedicated Officers</td>
<td>7</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>-</td>
<td>16</td>
</tr>
<tr>
<td>Additional Forcewide Officers</td>
<td>4</td>
<td>3</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>Additional Divisional Staff</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11</td>
</tr>
<tr>
<td>Additional Forcewide support staff</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>20</strong></td>
<td><strong>8</strong></td>
<td><strong>7</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
<td><strong>4</strong></td>
<td><strong>40</strong></td>
</tr>
</tbody>
</table>

9.13 Officers would be located as follows:-

- In Hailsham, it is proposed that the additional accommodation required for 18 personnel is provided through adaptation of existing storage space at Hailsham Police station, together with the potential expansion of the existing building.
- In Uckfield, the additional space for 7 personnel would be provided through expansion of the existing building or in a replacement building in the future.
- In Polegate, a new on site Neighbourhood Policing Centre or shared facility with another community facility would be sought to support the 8 personnel.
- In Heathfield, the 2 officers would be housed in the re-provided station.
- In Crowborough, the 3 additional officers would be provided in the re-provided station.

9.14 The capital costs for providing the office premises for these officers are also detailed based on the average of £21,735 per officer.

9.15 The custody suite at Hammonds Drive in Eastbourne is used primarily by residents of the Districts of Eastbourne and Wealden. Sussex Police will be required to undertake further expansion works to the custody suite to accommodate offenders, which will be required due to rising crime rates in the District. The existing custody suite and has a GEA of 1523 sqm and those areas specifically required for the detention and processing of offenders is approximately 470sqm. The number of police incidents in Wealden accounts
for approximately 46% of the total number of incidents occurring in Wealden and Eastbourne. The area of custody required to manage the existing number of incidents in Wealden is therefore 216sqm (470x0.46). In terms of the existing number of households, this is approximately 0.0035sqm per household. An additional 11,917 households is likely to require an additional 41.7sqm of floorspace. The cost of this additional floorspace will need to be created by extension to the existing custody suite at a cost of £2,500-£3,000/sqm.

Vehicles

9.16 An identified requirement based on the growth is for 10 more vehicles for Wealden NPT/NRT with estimated cost of £316,795.

Other Infrastructure

9.17 In addition, Sussex Police have calculated that this will require the following infrastructure, as shown in Table 5 below.

Table 5 Sussex Police projected other infrastructure requirements to support the Wealden Local Plan.

<table>
<thead>
<tr>
<th>Infrastructure Item</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Automatic Number Plate Recognition Cameras (ANPR)</td>
<td></td>
</tr>
<tr>
<td>Mobile</td>
<td>4</td>
</tr>
<tr>
<td>Fixed Cameras</td>
<td>5</td>
</tr>
<tr>
<td>Radio Cover/Additional Capacity - Hardware</td>
<td>Expansion as required</td>
</tr>
<tr>
<td>Control room telephony improvements (telephone lines, licenses, workstations and monitors)</td>
<td>Expansion as required</td>
</tr>
<tr>
<td>Additional radio transmitter</td>
<td>1</td>
</tr>
</tbody>
</table>

9.18 Detail of the costs associated with the provision of these infrastructure requirements are provided in the Schedule at Appendix A. The capital cost for the provision of the entire infrastructure identified above is estimated at £1,688,435.

9.19 The infrastructure items outlined above are based upon the projected occupation of all development allocations in the plan at the end of the plan period in 2028. The timing of requirement is set out in broad periods (2017-2019), (2020-2023) and (2024-2029).

Funding Sources

9.20 Funding for police services comes from Central Government through the Revenue Support Grant, Home Office Grant and specific limited grants and, from the Police Precept taken from Council Tax, and from the Community Safety Grant. Police infrastructure is also on Wealden's Regulation 123 list, so bids for CIL money can be made. The Police response has sought to allocate division of the required funding between S106 and CIL. Inclusion on the Regulation 123 list prevents S106 contributions being made in order to prevent double dipping and therefore it is not possible for S106 monies to be sought.
Should revisions to the CIL list occur, police infrastructure could be sought via S106 requests on sites, albeit that financial viability of the scheme would need to be examined in each case, as well as identifying whether the infrastructure is required for the scheme to proceed.

9.21 Funding settlements for the police are determined in accordance with the current funding formulae, which incorporates a number of criteria including historical population forecasts. Accordingly there is a lag between the level of revenue funding potentially available and the population to be policed.

9.22 The Government continues to provide annual Capital Grant to police forces which in the case of Sussex for 2016/17 and 2017/18 funds 5% of the capital programme in any one year. The majority of police forces fund the balance of their capital expenditure either through PFI arrangements or Prudential Code borrowing, although PFI is a diminishing resource with various shortcomings.

9.23 Police funding is divided into revenue and capital funding. The revenue funding stream relates broadly to the day-to-day running costs of the Police Force. The capital funding stream relates to the provision of additional buildings, information technology, vehicles, equipment and other infrastructure items required for assets. Funding received by the police via the Council Tax precept is generally used for revenue purposes and is not directed towards capital projects/programmes on the basis that directing funds towards such projects would diminish that available for the delivery of front line policing services.

9.24 Sussex Police have indicated that even with revenue raised from the Council Tax precept there has been a recognised funding gap created by inflation and a continuing expansion of the role of the police service and the demands placed upon it. Investment from Central Government, is often ring-fenced for particular initiatives and has not kept up with the demand for services, leading to a need to seek increases in the Council Tax precept simply to 'stand still' in terms of costs of service provision.

9.25 Sussex Police have indicated that it is not possible to raise sufficient Council Tax precept to cover all inflationary increases and other cost pressures, meaning that the funding gap is likely to increase, with less money for revenue spending and capital projects.

9.26 At the same time, Sussex Police is required to deliver £35 million in savings over the next 4 years (up until 2020), which will limit capital funding available for new infrastructure requirements.

**Role of Local Plan and IDP**

9.27 Through the provisions of the infrastructure policies in the plan we will continue to work with Sussex Police and developers to ensure that at the master planning and design stage, designing crime initiatives are employed with facilities to support policing across the District and are provided where a need is demonstrated.

9.28 Policies in the Wealden Local Plan and through reference in the IDP, WDC in partnership with Sussex Police are working with landowners and developers to identify
suitable sites/initiatives to ensure the policing across the District supports the growth of the Local Plan.

9.29 The Council will continue to support Sussex Police through the Safer Wealden Partnership, road safety initiatives and providing access to community hubs and opportunities for co-location with other services.

Fire Service

Infrastructure Provider

9.30 East Sussex Fire and Rescue service (ESFRS) provides the emergency Fire and Rescue service within the 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 provides advice and raises awareness on a range of safety issues.

9.31 Management of the service in the District is coordinated by the Wealden Borough Commander, who is based in Eastbourne.

Main Sources of Information

- East Sussex Fire and Rescue – Changing the Service - Review 3 (beyond 2016) (19)
- East Sussex Fire & Rescue Service Rural Review Next steps – October 2010 (20)
- East Sussex Fire and Rescue – Wealden Borough Action Plan 2016/17 and Station Action Plans 2016/17 (individual station plans for each of the 9 stations) (21)

Existing Situation

9.32 ESFRS currently has 9 Fire Stations within the Wealden District, of which Uckfield and Crowborough are day crewed and the remaining 7 stations at Hailsham, Heathfield, Forest Row, Wadhurst, Mayfield, Herstmonceux and Pevensey are retained stations. At 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.

Fire Service Requirements to Support Growth

9.33 ESFRS have undertaken an initial Predictive Community Risk Assessment of the proposed growth in the South Wealden Growth Area, to assess the requirements to support the growing community over the plan period. This is based upon available
information and assumptions of the proposed development areas. Further risk assessment will be required as part of the master planning and consent stages, when new road layouts for the individual sites area being designed.

9.34 The road layout, proportion of flatted development vs houses, the proportion of affordable homes and the demographics of the new residents, will have an impact on the detailed risk assessment.

9.35 At present, analysis based on the available information and assumptions, ESFRS projects an increase of 4.4% of incidents across the SWGA over the plan period as a result of the proposed housing growth in the area.

9.36 Currently, Hailsham fire station is a 1 pump retained station which is relatively busy, compared to other retained stations across the Service and, indeed, the day-crewed stations. The Rural Review (2009) demonstrated this and it still applies. Hailsham is the busiest of our retained stations, with 145 incidents (excluding false alarms) occurring on its station ground each year and with Hailsham mobilising to 169 incidents. The Rural Review (2009) demonstrated this and it still applies.

9.37 There are, on average, more incidents within Hailsham station admin area than the day-crewed stations of Uckfield (10.7% busier), Crowborough (31.8% busier) and Battle (83.5% busier).

9.38 Hailsham’s pumping appliance (80P1) is mobilised almost 50% more than the next busiest retained appliance (Seaford). 80P1, on average, mobilised more times than the day-crewed appliances Crowborough’s 83P1 (by 4.3%) and Battle’s 72P1 (by 17.4%).

9.39 Over the period (Nov 15-Nov 16), Hailsham’s appliance has been unavailable due to staffing approximately 15%-20% of the time between 9-6pm. The availability over the last 2 months (October/November 2016) decreased considerably.

9.40 Assessing the growth within the South Wealden Growth Area, ESFR in the Predictive Community Risk Assessment have concluded that the risk of death in a dwelling fire is ‘well below average’ based on the dwelling mix, locations and existing response times from existing stations/appliances. On this basis no specific infrastructure improvements to existing stations etc. would be required to deliver the growth proposed in the SWGA.

9.41 Further work will be required at the master planning stage, once the exact housing numbers and types of dwelling are known, to ascertain whether there are additional ESFRS requirements in the rest of the District, outside of the South Wealden Growth Area.

Funding Sources

9.42 Funding for the Fire Service comes from two principal sources:
Precept – an amount of money collected by a Local Authority from individuals, via Council Tax, which goes towards the cost of funding the service

Grant settlement – the remainder of funding comes from a Central Government grant settlement paid to each Fire Authority. Each FRS negotiates its own grant according to size and demands on its services.

9.43 In addition, developers are required to contribute towards works that may be necessary to fulfil the Fire Authority’s duty to ensure the provision of adequate access and supply of water for fire-fighting.

Role of Local Plan and IDP

9.44 Through the provisions of the infrastructure policies in the plan we will continue to work with ESFRS and developers to ensure that at the master planning and design stage, facilities to support ESFRS across the District are provided where a need is demonstrated. Based on the initial analysis by ESFRS, no new fire station provision is required to deliver the Local Plan.

9.45 The Council will continue to support ESFRS through the Safer Wealden Partnership, road safety initiatives and providing access to community hubs and opportunities for co-location with other services.

Ambulance Service

Infrastructure Provider

9.46 Ambulance Services to residents of Wealden are provided by the South East Coast Ambulance Service NHS Trust (SEC Amb)(23). SEC Amb operate over a wider geographical area covering Sussex, Surrey and Kent. Within the Wealden District, patients are generally transported to three hospitals outside of the District with Accident & Emergency Departments, namely the Eastbourne District General Hospital, the Conquest Hospital in Hastings and the Pembury Hospital near Tunbridge Wells.

Main Sources of Information

- South East Coast Ambulance Service NHS Trust Strategic Plan Summary (2014-2019)
- South East Coast Ambulance Service NHS Trust Operational Plan (2015/16)(24)

Existing Situation

9.47 SEC Amb have 3 Ambulance Stations in Wealden at present, at Uckfield, Hailsham and Heathfield, and an Ambulance Community Response Post (ACRP) in Crowborough.
SECAmb however, are also implementing a new system of service delivery with the development of a ‘hub and spoke’ system with ‘Make Ready Centres’ (MRC’s) acting as ‘hubs’ where ambulances are cleaned and restocked and where crew can rest, and ACRP’s 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.

9.48 Some areas of the District will be served by crews outside of the District, e.g. Frant/Bells Yew Green are served by Tunbridge Wells, and in the south of Wealden, the Westham and Stone Cross areas will be served by the additional ARCP to be provided in the Old Town area of Eastbourne and new ARCP to be provided adjacent to Asda at Sovereign Park in Eastbourne.

9.49 SECAmb has developed a ‘Make Ready Centre’ adjacent to the Cophall Roundabout in Polegate.

9.50 Plans are also advanced to provide an Ambulance Community Response post to accommodate two vehicles, at the former ambulance station in Hailsham.

9.51 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.

Infrastructure Delivery that is Underway since the Core Strategy IDP - 2013

9.52 The following infrastructure to support ambulance services in Wealden is currently underway.

- In Hailsham, SECAmb's plans are advanced to provide an ‘Ambulance Community Response Post’ (ARCP) at the former ambulance station as part of a joint disposal plan between ESCC and SECAmb with parking for two vehicles and the purpose built ACRP.

- SECAmb has developed the ‘Make Ready’ centre at Cophall Roundabout (Polegate), which may be sufficient to cover new growth in the Polegate/Stone Cross areas.

SECAmb Infrastructure Required to Support Growth within the SWGA

9.53 SECAmb have provided an initial assessment of additional requirements to support the additional growth within the SWGA proposed in the Wealden Local Plan.

9.54 This includes a projected requirement for the following:-

**Table 6 SECAmb infrastructure required to support growth in the South Wealden Growth Area**

<table>
<thead>
<tr>
<th>Area/locality</th>
<th>Additional SECAmb Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hailsham</td>
<td>An ambulance resource in the area costing circa £150k</td>
</tr>
<tr>
<td>Polegate/Willingdon</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k</td>
</tr>
</tbody>
</table>
SECamb Infrastructure Required to Support Growth within the RUGA

9.55 SECamb have provided an initial assessment of additional requirements to support the additional growth in the Rural/Urban Area of the District (RUGA) proposed in the Wealden Local Plan outside the South Wealden Growth Area (including development consented under the WCSLP 2013).

9.56 This includes a projected requirement for the following:-

Table 7 SECamb infrastructure required to support growth within the RUGA

<table>
<thead>
<tr>
<th>Area/locality</th>
<th>Additional SECamb requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heathfield</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k</td>
</tr>
<tr>
<td>Uckfield</td>
<td>Increase of the Community Responder Scheme in the area costing circa £10k.</td>
</tr>
<tr>
<td>Crowborough</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k.</td>
</tr>
<tr>
<td>Horam</td>
<td>Increase of the Community Responder Scheme in the area costing circa £8k</td>
</tr>
<tr>
<td>Wadhurst</td>
<td>Increase of the Community Responder Scheme in the area costing circa £3.5k</td>
</tr>
<tr>
<td>Ninfield</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k</td>
</tr>
<tr>
<td>Herstmonceux</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k</td>
</tr>
<tr>
<td>Maresfield</td>
<td>Increase of the Community Responder Scheme in the area costing circa £7k</td>
</tr>
</tbody>
</table>

Funding Sources

9.57 The Trust’s funding comes from one key Accident and Emergency service level agreement with the region’s Primary Care Trusts.

Role of Local Plan and IDP

9.58 Through the provisions of the infrastructure policies in the plan we will continue to work with SECamb and developers to ensure that at the master planning and design stage, facilities to support SECamb across the District are provided where a need is demonstrated.

9.59 Policies in the Wealden Local Plan and through reference to the IDP, WDC in partnership with SECamb are working with landowners and developers to identify suitable
sites/initiatives to ensure the ambulance service across the District supports the growth proposed within the Wealden Local Plan.

9.60 The Council will continue to support SECAmb through the Safer Wealden Partnership, road safety initiatives and providing access to community hubs and opportunities for co-location with other services.

Libraries

Infrastructure Provider

9.61 East Sussex County Council is responsible for providing library and information services. The Public Libraries and Museums Act 1964 sets out that library services must be ‘comprehensive and efficient’. In the context of significant reductions in public spending and in the number of people visiting and borrowing items from libraries, but using the online library more, the County Council agreed a five year Libraries Strategic Commissioning Strategy in March 2018.

9.62 At the core of the Strategy’s development is a Needs Assessment. Evidence gathered as part of the Needs Assessment shows that, despite the reduction in use of libraries, there are still significant needs across the County, and especially within certain communities, around literacy, attainment, employment and ultimately health and wellbeing. These are needs which the Library and Information Service is ideally placed to help tackle.

9.63 Children and young people with low educational attainment have the greatest need for support to improve their literacy. In Wealden, the highest levels of need for this indicator are in Hailsham, the north of Uckfield and to the south of Crowborough. Adults with low qualifications and/or low levels of skills may need support in terms of learning new skills that will help them in seeking new employment opportunities and access to information. The areas in Wealden where a high percentage of adults have low skills levels, compared to other areas of East Sussex, are also in Hailsham and the north of Uckfield. Similarly in Hailsham, we see higher levels of people who are not working, including those who are unemployed, sick or disabled or have caring responsibilities, who may need support applying for out of work benefits, gaining new skills or support to access library services and signposting to other services.

9.64 We still expect new developments to generate new users of library services with these needs, and the County Council is committed to providing a highly accessible library service for everyone, but recognises the change in the way that people are using libraries and the necessity and responsibility to respond to it. The provision of library buildings remains a key part of the library service. However, under the Libraries Strategic Commissioning Strategy, the library service has been re-focussed to concentrate its limited resources on meeting identified needs through a smaller network of 17 libraries across the county, (with six libraries in Wealden), and increasingly through outreach, targeting resources at those communities and individuals who could most benefit from the library service, as well as through the eLibrary.
9.65 The Library and Information Service will therefore continue to provide a range of quality materials and personalised support for people’s different needs, so they can enjoy the pleasure and benefits of reading as well as the better life chances that literacy and numeracy unlock. The library service will also provide reliable information and services to promote good health, and support people to manage their own health and the health of those they care for. It will continue to provide, both in libraries and online, training and guidance for people of all abilities seeking to learn and to work, so they are able to build skills and confidence in a supportive environment.

Main Sources of Information

The following webpage provides information on all East Sussex libraries: East Sussex Library Website

Existing Situation

9.66 There are currently 6 libraries at various locations across the District. The libraries at Crowborough and Uckfield are open 6 days a week, Hailsham and Heathfield are open 5 days a week, Forest Row and Wadhurst are open 4 days a week.

Key Issues Infrastructure Required to Support Growth within the SWGA

9.67 Work has recently been completed to Hailsham Library to increase the capacity and accessibility of the library. However, an initial assessment by the Library and Information Service has confirmed that with the additional growth proposed in the Hailsham area, additional requirements to support growth will need to be identified as part of the overall strategy for library service provision in the area.

9.68 The number of library users in Hailsham in 2015/16 was 3,082. With a potential additional 8,903 residents as a consequence of growth within the Hailsham area, ESCC have calculated that this will provide an anticipated additional 1,545 new active users by the end of the plan period.

9.69 It is currently anticipated that this would require modification of the provision within the current Hailsham Library building to increase the service that can be provided. Importantly, as usage changes, additional investment will also need to include outreach, investment in online stock and support programs within the library as well as changes to the static provision. The provision of the library would need to be reviewed, assessing the need for modifications to make the space more flexible, increase the self-service and People’s Network computer capacity, and investment in more hardcopy and online stock. Further work will be required to explore such options in due course.

25 Libraries are located at Crowborough, Forest Row, Wadhurst, Mayfield, Heathfield, Uckfield, Hailsham, Polegate, Willingdon and Pevensey Bay
26 Based on 4000 additional homes and a ratio of 2.23 people per dwelling
27 Based on current figures of 1 active library user per 5.76 residents.
Key Issues Infrastructure Required to Support Growth within the RUGA

9.70 Further changes in Crowborough and Uckfield will be addressed with consideration of continued increase in need for online access and support programs within libraries.

Funding Sources

9.71 Potential funding sources for library services will be made via development contributions, S106 agreements and CIL. ESCC has no budget allocated for library improvements.

Role of Local Plan and IDP

9.72 Through the provisions of the infrastructure policies in the plan, we will continue to work with ESCC to ensure that library facilities support the growth across the District, are provided where a need is demonstrated, and to support opportunities for co-location with other services.

Waste Management & Disposal

Infrastructure Provider

9.73 East Sussex County Council (ESCC) is the Waste Disposal Authority responsible for arranging the safe disposal of household and other waste collected by Wealden District Council. The Environment Agency regulates waste management through a series of licenses. East Sussex County Council is the Waste Planning Authority for Wealden District.

Main Sources of Information

- East Sussex, South Downs and Brighton and Hove Minerals Plan – February 2013\(^{(28)}\)
- Waste and Minerals Sites Plan for East Sussex – 2017\(^{(29)}\)

Existing Situation

9.74 Waste management is the responsibility of East Sussex County Council who has contracted Veolia South Downs Limited, to manage waste through recycling facilities, household waste recycling sites, waste transfer stations and materials recovery facilities, in accordance with the adopted Waste and Minerals Plan (2013) and Waste and Minerals Sites Plan (2017) for East Sussex. The Sites Plan identifies a number of sites for waste recycling and mineral extraction within the Wealden District, which will be safeguarded through the Wealden Local Plan. The main policies affecting these sites are summarised in Appendix C. In Wealden, there are 6 Household Waste and Recycling Sites, at Forest

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\(^{(28)}\) East Sussex, South Downs and Brighton and Hove Minerals Plan – February 2013
\(^{(29)}\) Waste and Minerals Sites Plan for East Sussex – 2017
Row, Wadhurst, Crowborough, Maresfield, Heathfield and Hailsham. There is also a Waste Transfer Station in Maresfield. The Woodlands In-vessel Composting Facility, which serves the whole county and Brighton & Hove, is also located in Wealden District. The Bellbrook Depot in Uckfield is leased to Kier by Wealden District Council and acts as a transfer station for around 28,000 tonnes of dry recycling per annum.


9.76 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 in accordance with the Municipal Waste Management Strategy.

Infrastructure to Support the Wealden Local Plan

9.77 East Sussex County Council have advised that the volume of additional waste from the proposed housing allocation in the emerging Wealden Local Plan is forecast to generate an additional 10,000 tonnes of waste by 2027/28, of which roughly 75% will be received through the Waste Collection Authority (Wealden District Council) kerbside services and the remainder through Household Waste Recycling Sites (HWRS), managed on behalf of East Sussex County Council as Waste Disposal Authority.

9.78 ESCC advise that the housing allocation in the Wealden Local Plan is not expected to cause any issues with regards to capacity at major waste facilities such as transfer stations, Newhaven Energy Recovery Facility, Woodlands Composting Facility and facilities for recycling and reuse of waste. These facilities were originally commissioned in the expectation that waste flows would be far higher today than what is currently processed through the facilities. Over the last ten years, waste arisings have steadily declined due to the economy and changes in behaviour. This has created spare capacity, particularly at Newhaven Energy Recovery Facility, which is backfilled by commercial waste. Any future rises in household waste will displace this commercial waste. Capacity in third party disposal outlets in the UK and abroad is generally considered to be flexible enough to cope with any future increases in demand.

9.79 Handling an additional 10,000 tonnes of waste from new housing in Wealden will result in an additional revenue cost arising from the disposal of the waste via the Integrated Waste Management Services Contract (IWMSC) with Veolia. This is in addition to any capital costs associated with improving waste infrastructure such as HWRSs and any collection costs incurred by Wealden District Council.

Infrastructure Required to Support Growth within the SWGA

9.80 ESCC advise that approximately 4,875 houses are proposed for the catchment area of Hailsham HWRS, which will substantially increase the tonnage at the site. Hailsham HWRS is a small site with limited space for queuing traffic, storage and separation of waste streams and is unable to be serviced without closing to the public. The site currently
closes at lunchtime on weekends due to the problems connected with operating the site at peak times. The existing site may experience some challenges with this increase in housing and the expected volume of additional customers and their vehicles.

9.81 Further discussion with Veolia (who operate all HWRSs in East Sussex) to assess the maximum operating capacity at the site and any potential options to improve site efficiency, will be required in due course. HWRS provision in the Hailsham area will need to be closely monitored over the next 15 years in order to continue to provide a reasonable standard of service to residents.

9.82 Eastbourne HWRS serves both residents in Eastbourne and in the southern part of Wealden. A noticeable increase in tonnage (9%) is expected to occur at the site to 2028 if all the proposed housing is built. Roughly one-third of the additional tonnage will come from residents in the south Wealden area, which may present some challenges to manage especially in terms of minimising the impact on local residents and traffic. Although the site is large, it is single level and split into two parts by the office building in the middle that restricts how the site can be used as a HWRS. There may be scope to utilise the back yard area to expand the queuing lane. Due to the proximity of Eastbourne HWRS to residential housing, planning conditions requires Eastbourne HWRS to shut at 4pm on Monday to Thursday, 3.30pm on Fridays and midday at weekends. These restrictions make it difficult to avoid concentrating increased demand into peak periods such as Saturday and Sunday mornings.

9.83 ESCC have advised that there are a number of options to cope with increasing demand at HWRSs in Wealden, subject to the availability of funding, including:

- Improvements to traffic management in and around HWRS sites;
- Extended opening hours (subject to planning and permits);
- Demand management measures to discourage use of HWRS use at peak times;
- Changes to waste acceptance policy;
- Waste reduction and recycling campaigns to minimise waste arisings; and
- Expansion of existing HWRSs or development of new site(s).

9.84 These options will be reviewed in partnership with ESCC through the planning process as sites from the Wealden Local Plan come forward.

**Infrastructure Required to Support Growth within the RUGA**

9.85 The impact of new housing in the rest of the District outside the SWGA, on other HWRS sites as a result of the housing allocation in the Wealden Local Plan is considered manageable.

9.86 The northern part of Wealden is well served by HWRSs and the impact of new housing on household waste generation, can be spread over multiple sites, most of which are of a reasonable size and/or split level. The Maresfield HWRS has the advantage of being co-located with a transfer station, which aids servicing of the site.
9.87 The impact of development on the operation of HWRS will be monitored and options as above evaluated as part of the planning process, as sites come forward for development.

Funding Sources

9.88 ESCC, Wealden District Council, and the private sector (e.g. commercial waste collectors) and possibly CIL. Some S106 monies have also been collected from developments towards HWRS across the District.

Role of Local Plan and IDP

9.89 The inclusion of the East Sussex, South Downs and Brighton and Hove Waste and Minerals Plan within Policy WE1 – Waste of the Wealden Local Plan will ensure that the allocations and safeguarding of sites for waste and minerals is carried out in accordance with the Waste and Minerals plan and the requirements of the NPPF.

9.90 We will continue to work with our Partners in East Sussex on meeting the requirements of the community arising through the Growth of the Wealden Local Plan.

9.91 Further work is required to identify the impacts upon household waste recycling sites/options to improve these to accommodate the anticipated growth in use.
10 Utility Services Infrastructure

Gas & Electricity Transmission

10.1 The National Grid has a statutory duty to develop and maintain an efficient and coordinated transmission system of electricity and gas supply across the country.

10.2 It manages the supply of both electricity and gas to meet demands. For both electricity and gas generation, the country is divided into 17 electricity supply study zones and 12 gas national transmission system areas.

10.3 Both electricity and gas supply across the country is met through inter-zonal transfer and imports from areas outside of the UK. This practice is set to continue and allows the National Grid to ensure that energy demands across the country are met and can respond to needs of electricity and gas suppliers.

10.4 There is no longer one supplier covering one geographical area but a range of electricity and gas suppliers available to residents across the country. It is relatively easy for individual householders to switch between suppliers to achieve the best energy rates, and difficult therefore to assess how individual suppliers will respond to future growth. However, with regards to Gas Supply, Southern Gas Networks operating in the area have indicated that capacity issues arising from increased growth can be adequately addressed by the provision of necessary distribution infrastructure. With regards to the supply of electricity and gas to the suppliers and in turn, residents, the National Grid has indicated that there are no capacity issues anticipated from the allocated growth in the Wealden Local Plan, as this will be met through planned inter-zonal transfers.

10.5 No major infrastructure envisaged as a consequence of growth proposals in the District to 2028, given the scale of gas and electricity transmission networks.

Electricity Supply

Infrastructure Provider

10.6 Electricity supply is provided by the National Grid who responds to demand by generating or transferring supplies of electricity from one region to another.

10.7 National Grid has advised that specific development proposals within Wealden District are unlikely to have a significant effect upon National Grid’s electricity transmission infrastructure. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these electricity transmission networks. The existing networks should be able to cope with additional demands.

10.8 National Grid owns and maintains the national electricity transmission network, providing electricity supplies from generating stations to local distribution companies. UK Power Networks (UKPN) operates and maintains the electricity distribution network that comprises overhead lines and cables at 132,000 volts and below across South East of England. Local electricity suppliers, such as EDF Energy, pay UKPN to transport their
customer’s electricity. Independent operators can own and operate a network within a
new development but will still connect to the UKPN network via a metered circuit breaker.

Main Sources of Information

- National Grid – 2016 Electricity 10 year statement^{30}
- UK Power Network’s Annual Review 2015/16 and South East Business Plan –
  2015 - 2023^{31}

Existing Situation

10.9 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.

Infrastructure Required to Support Growth within the District

10.10 No capacity issues are anticipated from growth proposed in the Wealden Local
Plan. If the supplier’s (UK Power Networks) assessment of demand exceeds their capacity
to supply, they will approach National Grid for additional capacity.

Funding Sources

10.11 Replacement and maintenance of the network is funded by UKPN’s development
programme. Developers are required to meet the costs of connection to the network in
accordance with current industry regulations. OFGEM can also offer financial allowances
to UKPN for replacing overhead lines in sensitive areas, such as AONB, with underground
cables.

Role of Local Plan and IDP

10.12 We will work with UK Power Networks and developers 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 electricity
to the District.

Gas Supply

Infrastructure Provider

10.13 National Grid owns and operates the high pressure gas transmission network in
the UK. Southern Gas Networks is the gas distribution network operator for South East
England.

\[^{30}\text{Electricity Ten Year Statement (ETYS) | National Grid}\]
\[^{31}\text{UK Power Networks - Business Plan 2015-2023}\]
Main Sources of Information

- National Grid 2015 Gas 10 year statement\(^{(32)}\)
- National Grid Gas Distribution Long Term Development Plan 2016\(^{(33)}\)
- Southern Gas Networks – Annual report and accounts 2016\(^{(34)}\)

Infrastructure Required to Support Growth within the SWGA

10.14 Southern Gas Networks (SGN) have identified that the growth proposed within the SWGA area will not require any specific infrastructure upgrades to deliver the additional development.

10.15 A new Pressure Reduction Station to the north of the existing Hailsham Medium Pressure system (\(<2\text{barg - 0.35barg}\)) may be required in the future but its requirement is not triggered by the level of growth within the WLP. This is likely to cost in the region of £2M.

10.16 Hailsham anticipated >7bar investment: Based on SGNs, current demand forecasts and investment plans to 2026 the Local Transmissions System has sufficient capacity to accommodate the expected load growth through Hailsham Pressure Reduction Station. However, the Local Transmissions System extends over the whole of the South East Local Distribution Zone and any capacity within the system will be available on a first come, first serve basis. Capacity requirements for these developments will therefore need to compete for the available capacity when they come to connect.

Infrastructure Required to Support Growth within the RUGA

10.17 SGN have confirmed that the remaining growth areas can be accommodated without further infrastructure investment.

Funding Sources

10.18 The main funding sources for gas supply in Wealden District are OFGEM and Southern Gas Networks.

10.19 SGN base investment decisions on a 10 Year forecast horizon. The current 10 year forecast extends to 2026. The Wealden Local Plan proposals to 2028 have been included in SGN’s models as long term potential, which will influence design decisions in future. As this growth becomes reality SGN will be adjusting their investment decisions accordingly. Any actual project delivery will be planned to suit the speed of development, this may mean therefore that any investment project is delivered beyond SGN’s current 2026 horizon.
Role of Local Plan and IDP

10.20 We will work with Southern Gas Networks and developers 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 to the District.

Water Supply

Infrastructure Provider

10.21 Water in the District is currently supplied by South East Water, operating across a wide geographical area from the Isle of Wight to Kent. The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.

Main Sources of Information

- South East Water - Water Resources Management Plan 2010 - 2035
- South East Water - Water Resources Management Plan 2014
- South East Water - Draft Resources Management Plan 2020-2080

Existing Situation

10.22 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.

10.23 The Wealden area is covered by 2 Water Resource Zones (Haywards Heath WRZ2 and Eastbourne WRZ3). Where necessary, in times of water stress, water is transferred from various water zones to meet undersupply in other zones.

10.24 The Water Resource Management Plan 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.

35 Water Resources Management Plan 2010 – 2035
36 Water Resources Management Plan - J une 2014
37 https://corporate.southeastwater.co.uk/media/2271/dwrmp-full-document.pdf
10.25 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. South East Water are currently consulting on their revised Draft Water Resources Management Plan for the period 2020-2080 which includes plans to build a new reservoir adjacent to the existing Arlington Reservoir (2025-2045) and desalination at Eastbourne (2045-2080).

**Infrastructure Delivered since the Core Strategy IDP 2013**

10.26 The following infrastructure improvement included in the Core Strategy IDP of 2013 has now been implemented.

- Eridge license increase (2010 – 2015)

**Infrastructure Required to Support Growth within the SWGA**

10.27 South East Water have identified that in addition to the infrastructure improvements identified in the Core Strategy IDP 2013, including increasing the capacity at Arlington Reservoir, the following infrastructure improvements will be required to support the growth in the SWGA. The timing of these works will be subject to the phasing and delivery of development in the area:-

- Hailsham - Local reinforcement of mains to the east and in North Street;
- Arlington – Local reinforcement of mains;
- Hellingly – possible need for extension of mains from A22; and
- The reinforcement of mains between Amberstone and Heathfield is likely, including upsizing the Amberstone booster.

10.28 Water mains upgrading works will also be required:–

- Arlington to Folkington reinforcement (2033)

10.29 The Draft Water Resources Management Plan identifies a preferred option to extend the existing reservoir at Arlington (WRZ3) through the creation of a bunded reservoir north of the existing site. In addition, a desalination scheme at Eastbourne is another preferred option to address water supply needs.

**Infrastructure Required to Support Growth within the RUGA**

10.30 South East Water have identified that in addition to the infrastructure improvements identified in the Core Strategy IDP 2013, the following infrastructure improvements will be required to support the growth in the rest of Wealden District. The timing of these works will be subject to the phasing and delivery of development in the area:-

- Horam, East Hoathly – reinforcement of mains in main road likely; and
- Herstmonceux – local reinforcement likely.
10.31 Water mains upgrading works will be required in areas outside of the District, to support growth in the area between:

- Bedgebury and Flimwell (2020);
- Cornish and Friston transfer (2020); and
- Flimwell Service Reservoir extension (2024).

**Funding Sources**

10.32 The main funding sources for water supply in the District include: OFWAT, South East Water and development contributions.

**Role of Local Plan and IDP**

10.33 Through the safeguarding provisions of the Wealden Local Plan (see Policy INF5) and through this and subsequent IDP’s, the Council will seek to safeguard the requirements for the extension to Arlington reservoir and any further water supply requirements to support the growth proposed in the Wealden Local Plan.

10.34 In March 2015, the Government announced that the local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access, water, and space standards. Where there is a clear local need, local planning authorities can set out Local Plan policies requiring new dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day (as per the amendments to the 2010 regulations under The Building Regulations &c. (Amendment) Regulations 2015). Within the Wealden Local Plan - Policy NE6 – Water Efficiency, requires new dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day.

10.35 We will continue to work with South East Water and developers 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.

10.36 Longer term (beyond the current plan period to 2028) infrastructure delivery issues, especially related to the mid-term period of 2025-2045 in the Draft Water Resource Management Plan (2020-2080) will be addressed in subsequent versions of the IDP.

**Waste Water/Sewerage Disposal**

**Infrastructure Provider**

10.37 Southern Water is the statutory sewerage undertaker for the District. The Environment Agency is responsible for monitoring the operation of sewage and waste water treatment works as well as setting limits on discharges to watercourses.
Main Sources of Information

- Habitats Directive
- Southern Water - Water Resources Management Plan 2015 - 2040

Existing Situation

10.38 Southern Water owns and operates Hailsham North and Hailsham South Wastewater Treatment Works (WTWs). Both WTWs discharge treated effluent to the Pevensey Levels, a sensitive natural environment protected by National and European Legislation. The WTWs operate in accordance with Environmental Permits set by the Environment Agency so that water quality objectives are protected.

10.39 During the preparation of Wealden’s Core Strategy (adopted February 2013), it was identified that there was capacity available at both WTWs, but their ability to accommodate future growth beyond the existing headroom would be limited due to the environmental impact of additional treated effluent on the Pevensey Levels. The evidence was considered by the Planning Inspector who concluded in his report ‘…there is sufficient uncertainty over the deliverability of development beyond the headroom level for the CS not to commit at this stage to further housing in South Wealden….’. He recommended a main modification to review the Core Strategy by 2015.

10.40 Accordingly, Policy WCS1 (Provision of Homes and Jobs 2006-2027) of the adopted Core Strategy requires that the strategy for homes and jobs ‘shall be reviewed in 2015 or when a preferred solution to the capacity issues associated with Hailsham North and Hailsham South Wastewater Treatment Works has been identified, whichever is the earlier, in order to ensure that there is an adequate supply of development land in the longer term. The review shall include an assessment of current and future levels of need and demand for housing to provide an appropriate basis for longer term housing provision’.

10.41 Southern Water has investigated possible solutions to deliver additional wastewater treatment capacity in South Wealden to accommodate growth beyond the existing combined headroom at Hailsham North and South WTWs.

Pevensey Levels

10.42 Hailsham South and Hailsham North Wastewater Treatment Works (WTWs) discharge treated effluent into the Pevensey Levels. The Pevensey Levels are located...
between Eastbourne and Bexhill and comprise one of the largest and least fragmented lowland wet grassland in the UK. They are designated as a Ramsar site as well as being a Special Area of Conservation (SAC), a Site of Special Scientific Interest (SSSI) and partially as a National Nature Reserve and is afforded a high level of protection.

**Wastewater treatment capacity currently available**

10.43 Hailsham North WTW serves the northern part of Hailsham, Horsebridge and several outlying villages. Hailsham South WTW serves the majority of Hailsham itself as well as Polegate and Willingdon. Both these WTWs discharge treated waste water into the Pevensey Levels, in line with Environmental Permits granted by the Environment Agency.

10.44 There is sufficient capacity at the two WTWs to serve the development set out in the adopted Wealden Core Strategy. Paragraph 6.16 of the Core Strategy states that ‘Development in Hailsham and Hellingly is constrained by the capacity of the waste water treatment works to discharge treated waste water. Of particular concern is the impact of the treated effluent on the conservation objectives of the Pevensey Levels, and as a result the Environment Agency has capped the amount of effluent that can be discharged. The growth strategy reflects this constraint and therefore development will only be allowed if it can be accommodated by the existing works, unless an alternative location for the treatment and discharge of waste water is implemented’. As a result, the Core Strategy limited the number of new homes in Hailsham, Polegate, Willingdon and Stone Cross to match the capacity available at the two WTWs.

**Provision of additional wastewater treatment capacity**

10.45 A review and trialling of current wastewater treatment technology identified a high rate biological treatment process that is capable of meeting the requirement to achieve a high quality effluent.

10.46 Southern Water is currently undertaking the engineering design with a view to construction, commissioning and operation of the process by 2022.

10.47 Whilst continuing with the design, Southern Water is working with the Environment Agency and Natural England to develop a new discharge permit (date to be confirmed). The permit will recognise the achievement of a phosphorous level in the treated effluent from the sites of 0.1 mg/l.

10.48 In addition, to further reduce the level of phosphorous, Southern Water has undertaken investigations on the surface water sewer network serving Hailsham. This has identified a number of misconnections, where foul discharges have been mistakenly connected to the surface water system. The details of these connections have been shared with the Environmental Health team within Wealden District Council for them to pursue their removal.
Infrastructure Delivered since the Core Strategy IDP 2013

10.49 The following infrastructure shown in the Core Strategy IDP has now been delivered:-

- Works to increase treatment capacity at Crowborough Redgate Mill WwTw;
- Works to increase treatment capacity at Buxted WwTw;
- Improvements to Ripe WwTw; and
- Improvements to Lunsford Cross WwTw.

Infrastructure Required to Support Growth within the SWGA

10.50 Southern Water has confirmed that additional wastewater infrastructure will be required to serve the proposed new growth. It will be important to ensure that development is co-ordinated with the provision of necessary infrastructure, but Southern Water have not identified any fundamental reasons why development should not go ahead when the infrastructure is in place. Southern Water is committed to providing the right infrastructure in the right place at the right time.

10.51 Strategic infrastructure, such as extensions to wastewater treatment works, can be planned and delivered through the water industry’s five yearly business planning process. Adoption of the Wealden Local Plan will provide the planning certainty to support proposals submitted by Southern Water to the economic regulator Ofwat.

10.52 Southern Water has identified that its currently preferred method of increasing capacity at both Hailsham North and Hailsham South WwTw and has issued a position statement regarding the preferred option for the Hailsham Waste Water Treatment Works to reduce the phosphorus discharged into the Pevensey Levels Ramsar Site and Special Area of Conservation (SAC). It is currently anticipated that increased capacity at Hailsham North and Hailsham South WwTw will be delivered by 2022.

10.53 Southern Water is currently undertaking further work in relation to improvements to the WwTws at Hailsham North and South. This proposal is incorporated in Southern Water’s Five Year Business Plan (2015-2020).

10.54 Further issues arising from the growth proposed in the Wealden Local Plan, particularly in any requirements to upgrade other Waste Water Treatment works 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.

10.55 For some of the proposed allocations, it may be the case that a new or revised environmental permit will be required from the Environment Agency. The Environment Agency would normally permit increased flows provided that treatment standards are improved so that the total load to the environment is not increased. This is in line with the ‘no deterioration’ principle. In the case of the Hailsham North and South WwTw any permit will need to ensure the integrity of the Pevensey Levels (SAC).
10.56 It is also likely that new and improved sewerage infrastructure (which conveys wastewater to the treatment works) would be required to serve individual sites. This is not a constraint to development as additional capacity could be provided by making a connection at the nearest point of adequate capacity.

10.57 Southern Water will advise through the planning process, whether there is any existing infrastructure on the proposed site and whether any housing allocations would need to provide adequate separation from wastewater treatment works or pumping stations to safeguard the amenity of future occupiers.

10.58 All development sites will be required to provide a connection to the sewerage systems at the nearest point of adequate capacity, as advised by Southern Water.

10.59 In addition to the treatment capacity restraints there are also constraints to development areas in the SWGA (Hailsham East, South and South East) with regards to odour from the existing WwTws. Further detailed modelling work will be required as part of site specific development proposals. This modelling will inform the location of sensitive land uses/development or inform the mitigation measures required which will be secured through developer contributions to carry out the required mitigation measures to the existing WwTw.

Infrastructure Required to Support Growth within the RUGA

10.60 Other than the improvement works to improve waste water treatment capacity at Hooe WwTw, Southern Water has not identified any further improvements to support the additional growth proposed outside of the SWGA area within the Wealden Local Plan. An AMP6 scheme to increase capacity is progressing at the Hooe WwTw (to be completed by 2020) which has resulted in a £9 million investment by Southern Water. Work is due to get underway on upgrade works later in 2018.

10.61 All development sites will be required to provide a connection to the sewerage systems at the nearest point of adequate capacity, as advised by Southern Water.

10.62 The consented development to the west of Uckfield (WD/2015/0209/MEA) incorporates an odour mitigation scheme for which a S106 contribution has been provided for to carry out the necessary works to the existing WwTw.

Funding Sources

10.63 Funding for waste water treatment works provision or improvements come from the water rates charged. These are based on the 5 yearly water company price reviews carried out by Ofwat setting price caps based on the infrastructure improvements required to be delivered. As set out, the planning certainty of the allocated sites will support this bidding process.

10.64 In addition, further funding may be provided through Southern Water and development contributions through new pipework and connections to support development.
Role of Local Plan and IDP

10.65 Through the safeguarding provisions of the Wealden Local Plan and through this and subsequent IDPs, the Council will support the requirements for substantial improvements to Hailsham North and South WwTw and any further waste water infrastructure requirements to support the growth proposed in the Wealden Local Plan.

10.66 The environmental permit position will need to be closely monitored throughout the plan period, and may involve the requirements for additional improvements at WwTw to support growth.

10.67 We will continue to work with Southern Water and developers 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 treatment and management of waste water.

10.68 The Local Plan Policy INF 1 (Effective Provision of Infrastructure) supports the delivery of new or improved utility provision. This policy will enable further discussion with developers and Southern Water on any site specific waste water infrastructure provision.

Telecommunications

10.69 Digital communications are now an integral part of everyday life. Technologies such as mobile phones and broadband have dramatically changed the way we work, socialise and conduct our everyday activities and both businesses and domestic users are increasingly reliant on them. The importance of digital communications to the economy, both current and future, is widely accepted.

10.70 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.

Infrastructure Providers

- The Department for Digital, Culture, Media and Sport (DCMS) is responsible for broadband policy and delivery in areas where the private sector telecoms market is not delivering, or has no plans to deliver within the foreseeable future.
- Broadband Delivery UK (BDUK) manages policy and delivery on behalf of the Department for Digital, Culture, Media and Sport.
- BDUK in East Sussex County is being led by ESCC (originally in partnership with Brighton and Hove City Council, with funding from DCMS, ESCC and BT), but now led solely by East Sussex County Council with funding from DCMS, ESCC and BT.
- Mobile Phone Operators provide mobile phone services to the District.
Main Sources of Information

- Digital Britain (BIS/DCMS 2009)\(^{(42)}\)
- East Sussex Local Economic Assessment 2011\(^{(43)}\)
- e-Sussex Broadband Rollout June 2016 - December 2018 \(^{(45)}\)

Existing Situation

10.71 The Government’s Broadband Delivery Programme (BDUK), which is predominantly working with BT, aims to provide superfast broadband coverage to 90% of UK premises by early 2016 (Phase 1), to 95% of premises by the end of 2017 (phase 2), and has committed to exploring options to provide superfast coverage to the hardest to reach parts of the UK - “The final 5%”. BDUK defines “superfast” as download speeds of more than 24Mbps while Ofcom and the European Union define superfast as speeds of 30Mbps or more. Ofcom, the regulatory body responsible for the telecoms sector, believe that a download speed of at least 10Mbps is the minimum necessary for what they describe as an acceptable user experience.

10.72 In East Sussex, BDUK is now being rolled out by East Sussex County Council (originally in partnership with Brighton and Hove City Council). East Sussex County Council is working in partnership with BT to deliver broadband services to the County (under Contracts 1 and 2). A possible third contract is currently under procurement.

- Contract 1 - rollout of faster broadband services is complete. This has delivered superfast broadband to 57,755 premises across the County.
- Contract 2 - improving broadband services to properties that have not benefited under Contract 1. Build works for Contract 2 began in 2016 and work will complete in December 2018.
- Contract 3 - East Sussex County Council is currently in procurement (August 2017) for a third project to reach the final hard-to-reach premises.

10.73 As part of the approach to reaching the final hard to reach premises, all premises across Wealden have access to the Government’s Universal Service Commitment (USC) through a subsidised voucher scheme administered by East Sussex County Council (although this is to end in 2017). The Government are consulting on the design of a new Universal Service Obligation (USO), to be set in secondary legislation, which aims to ensure that by 2020 everyone can request a broadband download speed of at least 10Mbps.
10.74 Evidence provided shows 91% of Wealden District can access speeds of 24mps+ with only 3.6% with access to a service below 10mbps. This shows the improvements made under Contract 1 to Broadband access in Wealden. This access to superfast broadband is not uniform across the District with some areas (mainly the ‘final 5%’ hard to reach premises) not being able to access the minimum speed for an acceptable user experience.

10.75 Mobile phone service provision across the District is variable with known mobile not spots and partial mobile not spots within the District. From 2013, the Government has been running the Mobile Infrastructure Project (MIP) which aimed to extend mobile phone coverage to ‘mobile not-spots’ – areas where there is currently no coverage; and improve ‘partial not-spots’ – areas which have coverage for some, but not all, of the four major mobile networks. The scheme was particularly directed at more remote rural areas where it is least cost effective for operators to provide coverage. The project ended in March 2016 with only around 10% of the 600 potential mast sites (nationally) identified in the original plan being delivered. The Government has confirmed that the programme will not be extended.

10.76 The government is seeking legally binding agreements by mobile operators to invest £5 billion to improve infrastructure and achieve 90% outdoor voice and text coverage from each operator across the UK land mass by 2017. In addition, O2 has a coverage obligation in its wireless telegraphy licence, requiring it to provide indoor coverage to 98% of premises by the end of 2017.

Infrastructure Required to Support Growth within the District

10.77 Additional and improved broadband and mobile services will be required to support the growth in the Wealden Local Plan and to improve the economic prospects for the District. Improved services also assist in improving social inclusion.

10.78 Further work in partnership with ESCC and the Local Enterprise partnership, will be needed to determine the level, specific requirements and locations of the broadband and mobile infrastructure improvements required to support the wider growth of the District in order to ensure the best possible access to these services within the financial constraints to delivery.

Funding Sources

10.79 In relation to Broadband provision, Contract 1 is complete. Contract 2 is funded from £3m reinvested by ESCC from Contract 1, £3m from BDUK and £265,000 from BT. Additional funding may be required to take this process further to enable residential and commercial premises to access the optimum speeds to enable economic growth within the plan period under Contract 3.

10.80 Mobile phone provision is generally delivered via the delivery programme of the main network operators.
Role of Local Plan and IDP

10.81 Through Policy COM 1 (Communications Infrastructure), Wealden District Council in partnership with East Sussex and others will continue striving to find solutions to deliver the best possible broadband and mobile phone services to existing and future residents of the District. This includes working with partners to look at emerging technologies and working with developers to assist in the process of providing superfast broadband to new developments.

Renewable Energy

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

10.83 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. The development of renewable and low carbon energy is a key means of reducing the District's contribution to climate change.

10.84 Policy NE7 (Low Carbon and Renewable Energy) of the Proposed Submission Wealden Local Plan, sets out the requirement for development proposed through the Wealden Local Plan, to minimise its energy use in accordance with the energy hierarchy, to ensure the lowest carbon outcomes are achieved in any given context and incorporate renewable and low carbon energy supplies where technically and financially feasible.

10.85 Renewable energy proposals will need to take into account the impact that they may have on protected landscapes. This includes the need to take into account views from protected landscapes to proposals which lie outside the South Downs National Park (SDNP) or High Weald AONB.

Infrastructure Providers

10.86 There are a number of providers of renewable energy, mainly within the private sector.

Main Sources of Information

- Ministerial Statement on Energy and Climate Change\(^{(46)}\)
Existing Situation

10.87 There have been a number of applications in recent years for solar farms and wind farms within the District. The former have been enabled through Government grants to farmers to diversify and sustain their lands. These initiatives supply renewable energy to the National Grid for onward transmission to consumers across the UK.

Infrastructure Required to Support Growth within the District

10.88 There is no critical infrastructure required to deliver the Wealden Local Plan with regard to renewable energy. The Wealden Local Plan includes recommendations and policies to enable and encourage the provision of Renewable Energy as part of initiatives to combat the effects of climate change.

10.89 Support is given through Policy NE7 (Low Carbon and Renewable Energy) of the Plan to community initiatives which are used to deliver renewable and low carbon energy, especially when considered as part of a Neighbourhood Plan. Amendments to Building Regulations ensure that carbon savings are made on small scale development where the provision of on-site renewable energy may not be technically feasible.

Funding Sources

10.90 Most funding for renewable energy projects comes from the public sector, although the government has provided grants to farmers in recent years for diversification and the creation of solar farms.

Role of Local Plan and IDP

10.91 Via Policy NE 7 (Low Carbon and Renewable Energy) of the Wealden Local Plan and through this and subsequent IDPs, the Council will support the further exploration of renewable energy provision to support the growth proposed in the Wealden Local Plan.

10.92 We will work with developers through the planning and master planning process to identify opportunities for renewable energy to support the existing and future community.

Flood Defences

10.93 Issues with flooding can exist in areas close to rivers (fluvial flooding) or adjacent to the sea (coastal flooding), which can cause severe damage to settlements, development and infrastructure. Surface water flooding can also occur particularly in urban areas, due to large extents of impermeable surfaces like roads, streets and pavements. In addition, flooding can arise from drains, when the drain capacity has been exceeded.

Infrastructure Provider

10.94 The introduction of the Flood and Water Management Act (2010) provides a framework for the management of flood risk, and introduces county and unitary councils as Lead Local Flood Authorities (LLFA). This gave East Sussex County Council, as the
LLFA for East Sussex, a co-ordinating role in managing flood risk from local sources (surface water, groundwater and ordinary watercourses).

10.95 The Environment Agency maintains management of the risk of flooding from main rivers and the sea, whilst having strategic overview of all forms of flooding.

10.96 The East Sussex Local Flood Risk Management Strategy provides the framework for the management of local flood risk in the county for the ten year period 2016 – 2026. It is supplemented by a series of technical appendices which provide further detail on the management of local flood risk in East Sussex.

**Main Sources of Information**

- Flood and Water Management Act 2010 (48)
- The East Sussex Local Flood Risk Management Strategy – 2016 – 2026 (49)
- Wealden Strategic Flood Risk Assessment (SFRA) - Level 1 Report. (50)
- Cuckmere & Sussex Havens Catchment Flood Management Plan 2009 (51)
- Uckfield Flood Plan - February 2016 (52)
- Surface Water Flood Risk Management Plans for Forest Row, Crowborough, Heathfield, Hailsham and Hellingly (53)

**Existing Situation**

10.97 Wealden has several rivers including the River Uck, the River Cuckmere and tributaries draining to these rivers which are prone to flooding. The southern part of Wealden District is also affected by the flooding around Willingdon Levels and Shinewater Lakes within Eastbourne Borough. Flooding can also exist in urban areas where there are a lot of impermeable surfaces.

10.98 The East Sussex Flood Risk Management strategy identifies fourteen ‘hotspots’ at the highest flood risk across the County. In Wealden this includes the, towns of Crowborough, Forest Row, Hailsham, Heathfield and Uckfield. Flood Risk Management Plans have now been produced for each of these towns. In addition to these areas, the Sussex Resilience Forum has identified six high risk areas (based on fluvial and coastal flood risk) for multi-agency response planning. These include Uckfield and Pevensey Bay.

10.99 Raised flood defences exist at Pevensey, Hailsham, Westham, Polegate, Stone Cross and Uckfield (identified in the SFRA). However, aside from the Pevensey defences

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48 Flood and Water Management Act 2010
49 The East Sussex Local Flood Risk Management Strategy – 2016 – 2026
50 Wealden Strategic Flood Risk Assessment (SFRA) - Level 1 Report.
51 Cuckmere & Sussex Havens Catchment Flood Management Plan 2009
52 Uckfield Flood Plan - February 2016
53 Surface Water Flood Risk Management Plans for Forest Row, Crowborough, Heathfield, Hailsham and Hellingly
(guaranteed the current level of protection until 2025 under the current contracts), the
design standard of each of these defences is low such that they would not allow
development within areas at risk from flooding.

**Infrastructure Required to Support Growth within the District**

10.100 The National Planning Policy Framework (NPPF) published in March 2012 aims
to steer development away from areas at highest risk, but where development is necessary,
making it safe without increasing flood risk elsewhere, and advises a sequential, risk-based
approach to the location of development to avoid where possible flood risk to people and
property and manage any residual risk, taking account of the impacts of climate change.

10.101 Through consideration of sites submitted under the Strategic Housing and
Employment Land Availability Assessment (SHELAA), Wealden has sufficient land
available within Flood Zone 1 to accommodate development proposed through the Local
Plan and avoid encroachment of development upon more sensitive Flood Zones 2 and
3 areas.

10.102 The Council therefore in line with the NPPF has avoided the allocation of land
for development within Flood Zones 2 or 3 of main river catchments, to avoid exacerbating
flood issues. In addition, the Council is actively encouraging the use of sustainable drainage
systems within new developments.

10.103 The SFRA covers the whole District and includes provision for the impacts of
future climate change. The Wealden Local Plan allocates all built development outside
of flood Zones 2 and 3, and therefore no requirement to undertake a Level 2 Assessment.
The SFRA has been undertaken in partnership with Eastbourne Borough Council.

10.104 ESCC has developed Surface Water Management Plans in conjunction with
the Environment Agency, South East Water and Wealden District Council for the Hailsham
area. The recommendations from this will be material planning considerations. Surface
Water Management Plans have also been prepared for Forest Row, Crowborough and
Heathfield.

10.105 The ESCC - Local Flood Risk Management Strategy 2016-2026 - gives a
perspective on drainage characteristics and provides standard advice in particular areas
such as the South Wealden and Eastbourne for proposed drainage schemes. The strategy
identifies 4 drainage risk areas which identify the distinct drainage characteristics of each
area. The standing advice identifies the key constraint to drainage for each drainage risk
area and the threats to the existing drainage systems (for example, through sedimentation
or capacity/blockage issues).

10.106 The SFRA in relation to the plan takes account of the flood risk requirements
which includes making space for SuDS. The SuDS specific detail and the provision of a
‘network’ of SuDS will be important. It will be necessary to engage with developers on
these aspects at an early stage.
It is also important not to exacerbate flood risk by increasing surface water runoff from a site. This means that even if the development site does not flood itself, increasing impermeable surfaces mean that the run-off could cause flooding elsewhere. Whilst this is a general issue that needs to be addressed, it is a specific issue within the Willingdon Levels catchment area. This is because in certain areas of Polegate, Willingdon, Stone Cross and surrounds, water draining from development is diverted to Eastbourne. Eastbourne is protected from such flooding by flood storage facilities within Eastbourne Park.

These flood storage facilities now require upgrading, which will be undertaken by Eastbourne Borough Council. Policy NE4 (Flood Risk) of the Wealden Local Plan restricts development within this area unless it demonstrates it will not increase the volume of discharge to the Flood Storage Area or it is confirmed by Eastbourne Borough Council that attenuation capacity exists. Unless it can be shown that development within this catchment area does not exacerbate flood risk then it will need to contribute to the flood storage infrastructure, to ensure that Eastbourne Borough is not flooded as a result of development. There are no Strategic Flood Storage Areas within Wealden.

As planned development falls outside areas at risk from flooding, no specific new infrastructure is required to support the growth within the District. Appropriate SuDS will be sought on all new developments and flood compensation storage in the appropriate areas will be secured on a site specific basis where required. Areas identified as having existing ground or surface water flooding issues would be dealt with on a site specific basis through an appropriate scheme design at the detailed application stage.

Funding Sources

Flood protection works are generally funded by the Environment Agency, although funding may also be available through development contributions.

Role of Local Plan and IDP

Through the policies of the Wealden Local Plan, development will be directed away from areas that are within Flood Zones 2 or 3.

In addition, working with developers and the Environment Agency, the Council will continue to encourage the use of sustainable drainage systems (SuDS) within developments, and also the creation of a network of SuDS, permeable surfaces and landscaping, to accommodate surface water run-off from new development areas.

Coastal Defences

Infrastructure Providers

The NPPF states that in coastal areas, Local Planning Authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across Local Authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes. Local Planning Authorities should reduce
risk from coastal change by avoiding inappropriate development in vulnerable areas or
adding to the impacts of physical changes to the coast. The Local Plan should also identify
a Coastal Change Management Area for any area likely to be affected by physical changes
to the coast.

10.114 Wealden District has a small strip of coastline that runs across Pevensey Bay
adjacent to Eastbourne and Rother District. This area of coastline is at risk from
over-topping and breaches to the sea defences. However the current policy from the
Environment Agency is to hold the (existing defence) line. This means that the artificial
defences and the position of the shoreline will remain.

10.115 The other section of coastline, between Cuckmere Haven east to Belle Tout,
falls under the South Downs National Park for planning purposes.

10.116 Due to the maintenance of the sea defences it is not considered that the coastline
will be subject to any physical changes requiring the consideration of designation as a
Coastal Change Management Area within the lifetime of the Plan. The South Inshore and
Offshore Marine Plan have yet to be adopted, but its wider draft objectives are in line with
this document.

Main Sources of Information

- East Sussex Coastal Modelling, Environment Agency 2012
- Pevensey Bay Area Flood Plan 2014\(^{(54)}\) (including Normans Bay, Westham,
  Langney and parts of Eastbourne
- Wealden SFRA 2017\(^{(55)}\)
- South Foreland to Beachy Head (2006) Shoreline Management Plan\(^{(56)}\)

Existing Situation

10.117 The Pevensey Levels are potentially vulnerable to flooding given the low-lying
topography and reliance on flood defences. The Pevensey Levels defence is provided
solely by a large shingle ridge and is managed on behalf of the Environment Agency by
Pevensey Coastal Defence Ltd, a public private partnership (PPP) set up to provide long
term maintenance of defences with a planned annual shingle replenishment and movement
scheme and additional shingle replenishment after storm events. This company is a joint
venture between Westminster Dredging, Balfour Beatty, Mouchel Parkman and Mackley.
They operate under a 25 year public/private partnership running from 2000 to 2025 and
are in contract to maintain the beach to a specified size in terms of beach height, crest
width etc. The aim is to do this by recycling shingle moved eastwards by longshore drift and returning it back to the west end of the beach wherever possible and to only bring in new material in extreme cases.

**10.118** Pevensey is defended to a 1 in 400-year standard of protection which makes still water flooding unlikely, even during extreme surge events. This means that in any given year, there will be a 0.25% chance that this area will experience flooding from the sea. Pevensey's residents and environment are guaranteed this consistent standard of protection until at least 2025 under the current contract.

**10.119** However, flood defences can fail or be over-topped, so there is still a residual risk of tidal flooding. The area is particularly vulnerable to wave overtopping as illustrated by the flood history, which shows most coastal flooding resulted from wave action and defence over-topping.

**Infrastructure required to support growth within the SWGA**

**10.120** As all new development is planned within Floodzone 1. There is no requirement for new infrastructure in terms of coastal defence to deliver the proposed development.

**10.121** The Pevensey Levels are defended from flooding from the sea up to and including a 1 in 400-year event. However, the sea level rise presently predicted due to climate change would see the current defence over-topped by high tides in a 1 in 200-year event, which would put Pevensey Bay and Westham area at risk. Therefore, to maintain the current level of protection, the Pevensey coastal defence level would have to be raised in pace with sea level rises. Any requirements for this would fall outside the current plan period.

**10.122** The policies for fluvial and coastal flooding are included within Chapter 39 – Natural Environment – in the Wealden Local Plan.

**Funding Sources**

**10.123** Coastal defence works on a flood risk coast are funded by central government via the Environment Agency, although funding may also be available from Wealden District Council.

**Role of Local Plan and IDP**

**10.124** Through the policies of the Wealden Local Plan, development will be directed away from areas where there is a potential for a breach of coastal sea defences, and support improvements to coastal sea defences.
11 Social & Community Infrastructure

11.1 This IDP starts the process of identifying social and community infrastructure to support the existing and future communities of the District. Social and community infrastructure is important in providing the means to help communities get together, thrive and reduce feelings of isolation, which support the wider community. Not all aspects of social and community infrastructure can be covered through the Local Plan or within this IDP.

11.2 This IDP focusses on community hall provision as an important facility for local communities and the provision of burial space, which is a growing concern for local Town and Parish Councils within the District.

Community Hall Provision

Infrastructure Provider

11.3 Community infrastructure is provided by a wide range of public, private and voluntary sector organisations, and can include everything from community halls, churches, pubs, cafes, post offices, health centres etc. where services to the community can be provided and social interaction can take place.

Main Sources of Information

- Wealden Local Plan – Community Hall Provision Background Paper\(^{(57)}\)
- Design Guidance - Village and Community Halls – Sport England 2001\(^{(58)}\)
- ACRE (Action for Communities in Rural England) - The State of Rural Community Halls (Research 2009)\(^{(59)}\)
- The ‘Pub is the Hub’ \(^{(60)}\)
- Mapping of Key Local Services and Amenities – CGA Strategy for East Sussex County Council – August 2015

Existing Situation

11.4 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 are more limited, in terms of facility type, size of facility and accessibility to facilities.
The work undertaken to establish the settlement hierarchy provided a good understanding of what types of traditional community facilities are currently available in settlements across the District.

However, much work is being undertaken through a range of initiatives such as the ‘Pub-is-the-Hub’, to make better use of facilities and provide services which might not be ‘traditionally’ associated with the primary use. For example, there are pubs in the District offering morning coffee, community meeting space, library provision and a ‘village shop’.

A summary of key facilities for each settlement is provided in the background paper on the Settlement Hierarchy for the Wealden Local Plan.

Work undertaken as part of the development of the Wealden Local Plan has helped to identify current deficits, opportunities for improvements to existing provision and requirements for new social and community infrastructure across the District. This was developed further in the background paper on Village and Community Hall Provision. The purpose of the work undertaken was to collate information regarding existing community hall provision and to generate a standard based upon existing provision for use in assessing future requirements.

The study was undertaken as a spatial assessment at this stage and does not include an assessment of qualitative aspects such as the suitability, viability, accessibility or sustainability of existing village and community halls, nor does it provide a strategy for village and community hall provision, expansion or improvement.

Community Hall Infrastructure required to support growth within the Wealden Local Plan

Using the standards established through the Community Halls Background Paper, future provision /1000 population on the basis of the growth allocated in the Wealden Local Plan was calculated. Added to this figure was the population arising from development between the 2011 census and 2016. The projected future population resulting from development since 2011 and the growth proposed was calculated using the average household size of 2.3 persons per household. This was then used to calculate the projected needs in relation to the growth proposed in the plan period. Table 8 (below) are areas within which a deficit requiring some form of additional provision was identified for the SWGA and RUGA.
### Table 8

<table>
<thead>
<tr>
<th>Town/Settlement</th>
<th>Projected total population</th>
<th>Projected need in accordance with standards</th>
<th>Suggested approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South Wealden Growth Area (SWGA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hailsham and Hellingly</td>
<td>35511</td>
<td>-2086&lt;sup&gt;(63)&lt;/sup&gt;</td>
<td>Requirement for new space within Policy in WLP</td>
</tr>
<tr>
<td>Polegate and Willingdon</td>
<td>17922</td>
<td>-652</td>
<td>Requirement for new space within Policy in WLP</td>
</tr>
<tr>
<td>Stone Cross</td>
<td>7197</td>
<td>-220</td>
<td>New provision or extension to existing provision</td>
</tr>
<tr>
<td><strong>The Rural Urban Growth Area (RUGA)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westham</td>
<td>2478</td>
<td>-98</td>
<td>Improvements to existing provision</td>
</tr>
<tr>
<td>Uckfield</td>
<td>17895</td>
<td>-639&lt;sup&gt;(64)&lt;/sup&gt;</td>
<td>New provision or extension to existing provision</td>
</tr>
<tr>
<td>Horam</td>
<td>3764</td>
<td>-126</td>
<td>Improvements to existing provision</td>
</tr>
<tr>
<td>Buxted</td>
<td>3215</td>
<td>-171</td>
<td>Improvements to existing provision</td>
</tr>
<tr>
<td>Rushlake Green</td>
<td>1398</td>
<td>-102</td>
<td>Improvements to existing provision</td>
</tr>
</tbody>
</table>

63 This deficit would be reduced by the two committed halls at Welbury Farm and Roebuck Park totalling around 700m² reducing the deficit to 1386m² once delivered.

64 WD/2015/0209/MEA includes outline consent for a community facility but the details for this will be developed through the Reserved Matters applications. This will reduce this identified deficit through the ‘New Provision’ option but at present a floorspace figure is not available.
11.11 No additional requirements are assumed where the calculated requirement is less than 40 sqm\(^{(65)}\). The potential for enhancement or improvement of existing facilities has been assumed where the calculated requirement is greater than 40 sqm but less than 200 sqm\(^{(66)}\). However, this potential needs to be examined further through appropriate feasibility and viability studies.

**Role of Local Plan and IDP**

11.12 The Council will support the retention and improvement of existing social and community facilities across the District, but particularly where this helps to provide vital community services and sustain rural villages.

11.13 Policy HWB2 – Community facilities in the Proposed Submission Wealden Local Plan provides for the provision of new community/village hall facilities to support the growth shown in the plan, and also seeks to resist the loss of existing community hall facilities. This will help to ensure that spaces and opportunities for the community to engage and interact. In addition Policy INF 1 – Effective Provision of Infrastructure and INF 2 – Infrastructure Development, will also assist in the provision and delivery of new community hall facilities and improvements to existing provision.

11.14 Specific community hall facilities in line with the findings in Table 6 have been identified for the South Wealden Growth area (SWGA) in Hailsham in accordance with Policy SWGA 19 – Hailsham East 2B and in Polegate/Willingdon in accordance with Policy SWGA 38 – Polegate and Willingdon 1.

11.15 The provision of these community facilities will be a requirement on developers of these particular sites and should form part of the focus at the pre-application discussion and master planning stage.

**Funding Sources**

11.16 Funding for and provision of community halls comes from a number of different sources, including Town and Parish Councils, developers, infrastructure providers, churches and charitable organisations.

11.17 Grants for organisations providing social and community infrastructure are available through a number of government organisations, lottery funding and local councils.

11.18 Wealden District Council have supported communities within Wealden over the past year with £47.5k of grants to provide upgrades, improvements and repairs to 7 Village and 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.

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65 This figure represents a large meeting room or two small meeting rooms accommodating in total around 50 people seated.
66 This figure represents roughly a hall (10m x 17m) that is capable of taking a badminton court and accommodating around 300 people seated.
11.19 Through the Community Infrastructure Levy (CIL), Town and Parish Councils will receive at least 15% (25% if an adopted Neighbourhood plan is in place) of CIL receipts towards local infrastructure provision. This may be a valuable source of funding for social and community infrastructure in the future.

Burial Space

11.20 The provision of burial space to meet the needs of the community is an issue that has been raised through consultation on the Core Strategy and through the Wealden Local Plan Issues, Options and Recommendations consultation.

Infrastructure Providers

11.21 Burial space is traditionally associated with various religious denominations and attached to Churches etc. However, burial space may also be provided in cemeteries provided by a ‘Burial Authority’, usually a Local Authority or Town or Parish Council. Wealden District is not currently a burial authority.

11.22 The District has recently received planning consent for a new Crematorium centrally located within the District, which is scheduled for completion in 2018. This will provide a local facility for residents of the District.

Main Sources of Information


Existing situation/provision

11.23 The pressure on existing burial space and the need for additional space has been raised by a number of burial authorities and residents within the District. A Burial Provision Study was undertaken in-house to collect information about the current situation regarding burial space and capacity within the District, to enable an assessment of future requirements based on population projections and death rate projections.

11.24 The data collected shows that there are currently 53 burial grounds within the District that are open for burials (i.e. that still have burial plots available). Based on current capacity, enough space for full body or burial of cremated remains will exist through to 2028. However, this capacity is not balanced across the District and certain areas will reach capacity before the end of the plan period; when looking at this on a plan, the north of the District is where we see full capacity being reached soonest for Full Body Burials (FBB).

11.25 This is summarised below, as extracted from the Burial Provision Study (2017).
11.26 Based on District-wide projections, there will be around 3,834 burial plots remaining in Wealden’s Town and Parish owned cemeteries at the end of the plan period\(^\text{68}\). This capacity calculation does not account for any expansions to current town and parish cemetery space through the plan period.

11.27 Anticipating the demand for new burial space, Heathfield and Waldron Parish Council have recently opened a new burial site and green burial ground at Theobalds Green. Crowborough Town Council is currently creating a new burial ground at Summer Sales with an anticipated opening date in 2019, and Danehill Parish Council are currently planning for an extension to the existing burial ground to provide an additional 150 plots. In addition, another 7 burial authorities\(^\text{69}\) are currently investigating the provision of additional burial space.

**Burial Space provision required to support growth within the Wealden Local Plan**

11.28 As shown in Figure 1, the Burial Space Provision Study has indicated that there are potential issues with burial space for Full Body Burials in some parishes of the District, most notably Parishes to the north – Crowborough, Danehill and Rotherfield within the plan period. Areas close to under provision within the plan period include Willingdon & Jevington and Forest Row. The Parishes with potential under provision do not correspond with the main growth areas proposed in the Wealden Local Plan, although Willingdon & Jevington may be impacted by development in the South Wealden Growth Area.

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68 6,858 plots held by towns and parishes against the demand of 3,024 plots through the plan period; 12 years of use at an average use of 252 burials a year

69 Fletchling PC, Forest Row PC, Hadlow Down PC, Hailsham Town Council, Rotherfield PC, Uckfield Town Council and Willingdon and Jevington PC.
Funding Sources

11.29 Burial space within the District is generally funded through either Diocesan Authorities, where burial space is attached to a specific Church or by the Town or Parish Council with burial authority status. Where Town or Parish Councils are responsible as burial authorities for the provision and maintenance of burial space, this is generally funded through the Town or Parish Council’s precepts.

11.30 Financial contributions towards burial space are not generally sought from development; however Town and Parish Councils may work with landowners and developers for the provision of land where appropriate.

Role of the Local Plan and IDP

11.31 The Local Plan and IDP will support the provision of new burial space where current capacity is low, and may not provide sufficient space for the plan period up until 2028. However, the impact of the new crematorium within the District to the south of Horam on the need for burial space will need to be monitored. Any changes to burial space needs will be reflected in subsequent IDPs.

11.32 Policy INF 2 – Infrastructure Development in the Wealden Local Plan will assist in securing provision of new burial space. The Council will work with Town and Parish Councils to secure new burial space where the engagement of local developers would assist in this provision. The IDP schedules reflect known plans for new burial space advised by Parish Councils and the need to provide new space in areas where current capacity is limited.
12 Green Infrastructure

Introduction

12.1 Green Infrastructure is the multi-functional network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually, these elements are Green Infrastructure assets, and the roles that these assets play are Green Infrastructure functions.

12.2 Green Infrastructure has an important role to play in delivering sustainable development. When appropriately planned, designed and managed, Green Infrastructure assets and the functions (or ecosystem services) derived from natural systems and processes have the potential to deliver a wide range of benefits integral to the quality of life for Wealden’s communities. These benefits include:

- An improved natural environment, including well-connected ecological networks
- Strengthened landscape character and enhanced appreciation of historic environment assets
- Local energy and food production opportunities
- Flood attenuation, water resource management and adapting to climate change
- Contributing to the health and well-being of communities through improved access to nature

12.3 Green Infrastructure is a holistic approach to planning and managing the natural environment that acknowledges the multiple benefits and functions it provides for the economy, wildlife, local people, communities and cultural heritage assets. Investment in the provision of new and enhanced Green Infrastructure is therefore an essential part of planning for sustainable development.

Appropriate Assessment Requirement

12.4 Under the Habitat Regulations, there is a requirement to carry out a Habitat Regulations Assessment (HRA) in relation to the possible impacts of development on the Ashdown Forest Special Protection Area (SPA) / Special Area of Conservation (SAC), Lewes Downs (SAC) and Pevensey Levels (SAC) / RAMSAR site. Other sites outside of the District will also be considered as part of the Habitat Regulations Assessment.

Green Infrastructure Requirement

Infrastructure Provider

12.5 The main infrastructure providers will be Wealden District Council, East Sussex County Council, Natural England, Town and Parish Councils and Developers.
Main Sources of Information

- Wealden Green Infrastructure Strategy 2017 - Chris Blandford Associates
- Wealden District Council commissioned Chris Blandford Associates to undertake a strategic assessment of the quantity, quality and accessibility of current Green Infrastructure provision within Wealden District, and identify opportunities for addressing deficiencies. The purpose of the study is to assist the Council in meeting the requirements of the National Planning Policy Framework and associated guidance with regards to its plan making function and, where relevant, making planning decisions.

Existing Situation

12.6 Wealden is a very ‘Green’ and 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
- Accessible countryside in urban areas
- River corridors/Ponds
- Green roofs and walls
- Nature conservation and biodiversity

12.7 The Wealden Green Infrastructure Study identifies the districts green infrastructure assets and identifies gaps in the network and the components and opportunities for improvement, having regard to factors such as accessibility, existing open spaces, natural and semi-natural habitats, protection of the water environment, landscape and geodiversity, and contribution to ecological networks.
12.8 Figure 5.1 in the Wealden Green Infrastructure Study 2017\(^{71}\) shows the proposed District Wide Green Infrastructure plan identifying the main corridors and opportunity areas. More detailed Green Infrastructure networks are shown for the main towns also.

12.9 Requirements relating to Open Space, Sports and Recreation are dealt with within the Open Space, Sports and recreation section of the IDP, although some are also noted as being Green Infrastructure.

**Infrastructure Required to Support Growth within the SWGA**

12.10 The Green Infrastructure Background Paper has identified the main Green and Blue Corridors and priority areas for the protection/improvement of Green Infrastructure. Wealden Local Plan Policy EA3 (Green Infrastructure) will ensure all development seeks to protect/enhance this Green Infrastructure network.

12.11 The Green Infrastructure Background Paper has been used to identify the key Green Infrastructure requirements for the main growth areas in the SWGA. Tables 9 and 10 set out the allocation sites with Green Infrastructure specific requirements. These are broadly similar and would be provided via consideration of the detailed application stage for each site. Details for each provision can be found in the relevant policy wording in the Wealden Local Plan.

**Table 9 Showing sites with specific Green Infrastructure requirements within Local Plan policies**

<table>
<thead>
<tr>
<th>Hailsham</th>
<th>Site Specific Green Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hailsham North (SWGA 9)</td>
<td>HN1B (SWGA 12), HN1D (SWGA 14)</td>
</tr>
<tr>
<td>Hailsham East (SWGA 16)</td>
<td>HE2A (SWGA 18), HE2B (SWGA 19)</td>
</tr>
<tr>
<td>Hailsham South East (SWGA 20)</td>
<td>HSE3A (SWGA 22), HSE3C (SWGA 24)</td>
</tr>
<tr>
<td>Hailsham South 4 (SWGA 25)</td>
<td>HS4A and HS4B (SWGA 25)</td>
</tr>
</tbody>
</table>

**Table 10 Showing sites with specific Green Infrastructure requirements within Local Plan policies**

<table>
<thead>
<tr>
<th>Stone Cross</th>
<th>Site Specific Green Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stone Cross (SWGA 42)</td>
<td>SC1A (SWGA 44), SC1B (SWGA 45), SC1C (SWGA 46), SC2A (SWGA 47) and SC2B (SWGA 48)</td>
</tr>
</tbody>
</table>

**Infrastructure Required to Support Growth within the RUGA**

12.12 The Green Infrastructure Background Paper has been used to identify the key Green Infrastructure requirements for the main growth areas in the RUGA. Table 11 sets out the allocation sites with Green Infrastructure specific requirements. These are broadly similar and would be provided via the detailed application stage progression of
each site. Details for each provision can be found in the relevant policy wording in the Wealden Local Plan.
Table 11 Showing sites with specific Green Infrastructure requirements within Local Plan policies

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Site Specific Green Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heathfield</td>
<td>HEA1 (RUGA 1), HEA2 (RUGA 2)</td>
</tr>
<tr>
<td>Wadhurst</td>
<td>WAD1 (RUGA 5), WAD2 (RUGA 6), WAD3 (RUGA 7), WAD4 (RUGA 8)</td>
</tr>
<tr>
<td>Horam</td>
<td>HO1 (RUGA 11)</td>
</tr>
<tr>
<td>Ninfield</td>
<td>NIN1 (RUGA 13), NIN2 (RUGA 14)</td>
</tr>
<tr>
<td>Mayfield</td>
<td>MAY1 (RUGA 17)</td>
</tr>
</tbody>
</table>

Open Space, Sports & Recreation Requirement

Infrastructure Provider

12.13 Open space, sports and recreation facilities across the District are provided by a range of private sector, public sector providers, local sports groups and organisations.

Main Sources of Information

- The Council commissioned a new Open Space Sports and Recreation Study (72) to update the previous PPG17 Report and assess requirements for additional open space, indoor and outdoor sports and recreation provision to support the growth proposed in the Wealden Local Plan.
- This study looks at quantitative, qualitative and accessibility aspects of a range of existing open space, sports and recreation facilities across the District.

Playing Pitch Strategy

12.14 The Wealden Playing Pitch and Outdoor Sports Needs Assessment, which will inform the playing pitch strategy, has involved pitch inspections as part of its methodology. Both of these will be used in further discussions with developers and town and parish councils through the master planning and detailed consent process and pitch provision requirements will be updated in future IDPs.

Existing Situation/Provision

12.15 This IDP focuses on the open space requirements that are identified within the Wealden Local Plan Policies in the SWGA and RUGA areas (informed by the standards in Table 12). The generic open space requirements contained within Policy HWB1 (Open Space, Sports and Recreation) of the Wealden Local Plan of 2.6Ha per 1000 population is informed by the same standards.
Table 12 Summary of Standards for Open space standards from the Open Space Study to support the Wealden Local Plan

<table>
<thead>
<tr>
<th>Typology</th>
<th>Quantity standards (ha/1000 population unless stated)</th>
<th>Access standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allotments</td>
<td>0.15</td>
<td>600 metres or 12 - 13 minutes’ walk time</td>
</tr>
<tr>
<td>Amenity Green Space</td>
<td>1.0 (include natural green space)</td>
<td>600 metres or 12 - 13 minutes’ walk time</td>
</tr>
<tr>
<td>Parks and Recreation Grounds</td>
<td>1.4</td>
<td>600 metres or 12-13 minutes’ walk time</td>
</tr>
<tr>
<td>Play Space (Children)</td>
<td>0.03</td>
<td>480 metres or 10 minutes’ walk time</td>
</tr>
<tr>
<td>Play Space (Youth)</td>
<td>0.02</td>
<td>600 metres or 12-13 minutes’ walk time</td>
</tr>
<tr>
<td>Natural Green Space</td>
<td>Not applicable</td>
<td>● 2 Ha site within 300m of home</td>
</tr>
<tr>
<td></td>
<td></td>
<td>● 20 Ha site within 2km of home</td>
</tr>
<tr>
<td></td>
<td></td>
<td>● 100 Ha site within 5km of home</td>
</tr>
<tr>
<td></td>
<td></td>
<td>● 500 Ha site within 10km of home</td>
</tr>
<tr>
<td>Churchyards and cemeteries</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Golf courses and fishing lakes</td>
<td>Not applicable</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>

12.16 The Open Space report has identified current surplus/deficits for each Parish in the District. The summary of these for the SWGA and RUGA areas is summarised in Tables 13 and 14 below. Full details for all Parishes can be found in Tables 7 and 15 of the Open Space Study 2016-2028.
### Table 13 Existing provision and current deficits (ha) within the SWGA.

<table>
<thead>
<tr>
<th>Open Space</th>
<th>Hailsham and Hellingly (Hailsham, Hellingly and Arlington Parishes)</th>
<th>Polegate Area (Polegate and Willingdon &amp; Jevington Parishes)</th>
<th>Stone Cross Area (Westham Parish)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing provision (ha)</td>
<td>Current Surplus/Deficit (ha)</td>
<td>Existing provision (ha)</td>
</tr>
<tr>
<td>Allotments</td>
<td>3.28</td>
<td>-0.61</td>
<td>1.7</td>
</tr>
<tr>
<td>Children’s Play</td>
<td>1.13</td>
<td>0.35</td>
<td>0.19</td>
</tr>
<tr>
<td>Youth Play</td>
<td>0.13</td>
<td>-0.39</td>
<td>0.12</td>
</tr>
<tr>
<td>Amenity Green Space</td>
<td>10.15</td>
<td>-0.21</td>
<td>0.34</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>12.01</td>
<td>-20.98</td>
<td>7.73</td>
</tr>
</tbody>
</table>
Table 14 Existing provision and current deficits (ha) within RUGA

<table>
<thead>
<tr>
<th>Open Space</th>
<th>Wadhurst</th>
<th>Heathfield</th>
<th>Horam</th>
<th>Ninfield</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing provision (ha)</td>
<td>Current Surplus/Deficit (ha)</td>
<td>Existing provision (ha)</td>
<td>Current Surplus/Deficit (ha)</td>
</tr>
<tr>
<td>Allotments</td>
<td>1.4</td>
<td>0.66</td>
<td>0.91</td>
<td>-0.93</td>
</tr>
<tr>
<td>Children's Play</td>
<td>0.08</td>
<td>-0.07</td>
<td>0.37</td>
<td>0</td>
</tr>
<tr>
<td>Youth Play</td>
<td>0.06</td>
<td>-0.04</td>
<td>0.15</td>
<td>-0.1</td>
</tr>
<tr>
<td>Amenity Green Space</td>
<td>0</td>
<td>-1.99</td>
<td>0.52</td>
<td>-4.4</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>5.28</td>
<td>0.03</td>
<td>10.41</td>
<td>0.94</td>
</tr>
</tbody>
</table>
12.17 The Open Space, Sports and Recreation Study audited the provision of indoor sports facilities across the District, in the form of Sports Halls, Swimming Pools and Health and Fitness suites. The Wealden Local Plan does not include within the SWGA and RUGA areas specific requirement for delivery of these facilities and they are not set out further within this IDP. Policy HWB 1 (Open Space, Sports and Recreation) of the Wealden Local Plan will provide protection to the existing facilities subject to certain criteria.

**Infrastructure Required to Support Growth within the SWGA**

12.18 Taking into account the standards and current deficits and surpluses shown in the Wealden Local Plan includes specific Open Space requirements within the policies for the South Wealden Growth Area. For the detailed provision reference should be made to the relevant polices as identified within Table 15 below.

**Table 15 Summary of overall requirements to support growth within the South Wealden Growth Area**

<table>
<thead>
<tr>
<th>Overall requirements for the South Wealden Growth Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provision</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Allotments</td>
</tr>
<tr>
<td>Childrens play provision</td>
</tr>
<tr>
<td>Youth provision</td>
</tr>
<tr>
<td>Park/Amenity Green Space (including pitch provision)</td>
</tr>
</tbody>
</table>

12.19 The Wealden District Council Open Space, Sports and Recreation Assessment 2016 -2028 provides an indication of the appropriate level of development to support on-site and off-site provision for open space, leisure and recreation facilities. This is reproduced in Table 16 below.
Table 16 Development requirements in relation to on-site and off-site open space, sport and recreation facilities

<table>
<thead>
<tr>
<th>Type of Provision</th>
<th>1-19 dwellings</th>
<th>20-49 dwellings</th>
<th>50-99 dwellings</th>
<th>100+ dwellings</th>
<th>250+ dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allotments</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>O</td>
</tr>
<tr>
<td>Amenity/Natural Green Space</td>
<td>X</td>
<td>O</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Parks Sports and Recreation Grounds</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>O</td>
</tr>
<tr>
<td>Play Space (children)</td>
<td>X</td>
<td>X</td>
<td>O</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Play Space (Youth)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

KEY:
On-site provision = O
Off-site provision = X

12.20 In addition to the requirements for new provision, the Open Space, Sports and Recreation study outlines a number of existing local facilities where improvements are required. Improvements to these facilities, in addition to the provision of new facilities, will provide a network of open space, sports and recreation facilities for the wider area, and ensure that overall there is adequate provision to support the community of Wealden. Part 2 of the Open Space Study provides more detail on the specific location and improvements recommended for these existing facilities.

Infrastructure Required to Support Growth within the RUGA

12.21 Taking into account the standards and current deficits and surpluses the Wealden Local Plan includes specific Open Space requirements within the policies for the Rural/Urban Growth Area. For the detailed provision reference should be made to the relevant polices as identified within Table 17 below. The referenced policies also set out indications of where off site provision could be acceptable.

Table 17 Summary of overall requirements to support growth within the RUGA

<table>
<thead>
<tr>
<th>Overall requirements for growth areas within the RUGA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of space</td>
</tr>
<tr>
<td>-----------------------</td>
</tr>
<tr>
<td>Allotments</td>
</tr>
<tr>
<td>Children’s play</td>
</tr>
<tr>
<td>Youth provision</td>
</tr>
<tr>
<td>Parks/ Amenity Green Space</td>
</tr>
</tbody>
</table>
12.22 In addition to the requirements for new provision, the Open Space, Sports and Recreation study outlines a number of existing local facilities where improvements are required. Improvements to these facilities in addition to provision of new facilities, will provide a network of open space, sports and recreation facilities for the wider area, and ensure that overall, there is adequate provision to support the community of Wealden. Part 2 of the Open Space Study provides more detail on the specific location and improvements recommended for these existing facilities.

**Funding Sources**

12.23 Funding for new open space, sports and recreation provision will come from a number of sources. Development will be expected to provide or contribute to the provision of allotment space, children’s play areas, youth play areas, amenity green space/parks, as an integral part of planning and development proposals.

12.24 In addition, development may be required to provide or contribute towards the improvement of existing or provision of new playing pitch provision within growth areas.

12.25 Additional funding for sports provision may be available from CIL (possibly via the Parish Councils meaningful proportion), town and parish councils, the Sports Council, other appropriate grant funding organisations focusing on sports provision and health and wellbeing, the private sector and local fund raising.

**Role of Local Plan & IDP**

12.26 Work undertaken on Open Space, Sports and Recreation provision as part of the development of the Wealden Local Plan has updated previous PPG17 work to identify current deficits, opportunities for improvements to existing provision and requirements for new Open Space, Sports and Recreation provision across the District. The main growth areas within the SWGA and RUGA have the requirements for delivery included within the relevant Wealden Local Plan policies.

12.27 Through Policy HWB1 of the Wealden Local Plan, the Council will work with developers, town and parish councils, sports and leisure clubs as appropriate, to provide additional open space, sports and recreation provision, in line with the requirements outlined in the Open Space, Sports and Recreation Study, the Playing Pitch strategy (once available) this IDP and the Schedules in Appendix A, to ensure provision to support the growth proposed in the Wealden Local Plan.

12.28 The Council will support the retention and improvement of existing Open Space, Sports and Recreation facilities across the District, as shown in the Schedules in Appendix A, to serve the existing and expanding communities.
13 Summary of Infrastructure Requirements

Summary of Strategic Infrastructure Requirements for the District

13.1 The following section separates the strategic infrastructure requirements for the District by growth area: firstly the South Wealden Growth Area (SWGA) and then the Rural Urban Growth Area (RUGA), which covers settlements across the rest of Wealden. The following tables only provides key summaries of the main infrastructure requirements and does not go into the level of detail of the schedules, which are provided in the appendices.

Summary of Key Infrastructure Requirements for SWGA

13.2 The following table summarises the key infrastructure that is required to support growth identified in the South Wealden Growth Area (SWGA). A summary of the critical infrastructure is provided in the Executive summary as part of 'Chapter 2 - Introduction' of this report.
### Table 18 Summary of Key Infrastructure required to support the South Wealden Growth Area (SWGGA)

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Summary of Main Requirements</th>
<th>Importance of Requirements</th>
<th>Timescales for Delivery</th>
<th>Mechanism for Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Major transport and highway improvements to the highways network within and surrounding the SWGA, including within Eastbourne BC. Key junction improvements along the following key roads: A22, A2270, A27 and roads leading into Hailsham Town Centre. Includes other transport measures such as: Movement and Access Study, public transport improvements within the Movement Access Corridor, and further local route studies.</td>
<td>Critical</td>
<td>Alongside new development</td>
<td>Government funding, Development contributions, potential funding from key partners - Highways England, Network Rail and Bus Operators.</td>
</tr>
<tr>
<td>Health Provision</td>
<td>2 new medical facilities: Hailsham and Polegate (alongside new residential development).</td>
<td>Critical</td>
<td>Medium term</td>
<td>Developers and CCG. Application for funding through the Government's Transformation Fund</td>
</tr>
<tr>
<td>Public Services</td>
<td>Ambulance Resource Centre in Hailsham.</td>
<td>Important</td>
<td>Medium to long term</td>
<td>SECAMB and other funding, service level agreement with Primary Care Trusts</td>
</tr>
<tr>
<td>Utility Services</td>
<td>Increased capacity of 2 Wastewater Treatment Works: Hailsham North and South, with improvements to water quality at outlet to Pevensey Levels</td>
<td>Critical</td>
<td>By 2020</td>
<td>Southern Water</td>
</tr>
<tr>
<td>Social and Community</td>
<td>Provision of at least 2 large community halls (alongside new residential development): Hailsham and Polegate (other community facility provision has been identified as part of other major planning applications).</td>
<td>Important</td>
<td>Alongside new development</td>
<td>Developer, S106 contributions, other funding or grants</td>
</tr>
<tr>
<td>Community Infrastructure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Green Infrastructure</td>
<td>SAANGs, Children’s play space, natural green and amenity space.</td>
<td>Critical</td>
<td>Alongside new development</td>
<td>Developer, S106 contributions</td>
</tr>
</tbody>
</table>
Summary of Key Infrastructure Requirements for RUGA

13.3 The following table summarises the key infrastructure that is required to support growth identified in the Rural Urban Growth Area (RUGA). A summary of the critical infrastructure is provided in the Executive summary as part of 'Chapter 2 - Introduction' of this report.

Table 19

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>Summary of Main Requirements</th>
<th>Importance of Requirements</th>
<th>Timescales for Delivery</th>
<th>Mechanism for Delivery</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport</td>
<td>Improvements to Uckfield Town Centre road, pedestrian and cycling network. Improvements to the Western Road area in Crowborough.</td>
<td>Critical</td>
<td>Alongside new development</td>
<td>Government funding, Development contributions, potential funding from key partners - Highways England, Network Rail and Bus Operators.</td>
</tr>
<tr>
<td>Education</td>
<td>New education provision to support residential development on strategic site known as Land West of Uckfield</td>
<td>Critical</td>
<td>Medium Term</td>
<td>ESCC, Government grants, S106 and CIL</td>
</tr>
<tr>
<td>Health Provision</td>
<td>Expansion within existing hospital site in Uckfield to increase clinical space.</td>
<td>Important</td>
<td>Long Term</td>
<td>CCG and other funding (e.g. NHS England funding</td>
</tr>
<tr>
<td>Public Services</td>
<td>Provision of additional or new police premises at Uckfield and re-provided provision for Heathfield and Crowborough.</td>
<td>Desirable</td>
<td>Unknown</td>
<td>Sussex Police</td>
</tr>
<tr>
<td>Utility Services</td>
<td>Increased capacity at Hooe Wastewater Treatment and improved quality of odour control at Uckfield Wastewater Treatment.</td>
<td>Critical</td>
<td>Medium Term</td>
<td>Southern Water</td>
</tr>
<tr>
<td>Social and Community Infrastructure</td>
<td>Improvements to existing community halls in Westham, Horam, Buxted, Rushlake Green, New community hall provision on Land West of Uckfield.</td>
<td>Important</td>
<td>Medium Term</td>
<td>Developer, S106 contributions, other funding or grants.</td>
</tr>
<tr>
<td>Green Infrastructure</td>
<td>SAANGs, children’s play space, natural and amenity green space.</td>
<td>Critical</td>
<td>Alongside new development</td>
<td>Developer, S106 contributions</td>
</tr>
</tbody>
</table>
Appendix A - Schedules
Appendix A
Infrastructure Delivery Schedules

Working jointly with East Sussex County Council (ESCC), Infrastructure providers, and other authorities within the County, we have developed the schedules in Appendix A. They are formatted to make them more consistent with other Local Authorities county wide, and to help infrastructure providers with our requests for information. The key titles (column references) included in the schedules are as follows:

- Category Sub Reference (to aid ease of reference);
- Service and Issue (Normally refers to the scheme name);
- Output (The planned provision);
- Justification (Policy and evidence of need);
- Lead Body and partner bodies (Important to the delivery);
- Cost (if known);
- Funding arrangements (How infrastructure is going to be funded);
- Development in the Local Plan which is dependent upon the output (Scheme dependencies);
- Scheme Status (How far through the planning status or how developed are plans?);
- Time frame for delivery of output - which is taken in 5 year tranches to show whether the need is short, medium or long term:
  - Short term <5yrs
  - Medium term 5 – 10 yrs.
  - Long term > 10 yrs.
  - Or Varies
- Local plan (provides understanding of importance of issue to the delivery of the Plan) – in terms of :-
  - Importance to strategy
    - Critical - The infrastructure proposed is critical to the delivery of planned development as well as the overall spatial strategy objectives and should be identified as a priority at the appropriate stage in relation to implementation of the LDF.
    - Important - The infrastructure proposed is required to support the planned development as well as overall spatial strategy objectives but does not need to be prioritised.
    - Desirable - The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall spatial strategy objectives.
  - Risk to delivery
    - High - Fundamental constraints attached to the delivery of the scheme e.g no clear funding stream, no site identified, land/site assembly issues.
    - Medium - Some constraints attached to the delivery of the scheme.
- **Low** - Strong certainty of delivery – costs identified, funding in place, political and community support.

- Alternatives/other mitigations (outlining the consequences of delay and any alternative strategies if the infrastructure is not delivered).

1. **Comprehensive Infrastructure Schedule**

The **Infrastructure Categories** covered in the Complete Infrastructure Schedule are separated as follows:-

A – Highways and Transportation infrastructure;

B – Education Provision (Early Years, Primary, Secondary and Further Education);

C – Health Provision;

D – Social and Community Infrastructure;

E – Green Infrastructure (Parks, open space and leisure);

F - Public Services (Libraries, Waste Management, Police, Fire and Ambulance services);

G – Utilities (Electricity, Gas, water supply, waste water infrastructure, Telecommunications and Broadband);

H – Flood Protection/defences.

2. **Critical Infrastructure Schedule Summary**

A secondary schedule is provided to summarise all of the critical infrastructure that is required to deliver the Wealden Local Plan.

3. **South Wealden Growth Area Summary**

A third infrastructure schedule is provided to pull together all of the infrastructure that is required to deliver future development within the South Wealden Growth Area.
<table>
<thead>
<tr>
<th>Sub Ref</th>
<th>Service and Issue</th>
<th>Output Description</th>
<th>Justification</th>
<th>Lead body and any partner or supporting bodies</th>
<th>Cost (if known)</th>
<th>Funding Arrangements</th>
<th>Development in the Local Plan which is dependent upon output</th>
<th>Scheme Status e.g. Study, Concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output (Short term &lt;5 yrs, Medium term 5 – 10 yrs, Long term &gt; 10 yrs or Varies)</th>
<th>Local Plan</th>
<th>Importance to Strategy</th>
<th>Risk to delivery</th>
<th>Local Plan</th>
<th>Alternatives</th>
<th>other mitigations</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Rail network Uckfield – Lewes Link</td>
<td>Reinstatement of the Uckfield – Lewes rail line</td>
<td>Objectives and Policy: Spatial Objective: 13 WLP Policies: INF3, INF5</td>
<td>Lead: Network Rail</td>
<td>Unknown</td>
<td>Other sources/Rail industry</td>
<td>Potential funding through Network Rail South East LEP Private funding</td>
<td>The current evidence is that the link will not be reinstated within the current plan period and no development is reliant on the provision of the link.</td>
<td>Concept scheme London South Coast Rail Corridor Study published in 2016 identified that no current need for scheme and the Brighton Mainline improvements would provide sufficient capacity for next 30 years</td>
<td>Long</td>
<td>Desirable</td>
<td>High</td>
<td>N/A</td>
<td></td>
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</tr>
<tr>
<td>A2</td>
<td>Rail network Uckfield Works to provide additional capacity</td>
<td>Electrification works Electrification and dual-tracking or passing loops on the Uckfield – Hurst Green section of the Uckfield line.</td>
<td>Objectives and Policy: Spatial Objective: 9, 13 WLP Policies: INF3</td>
<td>Lead: Network Rail</td>
<td>Unknown</td>
<td>Other sources/Rail industry</td>
<td>Potential funding through Network Rail South East LEP</td>
<td>All development around and north of Uckfield would be supported but is not dependent</td>
<td>Concept Scheme Identified in Gibb Report published in July 2017</td>
<td>Medium</td>
<td>Desirable</td>
<td>Medium</td>
<td>N/A</td>
<td></td>
<td></td>
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<tr>
<td>Sub Ref</td>
<td>Service and Issue</td>
<td>Output</td>
<td>Justification</td>
<td>Lead body And any partner or supporting bodies</td>
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<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g., Study, underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output Short term &lt;5yrs Med Term 5–10 yrs Long term &gt; 10 yrs Or Varies</td>
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<td>Risk to delivery</td>
<td>Alternatives other mitigations</td>
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<tr>
<td>A3</td>
<td>Improved bus Infrastructure and facilities</td>
<td>Accessibility improvements</td>
<td>Provision of new or improved DDA compliant bus infrastructure and waiting facilities on current or new routes serving strategic development sites including Real Time Passenger Information (RTPI) clearway, bus lane</td>
<td>Objectives and Policy: Spatial Objective: 9, 13 WLP Policies: INF 3, BED2</td>
<td>Evidence: East Sussex Local Transport Plan (LTP) 2011 – 2026 ESCC Bus Infrastructure Audit (Being developed shortly by ESCC) Increasing ease and attractiveness of public transport will reduce demand for highway space and mitigate congestion resulting from development. Wealden Local Plan Transport Study 2017</td>
<td>Lead: ESCC Partners: WDC Town and Parish Councils Bus Operating Companies</td>
<td>RTPI - £12,000 per stop ESCC Estimate Other bus stop infrastructure and facilities will vary according to requirements at individual bus stop waiting area.</td>
<td>Existing Sec 106 contributions – Potential Development Contributions Potential funding from ESCC Local Transport Capital programme and external funding bids (i.e. SE LEP Local Growth Fund)</td>
<td>All development at strategic development locations</td>
<td>Concept Scheme Further work will be required on a site by site basis in accordance with the timing and phasing of development and in consultation and/or agreement with ESCC as Highways Authority</td>
<td>Varieties: At the time of construction of each strategic development site</td>
<td>Critical: To ensure sustainable travel options are available at all development sites</td>
<td>Low</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

**DISTRICT WIDE REQUIREMENTS**
**ITEM A – TRANSPORT**

### Accessibility Improvements
- Provision of cycle and pedestrian facilities including links to existing cycle and footpath routes providing links to key local services, including the town centres, employment, education, leisure facilities and neighbouring areas and facilities.

The following schemes have been identified:

**South Wealden**
- Diplocks Way (via town centre)
- Marshfoot Lane
- Hempstead Lane to London Road and Hailsham Town Centre
- Horsebridge to Hailsham Town Centre
- Hempstead Lane to Diplocks Way
- Hellingly to Polegate (using the Cuckoo Trail)
- Hellingly to Hailsham Town Centre
- Battle Road Cycle Route to Hailsham Town Centre

**Uckfield**
- Ringloes Cross to Framfield Road via High Street (B2102)
- Ridgewood to Framfield Road
- Framfield Road to High Street
- Bellarm Road to Bell Lane

**Heathfield**
- Cross in Hand to Brook Oak via High Street
- Heathfield Community College to Town Centre

- Hailsham – Polegate – Eastbourne Corridor (identified in MASHH)

- Important Local Interventions to assist accessibility and safety:
  1. Improved footways on Hawks Road & connecting roads & pull off bays adjacent to school.
  2. Direct connection to the Cuckoo Trail from the Community College.
  3. Zebra crossing over London Road just north of Grovelands Road (or near Ambulance Station).
  4. Zebra crossing on London Road on eastern side of bridge over the

### Objectives and Policy
- Spatial Objective: 9, 13
- WCP Policies: INF 3
- Evidence: East Sussex Local Transport Plan (LTP) 2011 – 2026
- Wealden Local Plan Transport Study 2017
- ESCC Emerging Cycling & Walking Infrastructure Investment Plan – Bustrans Cycling & Walking Infrastructure Review 2017

### Lead Body
- ESCC
- Partner: WDC/Town Councils/Parish Councils

### Concept Scheme
- Further progress dependent on planning conditions and Section 106 agreements for individual sites
- Feasibility report for schemes identified within South Wealden: Hailsham, Polegate and Stone Cross, along with Uckfield and Heathfield.

### Scheme Status
- Concept scheme, further work required.
- Existing development
- Potential Development Contributions
- Potential ESCC funding and external funding bids.
- South East LEP (Local Growth Fund allocation) £8.6m Eastbourne/South Wealden Cycling & Walking Package (£2.6m secured, a further business case will be submitted to SE LEP to draw down the remaining £6m in November 2017)

### Timeframe
- Short: <5 yrs
- Medium: 5-10 yrs
- Long term > 10 yrs

### Cost
- Unknown
- Further work is required to establish costs

### Local Plan
- Importance: Critical
- Risk to delivery: High
- Alternatives: N/A

### Further work is required to establish costs

### Lead body And any partner or supporting bodies

### Funding Arrangements
- Development in the Local Plan which is dependent upon output

### Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.
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<tr>
<td>5</td>
<td>Cuckoo Trail. 5) Southern access to Cuckoo Trail from London Road on eastern side of bridge over trails. 6) Provision of continuous footway on the southern side of the A271 between spinney cottage and London Road junction 1) Pedestrian shelters and cycle storage at white house 2) Primary School Cycle Storage at Marshlands Primary School.</td>
<td>Hailsham various Provision of footways on: 1) Mill road between Lion House Park and the existing footway closer to town, 2) Station Road between existing path and Old Swan lane, 3) South side of Southerden Close as it leaves Market Street, and 4) Pedestrian crossing over Ersham Road near Sandbanks Way.</td>
<td>Objectives and Policy: Spatial Objective: 13 WJP Policies: INF1, INF2. Evidence: South Wealden and Eastbourne Transport Study (SWETS) November 2010 Movement and Access Strategy for Hailsham and Hellingly (MASHH) - November 2012.</td>
<td>Circa £250k ESCC provisional estimate (Costs not included in the MASHH Study) Allows for signalised crossing. Possibly plus land costs</td>
<td>Development contributions Existing Development contributions where available and appropriate Potential Development Contributions Potential funding from ESCC Local Transport capital programme. Potential external funding</td>
<td>All development in and around Hailsham. It will also support built and already committed developments.</td>
<td>Concept Scheme Following the MASHH Study recommendations, further detailed design work will be undertaken in relation to the wider town centre scheme.</td>
<td>Long</td>
<td>Desirable</td>
<td>Medium</td>
<td>None</td>
<td></td>
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<td>5</td>
<td>Pedestrian facility improvements (MASHH) Hailsham Part of the package of works to improve access and movement in and around Hailsham and Hellingly outlined in the MASHH study at Para 3.4</td>
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<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output: Short term (&lt;5 yrs); Medium term 5-10 yrs; Long term &gt; 10 yrs Or Varies</td>
<td>Local Plan</td>
<td>Risk to delivery</td>
<td>Importance to Strategy Critical/ Important/ Desirable</td>
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<tr>
<td>A6</td>
<td>Primary road network (MASHH) Improvement of the junctions of South Road, Diplocks Way and Ersham Road Hailsham</td>
<td>Provision of a roundabout to replace junctions of South Road, Diplocks Way and Ersham Road</td>
<td>This is complementary to the provision of a signalisation of the junction of South and Western Roads.</td>
<td>ESCC Local Transport Plan (LTP) 2011 – 2026.</td>
<td>£645,000</td>
<td>Potential Development Contributions - Potential funding from ESCC Local Transport capital programme. - Potential external funding</td>
<td>All development in and around Hailsham Development in Polegate, Willingdon and Stone Cross will also benefit</td>
<td>Preliminary Design: Outlined in MASHH with preliminary design cost estimates (Para 3.2.2)</td>
<td>Medium: As soon as practicable but not later than: 1. the provision of a consolidated junction to replace the existing junctions of South Rd with Diplocks Way and Ersham Rd or 2. Significant new development in north, east or central Hailsham.</td>
<td>Medium: Critical: A large amount of development in Hailsham is dependent upon output</td>
<td>Medium: Co-ordination required with other interrelated schemes</td>
<td>Intermediate: Smarter Choice work to reduce the number of trips by car could have some impact.</td>
</tr>
<tr>
<td>A7</td>
<td>Primary Road Network (MASHH) Improvement of Junction of South and Western Roads Hailsham</td>
<td>Hailsham – signalisation of the junction of South and Western Roads</td>
<td>This is complementary to the provision of a roundabout at South Rd, Diplocks Way and Ersham Rd</td>
<td>ESCC Local Transport Plan (LTP) 2011 – 2026.</td>
<td>Circa £90k Para 3.2.3 (MASHH)</td>
<td>Existing Development contributions - Potential Development Contributions - Potential funding from ESCC Local Transport capital programme. - Potential external funding</td>
<td>All development in and around Hailsham particularly the Walbury, Woodholm and Woodside Farm developments currently under construction and all future development in north and east Hailsham.</td>
<td>Concept Scheme: Outlined in MASHH with preliminary design cost estimates (3.2.3).</td>
<td>Medium: As soon as practicable but not later than: 1. the provision of a consolidated junction to replace the existing junctions of South Rd with Diplocks Way and Ersham Rd or 2. Significant new development in north, east or central Hailsham.</td>
<td>Medium: Critical: A large amount of development in Hailsham is dependent upon output</td>
<td>Medium: Co-ordination required with other interrelated schemes</td>
<td>None</td>
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</table>


**Lead:** ESCC Partner: WDC

**Cost:** Estimated cost, as identified in Wealden Local Plan Transport Study 2017 – B456,000 (MASHH)
<table>
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<th>Local Plan</th>
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<tbody>
<tr>
<td>A8</td>
<td>Improved efficiency of the road network (MASHH) Hailsham</td>
<td>Hailsham - Strategic and local tactical signing improvements</td>
<td>Objectives and Policy: Spatial Objective: 13 Evidence: South Wealden and Eastbourne Transport Study (SWETS) November 2010 Movement and Access Strategy for Hailsham and Hallingly (MASHH) - November 2012 Hailsham to Eastbourne Sustainable Movement and Access Corridor (IMAC) Study’ (aka QBC - the Quality Bus Corridor) currently being undertaken by Amey on behalf of ESBC – scheduled for completion in 2017.</td>
<td>Circa £80,000 Para 3.25 (MASHH)</td>
<td>Existing Development contributions</td>
<td>All development in and around Hailsham and Hallingly All development in the south of Wealden will benefit</td>
<td>Concept Design Signage changes Proposals in the Hailsham Town Centre improvements scheme delivered in 2016 and 2017. Remaining elements still be designed</td>
<td>Varies</td>
<td>Critical</td>
</tr>
<tr>
<td>A8</td>
<td>Primary and local road network (MASHH) Hailsham</td>
<td>Hailsham - Town centre pedestrian and public realm improvements North St, Junction of London Rd, High St, and Finger posts and locality maps (all not completed)</td>
<td>Objectives and Policy: Spatial Objective: 13 WLP Policies: INF1, INF2 Evidence: South Wealden and Eastbourne Transport Study (SWETS) November 2010 Movement and Access Strategy for Hailsham and Hallingly (MASHH) – November 2012</td>
<td>MASHH Estimates North St, (Para 3.2.6.4) £60k Junction of London Rd, High St (Para 3.2.6.5) £400k (middle of range given) Finger posts and locality maps (Para. 3.2.6.6.) £20k</td>
<td>CIL/Other funding Potential Development contributions</td>
<td>All development in and around Hailsham and Hallingly</td>
<td>Preliminary Design High Street an George Street elements of Town Centre improvement schemes implemented in 2016 and 2017.</td>
<td>Varies: See scheme status.</td>
<td>Critical: A large amount of development is dependent upon this scheme.</td>
</tr>
<tr>
<td>Sub Ref</td>
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<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
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<tr>
<td>A10</td>
<td>Primary and local road network (MASHH) Hailsham</td>
<td>Important Local Interventions to provide safety improvements</td>
<td>Hailsham various 1) Address uncharacteristic section of the A271 between Bell Bank Cottages and Danum Close. 2) Provision of lighting on urban sections of the Cuckoo Trail.</td>
<td>Lead: ESCC  Evidence: South Wealden and Eastbourne Transport Study (SWETS); November 2010 Movement and Access Strategy for Hailsham and Hellingly (MASHH) – November 2012</td>
<td>Circa Total between £510k and £785k rounded Para 3.3 (MASHH) Estimates 1) between £35k and £110k depending on the solution chosen 2) between £475k and £675k</td>
<td>CIL/Other funding  Existing Development contributions  Potential Development contributions  Potential funding from ESCC Local Transport capital programme.  Potential external funding</td>
<td>All development in and around Hailsham and Hellingly</td>
<td>Concept Scheme Outlined in MASHH with preliminary cost estimates (Para 3.3)</td>
<td>Unknown: Dependent upon timing and phasing of other Hailsham works and timing and phasing of development</td>
</tr>
<tr>
<td></td>
<td>Stone Cross Network</td>
<td>Improvements to Lion Hill, Rattle Road, Hailsham Road and Dittons Road, signalised junction</td>
<td>Lion Hill, Rattle Road, Hailsham Road and Dittons Road, signalised junction improvements. To achieve acceptable operating conditions. Of particular benefit to development in the Stone Cross area</td>
<td>Lead: ESCC Partner: WDC  Evidence: South Wealden and Eastbourne Transport Study (SWETS); November 2010 (Identified by SWETS transport modelling of development scenarios as necessary to mitigate congestion and increase highway capacity in the local and wider network); Polegate Movement and Access Strategy (PMAS) – December 2015 East Sussex Local Transport Plan (LTP) 2011 – 2026</td>
<td>Estimated cost, as identified in Wealden Local Plan Transport Study 2017 - £30,000</td>
<td>Potential Development Contributions</td>
<td>Development in the Stone Cross area which is not yet committed. It will also support development in the Hailsham and Polegate, Hellingly and Willingdon areas which is not yet committed. It will also support built and already committed developments.</td>
<td>Feasibility Design Outlined in PMAS with preliminary design cost estimates (Para 3.5)</td>
<td>Varieties: Term dependent on phasing of development</td>
</tr>
</tbody>
</table>
## SWGA REQUIREMENTS

| Item | Service and Issue | Output | Justification | Lead body and any partner or supporting bodies | Cost (if known) | Funding Arrangements | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required | Timeframe for delivery of output (short term <5 yrs, Medium term 5-10 yrs, Long term > 10 yrs or Varies) | Importance to Strategy Critical/Important/Desirable | Risk to delivery of output High/Medium/Low | Alternatives or other mitigations |
|------|------------------|--------|---------------|-----------------------------------------------|----------------|---------------------|------------------------------------------------|------------------------------------------------|------------------------------------------------|---------------------------------|---------------------------|---------------------------|-----------------------------|
| **A1** | Improvements to A22/A27 Cophall Roundabout - Part of strategic requirements for SWGA. | **Signals at Cophall Roundabout** Significant strategic capacity-related benefits generally, including improved bus movement. | | **Objectives and Policy:** Spatial Objective: 9, 13 WLP Policies: INF 1, INF 2, INF 3, SWGA 3 **Evidence:** South Wealden and Eastbourne Transport Study (SWETS) – 2010 (SWETS has identified that increased demand from Wealden and Eastbourne development will require this intervention to increase capacity.) East Sussex Local Transport Plan (LTP) 2011 – 2026 Polegate – Movement & Access Strategy (PMAS) – December 2013 Wealden Local Transport Study 2017 | **Lead:** Highways England/ESCC Highways **Partner body:** WDC/EB/C | **Estimated cost,** as identified in Wealden Local Plan Transport Study 2017 - £1.2m **CIL/Other Existing development contributions.** **Potentially funding from Eastbourne BC development contributions.** | **Development in the Halsham & Hellingly and Polegate, Willingdon & Stone Cross areas which are not yet permitted. It will also support built and already committed developments. Development in Eastbourne is also dependent upon these works.** | **Preliminary Design Scheme Consultants for ESCC have undertaken design work (Polegate Movement and Access Strategy) for a roundabout signalisation and confirmed that this will provide more efficient operation.** **Outlined scheme in PMAS with preliminary design cost estimates (Para 3.3) Highways England also commissioned a study to consider more comprehensive road solution between Lewes & Polegate which may amend design approach for Cophall roundabout. Will report in Spring 2018** | **Varies** | **Critical:** A large amount of development is dependent upon output to reduce congestion and ensure reliable journey times. | | None |
| **A2** | Improvements to A22/A27 Cophall Roundabout - Part of strategic requirements for SWGA. | South-to-west left turn slip on the southern approach; potentially not less costly alternatives are identified. Should only be considered if the proposed improvements (signals) prove to be inadequate. | | **Objectives and Policy:** Spatial Objective: 9, 13 WLP Policies: INF 1, INF 2, INF 3 SWGA 3 **Evidence:** East Sussex Local Transport Plan (LTP) 2011 – 2026 Wealden Local Transport Study 2017 | **Unknown** | **Development in the Halsham & Hellingly and Polegate, Willingdon & Stone Cross areas which are not yet permitted. It will also support built and already committed developments. Development in Eastbourne is also dependent upon these works Need dependent on outcome of the HE A27 East of Lewes study** | | | | | |

### Notes:
- **Critical:** A large amount of development is dependent upon output to reduce congestion and ensure reliable journey times.
- **High:** Critical to delivery of output.
- **Medium:** Significant contribution to delivery of output.
- **Low:** Minor contribution to delivery of output.
- **N/A:** Not Applicable.
ITEM A – TRANSPORT

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</thead>
<tbody>
<tr>
<td>A14</td>
<td>Improvements to A27/A2270 signalised junction and two lanes in both directions to Cophall Roundabout Part of strategic requirements for SWGA. Improvements to link between the A27/A22 and A27/A220 signalised junction and signalised junction at A27/A2270 This is critical road infrastructure improvements to deliver the SWGA.</td>
<td></td>
<td>Objectives and Policy: Spatial Objective: 9, 13</td>
<td></td>
<td></td>
<td>Preliminary design</td>
<td>HE Proposal</td>
<td>Short</td>
<td>Critical</td>
<td>Medium</td>
<td>N/A</td>
<td></td>
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<tr>
<td>A15</td>
<td>A27, Station Road &amp; Alfriston Road (Drusilla’s Roundabout) Roundabout improvements Note: HE recently consulted on a series of proposals for the A27 between Baddingham and Polegate/ inclusive of proposals at the junction of the A27 and Station and Alfriston Roads (Drusillas RA)</td>
<td></td>
<td>Objectives and Policy: Spatial Objective: 9, 13</td>
<td></td>
<td></td>
<td>Development in the Hailsham &amp; Heffing and Polegate, Willingham &amp; Stone Cross areas which are not yet permitted. It will also support built and already committed developments. Development in Eastbourne is also dependent upon these works</td>
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<td>Justification</td>
<td>Cost (if known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of outturn Short term &lt;5 yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</td>
<td>Local Plan</td>
<td>Importance to Strategy</td>
<td>Risk to delivery</td>
<td>Alternatives or other mitigations</td>
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<tr>
<td>A16</td>
<td>A27 &amp; The Street</td>
<td>Junction improvements to improve minor approach operations</td>
<td>Note: A scheme at this junction has already been assessed as part of HE’s A27 East of Lewes study. Proposals for this location have not been prioritised as a result of the scheme proposals being assessed as offering poor value for money. It is likely that further work will be undertaken in the future by the HE to consider other potential low cost improvements.</td>
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<td>Development in the Hailsham &amp; Hellingly and Polegate, Willingdon &amp; Stone Cross areas which are not yet permitted. It will also support built and already committed developments. Development in Eastbourne is also dependent upon these works</td>
<td>HE Proposal</td>
<td>Medium</td>
<td>Critical</td>
<td>Medium</td>
<td>N/A</td>
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<tr>
<td>A17</td>
<td>A27 &amp; Common Lane</td>
<td>Junction improvements to improve minor approach operations</td>
<td>Note: A scheme at this junction has already been assessed as part of HE’s A27 East of Lewes study. Proposals for this location have not been prioritised as a result of the scheme proposals being assessed as offering poor value for money. It is likely that further work will be undertaken in the future by the HE to consider other potential low cost improvements.</td>
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<td>Development in the Hailsham &amp; Hellingly and Polegate, Willingdon &amp; Stone Cross areas which are not yet permitted. It will also support built and already committed developments. Development in Eastbourne is also dependent upon these works</td>
<td>HE Proposal</td>
<td>Medium</td>
<td>Critical</td>
<td>Medium</td>
<td>N/A</td>
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<tr>
<td>A18</td>
<td>A new junction and access road from the A22 (CONTINGENCY OPTION ONLY)</td>
<td>A new junction and access road from the A22 serving the whole of contingency sector Hailsham Sector South 5 and if relevant Hailsham Sector South 4.</td>
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<td>The whole of contingency sector Hailsham Sector South 5 and if relevant Hailsham Sector South 4</td>
<td>None</td>
<td>Varies</td>
<td>Dependent on whether contingency site(s) come forward in plan period</td>
<td>ESCC</td>
<td>Unknown</td>
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<td>Justification</td>
<td>Cost (if known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study, proposal, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output</td>
<td>Importance to Local Plan</td>
<td>Risk to delivery of output</td>
<td>Local Plan</td>
<td>Alternatives other mitigations</td>
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<tr>
<td>A1</td>
<td>Improvement of A2270/Polegate High Street/Wannock Road signalled junction - Part of strategic requirements for SWGA.</td>
<td>Junction improvements at the A2270 with Polegate High Street and Wannock Road. To achieve acceptable operating conditions.</td>
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<td>A2</td>
<td>Improvements to A22 Golden Jubilee Way/B2247 Dittons Road roundabout - Part of strategic requirements for SWGA.</td>
<td>Approach Widening</td>
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<td>Justification</td>
<td>Lead body And any partner or supporting bodies</td>
<td>Cost (if known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of section, short term -&lt;5 yrs Med term 5-10 yrs Long term &gt; 10 yrs Or Varies</td>
<td>Importance to Strategy Critical Important/ Desirable</td>
<td>Risk to delivery of section High Medium Low</td>
<td>Alternatives other mitigations</td>
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<tr>
<td>A21</td>
<td>Improvements to A22 Golden Jubilee Way/Dittons Road roundabout - Part of strategic requirements for SWGA.</td>
<td>Three lane flare on the northern approach and longer two lane flare on the western approach at the junction of A22 Golden Jubilee Way and B2247 Dittons Road</td>
<td>Objectives and Policy: WJP Policies Evidence: Wealden Local Plan Transport Study 2017</td>
<td>Lead: ESCC Partner: WDC</td>
<td>Estimated cost, as identified in Wealden Local Plan Transport Study 2017 £280,000</td>
<td>Local Growth Fund funding total of £4M secured in 2016/17 for A22/A27 junction improvements Existing and Potential Development Contributions</td>
<td>All development in the south of the district which is not yet permitted particularly in SWGA It will also support built and already committed developments.</td>
<td>Possible options included within the Wealden Local Plan Transport Study 2017</td>
<td>Medium: Needs to be delivered before 2028 Critical: Development in the plan is reliant on delivery of these improvements</td>
<td>Medium: Costs and detailed scheme will need to be developed Business case needs to be completed to unlock £4m LGF allocated by South East Local Enterprise Partnership</td>
<td>None</td>
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<tr>
<td>A22</td>
<td>Improvements to A27/A22 Golden Jubilee Way roundabout - Part of strategic requirements for SWGA.</td>
<td>Approach Widening</td>
<td>Objectives and Policy: Spatial Objective: 9, 13 WJP Policies: INF 1, INF 2, INF 3 SWGA 3 Evidence: Wealden Local Plan Transport Study 2017</td>
<td>Lead: HE/ESCC Partner: WDC</td>
<td>Estimated cost, as identified in Wealden Local Plan Transport Study 2017 - £100,000</td>
<td>Local Growth Fund funding total of £4M secured in 2016/17 for A22/A27 junction improvements Existing and Potential Development Contributions</td>
<td>All development in the south of the district which is not yet permitted particularly in SWGA It will also support built and already committed developments.</td>
<td>Possible options included within the Wealden Local Plan Transport Study 2017</td>
<td>Medium: Needs to be delivered before 2027 Critical: Development in the plan is reliant on delivery of these improvements</td>
<td>Medium: Costs and detailed scheme will need to be developed Business case needs to be completed to unlock £4m LGF allocated by South East Local Enterprise Partnership</td>
<td>N/A</td>
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<tr>
<td>A23</td>
<td>Improvements to Boship roundabout A22/A27/A271 - Part of strategic requirements for SWGA.</td>
<td>Re-built and signalised Boship Roundabout</td>
<td>Objectives and Policy: Spatial Objective: 9, 13 WJP Policies: INF 1, INF 2, INF 3 SWGA 3 Evidence: Wealden Local Plan Transport Study 2017</td>
<td>Lead: ESCC Partner: WDC</td>
<td>Estimated cost, as identified in Wealden Local Plan Transport Study 2017 £3,950,000</td>
<td>Potential Development Contributions</td>
<td>All development in the south of the district which is not yet permitted particularly that in and around Hailsham It will also support built and already committed developments through assisting in existing capacity issues at the roundabout.</td>
<td>Possible options included within the Wealden Local Plan Transport Study 2017</td>
<td>Medium: Needs to be delivered before 2027 Critical: Development in the plan is reliant on delivery of these improvements (in tandem with the all moves junction for Hemipstead Lane/A22 to relieve capacity issue Scheme A10)</td>
<td>Medium: Costs and detailed scheme will need to be developed</td>
<td>N/A</td>
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<td>Justification</td>
<td>Lead body And any partner or supporting bodies</td>
<td>Cost (if known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output: Short term &lt;5yrs, Med term 5–10 yrs, Long term &gt; 10 yrs Or Varies</td>
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<td>A24</td>
<td>Improvement to A22/Hempstead Lane Junction</td>
<td>Hailsham – All Movement junction at A22/Hempstead Lane and A22 replacing the current limited movement junction</td>
<td>To achieve acceptable operating conditions.</td>
<td>Objectives and Policy: Spatial Objective: 13 WLP Policies: INF 1, INF 2, INF 3, SWGA 3 Evidence: South Wealden and Eastbourne Transport Study (SWETS) - November 2010. Movement and Access Strategy for Hailsham and Hailsham (MASHH) – November 2012 (MASHH Study shows that this scheme is essential to relieve existing pressures at Boship roundabout, A271 and Glenegles Drive which will be exacerbated by developments coming forward.) East Sussex Local Transport Plan (LTP) 2011 – 2026 Wealden Local Plan Transport Study 2017</td>
<td>Lead: Developer of land east of Park Road, Hailsham development, or ESCC Partner: WDC</td>
<td>Estimated cost, as identified in Wealden Local Plan Transport Study 2017 0940,000 Para 3.2.1 (MASHH) Development delivered or Development Contributions As part of land east of Park Road, Hailsham development (WD/13/0637), the developer has option to construct the roundabout or pay a financial contribution for its construction All development in the south of the district which is not yet permitted particularly that in and around Hailsham It will also support built and already committed developments.</td>
<td>Preliminary Design Outlined in MASHH with preliminary design cost estimates (Para 3.2.1) Indicative costed scheme included within S106 agreement attached to WD/2013/0637(Appendix 5).</td>
<td>Medium Critical: A large amount of development is dependent upon output</td>
<td>None</td>
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### ITEM A – TRANSPORT

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<th>Local Plan Importance to Strategy Critical/Important/Desirable</th>
<th>Risk to delivery High/Medium/Low</th>
<th>Alternatives other mitigations</th>
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<tr>
<td>A25</td>
<td>Junction Improvements A22 and A295 South Road</td>
<td>Three-lane flares on the northern and southern approaches and a northeast to south slip.</td>
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<td>All development in the south and east of the district which is not yet permitted particularly in SWGA, can come forward on to own if the junction of the A22 and A295 South Road is improved and if Boship RA is improved. It will also support built and already committed developments.</td>
<td>Medium: Needs to be delivered before 2028.</td>
<td>Critical: Development in the plan is reliant on delivery of these improvements</td>
<td>Medium: Funding and detailed scheme will need to be developed</td>
<td>N/A</td>
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<tr>
<td>A26</td>
<td>Delivery of the Hailsham – Polegate – Eastbourne Movement and Access Corridor (HPE MAC) - Part of strategic requirements for SWGA.</td>
<td>Improvements for public transport users, cyclists and pedestrians.</td>
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<td>Preliminary design stage for improvements carried out by consultants for ESCC. Consultation on Phase 1 was undertaken in September 2017.</td>
<td>Short</td>
<td>Critical</td>
<td>Medium: funding for Polegate – Hailsham section needed</td>
<td>N/A</td>
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**ITEM A – TRANSPORT**

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<th>Timeframe for delivery of output of: Short term &lt; 5yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
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<th>Importance to Strategy</th>
<th>Risk to delivery</th>
<th>Alternatives other mitigations</th>
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</table>
| A27     | Improved connectivity via public transport (MASHH) – Eastbourne, Polegate, Hailsham | High frequency, limited stop Express bus service between Hailsham and Eastbourne via Polegate | **Objectives and Policy:**  
Spatial Objective: 9, 13  
WLP Policies: INF 1, INF 2, INF 3, SWGA 3 | **Evidence:**  
South Wealden and Eastbourne Transport Study (SWETS) November 2010  
Movement and Access Strategy for Hailsham and Haltingly (MASHH) – November 2012  
East Sussex Local Transport Plan (LTP) 2011 – 2026  
Wealden Local Plan Transport Study 2017  
Hailsham to Eastbourne Sustainable Transport Corridor Study (referred to as HPE MAC) (aka QBC - the Quality Bus Corridor)  
This scheme is essential to accommodate planned development with public transport and will be significant in reducing congestion on the local road network. | **Lead:** ESCC  
**Partner bodies:** Commercial Bus Operating Companies (WDC, EBC) | Circa £50k  
Para 3.2.4. (MASHH)  
MASHH estimates that Circa £1Million will be required for this scheme. | CIL/Other funding  
Existing Development contributions | Potential Development Contributions  
Potential Development contributions from Eastbourne BC  
Potential funding from ESCC Local Transport capital programme  
Commercial Bus Operating Companies  
Cross Boundary issue - Contributions from Eastbourne developments will also need to be included towards works and provision | All development in Hailsham particularly development in the north and east and in the town centre.  
Development in and around Polegate and Willingdon Development in Eastbourne will also be supported | Feasibility/Preliminary Design  
Transport modelling and preliminary design work has been undertaken as part of HPE MAC to deliver the physical alterations for the improved bus service. The consultation for Phase 1 (Willingdon) was undertaken in September 2017  
Development in and around Polegate and Willingdon | **Medium:**  
To be in place before occupation of developments begins but after schemes to relieve congestion at South Rd, Diplocks Way and Ersham Rd | **Critical:**  
Large amounts of development in the south Wealden and Eastbourne are dependent on this scheme. | **Medium:**  
Potential difficulty in achieving political consensus on recommendations of Bus Corridor study could impact on ability to implement service. Funding needed for the HPE MAC measures for Hailsham to Polegate sections. | None |
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<th>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output Short term &lt;5yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
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<th>Risk to delivery High Medium Low</th>
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<td>ITEM A</td>
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**RUGA REQUIREMENTS**

<p>| Primary road network | Uckfield works to provide additional capacity | Uckfield Transport management scheme | Phase 1 – Town Centre improvements to bus station | Objectives and Policy: Spatial Objective: 13 WLP Policies: INF1, INF2 | Evidence: The Uckfield Transport Study 2012: outcomes of local exhibitions in 2012 and 2013. East Sussex Local Transport Plan 2011 – 2026 | Transport modelling of development scenarios identified that intervention is crucial to mitigate congestion, improve highway capacity and improve accessibility of town centre. | Lead: EBC | Partner bodies: Wealden DC Uckfield TC | Phase 1 Estimated to be £2.8Million a £100k | Existing Development Contributions | It will support built and already committed developments. | Detailed design Options | Implementation of schemes scheduled to commence in 2018/19. Bus Station improvements forms final part of Phase 1 proposals for the Town Centre which also included the Bell Lane – Framfield Road and High Street improvements | Short | Critical | Low: Funding in place for bus station | Demand management measures could contribute to reduced capacity demand |</p>
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<tr>
<td>A29</td>
<td>Primary road network Uckfield</td>
<td>Works to provide demand management measures to improve accessibility and reduce car dependency</td>
<td>Uckfield</td>
<td>Demand management measures</td>
<td>Hard infrastructure for walking and cycling and supports improved facilities for vulnerable road users which forms Stage 4 of the Phase 1 Town Centre improvements</td>
<td>Uckfield</td>
<td>Ringles Cross to Framfield Road via High Street (B2102)</td>
<td>Lead: ESCC Partners: WDC Uckfield Town Council</td>
<td>Potentially £3m ESCC Estimate Works in conjunction with Uckfield Town Centre Phase 1 in BA1</td>
</tr>
<tr>
<td>A30</td>
<td>Primary road network Crowborough</td>
<td>Works to improve capacity, accessibility and road safety</td>
<td>Crowborough</td>
<td>Improvements to the Western Road Area</td>
<td>Objectives and Policy: Spatial Objective: 13 WLP Policies: INF1, INF2</td>
<td>Evidence: Crowborough Core Strategy Allocations TA Proposals Project Report – June 2013</td>
<td>Lead: ESCC</td>
<td>Unknown</td>
<td>Existing Sec106 contributions</td>
</tr>
<tr>
<td>Sub Ref P</td>
<td>Service and Issue</td>
<td>Output</td>
<td>Justification</td>
<td>Lead body And any partner or supporting bodies</td>
<td>Cost (if known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output Short term &lt;5 yrs Med term 5–10 yrs Long term &gt; 10 yrs Or Varies</td>
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| A3        | **Highway Improvements to Deliver SD1 site from WCSLP Uckfield** | Delivery of highway works associated with SD1 site (approved under WD/2015/0209/MEA)  
- Copwood roundabout Works  
- Little Hortsed Roundabout Works  
- Widening and passing places on Horsted Pond Lane (access to SANGS)  
- Lewes Road traffic calming  
- Lewes Road footway widening and improved crossing points.  
- Improvements to bus stops.  
- Improvements to Bell Lane junction.  
- Delivery of 2 new accesses from Lewes Road, A22 roundabout, employment access and bus access route. | **Objectives and Policy:**  
Spatial Objective: 13  
These works were identified via the TA for the development as necessary infrastructure to bring forward the SD1 site from the WCSLP. | **Lead:** Developer led with ESCC  
**Unknown:** will be delivered via legal agreement through development of SD1 site. | Unknown: to be delivered via Development of SD1 site through developer contribution/delivery.  
Consented development on site SD1 under the WCSLP. | Varies: Depends on speed on which phasing of the site comes forward. | Critical | Low | None |
| Sub Ref | Service and Issue | Output | Justification | Lead body and any partner or supporting bodies | Cost (if known) | Funding Arrangements | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required. | Timeframe for delivery of output Short term =<5yrs Med term 5 – 10 yrs Long term > 10 yrs Or Varies | Importance to Strategy Critical/Important/Desirable | Risk to delivery High Medium Low | Alternatives other mitigations |
|---------|------------------|--------|---------------|-----------------------------------------------|----------------|---------------------|------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------------------------|-----------------------------------------|------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| B1      | ESCC - Secondary Education Provision through additional capacity Polegate and Willingdon and Stone Cross | Polegate and Willingdon: 200 secondary places (11-16) through the proposed expansion of Willingdon Community School | Objectives and Policy: Wealden Local Plan Spatial Objective 3 Policies INF 1, SWGA 5 Evidence | ESCC | Polegate and Willingdon ESCC estimate Circa £7Million | CIL/S106/Other funding Actual: c £0.3m S106 contributions currently held Potential: Government grant, ESCC capital programme, development contributions from S106 agreements and CIL | Polegate and Willingdon Development in the Polegate, Willingdon and Stone Cross area which is not yet permitted It will also support built and already committed developments | Detailed design: Awaiting planning permission | Short: It is proposed to deliver the places by 2020/21 | Critical: Without the provision of additional capacity there will be insufficient school places to meet demand from development. | Medium: Subject to statutory consultation and planning permission | N/A |
| B2      | ESCC - Secondary Education Provision through additional capacity Hailsham | Hailsham 600 secondary places (11-16) through the expansion of existing facilities or the provision of new | Objectives and Policy Wealden Local Plan Spatial Objective 3 Policies INF 1, SWGA 5, SWGA 9 Evidence | ESCC | Unknown | CIL/S106/Other funding Actual: c £0.5m S106 contributions currently held and further c. £4m agreed Potential: Government grant, ESCC capital programme, development contributions from S106 agreements and CIL | Hailsham Development in Hailsham area which is not yet permitted It will also support built and already committed developments | Development of Options Options are currently being explored | Short: Places required from 2022/23 | Critical: Without the provision of additional capacity there will be insufficient school places to meet demand from development. | Medium: Site capacity, possible new land requirements and planning permission | Options are being explored. |
## PRIMARY EDUCATION

### SWGA REQUIREMENTS

<p>| Sub Ref B | Service and Issue | Output | Justification | Lead body and any partner or supporting bodies | Cost (if known) | Funding Arrangements | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required. | Timeframes for delivery of output Short term &lt;5yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies | Importance to Strategy Critical Important Desirable | Risk to delivery High Medium Low | Alternatives other mitigations |
|-----------|-------------------|--------|---------------|-----------------------------------------------|----------------|---------------------|------------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------|---------------------------|--------------------------|--------------------------|
| B3        | ESCC - Primary Education Provision Additional Capacity Hailsham | Hailsham | 420 primary places through the provision of new facilities on land in the north of Hailsham, East of Park Road. A further 420 primary places across the area through expansion of existing facilities or the provision of new | Objective and Policies Wealden Local Plan Spatial Objective 3 Policies INF 1, SWGA 5, SWGA 9, SWGA 11 | Hailsham | Unknown at this stage | CIL/Other funding Actual: c £1 million currently held from S106 contributions further c £4.5m agreed. Potential: Government grant, ESCC capital programme, development contributions from S106 agreements and CIL | Hailsham Development in Hailsham area which is not yet permitted It will also support built and already committed developments | Hailsham Places required from 2019/2020 for 2FE. Further 1FE required early 2020’s and the last 1FE before the end of the plan period. | Critical: Without the provision of additional capacity there will be insufficient school places to meet demand | High: Land East of Park Road not coming forward early enough to enable delivery of new facilities in a timely manner | Options are being explored |
| B4        | ESCC - Primary Education Provision Additional Capacity Polegate and Willingdon | Polegate and Willingdon | 210 primary school places through the proposed expansion of Polegate School | Objective and Policy Wealden Local Plan Spatial Objective 3 Policies INF 1, SWGA 5, SWGA 9, SWGA 11 | Polegate and Willingdon | ESCC estimate Circa £5.5M | CIL/S106/Other funding Actual: £3.03m S106 contributions held and further £0.8m agreed. Potential: Government grant, ESCC capital programme, development contributions from S106 agreements and CIL | Polegate and Willingdon Development in the Polegate and Willingdon area which is not yet permitted It will also support built and already committed developments | Polegate and Willingdon Detailed design Awaiting planning permission | Short: It is proposed to deliver the places by 2019/20 | Critical: Without the provision of additional capacity there will be insufficient school places to meet demand from development | Medium: Subject to statutory consultation and planning permission | N/A |</p>
<table>
<thead>
<tr>
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<th>Timeframes for delivery of output Short term &lt;5 yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
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<th>Risk to delivery High Medium Low</th>
<th>Alternatives or other mitigations</th>
</tr>
</thead>
<tbody>
<tr>
<td>B5</td>
<td>ESCC - Primary Education Provision New provision Uckfield</td>
<td>Uckfield Land West of Uckfield (SDA1)</td>
<td>Objectives and Policy Wealden Local Plan Spatial Objective 3 Policies INF1 Evidence Education Commissioning Plan 2017-2021</td>
<td>Lead: ESCC Uckfield Unknown (excluding land costs)</td>
<td>CIL/S106/Other funding Actual: S106 contributions currently agreed. Land West of Uckfield site provides contributions and land to be paid on triggers in addition to these figures. Potential: Government grant, ESCC capital programme, and CIL</td>
<td>Uckfield It will support built and already committed developments</td>
<td>Work in progress Outline application for land west of Uckfield secures land for school within S106 agreement. (WD/2015/0209)</td>
<td>Medium: Places potentially required from mid 2020s</td>
<td>Critical: Without the provision of new facilities there will be insufficient school places locally to meet demand from the development</td>
<td>Medium: Land for new school premises secured through S106. Detailed design and funding arrangements needed.</td>
<td>Options for new facilities to be considered as part of detailed scheme.</td>
<td></td>
</tr>
</tbody>
</table>

**EARLY YEARS EDUCATION**

The 30 hour offer is likely to significantly increase pressure on early years places. However, until the County Council starts to obtain data on actual levels of take-up of the offer, it is currently not possible to predict with any degree of certainty the locations and magnitudes of shortfalls in places. For this reason, this update of the IDP does not set out specific early years infrastructure requirements. Further information will be provided in future updates to the IDP.
### ITEM C: HEALTH PROVISION

<table>
<thead>
<tr>
<th>Sub Ref</th>
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<th>Development in the Local Plan which is dependent upon output</th>
<th>Scheme Status e.g. Study underway, conceptual scheme, development of options, detailed design or commissioned scheme, further work required.</th>
<th>Timeframe for delivery of output Short term (0-3 yrs Med term 3-5 yrs Long term &gt; 5 yrs Or Varies</th>
<th>Importance to Strategy Critical/Important/Desirable</th>
<th>Local Plan</th>
<th>Risk to delivery High Medium Low</th>
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<tr>
<td>C1</td>
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<tr>
<td>Local Health Care</td>
<td>High Weald, Lewes and Havens Clinical Commissioning Group (CCG) and Eastbourne, Hailsham and Seaford Clinical Commissioning Group (CCG),</td>
<td>New Primary Health Care provision in the form of GP and Community services in Polegate and Hailsham</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objective 12 and 13 Policy INF 1, SWGA 6, SWGA38</td>
<td>Evidence: NHS England - Five Year Forward View – October 2014 NHS Eastbourne, Hailsham and Seaford, Clinical Commissioning Group Business Plan 2014 – 2016 – April 2014 NHS Eastbourne, Hailsham and Seaford NHS High Weald Lewes and Havens and Hastings and Rother Clinical Commissioning Groups - 5 Year Strategic Plan 2014 – 2019 NHS Eastbourne, Hailsham, Seaford/ NHS High Weald Lewes and Havens and Hastings and Rother Clinical Commissioning Groups - Primary Care Strategy 2014 – 2019 NHS High Weald Lewes and Havens Clinical Commissioning Group - Business Plan 2014 – 2016 - April 2014</td>
<td>Lead bodies: NHS England, 3rd Party Design and Build operators Partner Bodies: High Weald Lewes and Havens Clinical Commissioning Group (HWLH CCG), Eastbourne, Hailsham and Seaford Clinical Commissioning Group (EHS CCG), NHS England via NHS Sussex General Practitioners, Area locality Boards, Members of the CCGs</td>
<td>CIL/Other funding</td>
<td>Existing Sec 106 development contributions Potential CIL</td>
<td>Potential NHS England funding for revenue commitment to GP premises, in line with national contractual regulations</td>
<td>Hailsham: The WLP increases dwellings within Hailsham that will be reliant on the new medical facility provided. In addition to this there is already a service need for this facility based on the existing level of provision available and the increased development that has already been consented under the WCSLP. Polegate: New development in Polegate is limited in the new WLP but provision is limited for a medical centre on the PW1 site within the WLP. Delivery of this forms part of the plan but also provides for the delivery of the medical centre which is already needed by the existing growth within the WCSLP around Polegate. It is therefore both important to delivery of the plan but also in meeting an existing service need for provision within the area.</td>
<td>Halilsham: An option for a site for Health Care provision up to 1,800 sq. m (Burfield Surgery) has been negotiated through a S106 agreement on a site to the east of Battle Road. It is expected an application will be submitted under this for imminent: The Polegate scheme will be subject to land acquisition, business case, planning and other approvals. An application is understood to be imminent (as part of a wider development of the site) but there is less certainty over this scheme at this point as it is dependent on securing a successful outcome for the application.</td>
<td>Varies: Halilsham: Provision linked to Sec 106 Developer obligation on a site within the Battle Road development to be marketed for Health care provision. It is understood an application is imminent so it is likely given this provision relates to existing need that progression will be Short term. Polegate: Scheme is subject to land acquisition, business case, planning and other approvals. An application is understood to be submitted imminent on the Mornings Mill Site in association with wider housing development (site PW1 in WLP).</td>
<td>Critical: There is already a need for these facilities based on current growth. Whilst the WLP does not result in the need for new additional facilities these facilities are necessary to support existing and planned growth and achieve suitable medical care within the SWGA. In the case of Polegate the provision relates to a specific allocation in the plan and is therefore key to delivery of the overall spatial objectives of the WLP. Non delivery of health infrastructure to meet new demands, would lead to an overload of existing services with a reduction in access to and standards of provision.</td>
<td>Medium: CCG's do not hold the budgets that are needed for GP developments to happen. This may delay the planning and implementation and funding of provision. Hailsham has a secured site via an existing S106. Risk is lower for delivery therefore with consent in place and some S106 monies secured. Changes in funding arrangements and or delays in consenting could impact on deliverability and risk therefore remains medium. Polegate site has an allocation in the WLP but this now excludes wider housing and business development. Presently there is also no planning consent in place and the reduction in development ton the wider site from the WCSLP allocation reduces the other development on the site being able to contribute towards provision of the facility.</td>
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</table>
### ITEM C - HEALTH PROVISION

#### RUGA REQUIREMENTS

<p>| Sub Ref | Service and Issue | Output | Justification | Lead body And any partner or supporting bodies | Cost (if known) | Funding Arrangements | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required. | Timeframe for delivery of output Short term -&lt; 1 y, Medium term 1 - 5 yrs, Long term &gt; 5 yrs Or Varies | Importance to Strategy Critical/ Important/ Desirable | Risk to delivery High Medium Low | Alternatives other mitigations |
|---------|-------------------|--------|---------------|-----------------------------------------------|----------------|----------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------------------------|
| C2      | Local Health Care |        |               | Walden Local Plan Spatial Objective 12 and 13 Policy INF 1 Evidence: NHS England - Five Year Forward View – October 2014 |                 |                      | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required. | Timeframe for delivery of output Short term -&lt; 1 y, Medium term 1 - 5 yrs, Long term &gt; 5 yrs Or Varies | Importance to Strategy Critical/ Important/ Desirable | Risk to delivery High Medium Low | Alternatives other mitigations |
|         | High Weald, Lewes and Havens Clinical Commissioning Group (CCG) and Eastbourne, Hailsham and Seaford Clinical Commissioning Group (CCG). | Improvements to existing facilities at: Wadhurst Surgery –development of potential new provision - potential site identified, but not confirmed Woodhill Surgery, Mayfield – development of potential new premises, potential site, but not confirmed Groombridge &amp; Hartfield Surgeries – potential reconfiguration of existing premises to enable additional clinical space Heathfield Surgery – potential reconfiguration and works to increase clinical capacity of existing buildings Bird in Eye Surgery, Uckfield - potential use of existing space / expansion within existing hospital site to increase clinical space | | Lead bodies: NHS Eastbourne, Hailsham and Seaford, Clinical Commissioning Group Business Plan 2014 – 2016 - April 2014 | | | | Potential NHS England funding for revenue commitment to GP premises, in line with national contractual regulations | RUGA allocations do not require specific provision but the existing level of demand within the District requires further improvements to these primary health care facilities. This incorporates demand form WCLSIP sites. | To be further developed under a 6 facet survey. | | |
|         |       |       |               | NHS Eastbourne, Hailsham and Seaford NHS High Weald Lewes and Havens and Hastings and Rother Clinical Commissioning Groups - 5 Year Strategic Plan 2014 – 2019 | | | | Potential CIL | | | | |
|         |       |       |               | NHS Eastbourne, Hailsham and Seaford NHS High Weald Lewes and Havens and Hastings and Rother Clinical Commissioning Groups – Primary Care Strategy 2014 – 2019 | | | | | | | |</p>
<table>
<thead>
<tr>
<th>Sub Ref D</th>
<th>Service and Issue</th>
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<th>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output Short term ~&lt;1yr Med term 5 ~ 10 yrs Long term ~&gt; 10 yrs Or Varies</th>
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<th>Risk to delivery High Medium Low</th>
<th>Alternatives other mitigations</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1</td>
<td>Multi-Functional indoor social and community space</td>
<td>Polegate: Provision of multi-functional indoor social and community space within the PW1 allocation (around 367m²)</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objective 12 and 13</td>
<td>Policy SWGA38, HWB2 and INF 1</td>
<td>Evidence: Community Hall Background Paper 2016, Settlement Hierarchy Background Paper</td>
<td>Unknown</td>
<td>CIL/Other</td>
<td>None dependant but existing residents of the local area will benefit.</td>
<td>Further developer funded work required</td>
<td>Unknown: Site allocated in Wealden Local Plan.</td>
<td>Important</td>
<td>Medium: A detailed scheme and funding (possibly in addition to CIL) will be required.</td>
</tr>
<tr>
<td>D2</td>
<td>Multi-Functional indoor social and community space</td>
<td>Stone Cross</td>
<td>Previously consented development under the Strategic Development areas in the WCSLP originally secured a community facility as required. This has subsequently been altered by a deed of variation to an offsite financial contribution.</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objective 12 and 13</td>
<td>Policy HWB2 and INF1</td>
<td>Evidence: Community Hall Background Paper 2016.</td>
<td>Unknown</td>
<td>Existing Section 106 contributions CIL</td>
<td>Development in Wealden Local Plan is not dependent upon output but a community facility would support consented development in the WCSLP, existing residents and future residents of the allocations in the WLP.</td>
<td>Planning approval for 120 new homes and community facility granted under WD/2011/2270/MAO and WD/2016/0181/RM. Community facility secured via S106 under Outline This has been revised by deed of variation dated 6.12.2016 to be a £300000 off site contribution.</td>
<td>Presently no site identified. Options to be explored (to include improving existing facilities). A fully serviced site is no longer available but S106 monies are committed towards provision off site as set out.</td>
<td>Important</td>
</tr>
<tr>
<td>D3</td>
<td>New Functional indoor social and community space</td>
<td>Hailsham</td>
<td>Provision of indoor social and community space of around 876m² in Hailsham East 2B site.</td>
<td>Objectives and Policy: Wealden Local Plan Policy SWGA 19</td>
<td>Spatial Objectives 12</td>
<td>Unknown</td>
<td>Developer funded on site provision.</td>
<td>Development on Hailsham East 2B under SWGA18 is dependent on the provision of the facility. Existing residents will also benefit.</td>
<td>Further developer funded work required</td>
<td>Unknown: Site allocated in Wealden Local Plan.</td>
<td>Important</td>
<td>Medium</td>
</tr>
<tr>
<td>Sub Ref D</td>
<td>Service and Issue</td>
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<td>Timeframe for delivery of output Short term (≤5yrs) Med term (5 – 10 yrs) Long term (&gt; 10 yrs Or Varies</td>
<td>Local Plan</td>
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<td>D4</td>
<td>Improvements to existing community space</td>
<td>Improvements to existing community space in Stone Cross and potentially Polegate and Willingdon (in addition to new facility under SWGA 39).</td>
<td>Objectives and Policy: Wealden Local Plan Policy SWGA 19 Spatial Objectives 12 and 13 Evidence: Community Hall Background Paper 2016.</td>
<td>Lead: Developers and/or Others Partner Bodies: Polegate Town and Westham Parish Council</td>
<td>Unknown</td>
<td>CIL/Other</td>
<td>None dependant but existing and future residents of the local area will benefit.</td>
<td>Further developer funded work required.</td>
<td>Unknown</td>
<td>Desirable</td>
<td>Medium</td>
<td>N/A</td>
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<tr>
<td>D5</td>
<td>Improvements to existing community hall provision in settlements with allocated growth commitments or development boundaries/core areas in WLP.</td>
<td>Improvements to existing community hall provision in settlements of Westham, Horam, Buxted, Rushlake Green,</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objective 12 and 13 Policy HWB2 and INF1 Evidence: Community Hall Background Paper 2016.</td>
<td>Lead: Developers and/or Others Partner Bodies: Town and Parish Councils</td>
<td>Unknown</td>
<td>S106/Other funding/grants</td>
<td>None dependant but existing and future residents of the local area will benefit.</td>
<td>Further work required on options for each.</td>
<td>Unknown</td>
<td>Desirable</td>
<td>Medium</td>
<td>N/A</td>
</tr>
<tr>
<td>D6</td>
<td>New community hall provision Uckfield</td>
<td>Delivery of new community facility on SD1 site on land west of Uckfield</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objective 12 and 13 Policy HWB2 and INF1 Evidence Community Hall</td>
<td>Lead: Developers and/or Others Partner Bodies: Town and Parish Councils</td>
<td>Unknown</td>
<td></td>
<td>The facility has outline consent under WD/2015/0209/MEA with a detailed scheme to be provided at RM stage. Presently it is to be secured through onsite provision.</td>
<td>Further work required prior to submission of RM application.</td>
<td>Medium</td>
<td>Desirable</td>
<td>Low: Outline consent has been granted for a community facility.</td>
<td>N/A</td>
</tr>
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**Objectives and Policy:** Wealden Local Plan Policy INF 2  
**Evidence:** Wealden Burial Provision Study Summary Report 2017  
**Leads:** Existing Burial Authorities (predominantly Town and Parish Councils)  
Unknown  
**New burial space would be provided by the Burial Authorities.**  
Development in the plan is not dependant on the provision of additional burial plots.  
Options for extending capacity would be explored by Burial Authorities.  
**Short**  
**Desirable**  
**Medium**  
Options for extending capacity would be explored by Burial Authorities.
### CROSS BOUNDARY REQUIREMENTS

<table>
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<th>Sub Ref A</th>
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</thead>
<tbody>
<tr>
<td>E4</td>
<td>Suitable Alternative Natural Green Spaces (SANGS)</td>
<td>Provision and management of SANGS in perpetuity</td>
<td>Provision SANGS in accordance with the Habitats Regulations Guidelines required to support the development of Windfall Sites within 7km of the Ashdown Forest.</td>
<td>All residual and appropriate tourism related development proposed in the Wealden Core Strategy Local Plan, Draft Strategic Sites Local Plan and Proposed Delivery and Site Allocation Local Plan, within 7 kilometres of the Ashdown Forest Special Protection Area will be dependent on the provision of SANGs and therefore critical.</td>
<td>Windfall Sites: Further work required: Specific requirements to be determined</td>
<td>Windfall Sites: CIL Funding to be determined</td>
<td>To be determined through work in relation to Wealden Core Strategy Review</td>
<td>Lead: Wealden District Council (WDC), Natural England</td>
<td>Windfall Sites: CIL Funding to be determined</td>
<td>Windfall Sites: SANG to be in place before occupation, timing will be dependent upon the phasing of development</td>
<td>Critical: Scheme is critical and therefore high risk for residential and appropriate tourism related development in Wealden within 7 kilometres of Ashdown Forest Special Protection</td>
<td>None</td>
<td>Critical/ Medium/ Low</td>
</tr>
<tr>
<td>E5</td>
<td>Strategic Access Management and Monitoring (SAMMS)</td>
<td>Set up and ongoing management and monitoring costs</td>
<td>Scheme for mitigation of visitor impacts and visitor management of the Ashdown Forest SPA</td>
<td>All residential and appropriate tourism related development proposed in the Wealden Core Strategy Local Plan, Draft Strategic Sites Local Plan and Proposed Delivery and Site Allocation Local Plan, within 7 kilometres of the Ashdown Forest Special Protection Area, where the provision of SANGS will be required.</td>
<td>Study Underway: Of management and monitoring requirements for the Ashdown Forest</td>
<td>Study Underway: Of management and monitoring requirements for the Ashdown Forest</td>
<td>CIL Funding</td>
<td>Lead: Ashdown Forest Conservators</td>
<td>Costs: Following joint work between the partners, on SAMMS provision – WDC’s proportion of costs estimated to be c £3.6M</td>
<td>Varies: Needs to be implemented prior to the occupation of any dwelling on any of the Sites where SANGS provision will be required.</td>
<td>Critical: Scheme is critical to managing the impact of visitors upon the Ashdown Forest Special Protection Area and risk to strategy is high if this cannot be achieved or maintained.</td>
<td>None</td>
<td>Critical/ Medium/ Low</td>
</tr>
</tbody>
</table>

**Notes:**
- **Objectives and Policy:** Wealden Core Strategy Local Plan (2013), Policies SP01, SP015 & WCS7
- **Evidence:** Appropriate Assessment - Visitor Access Levels for the Ashdown Forest (2009)
- **Habitat Assessment Regulations – The increase in traffic resulting from the proposed Core Strategy on the Ashdown Forest and Lewis Downs Special Areas of Conservation – February 2011:**
- **Strategic Sites Habitats Regulations Assessment Submission Document, March 2014 (Appendix 6 – SANGS Guidelines, pages 121 – 134)**
- **Cost:** £3.6M
- **Timeframe:** Short term =<5yrs Med term 5 – 10 yrs Long term > 10 yrs Or Variies
- **Importance to Strategy:** Critical Important/ Desirable
- **Local Plan Risk:** Critical/ Medium/ Low
- **Alternatives Other Mitigations:** None
### DISTRICT WIDE REQUIREMENTS

<table>
<thead>
<tr>
<th>ITEM – GREEN INFRASTRUCTURE</th>
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<tbody>
<tr>
<td><strong>Service and Issue</strong></td>
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<tr>
<td><strong>E5</strong></td>
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<td><strong>E7</strong></td>
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### ITEM E – GREEN INFRASTRUCTURE

<table>
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<tr>
<th>Sub Ref A</th>
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<tr>
<td>E8</td>
<td>Open Space Provision:</td>
<td>Hailsham: HN1B, HN1D, HE2A, HN2B, HN3EA, HN3EC, HS4A, HS4B. Polegate &amp; Willingdon: PN1, P2, PW1.</td>
<td>SWGA12, SWGA14, SWGA18, SWGA19, SWGA22, SWGA24, SWGA25.</td>
<td>Objectives and Policy: Wealden Local Plan, Spatial Objectives 12 and 13, Policy HWB1.</td>
<td>Evidence: Wealden Open Space Study - PPG 17 Assessment by Kit Campbell Associates – December 2008 with April 2010 amendments.</td>
<td>Lead: Developer Partner Bodies: Relevant Town and Parish Councils.</td>
<td>Section 106, CIL Developer Funding: Existing Sec 106 developer contributions where available and appropriate.</td>
<td>Further work required: Further developer led and funded work will be required at the master planning stage to determine the optimum location for the Amenity Green Space provision on sites. Improvements to existing facilities will need to be informed by the ETHOS report and may require further work by local providers such as Parish Councils to develop improvement schemes.</td>
<td>Varies: Timing will be dependent upon the phasing of development on the various sites.</td>
<td>Important</td>
<td>Low: Provision will be made on development sites as they come forward where the AGS will be delivered as part of these developments.</td>
<td>Upgrade and improvements to existing provision may address overall quality issues, however providing accessible and a greater quantum of provision to support the new communities adequately, will only be achieved through provision on site or off-site but adjacent plots where good accessibility can be achieved.</td>
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<tr>
<td>E9</td>
<td>Green Infrastructure protection and provision for site allocations</td>
<td>Hailsham: HN1B, HN1D, HE2A, HN2B, HN3EA, HN3EC, HS4A, HS4B. Polegate &amp; Willingdon: PN1, P2, PW1.</td>
<td>SWGA12, SWGA14, SWGA18, SWGA19, SWGA22, SWGA24, SWGA25.</td>
<td>Objectives and Policy: Wealden Local Plan, Spatial Objectives 12 and 13, Policies INF 1.</td>
<td>Wealden District Council Open Space, Sports and Recreation Assessment 2016-2028.</td>
<td>SWGA4A, SWGA4G, SWGA4G, SWGA4G, SWGA4G, SWGA4G.</td>
<td>SWGA requirements.</td>
<td>SWGGA18, SWGA19, SWGA22, SWGA24, SWGA25.</td>
<td>Important</td>
<td>Low: Provision will be made on development sites as they come forward where the AGS will be delivered as part of these developments.</td>
<td>There is some possibility for offsite provision to be made where this can be demonstrated as appropriate.</td>
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</table>
### Item E – Green Infrastructure

<p>| Sub Ref | Service and Issue | Output | Justification | Lead body and any partner or supporting bodies | Cost (if known) | Funding Arrangements | Development in the Local Plan which is dependent upon output | Scheme Status e.g. Study underway, concept schemes, development of options, detailed design or committed scheme, further work required. | Timeframe for delivery of output Short term &lt;5 yrs Med term 5 - 10 yrs Long term &gt; 10 yrs Or Varies | Importance to Strategy Critical Important/Desirable | Risk to delivery High Medium Low | Alternatives other mitigations |
|---------|--------------------|--------|---------------|---------------------------------------------|----------------|---------------------|------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------|-------------------------------------------------|-------------------------------------------------|-------------------------------------------------|
| E10     | Open Space Provision: Amenity space/ parks and gardens / churchyards and cemeteries / natural green space | Heathfield: HEA1, HEA2 | RUGA 1, RUGA2 | Objectives and Policy: Wealden Local Plan, Spatial Objectives 12 and 13 | Evidence: Wealden Open Space Study - PPG 17 Assessment by Kit Campbell Associates – December 2008 with April 2010 amendments | Lead: Developer Partner Bodies: Relevant Town and Parish Councils | Unknown | Section 106, CIL Developer Funding: Existing Sec 106 developer contributions where available and appropriate. Potential site specific future Sec 106 development contributions on site provision. Possible use of Parishes meaningful proportion of CIL. | All residential development within and adjacent to the Committed Sites in the Wealden Local Plan where Amenity Green Space is proposed. All residential development where Amenity green space provision is required under H16 1. | Further work required: Further developer led and funded work will be required at the master planning stage to determine the optimum location for the Amenity Green Space provision on sites. Improvements to existing facilities will need to be informed by the ETHOS report and may require further work by local providers such as Parish Councils to develop Improvement schemes. | Varies: Tending will be dependent upon the phasing of development on the various sites | Low: Provision will be made on development sites as they come forward. Provision will be decided as part of these developments. | Upgrade and improvements to existing provision may address overall quality issues, however providing accessible and a greater quantum of provision to support the new communities adequately, will only be achieved through provision on-site or off-site but adjacent plots where good accessibility can be achieved. |
| E11     | Green Infrastructure protection and provision for site allocations | Heathfield: HEA1, HEA2 | RUGA 1, RUGA2 | Objectives and Policy: Wealden Local Plan, Spatial Objectives 12 and 13, Policy EA3 | Lead: Developer Partner Bodies: Relevant Town and Parish Councils | Unknown | Section 106, CIL Developer Funding: The Green Infrastructure will be delivered and protected on site through the development process | All residential development within and adjacent to the Committed Sites in the Wealden Local Plan where Green Infrastructure is required. | RUGA policies identify main Green Infrastructure requirements. Details schemes would be worked up as part of the development process. | RUGA: The response provided phases the timing of delivery through the Plan period | Important | Low: Provision will be made on development sites as they come forward. Provision will be decided as part of these developments. | There is some possibility for offsite provision to be made where this can be demonstrated as appropriate. |</p>
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<th>Sub Ref</th>
<th>Service and Issue</th>
<th>Output</th>
<th>Justification</th>
<th>Lead body And any partner or supporting bodies</th>
<th>Cost (if known)</th>
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<th>Development in the Local Plan which is dependent upon output</th>
<th>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output Short term = &lt;5yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
<th>Importance to Strategy Critical/Important/Desirable</th>
<th>Risk to delivery High/Medium/Low</th>
<th>Alternatives other mitigations</th>
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<td>Minfield: NIN1</td>
<td>RUGA13</td>
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<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</td>
<td>Timeframe for delivery of output</td>
<td>Local Plan</td>
<td>Importance to Strategy Critical/Important/Desirable</td>
<td>Risk to delivery High/Medium/Low</td>
<td>Alternatives other mitigations</td>
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<td>ITEM F</td>
<td>PUBLIC SERVICES</td>
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**CROSS BOUNDARY REQUIREMENTS**

| F1 | Emergency Services – Police Service Improvements to Hammonds Drive Custody Centre | Provision of increased space at Hammonds Drive (Eastbourne) custody centre. | Wealden Local Plan Spatial Objectives 13 | Evidence: Draft Sussex Police Revenue Budget and Capital Programme for 2016-17 | Sussex Police Estates strategy 2013-2018 | Sussex Police Estates Strategy 2017-2022 | Sussex Police. | Estimated Wealden’s proportion would be £125,100 | CIL/Other | None dependant but all development within the RUGA would benefit | Required additional office capacity has been identified. Detailed measures for provision need finalising. | Medium | Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them. | Medium: CIL money would be bid for against other Infrastructure in the 123 list. | None |
|     |                                                                                           |                                                                         |                                          |                                                                                                                                       |                                                                                   |                                                                    |                                                                     |                               |                                                                            |                                   |                                   |

**DISTRICT WIDE REQUIREMENTS**

<p>| F2 | Emergency Services Police Service District wide | Provision of Patrol Vehicles (10), ANPR cameras (8), Radio Cover/Capacity and Control Room Improvements. | Wealden Local Plan Spatial Objectives 13 | Evidence: Draft Sussex Police Revenue Budget and Capital Programme for 2016-17 | Sussex Police Estates strategy 2013-2018 | Sussex Police Estates Strategy 2017-2022 | Sussex Police. | ANPR and Radio/Control Room (£129,231 estimated cost by Sussex Police). Vehicles (£316,720 estimated cost by Sussex Police) | CIL | None dependant but all development within the District would benefit | Required equipment has been identified. | Varies: The response provided phases the timing of delivery through the Plan period. | Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them. | Medium: CIL money would be bid for against other Infrastructure in the 123 list. | None |
|     |                                                                                           |                                                                         |                                          |                                                                                                                                       |                                                                                   |                                                                    |                                                                     |                               |                                                                            |                                   |                                   |</p>
<table>
<thead>
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<th>Justification</th>
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<th>Cost (if known)</th>
<th>Funding Arrangements</th>
<th>Development in the Local Plan which is dependent upon output</th>
<th>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required</th>
<th>Timeframe for delivery of output</th>
<th>Importance to Strategy</th>
<th>Risk to delivery</th>
<th>Alternatives other mitigations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>F3</strong></td>
<td><strong>Emergency Services – Police Service</strong></td>
<td>Provision of additional or new premises at Polegate and Hailsham.</td>
<td>Wealden Local Plan Spatial Objectives 13</td>
<td>Evidence: Draft Sussex Police Revenue Budget and Capital Programme for 2016-17</td>
<td>Polegate premises estimated at £173,880</td>
<td>Hailsham premises estimated at £391,230</td>
<td>CIL/Other</td>
<td>None dependent but all development within the SWGA would benefit</td>
<td>Required additional office capacity has been identified. Detailed measures for provision need finalising.</td>
<td>Varies: The response provided phases the timing of delivery through the Plan period.</td>
<td>Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.</td>
<td>Medium: CIL money would be bid for against other Infrastructure in the 123 list.</td>
</tr>
<tr>
<td><strong>F4</strong></td>
<td><strong>Emergency Services – Police Service</strong></td>
<td>Provision of 20 new personnel at Hailsham and 8 at Polegate.</td>
<td>Wealden Local Plan Spatial Objectives 13</td>
<td>Evidence: Draft Sussex Police Revenue Budget and Capital Programme for 2016-17</td>
<td>Sussex Police</td>
<td>£4307 per office</td>
<td>CIL/Other</td>
<td>None dependent but all development within the SWGA would benefit</td>
<td>Required additional personnel have been identified.</td>
<td>Varies: The response provided phases the timing of delivery through the Plan period.</td>
<td>Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.</td>
<td>Medium: CIL money would be bid for against other Infrastructure in the 123 list.</td>
</tr>
<tr>
<td>Sub F</td>
<td>Service and Issue</td>
<td>Output</td>
<td>Justification</td>
<td>Lead body and any partner or supporting bodies</td>
<td>Cost (£ known)</td>
<td>Funding Arrangements</td>
<td>Development in the Local Plan which is dependent upon output</td>
<td>Scheme Status e.g. Study underway, conceptual scheme, development of options, detailed design or committed scheme, further work required</td>
<td>Timeframe for delivery of output</td>
<td>Short term &lt;5 yrs</td>
<td>Medium 5 – 10 yrs</td>
<td>Long term &gt;10 yrs</td>
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<td>F5</td>
<td>Emergency Services Ambulance Service</td>
<td>Improvements/additions to the Community responder Schemes as set out in the IDP; Additional Ambulance Resource at Hailsham</td>
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<td>Objectives and Policy: Waalden Local Plan Spatial Objectives 12</td>
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<td>Evidence: South East Coast Ambulance Service NHS Trust Strategic Plan Summary – 2014 – 2019</td>
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<td>Lead: South East Coast Ambulance Service NHS Trust (SECAMB)</td>
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<td>Ambulance resource approx. £150,000 Community Responder total approx. £17,500</td>
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<td>Other funding Accident and Emergency service level agreement with the region’s Primary Care Trusts.</td>
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<td>None dependant but all development within the District would benefit Make Ready Centre at Crowhill Roundabout has been completed.</td>
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<td>Varias: Local Improvements to the Community Responder schemes in SWGA will come forward as required.</td>
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<td>Desirable: Improvements important to the provision of ambulance services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them</td>
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<td>Plans are at an advanced stage for the Ambulance Community Response Post in Hailsham</td>
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<td>Additional Ambulance Resource will come forward based on the Hailsham development sites</td>
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<td>F6</td>
<td>Modification of Hailsham Library</td>
<td>Potential modification of the provision within the current Hailsham Library building to increase the service that can be provided. Options could include increasing flexible space, self-service, people’s network computers, hardcopy and online stock. It could include outreach programs, online investment support programs as well as a review of the layout of Hailsham Library. Further work will be required to explore options in due course.</td>
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<td>Objectives and Policy: Waalden Local Plan Spatial Objectives 13</td>
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<td>Evidence: ESCC Library Service Strategy</td>
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<td>Lead: ESCC</td>
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<td>CIL, Existing Section 106 developer contributions to make modifications to current provision.</td>
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<td>None dependant but current and future residents would benefit from library improvements. Further work is required to determine the preferred options for improving the services in Hailsham.</td>
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<td>Medium: The increased need is identified as likely within the plan period.</td>
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<td>Varias: An improvement to the library service in Hailsham improves services for users but delivery of the Local Plan is not dependent upon this provision.</td>
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<td>Medium: The option to build a new library would be cost prohibitive, not required to meet need and not seen to be an efficient use of resources. Ongoing usage will be monitored as library visits and issues continue to decline.</td>
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<td>F7</td>
<td>Improvements to Hailsham Household Waste Recycling Site</td>
<td>Improvements to site through a series of control measures but also potential expansion/development of site (and or alternative site).</td>
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<td>CIL, S106 (committed already through existing collections approx. £72,000) None dependant but all development within the SWGA would benefit ESCC have advised of a range of measures for improvements at the site that will be informed via monitoring of the situation.</td>
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<td>Varias: The need for intervention at Hailsham HWRS will be monitored in terms of need for interventions.</td>
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<td>Medium: CTL money would be bid for against other infrastructure in the 123 list and there is existing S106 monies. Many measures are ‘soft’ infrastructure in terms of changing the waste policies at the site and opening hours etc.</td>
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<td>Medium: The option to build a new site would be cost prohibitive, not required to meet need and not seen to be an efficient use of resources. Ongoing usage will be monitored as site visits and issues continue to decline.</td>
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### ITEM F - PUBLIC SERVICES

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<th>Sub Ref</th>
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<th>Scheme Status e.g. Study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output Short term &lt;5 yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
<th>Importance to Strategy Critical/Important/Desirable</th>
<th>Risk to delivery High/Medium/Low</th>
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<th>Local Plan</th>
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<tbody>
<tr>
<td>F8</td>
<td>Improvements to Eastbourne Household Waste Recycling Site</td>
<td>Improvements to site through a series of control measures but also potential redevelopment of part of site</td>
<td>Objectives and Policy: Wealden Local Plan Spatial Objectives 13 Policy WE1 Evidence: Waste and Minerals Sites Plan for East Sussex 2017, East Sussex, South Downs and Brighton and Hove Minerals Plan 2013.</td>
<td>ESCC</td>
<td>Unknown</td>
<td>CIL</td>
<td>None dependant but all development within the SWGA would benefit</td>
<td>ESCC have advised of a range of measures for improvements at the site that will be informed via monitoring of the situation.</td>
<td>Varies: The need for intervention at Eastbourne HWRS will be monitored in terms of need for interventions.</td>
<td>Desirable: Improvements will allow for more efficient use of the HWRS and improved service for existing/future residents but development is not dependent on it.</td>
<td>Medium: CIL money would be bid for against other Infrastructure in the 123 list.</td>
<td>There are a number of options set out in the schedule and IDP that will be informed by the monitoring of the site.</td>
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### RUGA REQUIREMENTS

<p>| Ref | Services – Police Service Capital costs of Personnel | Provision of new personnel as follows: 7 at Uckfield 2 Heathfield 3 at Crowborough | Wealden Local Plan Spatial Objectives 13 Evidence: Draft Sussex Police Revenue Budget and Capital Programme for 2016/17 Sussex Police Estates strategy 2013-2018 Sussex Police Estates Strategy 2017-2022 | Sussex Police. | £4307 per officer £2086 per support staff | CIL/Other | None dependant but all development within the RUGA would benefit | Required additional personnel have been identified. | Varies: The response provided phases the timing of delivery through the Plan period. | Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them. | Medium: CIL money would be bid for against other Infrastructure in the 123 list. | None |</p>
<table>
<thead>
<tr>
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<th>Alternatives other mitigations</th>
<th>Local Plan</th>
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<tr>
<td>F10</td>
<td>Emergency Services - Police Service Capital costs</td>
<td>Provision of additional or new premises at Uckfield and re-provided provision for Heathfield and Crowborough.</td>
<td>Wealden Local Plan Spatial Objectives 13</td>
<td>Draft Sussex Police Revenue Budget and Capital Programme for 2016-17</td>
<td>£152,145</td>
<td>None dependant but all development within the RUGA would benefit</td>
<td>Required additional office capacity has been identified. Detailed measures for provision need finalising.</td>
<td>Varies: The response provided phases the timing of delivery through the Plan period.</td>
<td></td>
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<td>Desirable: Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.</td>
<td>Medium: CIL money would be bid for against other Infrastructure in the 123 list.</td>
<td>None</td>
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<tr>
<td>F11</td>
<td>Emergency Services Ambulance Service</td>
<td>Improvements/additions to the Community responder Schemes as set out in the IDP.</td>
<td>Wealden Local Plan Spatial Objectives 12</td>
<td>South East Coast Ambulance Service NHS Trust Strategic Plan Summary – 2014 – 2019</td>
<td>£56,500</td>
<td>N/A</td>
<td></td>
<td>Vari: Local improvements to the Community Responder schemes in RUGA will come forward as required.</td>
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<td>Desired: Improvements important to the provision of ambulance services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.</td>
<td>Low: Funding will come via the Service Level Agreements with the PCTs</td>
<td>N/A</td>
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<td>Sub Ref G</td>
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<td>G1</td>
<td>Transmission Electricity District wide</td>
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<td>Objectives and Policy: WLP Spatial Objectives 13, Policy INF1 Evidence: National Grid – Electricity Ten Year Statement (TYS) – November 2014</td>
<td>Lead: National Grid Company</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A: No major infrastructure works are currently planned in the area.</td>
<td>N/A</td>
<td>Critical</td>
<td>Low: If UK Power Networks (the supplier) assessment of demand exceeds their capacity to supply - they will approach National Grid for additional capacity</td>
<td>N/A</td>
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<td>G2</td>
<td>Transmission Gas District wide</td>
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<td>Objectives and Policy: WLP Spatial Objectives 13, Policy INF1 Evidence: National Grid – Gas Ten Year Statement - December 2014</td>
<td>Lead: National Grid Company</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A: No major infrastructure works are currently planned in the area.</td>
<td>N/A</td>
<td>Critical</td>
<td>Low: If Southern Gas Networks (the supplier) assessment of demand exceeds their capacity to supply - they will approach National Grid for additional capacity</td>
<td>N/A</td>
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<td>Gas Supply District wide</td>
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<td>Objectives and Policy: WLP Spatial Objectives 13, Policy INF1 Evidence: National Grid 2015 Gas 10 year statement National Grid Gas Distribution Long Term Development Plan 2016 Southern Gas Networks – Annual report and accounts 2016</td>
<td>Lead: Southern Gas Networks.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>Varies: Programme of works reactive to increased demand to 2035: Critical</td>
<td>N/A</td>
<td>Critical</td>
<td>Low: If Southern Gas Networks (the supplier) assessment of demand exceeds their capacity to supply - they will approach National Grid for additional capacity</td>
<td>N/A</td>
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### Water Supply Issues

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### TELECOMMUNICATIONS INFRASTRUCTURE

#### DISTRICT WIDE REQUIREMENTS

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<tr>
<td>G9</td>
<td>Telecommunications and Broadband Provision District wide</td>
<td>Improved superfast broadband provision District Wide</td>
<td><strong>Objectives and Policy:</strong> WLP Spatial Objectives 13. Policy INF1, COM1</td>
<td><strong>Evidence:</strong> Digital Britain – Final Report June 2009 – Department for Business Innovation and Skills. East Sussex Local Economic Assessment 2011. East Sussex Growth Strategy – Doing Business brilliantly – 2014 – 2020. December 2014.</td>
<td>BT Open Reach Rollout plan K5s – 2013 and e-Sussex Broadband Rollout May 2013 – Mar 17</td>
<td><strong>Lead:</strong> ESCC/ BT</td>
<td><strong>Partner Bodies:</strong> WDC, Town and Parish Councils</td>
<td>Unknown</td>
<td>In 2012 East Sussex and Brighton and Hove were allocated £10.64m from the £303m of Government funding being distributed by BDUK across the country. This was added to ESCC investment of £15 million, giving a total of almost £26 million to help improve broadband speeds across the county. In 2015 £3m was added, matched by £3m from East Sussex County Council for further investment in East Sussex only (not Brighton and Hove). These monies are for use in areas not served by private sector commercial investment.</td>
<td>None is dependent but all existing, planned and future development will benefit.</td>
<td>Rollout plans produced by BT Open Reach</td>
<td>Varies: Will be dependent upon funding and roll out of essential infrastructure to enable improved networks.</td>
<td>Important: Will have a critical impact upon SME’s and new businesses looking to locate in the area and existing new residents.</td>
<td>Low</td>
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#### WASTE WATER ISSUES

#### DISTRICT WIDE REQUIREMENTS

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<tr>
<td>G10</td>
<td>Sewerage Infrastructure Local sewerage infrastructure improvements</td>
<td>All allocated sites and windfall development where improved sewerage infrastructure may be required.</td>
<td><strong>Objectives and Policy:</strong> WLP Spatial Objectives 13. Policy INF1</td>
<td><strong>Lead Body:</strong> Southern Water</td>
<td><strong>Partner body:</strong> Developer.</td>
<td>Unknown</td>
<td><strong>Site specific Section 106 Developer contributions and funding via Southern Water.</strong></td>
<td><strong>Further work required investigations to be carried out on a site-by-site basis.</strong></td>
<td><strong>All development where local sewerage infrastructure improvements are required to enable/support development.</strong></td>
<td><strong>Further work required investigations to be carried out on a site-by-site basis.</strong></td>
<td><strong>Any required improvements dependant on site specifics design scheme, timing and phasing of development.</strong></td>
<td><strong>Critical:</strong> Local Infrastructure improvements may be required, to service development sites within the WLP and windfall development.</td>
<td>Low</td>
<td>Risk is low, as requirements will be requirements of submitted schemes.</td>
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<tr>
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<td>G11</td>
<td>Odour Mitigation Waste Water Treatment Works (WWTW) Hailsham</td>
<td>WWTW odour mitigation measures, if necessary depending on the location of development on the Hailsham East, Hailsham South and Hailsham South East SWGA sites: HE2A (SWGA 17), HE2B (SWGA 18), HSE3B (SWGA 23) HBA4 (SWGA 25).</td>
<td>To be investigated as part of the development of the Masterplans for the sites.</td>
<td>The acceptability of odour levels to be agreed with Southern Water and Wealden District Council.</td>
<td></td>
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<td>Section 106 Developer contributions. Future Section 106 agreements to be secured as part of the site specific obligation in relation to development of the specific SWGA sites</td>
<td>Development allocated in the Wealden Local Plan for parts of the Hailsham East, Hailsham South East and Hailsham South sites in SWGA</td>
<td>Further work required Developer funded study to be carried out to determine whether scheme is required and extent of any mitigation works required.</td>
<td>Varieties: Dependent upon timescale and phasing of development and requirements of Southern Water. Scheme, if required, will need to be in place prior to occupation of the development.</td>
<td></td>
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<td>G11 Odour Mitigation Waste Water Treatment Works (WWTW) Hailsham Odour mitigation measures (Hailsham North and South WWTW)</td>
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<tr>
<td>G12</td>
<td>Waste Water Treatment Capacity Hailsham/Polegate/Stone Cross Additional treatment facilities at Hailsham North and South Waste Water Treatment Works (See Waste Water treatment notes at the end of this table.)</td>
<td>Hailsham: Additional capacity for treatment facilities at Hailsham North and South Waste Water Treatment Works Hailsham: Infrastructure necessary to deliver the required improvements to the WWTW to bring forward allocated development in the SWGA of WLP.</td>
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<td>G12 Waste Water Treatment Capacity Hailsham/Polegate/Stone Cross Additional treatment facilities at Hailsham North and South Waste Water Treatment Works (See Waste Water treatment notes at the end of this table.)</td>
<td>Hailsham: Additional capacity for treatment facilities at Hailsham North and South Waste Water Treatment Works Hailsham: Infrastructure necessary to deliver the required improvements to the WWTW to bring forward allocated development in the SWGA of WLP.</td>
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## ITEM G - UTILITIES

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<td>Under the requirements of the Water Framework Directive (WFD) new developments should not cause deterioration of water quality and the ecological status of designated water bodies and any opportunities to improve the status should be taken where possible. The Defra WFD no deterioration policy is currently being developed, which also has the potential to reduce the discharge consented capacity or tighten the existing consented limits. This should be closely monitored for any possible implications.</td>
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## RUGA REQUIREMENTS

| Odour Mitigation Waste Water Treatment Works (WWTW) Uckfield | Uckfield: WWTW odour mitigation measures for development site SD1 from WCSLP. The odour mitigation has been agreed with Southern Water and Wealden District Council. Objectives and Policy: WLP Spatial Objective 13, Policy NE2 Evidence: Southern Water: Odour dispersion modelling and mitigation plan. Odournet Report attached in ES to WD/2015/0209 | Lead Body: Southern Water | Partner body: Developer | Unknown: S106 payment of £351,748 under WD/2015/0209/MEA Section 106 Development contributions. Application WD/2015/0209/MEA secures a financial contribution under the S106 agreement to deliver the odour mitigation. | None under the Wealden Local Plan but is necessary to deliver the consented scheme under WCSLP SD1 site. | Scheme agreed within WD/2015/0209/MEA and funding within S106 agreement. | None of the above: Odour mitigation critical to development | Low: Secured as part of planning consent | N/A |

- **G13**

Odour mitigation in relation to Uckfield WWTW for Land West of Uckfield Development (WD/2015/0209/MEA)
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<td>G14</td>
<td>Waste Water Treatment Works Hooe WWTW</td>
<td>Improvements to take Ninfield development in WLP.</td>
<td>Hooe: Works to increase treatment capacity at Hooe WWTW Required to deliver up to 85 dwellings at Ninfield, allocated within the WLP.</td>
<td>Lead: Southern Water, Partner bodies: Environment Agency (EA), East Sussex County as Council Waste Planning Authority</td>
<td>Unknown</td>
<td>Scheme is required to be approved by OFWAT through the periodic review.</td>
<td>Southern Water will not be able to accept 50 dwellings until scheme is in place.</td>
<td>Further work required Scheme to be designed and implemented.</td>
<td>Varieties: Required to deliver Ninfield allocation</td>
<td>Critical Scheme is deemed critical to development of up to 85 units.</td>
<td>Low</td>
<td>None</td>
</tr>
</tbody>
</table>

Note: - Under the requirements of the Water Framework Directive (WFD) new developments should not cause deterioration of water quality and the ecological status of designated water bodies and any opportunities to improve the status should be taken where possible.

The Defra WFD no deterioration policy is currently being developed, which also has the potential to reduce the discharge consented capacity or tighten the existing consented limits. This should be closely monitored for any possible implications.
Southern Water - Wastewater Position Statement Hailsham North and Hailsham South Wastewater Treatment Works - February 2018

Summary

Hailsham North and Hailsham South WTWs discharge treated effluent into the Pevensey Levels, a sensitive natural environment afforded protection by European and National legislation. During the preparation of Wealden’s Core Strategy (adopted February 2013) it became apparent that additional discharges into the Pevensey Levels might be constrained and so a commitment was made to limit growth until an acceptable solution for treating wastewater had been identified. Southern Water has considered various options and based on current information has concluded that the preferred solution is the provision of a high rate secondary treatment process at both WTWs in order to overcome this environmental constraint.

Introduction

1.1 Southern Water owns and operates Hailsham North and Hailsham South Wastewater Treatment Works (WTWs). Both WTWs discharge treated effluent to the Pevensey Levels, a sensitive natural environment protected by National and European Legislation. The WTWs operate in accordance with Environmental Permits set by the Environment Agency so that water quality objectives are protected.

1.2 During the preparation of Wealden’s Core Strategy (adopted February 2013), it was identified that there was capacity available at both WTWs but their ability to accommodate future growth beyond the existing headroom would be limited due to the environmental impact of additional treated effluent on the Pevensey Levels. The evidence was considered by the Planning Inspector who concluded in his report ‘...there is sufficient uncertainty over the deliverability of development beyond the headroom level for the CS not to commit at this stage to further housing in south Wealden…’. He recommended a main modification to review the Core Strategy by 2015.

1.3 Accordingly, policy WCS1 (Provision of Homes and Jobs 2006-2027) of the adopted Core Strategy requires that the strategy for homes and jobs ‘shall be reviewed in 2015 or when a preferred solution to the capacity issues associated with Hailsham North and Hailsham South Wastewater Treatment Works has been identified, whichever is the earlier, in order to ensure that there is an adequate supply of development land in the longer term. The review shall include an assessment of current and future levels of need and demand for housing to provide an appropriate basis for longer term housing provision.’

1.4 Southern Water has investigated possible solutions to deliver additional wastewater treatment capacity in south Wealden to accommodate growth beyond the existing combined headroom at Hailsham North and South WTWs. This position statement sets out background information, summarises the possible options and identifies the preferred solution based on the best information currently available.

Pevensey Levels

2.1 Hailsham South and Hailsham North Wastewater Treatment Works (WTWs) discharge treated effluent to the Pevensey Levels. The Pevensey Levels are located between Eastbourne and Bexhill and comprise one of the largest and least fragmented lowland wet grassland in the UK. They are designated as a Ramsar site as well as a Special Area of Conservation (cSAC), a Site of Special Scientific Interest (SSSI) and part of it is a National Nature Reserve.

2.2 Paragraph 118 of the National Planning Policy Framework (NPPF) requires that candidate Special Areas of Conservation and listed Ramsar sites should be given the same protection as European sites. Therefore, in town & country planning terms, the Pevensey Levels has an equivalent status to Natura 2000 sites and so afforded a high level of protection.

Wastewater treatment capacity currently available

3.1 Hailsham North WTW serves the northern part of Hailsham, Horsebridge and several outlying villages. Hailsham South WTW serves the majority of Hailsham itself as well as Polegate and Willingdon. Both these WTWs discharge treated waste water into the Pevensey Levels, in line with Environmental Permits granted by the Environment Agency.

3.2 There is sufficient capacity at the two WTWs to serve the development set out in the adopted Wealden Core Strategy. Paragraph 6.16 of the Core Strategy states that Development in Hailsham and Hellingly is constrained by the capacity of the waste water treatment works to discharge treated waste water. Of particular concern is the impact of the treated effluent on the conservation objectives of the Pevensey levels, and as a result the Environment Agency has capped the amount of effluent that can be discharged. ‘The growth strategy reflects this constraint and therefore development will only be allowed if it can be accommodated by the existing works, unless an alternative location for the treatment and discharge of waste water is implemented’. As a result, the Core Strategy limits the number of new houses in Hailsham, Polegate, Willingdon and Stone Cross to match the capacity available at the two WTWs.

Provision of additional wastewater treatment capacity

5.1 A review and trialling of current wastewater treatment technology that identified a high rate biological treatment process that is capable of meeting the requirement to achieve a high quality effluent.

5.2 Southern Water is currently undertaking the engineering design with a view to construction, commissioning and operation of the process by 2022.

5.3 Whilst continuing with the design Southern Water is working with the Environment Agency and Natural England to develop a new discharge permit (date to be confirmed). The permit will recognise the achievement of a phosphorous level in the treated effluent from the sites of 0.1 mg/l.

5.4 In addition, to further reduce the level of phosphorus, Southern Water has undertaken investigations on the surface water sewer network serving Hailsham. This has identified a number of misconnections, where foul discharges have been mistakenly connected to the surface water system. The details of these connections have been shared with the Environmental Health team within Wealden District Council for them to pursue their removal.

Odour Control Infrastructure

Broad locations identified in the Wealden Local Plan, including land east of Hailsham as well as the consented land west of Uckfield are potentially affected by odour nuisance arising from nearby WwTW. The Wealden Local Plan seeks to allocate land outside of the areas potentially subject to odour nuisance. Any planning application associated with development within the proximity of the WwTW will need to show that it will not be subject to odour nuisance. If it is deemed that odour nuisance is relevant to any proposed development then, in order for development to proceed, schemes are required to be implemented at the works to reduce the odour to acceptable levels. It is expected that the relevant developer(s) contribute to such schemes and is implemented prior to occupation.
### ITEM H – FLOODING

<table>
<thead>
<tr>
<th>Sub Ref H</th>
<th>Service and Issue</th>
<th>Output</th>
<th>Justification</th>
<th>Lead body and any partner or supporting bodies</th>
<th>Cost (if known)</th>
<th>Funding Arrangements</th>
<th>Development in the Local Plan which is dependent upon output</th>
<th>Scheme Status e.g. study underway, concept scheme, development of options, detailed design or committed scheme, further work required.</th>
<th>Timeframe for delivery of output Short term –&lt;5 yrs Med term 5 – 10 yrs Long term &gt; 10 yrs Or Varies</th>
<th>Importance to Strategy Critical/ Important/ Desirable</th>
<th>Risk to delivery High/ Medium/ Low</th>
<th>Local Plan</th>
<th>Alternatives other mitigations</th>
</tr>
</thead>
<tbody>
<tr>
<td>H1</td>
<td>Flood Storage</td>
<td></td>
<td></td>
<td>Objectives and Policy: Protection of Willingdon Levels Catchment FSA capacity.</td>
<td></td>
<td></td>
<td>Development within Willingdon Levels Catchment area.</td>
<td>EBC are responsible for managing the FSA and would promote any scheme for additional capacity.</td>
<td>Varies</td>
<td>Critical</td>
<td>Low</td>
<td>Development would only come forward once appropriate arrangements for increased flood storage is secured where flow would be increased to the catchment.</td>
<td>N/A</td>
</tr>
<tr>
<td>H2</td>
<td>Flood Protection/Flood Defences and Sustainable Urban Drainage Systems</td>
<td></td>
<td></td>
<td>Objectives and Policy: Flood Protection and attenuation measures Protection of existing raised flood defence structures (Pevensey, Hailsham, Westham, Polpgets, Stone Cross and Uckfield not exclusively).</td>
<td></td>
<td></td>
<td>Varies: Development is not proposed in flood risk zones 2 and 3 (including climate change) and therefore new flood defences are not required for new development. Sustainable Urban Drainage Systems will be provided as part of the overall site development costs.</td>
<td>Further work required Sustainable Urban Drainage Systems to be incorporated within new development. Existing flood defences to be maintained under current arrangements. Pevensey Coastal defences are guaranteed current level of protection until 2025 under current contract.</td>
<td>Varies</td>
<td>Critical</td>
<td>Low</td>
<td>No risk, national guidance requires the provision of Sustainable Urban Drainage Systems. Particular regard given to Pevensey levels and the need to ensure Sustainable Urban Drainage Systems provision in all cases.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Appendix B - Wealden Local Plan Infrastructure Policies

Strategic Infrastructure Policies:-

- Policy INF 1 - Effective Provision of Infrastructure
- Policy INF 2 - Infrastructure Development
- Policy INF 3 - Transport Infrastructure
- Policy INF 4 - Site Access
- Policy INF 5 - Safeguarding of Infrastructure

South Wealden Growth Area (SWG) Strategic Infrastructure Policies

- Policy SWGA 2 - Distribution of Homes, Jobs and Strategic Infrastructure
- Policy SWGA 3 - Strategic Transport Infrastructure
- Policy SWGA 4 - A27 Improvements
- Policy SWGA 5 - Education Infrastructure
- Policy SWGA 6 - Healthcare Infrastructure
- Policy SWGA 8 - Release of Development

South Wealden Growth Areas (SWG) Specific Infrastructure Policies:

- Policy SWGA 10 - Strategic Infrastructure Requirement Sector Hailsham North 1
- Policy SWGA 17 - Strategic Infrastructure Requirement Sector Hailsham East 2
- Policy SWGA 20 - Strategic Infrastructure Requirement Sector Hailsham South East 3
- Policy SWGA 26 - Strategic Infrastructure Requirement Sector Hailsham South 4
- Policy SWGA 28 - Strategic Infrastructure Requirement Hailsham South 5
- Policy SWGA 30 - Strategic Infrastructure Requirement A22 Employment Sector
- Policy SWGA 35 - Strategic Infrastructure Requirement Lower Horsebridge
- Policy SWGA 39 - Strategic Infrastructure Requirement Polegate and Willingdon 1
- Policy SWGA 43 - Strategic Infrastructure Requirement Land at Stone Cross
Affordable Housing / Gypsy and Travelling Accommodation

- Policy HG 2 – Provision of Affordable Housing
- Policy HG 6 – The Travelling Community – Provision for Gypsies, Travellers and Travelling Show People

General Infrastructure Policies applicable to all sites:-

- Policy EA3 - Green Infrastructure
- Policy HWB 1 - Open space, sports and recreation
- Policy HWB 2 - Community Hall Facilities
- Policy NE 1 – Noise Pollution
- Policy NE 2 – Air Pollution
- Policy NE 4 - Flood Risk
- Policy NE 5 – Development Affecting Water Quality
- Policy NE 6 - Water Efficiency
- Policy NE 7 - Low Carbon and Renewable Energy
- Policy WE 1 – Waste
- Policy COM 1 - Communications Infrastructure

In addition, the following site specific policies include requirements in relation to Open Space and Green Infrastructure.

South Wealden Growth Area (SWG A) Policies

- Policy SWGA 11 - Allocation Hailsham North 1A
- Policy SWGA 12 - Allocation Hailsham North 1B
- Policy SWGA 13 - Allocation Hailsham North 1C
- Policy SWGA 14 - Allocation Hailsham North 1D
- Policy SWGA 18 - Allocation Hailsham East 2A
- Policy SWGA 19 - Allocation Hailsham East 2B
• Policy SWGA 22 - Allocation Hailsham East 3A
• Policy SWGA 23 - Allocation Hailsham East 3B
• Policy SWGA 24 - Allocation Hailsham East 3C
• Policy SWGA 25 - Development in Sector Hailsham South 4
• Policy SWGA 27 – Hailsham South 5
• Policy SWGA 29 – A22 Employment Sector
• Policy SWGA 34 – Land to the East of North Street, Lower Horsebridge
• Policy SWGA 36 – Allocation Polegate North 1
• Policy SWGA 37 – Allocation Polegate 2
• Policy SWGA 38 – Allocation Polegate and Willingdon 1
• Policy SWGA 44 – Allocation Stone Cross 1A
• Policy SWGA 45 – Allocation Stone Cross 1B
• Policy SWGA 46 – Allocation Stone Cross 1C
• Policy SWGA 47 – Allocation Stone Cross 2A
• Policy SWGA 48 – Allocation Stone Cross 2B

**Rural Urban Growth Area (RUGA) Policies**

• Policy RUGA 1 – Land South of Burwash Road (Heathfield)
• Policy RUGA 2 – Land South West of Ghyll Road (Heathfield)
• Policy RUGA 5 – Land at Windmill House (Wadhurst)
• Policy RUGA 6 – Land at the High Street (Wadhurst)
• Policy RUGA 7 – Land East of Old Station Road (Wadhurst)
• Policy RUGA 8 - Land at Foxhole Farm (Wadhurst)
• Policy RUGA 11 - Land at Coxlow Farm (Horam)
• Policy RUGA 13 – Land at Crouch Field (Ninfield)
• Policy RUGA 14 - Land at Manchester Road (Ninfield)
• Policy RUGA 17 - Land at Cricket Club (Mayfield)
Appendix C - The Waste & Minerals Sites Plan 2017

Note – only references to sites in Wealden District Council are given, Sites in other Local Authorities have been excluded at this stage – please refer to the East Sussex County Council for updates and the full wording of Policies in The Waste and Minerals Sites Plan for East Sussex 2017 (73).

Policy SP1 – Waste Site Allocations
Waste Management development will be permitted, subject to other policies in the WMP and WMSP, on the following sites:

Table 20 Area for Waste Site Allocation within Wealden District

<table>
<thead>
<tr>
<th>Reference from waste and minerals plan</th>
<th>Site Name</th>
<th>Page no in Waste and Minerals plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-A/B</td>
<td>Old Factory, West of A22, A271, and A267 Roundabout, Lower Dicker</td>
<td>41</td>
</tr>
<tr>
<td>SP-A/D</td>
<td>Pumping Station, A271, nr Amberstone Bridge, Hailsham</td>
<td>44</td>
</tr>
</tbody>
</table>

Development proposals should address the Development Considerations and Opportunities identified in the accompanying site profiles, and demonstrate how the matters have been considered, and where appropriate, how they have been incorporated into the design of the scheme.

Policy SP2 – Areas of Opportunity
Waste management development will be supported, subject to other policies in the WMP and WMSP, on suitable land within the following areas of opportunity:

Table 21 Areas of Opportunity on Previously Developed or Allocated Land within Wealden District

<table>
<thead>
<tr>
<th>Reference from waste and minerals plan</th>
<th>Site Name</th>
<th>Page no in Waste and Minerals plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-O/E</td>
<td>Maresfield Camp, Maresfield (Ashdown Business Park)</td>
<td>60</td>
</tr>
<tr>
<td>SP-O/H</td>
<td>Station Road / Old Swan Lane Industrial Estate, Hailsham</td>
<td>68</td>
</tr>
<tr>
<td>SP-O/I</td>
<td>Station Road Industrial Estate, Hailsham</td>
<td>71</td>
</tr>
</tbody>
</table>

Development proposals should consider:
Development proposals should consider:

a. any policies identified in the Development Plan (relevant Local Plans) covering the location;

b. the Development Considerations and Opportunities identified in the accompanying site profiles.

Development proposals should demonstrate:

a. how the matters identified above have been considered, and where appropriate, how they have been incorporated into the design of the scheme;

b. compatibility with neighbouring uses (Policy WMP 25).

Policy SP3 – Areas of Search
Waste Management development will be permitted, subject to other policies in the WMP and WMSP, on the following areas of search:

Table 22 Areas of search for new mixed use development within Wealden District

<table>
<thead>
<tr>
<th>Reference from waste and minerals plan</th>
<th>Site Name Reference from waste and minerals plan</th>
<th>Page no in Waste and Minerals plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-S/D</td>
<td>West Uckfield (Land at), Uckfield</td>
<td>84</td>
</tr>
</tbody>
</table>

Development proposals should consider:

a. any policies identified in the Development Plan (relevant Local Plans) covering the location;

b. the Development Considerations and Opportunities identified in the accompanying site profiles.

Development proposals should demonstrate:

a. how the matters identified above have been considered, and where appropriate, how they have been incorporated into the design of the scheme;

b. compatibility with neighbouring uses (Policy WMP 25).

Policy SP 4 - Physical Extension of Existing Waste Sites
Waste Management development will be permitted, subject to other policies in the WMP and WMSP, on the following sites identified as Physical Expansion of Existing Waste sites:
Table 23 Physical extension of existing waste sites within Wealden District

<table>
<thead>
<tr>
<th>Reference from waste and minerals plan</th>
<th>Site Name</th>
<th>Page no in Waste and Minerals plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-E/A</td>
<td>Cophall Wood Waste Transfer Station (Land North of) A22, Polegate</td>
<td>88</td>
</tr>
<tr>
<td>SP-E/B</td>
<td>Woodside Depot, A22, Hailsham</td>
<td>91</td>
</tr>
</tbody>
</table>

Development proposals should address the Development Considerations and Opportunities identified in the accompanying site profiles, and demonstrate how the matters have been considered, and where appropriate, how they have been incorporated into the design of the scheme.

Policy SP 6 – Safeguarded Waste Sites

In accordance with Policy WMP6 the following sites within the Plan Area are safeguarded:

- Existing waste facilities with a minimum throughput of 15,000 tpa for recycling or composting, or 50,000 tpa for recovery;
- Waste facilities which have planning permission which has not yet been implemented with a minimum permitted throughput of 15,000 tpa for recycling or composting, or 50,000 tpa for recovery;
- Recycled and secondary aggregate facilities;
- Recycled and secondary aggregate facilities which have planning permission which has not yet been implemented;
- Existing Household Waste Recycling Sites;
- Allocations identified under Policy SP1; and
- Physical Extensions to Existing Waste Sites identified under Policy SP4.

Sites meeting the criteria above are detailed in Appendix B. The Authorities will periodically review and update Appendix B as appropriate.

Proposals for non-waste development on existing smaller waste management sites may still be resisted unless it can be demonstrated that the proposal does not increase the capacity gap for waste provision, or, the potential impacts on the existing waste management operation can be mitigated.

A site will be considered to be no longer safeguarded on the implementation of a planning permission for uses other than waste management, subject to the site not being required to ensure the provision of existing waste management.

Extract from Appendix B relating to Wealden District Council
Table 24 Safeguarded waste sites within Wealden District + existing smaller waste sites (not mentioned due to size)

<table>
<thead>
<tr>
<th>Reference from waste and minerals plan</th>
<th>Site Name</th>
<th>Allocation</th>
<th>Physical extension to waste site</th>
<th>Strategic Waste Site</th>
<th>Recycled secondary aggregate facility</th>
<th>Page no in Waste and Minerals plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-WCA/A</td>
<td>Apex Way, Hailsham</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>97</td>
</tr>
<tr>
<td>SP-WCA/C</td>
<td>Boathouse Farm, Isfield</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>99</td>
</tr>
<tr>
<td>SP-WCA/G</td>
<td>Broad Farm (The Granary Rural Business Centre), North Street, Hellingly</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>103</td>
</tr>
<tr>
<td>SP-WCA/J</td>
<td>Cophall Wood, Polegate Yard &amp; Woodside Depot, Polegate</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>106</td>
</tr>
<tr>
<td>SP-WCA/K</td>
<td>Crowborough HWRC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>107</td>
</tr>
<tr>
<td>SP-WCA/L</td>
<td>Downbarn Farm, Ninfield</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>108</td>
</tr>
<tr>
<td>SP-WCA/N</td>
<td>Forest Row HWRC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>110</td>
</tr>
<tr>
<td>SP-WCA/P</td>
<td>Hailsham HWRC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>112</td>
</tr>
<tr>
<td>SP-WCA/R</td>
<td>Hazelbank, Maresfield</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>Y</td>
<td>114</td>
</tr>
<tr>
<td>SP-WCA/P</td>
<td>Hazelmere, Three Cups Corner</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>115</td>
</tr>
<tr>
<td>SP-WCA/T</td>
<td>Heathfield HWRC</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>116</td>
</tr>
<tr>
<td>SP-WCA/T</td>
<td>Maresfield Camp</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>121</td>
</tr>
<tr>
<td>SP-WCA/V</td>
<td>Old Factory, West of A22, A271, A267 (Boship) Roundabout, Lower Dicker</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>125</td>
</tr>
<tr>
<td>SP-WCA/Y</td>
<td>Potts Marsh Industrial Estate, Westham</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>N</td>
<td>128</td>
</tr>
<tr>
<td>SP-WCA/Z</td>
<td>Pumping Station, A271, Amberstone Bridge, Hailsham</td>
<td>Y</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>129</td>
</tr>
<tr>
<td>SP-WCA/AH</td>
<td>Sandbanks, Chilsham Lane, Herstmonceux</td>
<td>N</td>
<td>N</td>
<td>N</td>
<td>Y</td>
<td>130</td>
</tr>
</tbody>
</table>
### Policy SP 8 - Mineral Safeguarding Areas for land-won minerals resources within the Plan Area

The following land won mineral resources are identified as Mineral Safeguarding Areas and shown on Maps 63 – 71 in Appendix C.

- Little Standard Hill Farm, Ninfield,
- Horam Brickworks, Horam

<table>
<thead>
<tr>
<th>Reference</th>
<th>Location Details</th>
<th>Clay</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-WCA/AA</td>
<td>Tarmac Topblock, Ninfield</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>132</td>
</tr>
<tr>
<td>SP-WCA/AB</td>
<td>Unit 13, Chaucer Industrial Estate, Polegate</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>133</td>
</tr>
<tr>
<td>SP-WCA/AC</td>
<td>Unit 19, Bellbrook Industrial Estate, Uckfield</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Y</td>
</tr>
<tr>
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<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>134</td>
</tr>
<tr>
<td>SP-WCA/O</td>
<td>Wadhurst HWRC</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
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<td>N</td>
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<tr>
<td></td>
<td></td>
<td>136</td>
</tr>
<tr>
<td>SP-WCA/AP</td>
<td>Wealden Worms, Steel Cross, Crowborough</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
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<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>137</td>
</tr>
<tr>
<td>SP-WCA/AG</td>
<td>Woodland Centre, Chiddingly</td>
<td>N</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
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<tr>
<td></td>
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<td>Y</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
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<tr>
<td></td>
<td></td>
<td>139</td>
</tr>
</tbody>
</table>
Proposals for non-minerals development on or near the MSA that would sterilise or prejudice the extraction of the mineral resource, or result in incompatible development, will be strongly resisted. The MPA will consider whether the proposed development is in accordance with a site allocation in an adopted local plan or neighbourhood plan; the minerals development is no longer needed, the proposal is of a temporary nature, or the capacity of the minerals resource can be relocated elsewhere.

The prior extraction of minerals should be considered by the MPA in relation to any non-minerals development.

Table 25 Mineral Safeguarding Areas within Wealden District

<table>
<thead>
<tr>
<th>Reference from Waste and Minerals Site Plan</th>
<th>Site location</th>
<th>Mineral</th>
<th>Page no in Waste and Mineral site plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>SP-MSA/F</td>
<td>Horam Brickworks, Horam</td>
<td>Clay</td>
<td>148</td>
</tr>
<tr>
<td>SP-MSA/G</td>
<td>Little Standard Hill Farm, Ninfield</td>
<td>Clay</td>
<td>149</td>
</tr>
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