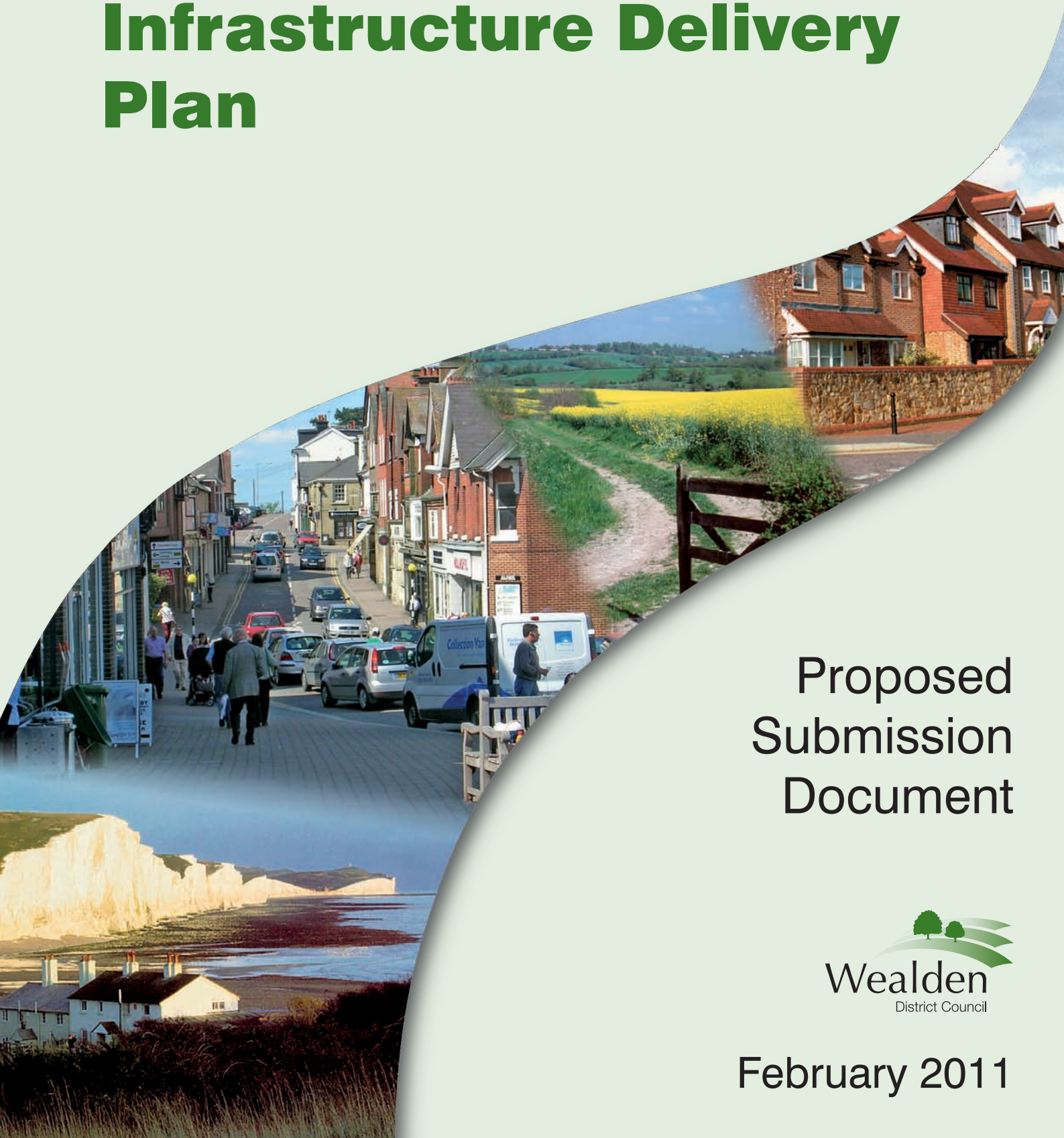
Wealden District Council
Local Development Framework

Core Strategy Infrastructure Delivery Plan



Proposed Submission Document

Wealden District Council

February 2011

How to Contact Us

Head of Planning and Environmental Policy
Wealden District Council
Council Offices, Pine Grove, Crowborough, East Sussex TN6 1DH
Website: www.wealden.gov.uk
E-mail: ldf@wealden.gov.uk
Telephone 01892 602007

Office hours Monday to Friday 8.30am to 5.00pm

You may also visit the Council Offices, Vicarage Lane, Hailsham, East Sussex BN27 2AX, between the hours of 8.30am to 5.00pm Monday to Friday, to view Local Development Framework documents.

If you, or somebody you know, would like the information contained in this document in large print, Braille, tape/CD or in another language please contact Wealden District Council on 01323 443322 or info@wealden.gov.uk



Contents

	Executive Summary	i
1	Background	1
2	Introduction	3
3	Methodology	5
4	Findings and implications for the current Spatial Strategy	11
	Appropriate Assessment for Ashdown Forest	**11**
	Transport issues	**14**
	Waste water	**17**
	Education provision	**20**
	Other district-wide implications	**24**
	Key infrastructure requirements in relation to growth proposals in Wealden	**26**
	Crowborough	**27**
	Uckfield	**30**
	Hailsham / Hellingly	**32**
	Polegate & Willingdon & Stone Cross & Westham	**36**
	Heathfield	**40**
	Edge of Tunbridge Wells / Frant	**41**
	Rural villages	**43**
5	Implementation	45
	Appropriate assessment, nature and biodiversity	**45**
	Transport	**45**
	Waste water	**46**
	Education	**46**
	Funding issues	**46**
	Future implementation plans	**47**
6	Monitoring	49
7	Conclusion	51
	Appendix A	54
	Appendix B	79
	Appendix C	81
	Appendix D	83

Contents

Executive Summary

This is the Infrastructure Delivery Plan to accompany Wealden District Council's Proposed Submission Core Strategy and forms part of the Local Development Framework. It is a 'living document' and sets out the key critical infrastructure that is required to support the objectives, policies and spatial strategy set out in the Proposed Submission Core Strategy and details how, when and where this will be delivered. As a 'living document' it will be further developed and refined and subject to modification throughout the plan period.

The Proposed Submission Core Strategy was reviewed following the announcement of the Secretary of State of the revocation of Regional Spatial Strategies, including the South East Plan. A High Court judgement in November 2010 re-established Regional Spatial Strategies. However,the Government has announced its intention to permanently abolish Regional Spatial Strategies through the Localism Bill, which began its passage through Parliament on 13th December 2010.

The adopted South East Plan (May 2009) requires the provision of 11,000 homes in Wealden between 2006 and 2026. In line with the South East Plan and following extensive testing of growth options since 2007, which looked closely at local needs and tested these against infrastructure requirements and capacity constraints, this target has been reduced to 9,600 homes within an extended time frame of 2006 to 2030. This is a target, supported by our evidence, particularly in relation to infrastructure, which we believe is deliverable. The focus on growth in the Proposed Submission Core Strategy is predominantly in Uckfield in the north of the District and on a broad triangle covering Hailsham, Polegate and Stone Cross in the south of the District, in line with the South East Plan, with more limited growth in Crowborough, Heathfield and in certain villages.

For the purposes of this IDP, ***infrastructure*** has been defined as those physical structures and systems required to provide for residents' and visitors needs. In line with Planning Policy Statements (PPS) and Planning Advisory Service (PAS) guidance, infrastructure requirements have been divided into three areas:

- **Physical** infrastructure: the structures and systems required to provide utilities and basic public services (health care, education, waste management, etc.);
- **Social** infrastructure: the buildings and grounds required to provide cultural and recreational services, and
- **Green** infrastructure: the protection of existing green spaces, cultural landscapes and provision of new green spaces to maintain and improve biodiversity and residents' quality of life.

A complete list of infrastructure categories identified within these three areas, and those that have been included in this first phase of our Infrastructure Delivery Plan, can be found in Section 4. Further development of the Infrastructure Delivery Plan, will be take place alongside subsequent Development Plan Documents, and will include specific detail in relation to physical, social and community and green infrastructure elements.

Infrastructure planning work helps to ensure that there is a common understanding between service providers, developers, local communities and the Council as to what infrastructure

will be required in order to meet future local needs and to foster, encourage and deliver sustainable growth. This will allow the Council to build upon a partnership approach with the various stakeholders to ensure that infrastructure provision is properly planned, funded and delivered as necessary and in a timely fashion alongside planned development in the District. This Infrastructure Delivery Plan is intended to help inform service providers' capital planning and decision making processes and will also enable providers to lobby government and provide background evidence when applying for funding.

Wealden District Council, with the involvement of the Local Strategic Partnership and County Council, is taking part in the Planning Advisory Service Infrastructure Delivery Plan project programme and is following the "Steps Approach" to infrastructure planning. The Council has decided to tackle the project in two clear phases. First, to develop an Infrastructure Delivery Plan that supports the Proposed Submission Core Strategy; and second, to build on this to address other infrastructure needs (taking account of the more detailed LDF work that will follow in the Strategic Sites and Site Allocations Development Plan Documents) and to further develop its work on asset mapping, the possible co-location of public services, and possible shared capital programmes.

The document has been prepared in close consultation with infrastructure providers and reflects the latest position in a series of discussions that have been ongoing since 2007. It does not detail the totality of infrastructure that will be required to support the Local Development Framework but discusses, in broad terms, the level of strategic infrastructure needed to support the broad areas for growth within the Proposed Submission Core Strategy itself. However, at this stage of the process the main purpose of this document is to set out those critical elements without which it would not be possible to deliver the broad spatial strategy. These have been identified as:

- Waste water treatment, particularly around the Hailsham area;
- Highways network capacity, particularly in the south of the District and at Uckfield, and
- Education provision across the areas identified for growth, especially at secondary level around Uckfield; and
- The provision of Suitable Alternative Natural Green Spaces (SANGS), air quality management and additional avoidance and mitigation measures to protect the conservation interests of the Ashdown Forest Special Area of Conservation and Special Protection Areas.

At the outset of work with infrastructure providers in 2007, there were significant concerns that some of these elements could prove so intractable as to be potential 'show-stoppers' for the Core Strategy. However, because of the detailed work that has been undertaken since then, with the close engagement and cooperation of the providers concerned, we are now in a position of reasonable confidence that these critical elements can and will be delivered in an identified, structured and timely fashion. That we have been able to reach this position owes a great deal to the partnership working that has taken place between a number of different organisations - work that forms a strong foundation for further cooperation on infrastructure needs in the future as we build upon this "Phase 1" IDP.

This first Infrastructure Delivery Plan demonstrates that there is a reasonable prospect that the critical elements of infrastructure to underpin the Core Strategy will be delivered within the timescales necessary to support growth in a planned and sustainable fashion. However, budgetary cuts and changes introduced by the Government in the latter part of 2010, mean that many organisations, particularly in the public sector face radical changes in their funding streams and service delivery arrangements, which may impact upon this and subsequent iterations of the IDP. The need to keep the IDP under review and consider potential organisational, service delivery and funding changes and the potential impact upon the delivery of the Core Strategy, is imperative. This will also require close engagement and discussions with developers to ensure that they are clearly made aware of the implications for infrastructure of their proposals and their role and responsibility in providing for this.

In the longer term the Infrastructure Delivery Plan will be a key document to support and inform other strategies. It will be a key document to support, inform and give coherence to other strategies - not least the Sustainable Community Strategy for Wealden but also, for example, Local Transport Plans (LTP), economic development, and housing strategies and decisions relating to capital investment. It will also be the basis for bidding documents and assist forward planning of partner capital programmes and funding allocations, such as the LTP, the negotiation of planning obligations, development of the Community Infrastructure Levy (CIL), or any other levy or tariff that may be introduced as a replacement to CIL, as well as providing useful evidence of investment need for use by the emerging Local Enterprise Partnership (LEP).

Delivering the programme set out is by no means the exclusive responsibility of the Local Authority. Delivery of the wider ambitions for the District encourages, indeed requires, collaborative working partnerships with an extensive range of agencies and cross-boundary interests. Work on the PAS pilot has helped set some of this in train, particularly with the Local Strategic Partnership and its constituent providers of service, but clearly this will remain a work in progress - a 'living plan' requiring commitment to delivery from a wide range of organisations over time.

Executive Summary

1 Background

1.1 This document - the Infrastructure Delivery Plan (IDP) - is an essential part of Wealden's Local Development Framework (LDF). It has been prepared in close consultation with the various delivery agencies and sets out the critical infrastructure that will be required to support delivery of the Proposed Submission Core Strategy. It is structured to show clear reference to those broad areas of growth identified within the Proposed Submission Core strategy itself and should be read in conjunction with that document and key background papers including the Sustainability Appraisal that accompanies the Strategy. It is a 'living document' that will be further developed and refined and subject to modification throughout the plan period.

1.2 Planning Policy Statement (PPS) 12[(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 their vision for an area as set out in their Core Strategies.

1.3 Planning Together[(2)] stresses that place-making and the spatial planning system make the provision of social infrastructure central to the delivery of successful places and communities. It stresses that the successful planning and delivery of services requires an understanding of how they are provided and by whom, the likely needs of any new major housing developments, and collaborative working to ensure that the right blend of services are available to local communities in the right locations and at the right time, in cost and resource effective ways.

1.4 The IDP demonstrates that the Proposed Submission Core Strategy does not place undue reliance on critical elements of infrastructure where funding is unknown and that there is a reasonable prospect of critical elements of infrastructure identified within the IDP, being delivered within the Plan period. Other important social elements of infrastructure, such as the provision of affordable housing are embedded within and will be delivered by overarching policies within the Proposed Submission Core Strategy whilst others, such as the provision of doctors surgeries, etc., will be dependent upon levels of growth and timetables for delivery of that growth, to justify additional provision in these areas.

1.5 Wealden District Council is taking part in the Planning Advisory Service (PAS) IDP project programme. This is currently operating in 14 locations across England and is designed to establish and deliver IDPs in the pilot authorities using support materials made available by PAS. Wealden has been supported by consultants in working through the process. Experience and learning are shared via quarterly reports on the PAS website. PAS will review and update their support material based on any new learning emerging from the pilot authorities.

1 Planning Policy Statement 12- Local Spatial Planning (June 2008) www.communities.gov.uk
2 Planning Together: Updated practical guide for Local Strategic Partnerships and Planners (April 2009) www.communities.gov.uk

1 Background

2 Introduction

2.1 The primary role of this IDP is to help demonstrate the 'soundness' and deliverability of the necessary strategic infrastructure to support the Proposed Submission Core Strategy and the LDF, and in so doing satisfy the requirements of PPS12 in ensuring that the infrastructure associated with growth in the future, will be delivered. It does this through identifying the key, critical, pieces of infrastructure needed to achieve the objectives and policies in the Proposed Submission Core Strategy, and identifies the means, timescale, funding and sources of funding required to ensure that the infrastructure associated with growth will be delivered. This is shown in detail in the Infrastructure Delivery Schedule attached at **Appendix A**. However, it should be noted that the IDP is a 'living document' that will be further developed to include all the infrastructure categories listed in Section three, Figure 1 and refined and subject to modification throughout the plan period.

2.2 However, the IDP also has a corporate role both for the Council and for the Local Strategic Partnership. It will be a key document to support, inform and give coherence to other strategies - not least the Sustainable Community Strategy for Wealden but also, for example, economic development, housing and strategies and decisions relating to capital investment. It will also be the basis for bidding documents and assist forward planning of partner capital programmes and funding allocations, the negotiation of planning obligations, development of the Community Infrastructure Levy (CIL), or any other levy or tariff that may be introduced as a replacement to CIL, as well as providing useful evidence of investment need for use by the emerging Local Enterprise Partnership (LEP).

2.3 The IDP is a 'living document'. This is the first phase of the IDP. Subsequent phases aligned with the production of the Strategic Sites DPD and Site Allocations DPD will include updates to the proposals and information contained within the delivery schedules and also expand the content to cover additional (non critical) as well as critical infrastructure. It will also need to reflect any significant changes to capital and budgetary programmes of partners. This allows the infrastructure planning process to take account of any further updates to the various plans and strategies, which this IDP supports. It is intended that the IDP will be updated annually alongside the Annual Monitoring Report (AMR).

2.4 The IDP contains information regarding the type, timing and potential costs of critical infrastructure needed to support the growth proposed by the Proposed Submission Core Strategy, and sets out clearly who will be responsible for the provision of this infrastructure. The IDP and its subsequent phases and updates will enable the Council to plan effectively for this growth and to maximise the potential to achieve wider sustainability, economic, social and environmental objectives.

2.5 The infrastructure identified in this document will need to be considered by all delivery processes that the Council manages, has some engagement with or ability to influence. The IDP is therefore a key consideration for delivery documents including masterplans and development briefs, approaches to developer contributions as well as mainstream service plans and strategies.

2.6 The crucial element of this IDP is the Delivery Schedule set out at **Appendix A**. This details how, when and where critical infrastructure to support the Proposed Submission Core Strategy will be put in place, together with information about levels of cost, how delivery will be funded and whose responsibility it will be to provide the infrastructure required. This has been developed in close consultation with providers and key/lead agencies identified in the delivery schedule who have been closely involved in the validation and publication of the IDP. A composite plan of the District, showing strategic infrastructure requirements to accompany the projected growth of 9,600 homes up until 2030, included within the Proposed Submission Core Strategy, is attached at **Appendix B.**

3 Methodology

3.1 As one of the PAS pilot authorities, Wealden has adopted the Steps Approach to infrastructure planning, [3] a corporate and ongoing process with the full engagement of the Local Strategic Partnership (LSP) and East Sussex County Council as a key infrastructure provider. However, part of that approach (for example, asset mapping and the consideration of co-location of public services) falls to be taken forward as part of later phases and the longer term development of the IDP. Moreover, at the time of being invited to take part in the PAS pilot, Wealden had already made significant progress in discussions with key infrastructure providers as part of early Core Strategy consultations, and had progressed many of the early steps set out in the Steps model, including, in particular, engagement with the LSP.[4]

3.2 Wealden's consultation on “Core Strategy Issues and Options” took place in Summer 2007 and was the first stage of public participation in the preparation of the Core Strategy, seeking stakeholder opinions on a series of broad brush proposals for development across the District and undertaking preliminary consultation with infrastructure providers as to the likely issues arising from these proposals.

3.3 Planning Policy Statement 12 requires that "[t]he core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided."[5] Infrastructure needs were therefore identified and categorised under those headings as indicated in the following table. A number of infrastructure elements (shown in italics) will be covered either through specific Core Strategy policies, or through IDP documents which will accompany subsequent DPD's, which have a more detailed and localised focus.

3 A steps approach to infrastructure planning and delivery for local strategic partnerships and local authorities. www.pas.gov.uk
4 The LDF has been a standing agenda item for the LSP Board since 2007, and in November 2009 the LSP held a one-day workshop event - 'Highways to Prosperity' - to engage a range of partners in looking at the different elements of infrastructure provision, issues and priorities for Wealden. A number of Parish Councils were represented. The event helped to clarify local priorities and also served to improve understanding of infrastructure provision. www.wealden.gov.uk
5 A steps approach..., s4.8 www.pas.gov.uk

Figure 1 Infrastructure categories

INFRASTRUCTURE CATEGORY		SPECIFIC FACILITY
Physical infrastructure	**Transport**	**Road network** *Cycling and walking infrastructure* **Rail network** *Bus network*
	Housing	*Affordable housing* *Gypsy and Traveller provision*
	Education	*Further and higher education* **Secondary and primary education** *Nursery schools*
	Health	**Acute care and general hospitals** **Health centres/primary care trusts**
	Public Services	**Waste management and disposal** **Libraries** **Emergency services (police, fire, ambulance)**
	Utility Services	**Gas supply** **Electricity supply** **Water supply** **Waste water treatment** *Telecommunications infrastructure - including Broadband provision. (NB Given the importance of broadband generally in our approach to addressing rural isolation and the rural economy short summary is provided at Appendix D)*
	Flood Defences	
Social Infrastructure		**Supported accommodation** *Social and community facilities* *Sports centres* *Open spaces* *Parks and play space* *Places of worship*
Green Infrastructure		**Appropriate Assessment** *Parks and gardens* *Natural and semi-natural urban greenspace* *Green corridors* *Outdoor sports facilities* *Amenity greenspace* *Provision for children and teenagers* *Allotments* *Churchyards and cemeteries* *Accessible countryside in urban areas* *River corridors* *Green roofs and walls* *Nature conservation and biodiversity*

Source : Wealden District Council (combination of PAS and South East Plan definitions)

3.4 Because the work to underpin Wealden's Core Strategy was already well advanced at the time Wealden became a pilot authority, there was a need to avoid potential duplication and confusion between the necessary production of an IDP as part of the Core Strategy process and the future evolution of the IDP project as a whole. The first phase of the project focused therefore on the requirement for an IDP to support the Proposed Submission Core Strategy as the key LDF document setting out the Council's strategy for growth and as part of the evidence base.

3.5 As a result of initial discussions, priority was given to those aspects deemed a) most critical to prospective residents from a needs hierarchy standpoint and b) most likely to prove to be limiting factors to proposed levels and areas of growth and development given existing local knowledge. **Physical infrastructure** was prioritised on both grounds, and given the high percentage of Wealden's land covered by AONB on the allocation of major growth areas and other conservation designations (particularly the Ashdown Forest), **nature conservation and biodiversity** was identified as a probable significant limiting factor to development, particularly around Crowborough and Uckfield. These have therefore been prioritised for investigation in this first stage of the IDP.

3.6 Of the remaining categories:

- **Affordable housing** and **Gypsy & Traveller accommodation** will be dealt with by specific policies in the Proposed Submission Core Strategy and a separate background paper. The provision of affordable housing is however seen as a key overarching element of social and community infrastructure for the District as a whole.
- A background paper on **green infrastructure** has been prepared and its findings will be fed into subsequent phases of the IDP in line with subsequent DPD's. Our Green Infrastructure elements will be developed in partnership with other organisations including East Sussex County Council, and will form part of a county-wide framework approach to managing and restoring the landscape, cultural and heritage aspects of the County;
- **Social infrastructure** and outstanding aspects of physical infrastructure (commercial bus network, cycling and walking infrastructure) will also be investigated and incorporated in subsequent IDP's. These aspects, therefore, are not dealt with specifically as part of this IDP nor included in the attached schedule at **Appendix A**.

3.7 Once these priorities had been identified, the Council continued discussions with a number of bodies to refine infrastructure needs and delivery in light of the 11,000 homes and regeneration focus in the south of the District proposed in the South East Plan. Each infrastructure provider supplied information relating to the situation concerning current infrastructure and any known issues concerning infrastructure to cater for future levels of growth in the District. [6] A summary of those discussions (agreed with each provider) and a brief outline of the implications for the Core Strategy was published as a background paper to the second phase of public consultation on the Core Strategy Spatial Development

6 Wealden District Council Local Development Framework: Core Strategy Issues and Options Background Paper: Infrastructure Consultations (July 2007)www.wealden.gov.uk

Options that took place in July and August 2009[7]. That paper set out the on-going dialogue with providers through written responses to key questions concerning:

- Existing capacity constraints and planned infrastructure provision of strategic infrastructure;
- The extent to which the provider could meet the capacity demands arising to 2026 (the plan period at that time - i.e. 2009) from the development envisaged in the South East Plan (e.g. investment strategies); and
- Other relevant issues.

3.8 Detailed discussions with providers have continued as a natural evolution and recipient of the Councils work on the LDF. This has been an iterative process: as options for the Proposed Submission Core Strategy have been narrowed down, tested and informed by completion of various evidence-based studies we have been able to provide more detailed information regarding our proposals to providers who in turn have been able to respond in greater depth on the implications for infrastructure provision. (This information has been used to complete the Delivery Schedule at **Appendix A**). It has also been a two-way process - information on existing and required infrastructure provision has in turn informed the evolution of the Proposed Submission Core Strategy.

3.9 The IDP is at this stage primarily concerned with those key critical elements upon which delivery of the Proposed Submission Core Strategy relies. As a result of our collaboration with infrastructure providers, these were subsequently identified as:

- **Nature conservation and biodiversity** issues surrounding the Ashdown Forest;
- **Transport matters** in the south of the District and at Uckfield;
- **Waste water treatment** in the south of the District, and
- **Secondary school provision,** particularly around Uckfield.

3.10 This first phase IDP will accordingly focus on these aspects, thereby ensuring (in line with latest guidance from PAS and the Planning Inspectorate) that the Proposed Submission Core Strategy is sound and adequately supported by an infrastructure delivery plan indicating how, when where and by whom, key infrastructure requirements that are considered to be critical to the Core Strategy are delivered.

3.11 The Delivery Schedule (**Appendix A**) has been adapted from the PAS template in discussion with PAS and also in light of discussions with other East Sussex authorities through the East Sussex County Council Infrastructure Group. These latter discussions have been held with a view to developing a common approach across East Sussex authorities to help inform future work on, for example, economic, housing and other strategies. A comprehensive, longer term, corporate IDP will be crucial for ongoing dialogue with LSP partners and infrastructure providers to deliver, inter alia, the Sustainable Community Strategy. As the IDP continues to evolve, and is modified and refined in the future, it should enable the creation of a database of assets and capital expenditure, and

7 Wealden District Council Local Development Framework Core Strategy Spatial Development Options - Background Paper 7: Infrastructure Position Statement (July 2009)www.wealden.gov.uk

help frame the Council's and partners' resource plans and programmes to achieve greatest efficiencies and alignment with agreed objectives.

3 Methodology

4 Findings and implications for the current Spatial Strategy

4.1 The findings and implications outlined in this section, represent the culmination of considerable engagement with infrastructure providers since 2007. A full list of infrastructure providers contacted to date is available at **Appendix C**, and a composite plan of infrastructure requirements is included at **Appendix B**. The Infrastructure Delivery Schedule is included at **Appendix A**. This summary highlights the major infrastructure required across the District to deliver the current spatial strategy for the District's major towns and rural growth locations.

Appropriate Assessment for Ashdown Forest

4.2 During the initial consultation process, Natural England raised concerns with regard to the potential impact of residential and employment development on the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA). This applies especially to any proposed growth at Crowborough, Uckfield and villages surrounding the Ashdown Forest. At this stage it was felt that these impacts, and the infrastructure necessary to mitigate them, could prove a critical consideration of the IDP.

4.3 Under the provisions of the Habitats Directive and Habitat Regulations[8] the Council is required to consider the potential impacts of the development plan on sites designated as SAC, SPA or Ramsar sites. The Council is working with partners, including Natural England, to investigate the effect of the Core Strategy on the Ashdown Forest SPA and SAC, the Pevensey Levels Ramsar Site (and potential candidate SAC - pSAC) and Lewes Downs SAC. The Appropriate Assessment that accompanies the Core Strategy provides detail regarding the potential impacts and associated mitigation measures in relation to all relevant sites.

4.4 In brief however, Natural England and Wealden District Council have agreed a series of avoidance and mitigation measures. These are outlined in the Schedule at Appendix A and in Chapter 9 of the Habitats Regulation Assessment (HRA) report,and meet the requirements of the Habitats Regulations for areas where proposed growth in Wealden has the potential to affect the recreational pressure on the Ashdown Forest, as shown in Figure 1 below. It is concluded that[9]:-
"The Habitats Regulation Assessment Report demonstrates that there will be **no adverse effects** on the ecological integrity of any European site as a result of the Wealden Core Strategy in relation to the following impact types:

- Atmospheric pollution at Pevensey Levels pSAC/Ramsar; and
- Deteriorating water quality at Pevensey Levels pSAC/Ramsar."

4.5 It is further clarified that:-

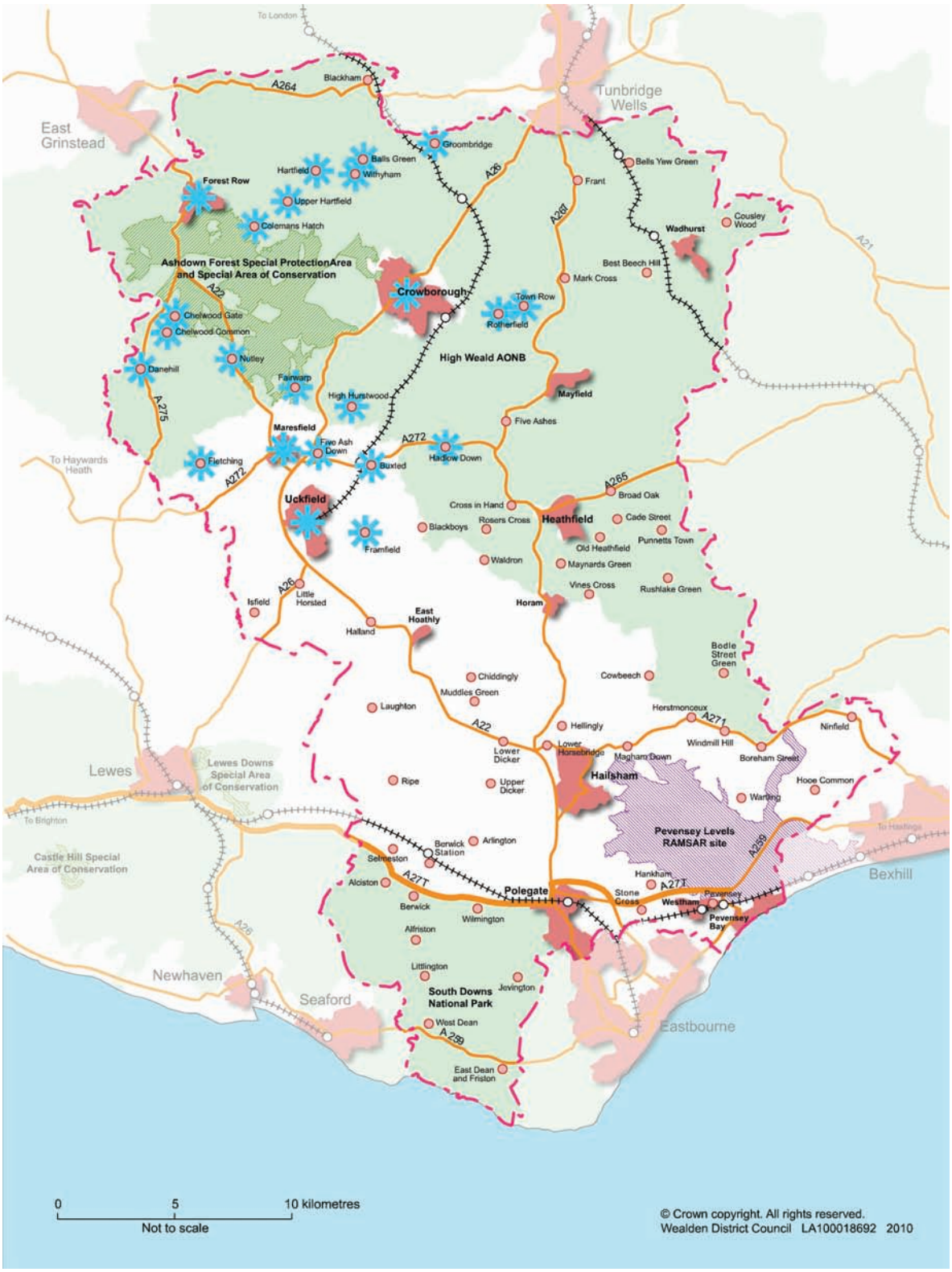
8 Habitats Directive - Council Directive 92/43/EEC on the conservation of natural habitats and of flora and fauna (Habitats Directive) adopted by the European Union in 1992 www.ec.eurpoa.eu

9 Extract from: Habitats Regulations Assessment for the Wealden Core Strategy - Regulation 27 Stage - October 2010 - UE Associateswww.naturalengland.org

"The report further demonstrates that **adverse effects** associated with the Core Strategy in relation to the following impact types **can be overcome** provided the avoidance and mitigation package is successfully adopted and implemented:

- Atmospheric pollution at Ashdown Forest SAC and Lewes Downs SAC;
- Disturbance from recreation at Ashdown Forest SPA:
- Urbanisation effects at Ashdown Forest SAC/SPA; and
- Surface Water impacts on hydrology at Pevensey Levels pSAC/Ramsar."

Figure 2 Diagram showing Habitats Regulations Assessment - Areas (shown by blue asterisks) where potential growth in Wealden has the potential to affect the recreational pressure on the Ashdown Forest



Source: Wealden District Council - 2010.

Transport issues

4.6 Although Wealden is served by bus and rail services, the coverage is patchy across the District and road traffic and transport issues predominate as key to the delivery of growth in Wealden. A number of interventions such as improved signalling, junction improvements and priority bus corridors to ensure delivery post 2016, are necessary to support proposed growth particularly in the south of the District. The Council has been working in partnership with the Highways Agency, East Sussex County Council as Highway Authority and Eastbourne Borough Council, to address issues and find appropriate transport solutions to enable the growth required to ensure a sustainable future.

4.7 The need and commitment to examine the cumulative impact of growth on the transport network in the South Wealden and Eastbourne area, including the Trunk Road (A27), was agreed by the Council, the Highways Agency, East Sussex County Council (ESCC) as Highways Authority, and Eastbourne Borough Council. This partnership commissioned transport modelling in 2009/2010 of potential growth options.[10]

4.8 The resulting SWETS report[11], published in November 2010, concluded that a number of transport interventions would be required to deliver the spatial strategy in the south Wealden area. The range of mitigation measures will be required which could include:

- Addressing capacity, safety and severance issues along the A271 including improvements at Boship roundabout and/or at the junction of A22 and Hempstead Lane;
- Adoption of demand management (e.g. Smarter Choices) approaches for new and existing development in the south Wealden area, to help mitigate Hailsham town centre issues and the impacts of traffic on the wider town
- and strategic road networks;
- Promotion and inclusion of Summerheath Road, Hailsham in a wider town centre network, including new signalised junctions;
- Signal improvements at Battle Road / London Road and North Road / High Street junctions;
- Junction improvements at A2270 / Polegate High Street / Wannock Road junction;
- Junction improvements at A22/ A27 / A2270 junction;
- Traffic signals at Cophall roundabout;
- Improvement at roundabout junctions of A22 Jubilee Way with the A27 and Dittons Road; and
- Incorporation of measures on sites adjacent to the A22/A2270, or otherwise directly or significantly affecting the corridor, to manage and accommodate demands by car and other means so as not to prejudice the delivery or effective operation of the Quality Bus Corridor.

10 The South Wealden and Eastbourne Transport Study (SWETS)www.wealden.gov.uk
11 The SWETS report is available on the Council's website

4.9 Development proposed within this area will be expected to contribute to the infrastructure needs that it is, either wholly or in part, responsible for generating and this is detailed in the Infrastructure Delivery Schedule at **Appendix A** .

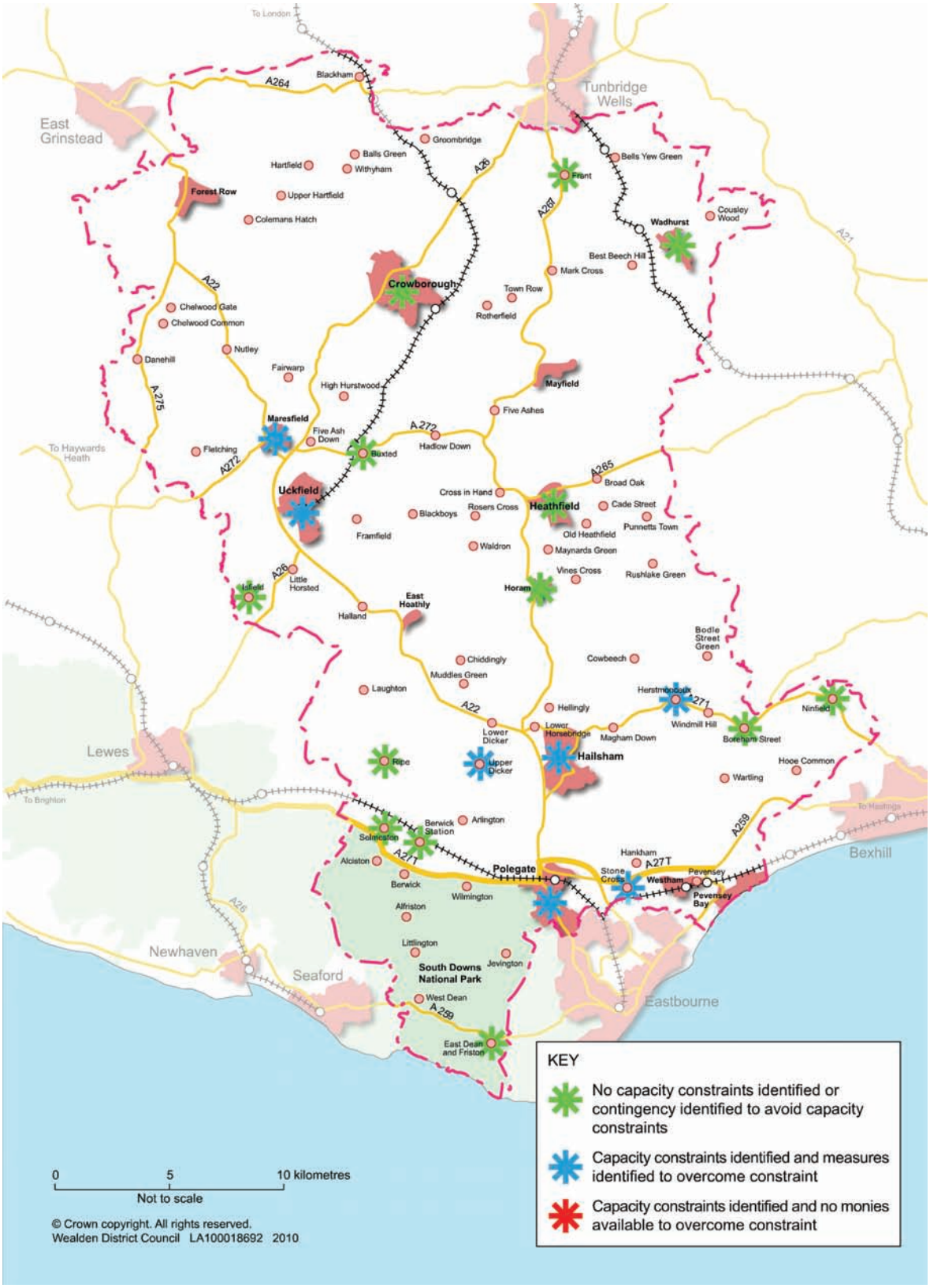
4.10 Traffic in Uckfield has increased in recent years, resulting in further congestion in the town centre. Efforts have been made to manage the increasing traffic levels by introducing improvements to the existing traffic signal controlled junctions in the town, particularly at the junctions of Bell Lane and Framfield Road with the High Street. However, the highway network is very near capacity, meaning there is little capacity available to accommodate any further increase in traffic without some clear resolution to the problem.

4.11 An appropriate traffic management solution will therefore be required to deal with current developments and from future growth proposed in and around Uckfield as a consequence of Wealden's Local Development Framework. Transport modelling and viability testing of options, is currently being undertaken by the Council, East Sussex County Council and Uckfield Town Council as part of the Uckfield Town Centre masterplanning exercise. The traffic management solution selected will be critical to supporting the proposed growth in the area and will be infrastructure requiring significant financial contributions from development.

4.12 Key traffic and transport interventions detailed in the Infrastructure Delivery Schedule, are included in the East Sussex County Council - Local Transport Plan 3 (LTP3)[(12)] (consultation draft) the aims of which are to facilitate housing growth, create a more diverse and integrated economy, protect the local environment, enhance social provision and create sustainable communities. A priority issue for LTP3 is to improve connectivity and capacity both within the area and between the area and the rest of East Sussex and beyond. The LTP3 also includes a number of long term aspirations regarding rail services in particular, such as the safeguarding of the Lewes/Uckfield Line, the reinstatement of the Willingdon Chord and the provision of a 'Polegate Parkway station' on the Sussex East Coastway Line. These proposals have not been included in this IDP as they have not been tested as part of our Strategy, Sustainability Appraisal nor SWETS study; are considered unlikely to be delivered within the Core Strategy timeframe (2006 - 2030) and are not critical to growth proposed within the Proposed Submission Core Strategy.

12 ESCC - Local Transport Plan 3 - Consultation Draft - October 2010www.eastsussex.gov.uk

Figure 3 Diagram showing Status of Transport infrastructure in relation to proposed growth in Wealden



Source: Wealden District Council 2010.

Waste water

4.13 In relation to Waste Water, Southern Water is not permitted to discharge treated effluent from waste water treatment works in excess of the consent provided by the Environment Agency or breach imposed quality standards. The potential detrimental impact of treated waste water on the Pevensey Levels, as determined by the Habitats Directive requirements therefore, places a critical constraint on the two waste water treatment works serving the settlements of Hailsham, Polegate and Stone Cross, as well as a number of smaller surrounding villages. To resolve these constraints the Council has been working closely with Southern Water, the Environment Agency and East Sussex County Council as Waste Planning Authority.

4.14 In the case of Hailsham North Waste Water Treatment Works, the consented discharge capacity as of 1 January 2007 was set at 2900 dwellings. The Environment Agency has confirmed that it will not be extending the consented capacity due to the impact of the treated effluent on the Pevensey levels and therefore the consented discharge capacity at the works is finite. Through OFWAT's agreed investment for 2010 - 2015, works will be undertaken to increase the treatment capacity at Hailsham North Waste Water Treatment Works to meet discharge consent. This work is already contracted to be completed by 2012.

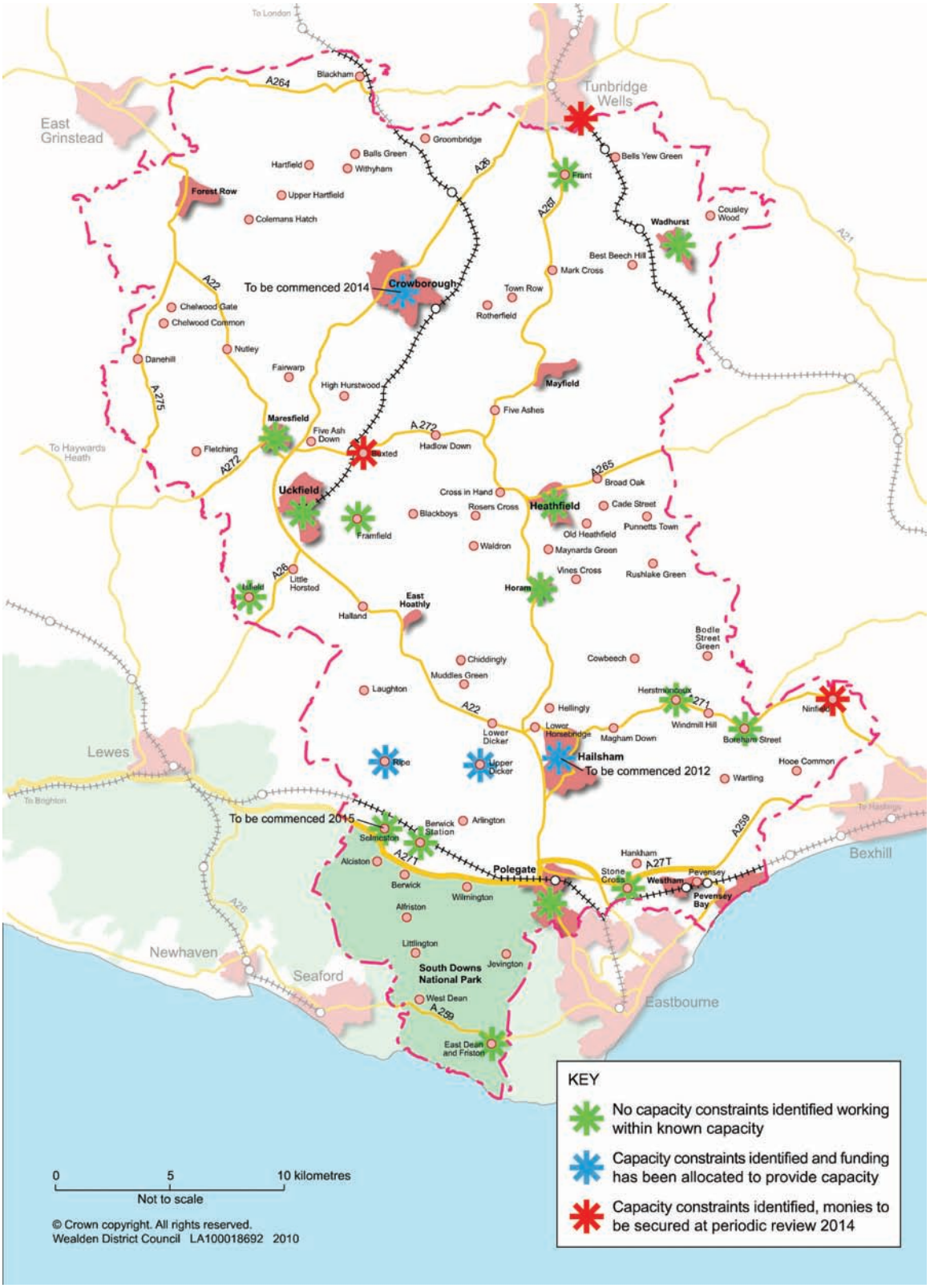
4.15 Southern Water has also clarified that further technical works are required to increase the works capacity from 1400 dwellings to the consented 2900 dwellings. As a result Southern Water has successfully bid for funding to increase the works capacity to meet discharge consent. These works are contracted to be completed by the end of 2012. Should this timetable slip the Council would need to phase delivery of housing in this area so as not to overload the waste water infrastructure.

4.16 Hailsham South Waste Water Treatment works, which serves the Polegate and Willingdon areas, also discharges into the Pevensey Levels and the Environment Agency has confirmed that the volumetric consent will not be increased from 2400 dwellings (again as agreed in January 2007). As Southern Water is limited to the amount of treated waste water it can discharge, it may therefore be necessary to find an alternative discharge location. There are a number of technical solutions that may be sought, and Southern Water has successfully bid for funding to complete a study to investigate these. The study was due to commence in the Autumn of 2010 and is scheduled to be completed in 2012. There is however significant uncertainty with regards to finding the additional capacity and therefore this has a constraint on growth potential in the plan period. In addition to this, the Environment Agency are undertaking a review of consents under the Habitats Regulations which has the potential to reduce the discharge consent and therefore provides a further risk, which is not yet quantified. Depending on the outcome of the study it may be necessary for Southern Water to bid for funding to design and implement technical improvements to enable additional waste water treatment/discharge. The next bidding round to OFWAT is in 2014 and Southern Water have confirmed that the earliest date for completion of any solution, subject to obtaining the necessary planning permissions, environmental permits/discharge consents and funding, will be post 2018.

4.17 Southern Water, the Environment Agency and East Sussex County Council as Waste Planning Authority, have agreed to enter into an agreement concerning the delivery of an alternative facility. Careful monitoring will be required as to the volumetric discharges, as it is possible that additional capacity may be realised through compulsory water metering and through changes in Building Regulations. If a solution cannot be found or cannot be implemented in time, it will be necessary to accommodate residential growth in other locations in accordance with contingency plans.

4.18 In order to achieve the preferred spatial strategy there will also be a need to increase the waste water treatment capacity at facilities that already exist in Buxted and Hooe, to accommodate the modest growth proposed within these treatment works catchment areas. This however is not of a scale critical to the delivery of the Core Strategy and will be dealt with in subsequent DPD's, in conjunction with providers. We will continue to liaise with Southern Water to ensure they have the most up-to-date housing numbers for use when bidding for the required funding during the 2014 bidding round.

Figure 4 Diagram showing Status of waste water Infrastructure in relation to proposed growth in Wealden



Source: Wealden District Council 2010.

Education provision

4.19 East Sussex County Council Children's Service Department provided detailed information for our IDP on the need for additional land requirements for the provision of primary and secondary school places associated with the Proposed Submission Core Strategy housing growth scenario aimed at providing of 9,600 additional dwellings within the Core Strategy time frame of 2006 - 2030.

4.20 Sixteen to nineteen provision for learners in Hailsham and Uckfield is currently being reviewed and infrastructural changes may require additional resources for capital investment in order to ensure that there is sufficient and appropriate provision for 16-19 learners in the area. Modelling work of the impact of the Raising of the Participation Age is currently underway which will provide more detailed information on the needs for this age group.

4.21 The information on Early Years infrastructure needs contained in the tables is based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified. Early years need and provision is subject to further discussion between WDC and ESCC and therefore may be subject to change.

4.22 In terms of primary schools, there will be a shortfall in provision in Hailsham, Polegate and Willingdon, Uckfield ,Stone Cross, Buxted/Maresfield and Frant, as a result of the Proposed Submission Core Strategy proposals for growth. The shortfall in provision at Buxted/Maresfield, Stone Cross and at Frant can be accommodated through extensions to the existing provision. Whilst further assessment of the need for land is required, preliminary results show that land is likely to be required for new primary school provision in Hailsham 2 Form Entry (2FE), and Uckfield will require1 form Entry (1FE). The nature, location and timing of the 1FE requirement in the Polegate and Willingdon area is subject to further discussion.

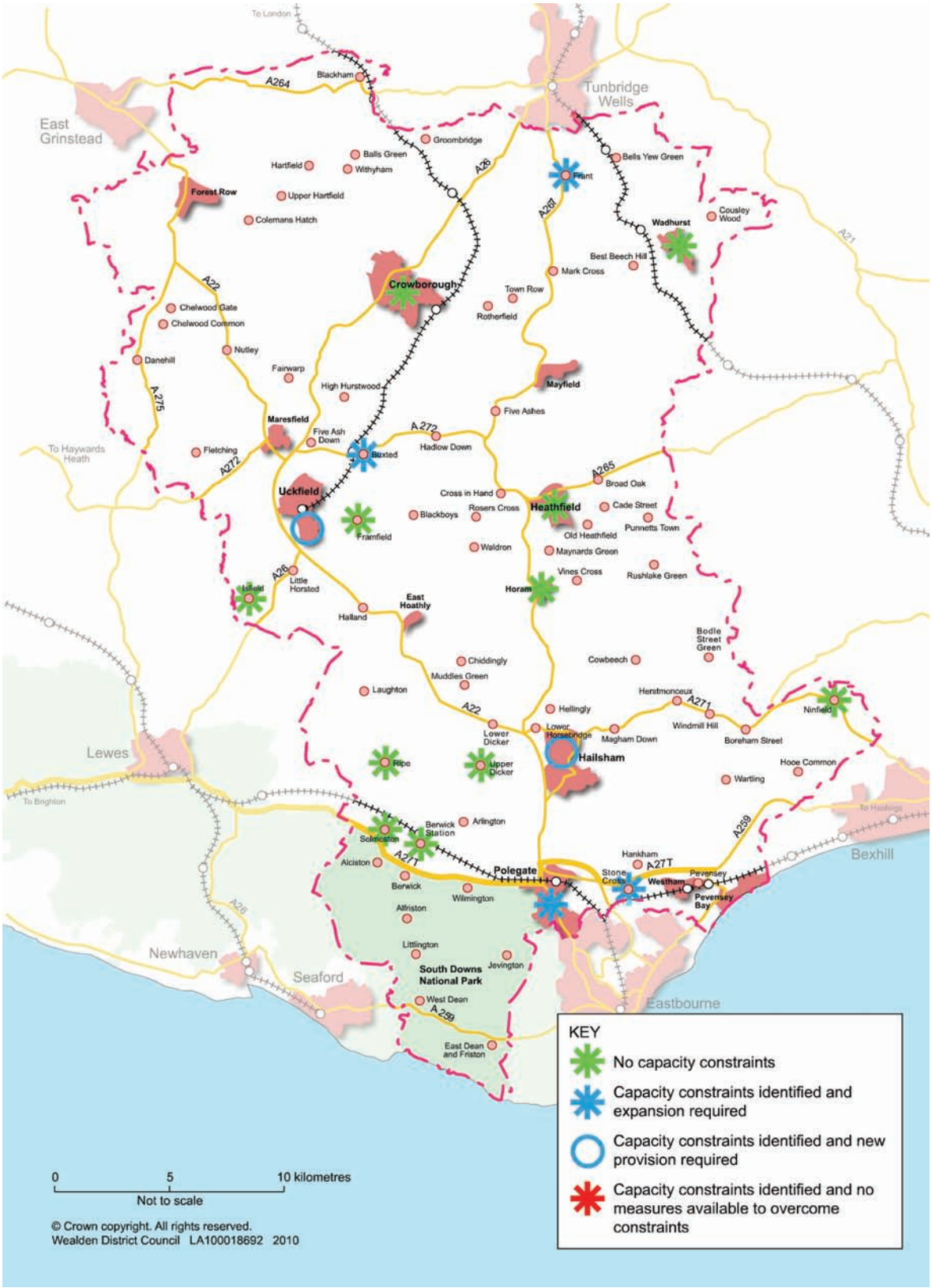
4.23 East Sussex County Council has indicated that for the level of growth proposed over the plan period will mean a shortfall of secondary school provision in Hailsham, Uckfield and in Polegate and Willingdon. The County Council has indicated that a shortfall of provision can be accommodated through an extension of the existing provision in Polegate and Willingdon. However, new land may be required in Hailsham and in Uckfield to provide for necessary future secondary school provision.

4.24 East Sussex County Council has indicated that the level of growth proposed over the plan period will mean a shortfall of early years provision in Crowborough, Uckfield, Hailsham, Polegate and Willingdon, Frant and Buxted/Maresfield. The County Council has indicated that a shortfall in provision in Frant can be accommodated through extension provision. However, new land may be required in Crowborough, Uckfield, Hailsham, Polegate and Willingdon and Buxted/Maresfield.

4.25 East Sussex County Council's assessment of infrastructure needs is based on the best information available to it at the current time (but see the above comment on Early Years). In addition to the needs identified in the table, and where new development would

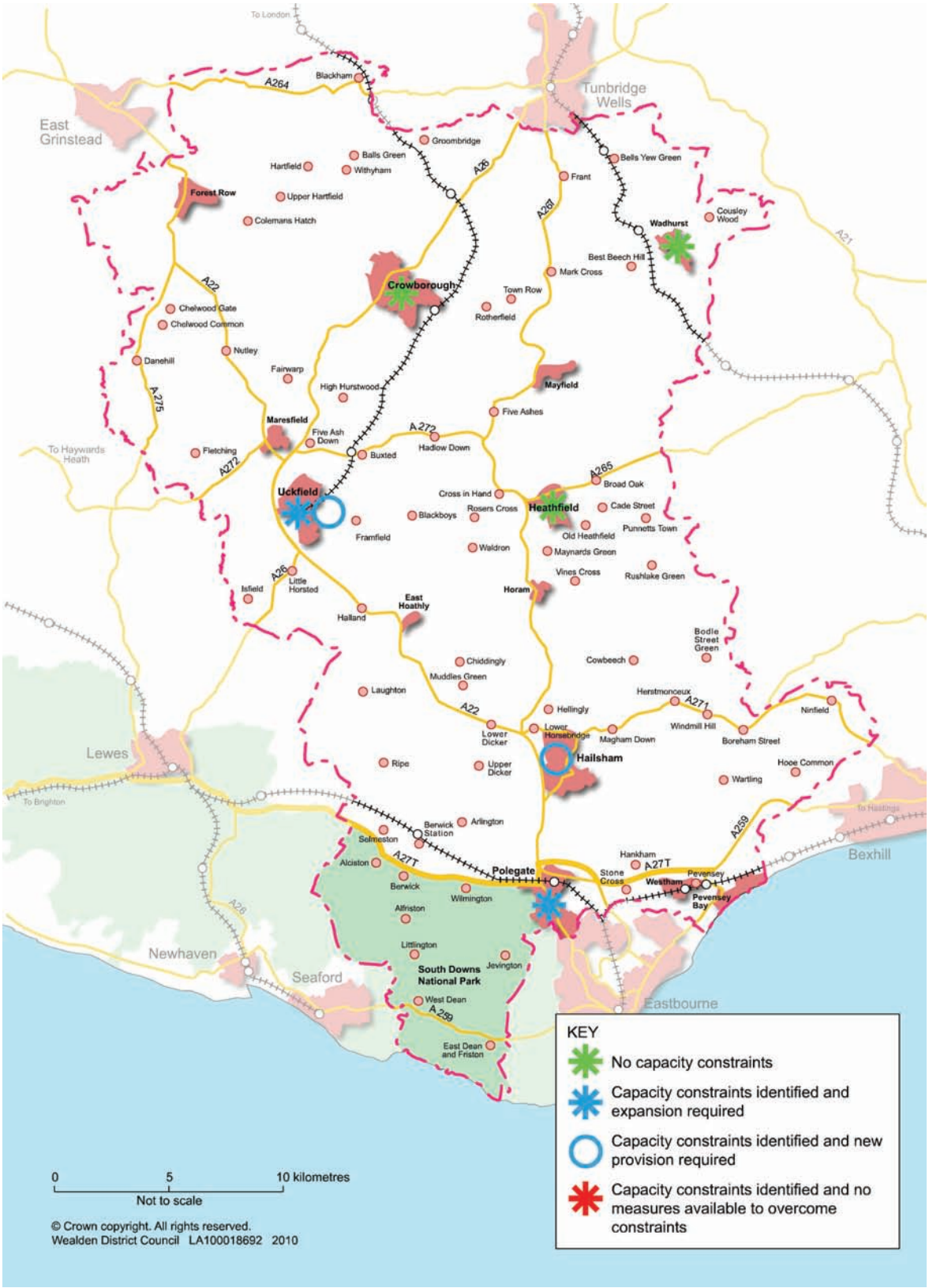
result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment. Predictions of education infrastructure needs will be subject to revision as new information on pupil/child number forecasts and housing numbers and trajectories becomes available.

Figure 5 Diagram showing Status of Primary Education provision in relation to proposed growth in Wealden



Source: Wealden District Council 2010.

Figure 6 Diagram showing Status of Secondary Education Provision in response to proposed growth in Wealden



Source: Wealden District Council 2010.

4.26 The issues discussed in the four broad areas identified (Appropriate Assessment, Transport, Waste Water and Education) represent the critical infrastructure issues arising from the Proposed Submission Core Strategy growth proposals. However working with the various infrastructure providers and agencies, we have identified how these issues will be addressed by those constituent partners to ensure that the level of growth envisaged can be delivered in a sustainable fashion and supported by the timely provision of associated infrastructure.

Other district-wide implications

4.27 In addition to the critical infrastructure issues addressed above, there are a number of infrastructure elements which need to be addressed further, together with elements outlined in paragraph 3.3 and in Figure 1, at subsequent DPD and associated IDP stages, which will 'flesh out' and provide more detail for each of the various growth locations in the LDF.

4.28 **Libraries:** East Sussex County Council report that the service is working to capacity in many areas and any new development is likely to trigger the need for improvements to existing provision. New infrastructure may be required in Hailsham and/or Polegate if large-scale development is undertaken. Such needs including possible joint use with other partners, will be identified by the County Council and investigated further in relation to the Strategic Sites DPD.

4.29 **Health**: None of the three Hospital Trusts serving Wealden have identified any specific issues or capacity constraints in relation to hospital services, as a consequence of the Proposed Submission Core Strategy proposals. However, the East Sussex, Downs and Weald Primary Care Trust (PCT) has identified a need for new Primary Care provision in the form of GP and Community health services, in Hailsham and Polegate to meet the level of growth envisaged.

4.30 **Supported accommodation/Adult Social Care**: East Sussex County Council has indicated a potential need within the plan period, for additional residential and nursing homes in the north of the District to cater for the needs of an ageing population. In addition, they have identified a potential need for a unit for physical disability in Crowborough and increased residential care provision in Uckfield. Such needs will be identified and investigated further in relation to the Strategic Sites DPD.

4.31 **Community Transport:** East Sussex County Council (ESCC) has indicated a need for further community transport provision to increase accessibility across the District, where currently 1/3 of communities are constrained by low levels of accessibility caused by infrequent bus services. Although this matter has been incorporated within LTP3, we will continue to work with ESCC on this issue through subsequent DPD and IDP stages.

4.32 **Waste Management and Waste Disposal:** The East Sussex County Council Waste and Minerals Core Strategy has identified a number of locations within Wealden for Waste Disposal, which may have implications for existing communities, proposed growth areas and local infrastructure, particularly roads. The County Council is currently considering it's timetable for progressing this work in light of the proposed publication of

Government advice and legislative change. In addition, the County Council has identified capacity issues and a need to potentially replace the Hailsham Household Waste Recycling Site, to cope with demand as a result of housing growth in the Hailsham and Polegate areas. These issues will need to be carefully monitored and assessed at subsequent DPD and IDP stages.

4.33 Water Supply: The South East of the country is classified as an area of water stress. Additional growth will add to the pressure currently experienced. South East Water is proposing to respond to this through a series of measures outlined in their Water Management Plan, which is currently at Public Inquiry. The proposed measures are detailed in the IDP Schedule at **Appendix A**, and include increasing abstraction licenses, water efficiency measures, universal metering, additional winter storage on the River Ouse (possibly outside of the Wealden District boundary) and additional capacity at Bewl Water. The latter two issues may have land use implications and will be further assessed at subsequent DPD and IDP stages.

4.34 Emergency services: We will continue to work with emergency service providers through subsequent DPD's and associated IDP stages, to refine more detailed service requirements. At present, the South East Coast Ambulance Service has indicated a need for a new response depot in the Polegate area, to enable it to respond to new service models and the level of growth proposed in Wealden and in neighbouring districts. The East Sussex Fire and Rescue Service has indicated a need to consider re-locating Fire Stations in Uckfield and in Hailsham. Sussex Police have indicated a potential need to increase Neighbourhood Policing provision in certain areas, subject to further assessment on detailed masterplanning at the Strategic Sites DPD stage.

4.35 Broadband provision: Broadband provision and speeds vary across the District but are generally poor. It is a key issue in relation to addressing issues of rural isolation and the economy of Wealden as a largely rural District with a high proportion of Small and Medium Enterprises (SME's) and home workers. Due to the nature of the information available and the way in which telecommunications infrastructure is provided, assessing current capacity and future requirements in relation to telecommunications and broadband coverage and speeds at the strategic level required of the Core Strategy has been difficult. We have therefore had to take a slightly different approach to this issue, which is summarised in **Appendix D**. We expect to delve deeper into this issue and cover this fully through subsequent DPD's and IDP stages.

4.36 Of the major infrastructure categories examined at this stage, a number of providers indicate that there are no critical issues as a consequence of the growth proposed in the Core Strategy.

4.37 Utilities: With the exception of the waste water issues discussed above, all other utility providers (gas, electricity, fresh water supply, etc.) report either sufficient spare capacity to accommodate planned growth or plans/procedures already in place to cater for additional service demands, should this arise.

4.38 Flooding: Development is not proposed in any flood risk zones. In addition, Sustainable Urban Drainage Systems (SUDS) will be provided in new developments in

line with national guidance. The Environment Agency has been closely consulted in the development of the Council's Proposed Submission Core Strategy and has confirmed that it has no objections to the proposed areas for growth.

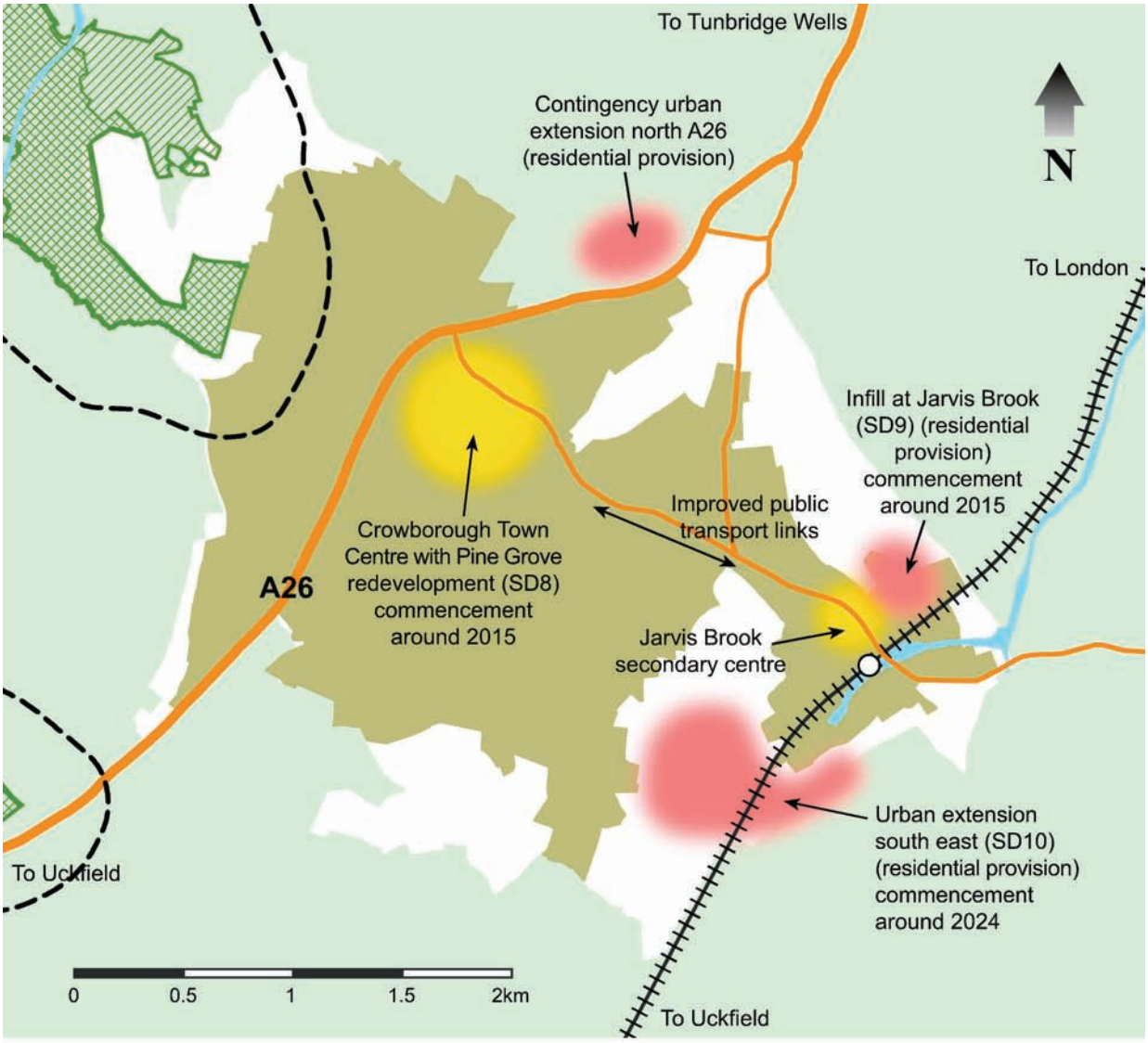
Key infrastructure requirements in relation to growth proposals in Wealden

4.39 The following plans and tables provide a summary of the critical (highlighted in bold red type) and key infrastructure provision required to support the proposed growth for each of the five market towns and key rural settlements.

Crowborough

New houses allocated to Crowborough in the Proposed Submission Core Strategy: **300**

Figure 7 Proposed growth in Crowborough



Key

- Urban Area
- High Weald AONB
- Area at risk from flooding
- Special Area of Conservation
- Special Protection Area
- 400m exclusion zone around Special Protection Area

© Crown Copyright. All Rights Reserved LA100018692 2010

Table 1 Critical and key infrastructure requirements to support growth in Crowborough

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Nature Conservation and Biodiversity	**CRITICAL:** Development within and around Crowborough is constrained by proximity to the Ashdown Forest and Special Protection Area / Special Area of Conservation. A number of avoidance and mitigation measures required, including visitor management and the provision of a local SANG in Crowborough.	In the Appropriate Assessment for the District measures have been agreed with Natural England, which will be further developed in subsequent DPD's and IDP work.
Transport	**CRITICAL:** There are issues with Western Road which may be a potential limiting factor to development south of the town. Further work is required to identify constraints relevant to specific sites and potential litigation is practicable.	Required in association with the development around Western Road, anticipated around 2024 and contained within subsequent DPD's and contingency site identified.
Education Early Years*	**CRITICAL:** Requirement for up to 0.5 FE (Form Entry) (30) places, either as an extension of existing provision or in new land and buildings.	Timescale and location not yet known.
Primary **	No capacity constraints predicted.	N/a.
Secondary **	No capacity constraints predicted.	N/a.
Waste water capacity	Extra capacity required at Redgate Mill waste water treatment works to enable extra capacity for up to 300 new dwellings - funding already in place for required work.	Scheme to be completed by September 2014. Funding in place and assuming completion to timetable, no further capacity constraints predicted.

Waste management	Sites across the District are operating at or near capacity but no immediate issues predicted.	To be identified.
Health	Improvements to existing primary care provision will be needed over the plan period but no additional infrastructure required. No acute care implications.	No delivery timetable at present, so issues may persist.

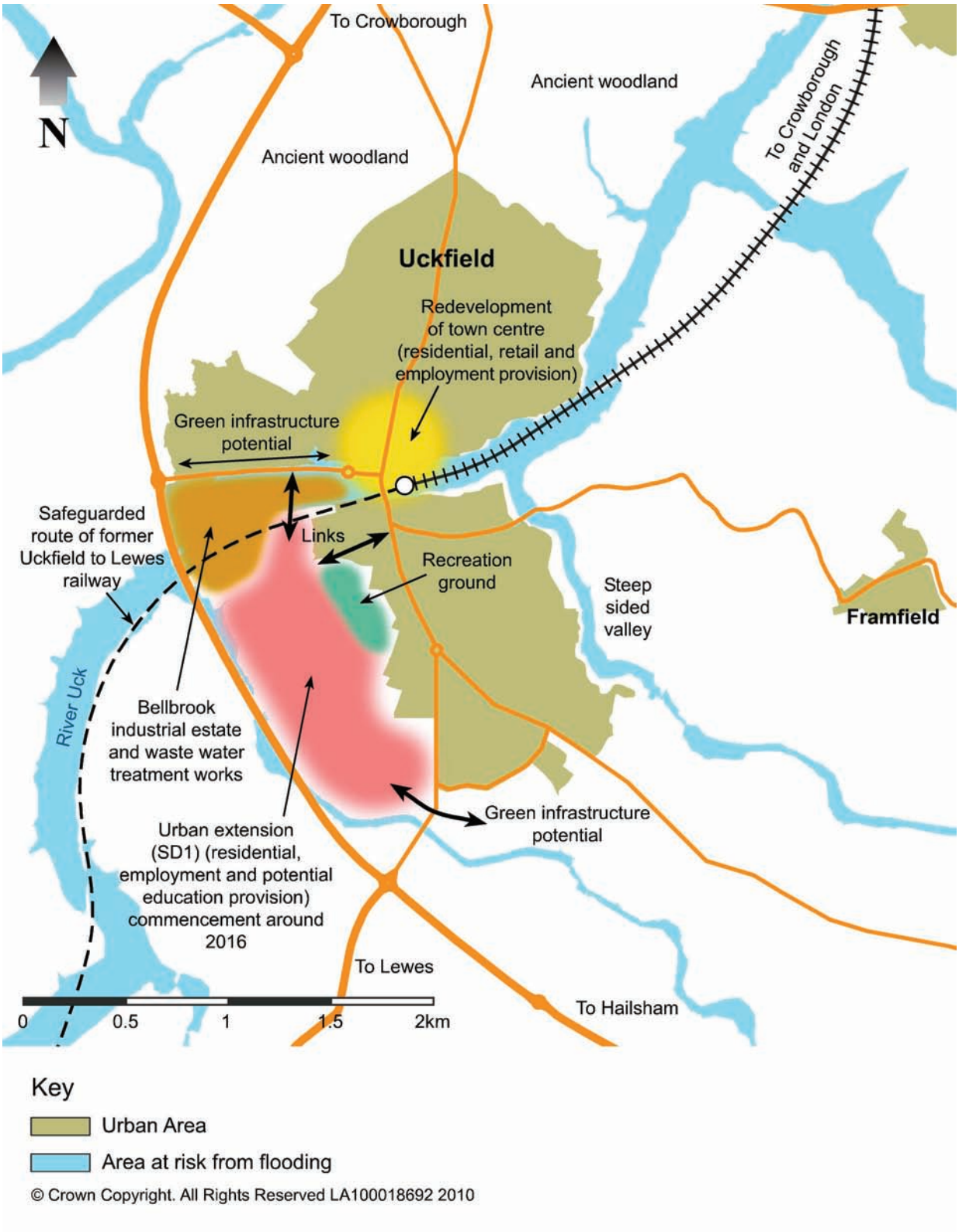
* The information on Early Years infrastructure needs contained in the table was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Early years need and provision is subject to further discussion between WDC and ESCC.

** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Uckfield

New houses allocated to Uckfield in the Proposed Submission Core Strategy: **1000**

Figure 8 Proposed growth in Uckfield



© Crown Copyright. All Rights Reserved LA100018692 2010

Table 2 Critical and key Infrastructure requirements to support growth in Uckfield

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Nature Conservation and Biodiversity	**CRITICAL:** Development around Uckfield is constrained by proximity to the Ashdown Forest and Special Protection Area / Special Area of Conservation. A number of avoidance and mitigation measures required, including visitor management and the provision of a local SANG in Uckfield.	In the Appropriate Assessment for the District measures have been agreed with Natural England, which will be further developed in subsequent DPD's and IDP work.
Transport	**CRITICAL:** There is a congestion issue at the junction of the High Street with Bell Lane, which has become unacceptable due to development. Improvements to Uckfield town centre road network are considered critical for planned development. These improvements will form part of a preferred masterplan for the town.	Contributions towards improving traffic management have been secured from recent developments around the town and work to model an appropriate scheme is underway. The scheme costs, any requirement for additional funding and programming are yet to be determined.
Education Early Years*	Requirement for new land and buildings for 1 FE primary school (210 school places) to the south west of the town together with nursery provision of 60 spaces.	2021/2022 onwards. Assuming delivery to timetable, capacity issues should be solved by end of the plan period.
Primary * **	Requirement for new land and buildings for 1 FE primary school (210 school places) to the south west of the town together with nursery provision of 60 spaces.	2021/2022 onwards. Assuming delivery to timetable, capacity issues should be solved by end of the plan period.
Secondary / *** **	**CRITICAL:** Requirement for up to an additional 200 places as an extension of existing	

	provision or in the form of new land and buildings.	From approximately 2013/14 onwards.
Waste water capacity	No capacity constraints predicted.	N/a.
Health	Improvements to existing primary care provision needed but no additional infrastructure required. No acute care implications.	No delivery timetable at present, so issues may persist.
Emergency Services	Subject to cover sharing arrangements with Lewes, need for the relocation of the existing fire station within the floodplain to a location further north. Delivery should take place 'simultaneous with housing occupation'.	Possible medium term (2012 - 2018) need and definite long term (2018 - 2026) need for relocation but no location, costs or funding identified as yet.
Flood Defences	Flood defence improvements to the River Uck completed. SUDS to be incorporated in all new development.	Implementation of SUDS in line with development proposals.

*The information on Early Years infrastructure needs contained in the table was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Early years need and provision is subject to further discussion between WDC and ESCC.

** 16-19 provision for learners in Uckfield is currently being reviewed and infrastructural changes may require additional resources for capital investment in order to ensure that there is sufficient and appropriate provision for 16-19 learners in the area. Modelling work of the impact of the Raising of the Participation Age is currently underway which will provide more detailed information on the needs for this age group.

*** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Hailsham / Hellingly

New houses allocated to Hailsham/Hellingly in the Proposed Submission Core Strategy; **1300**

Figure 9 Proposed growth in Hailsham/Hellingly

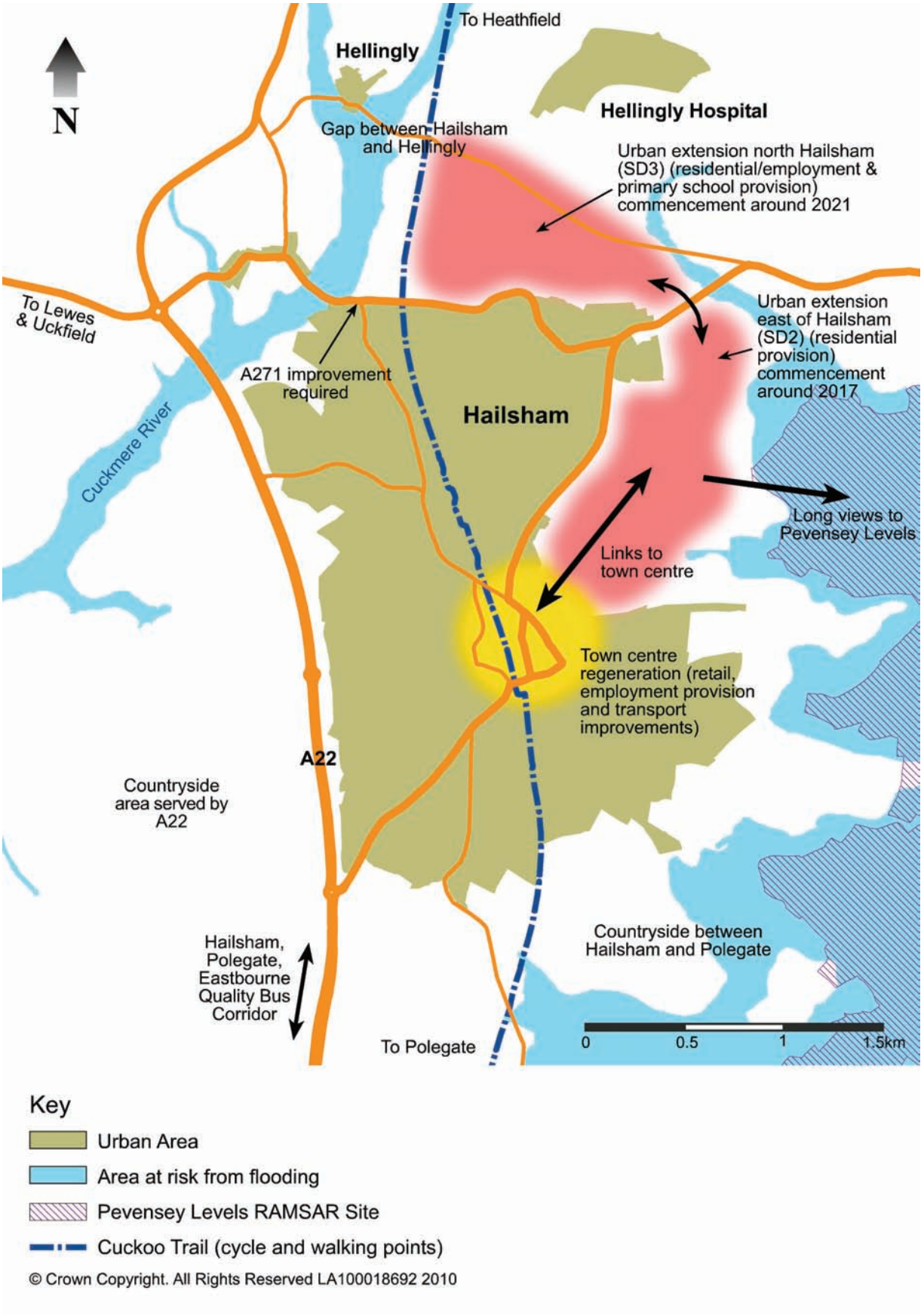


Table 3 Critical and key infrastructure requirements for growth in Hailsham and Hellingly

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Transport	**CRITICAL:** Addressing capacity, safety and severance issues along the A271 will be required to deliver the proposed growth in Hailsham, including improvements at Boship Roundabout and/or at the junction of the A22 and Hempstead Lane. Improvements to the junction of the A22 with Hempstead Lane could potentially involve opening up the junction of the A22 with Hempstead Lane, to include a roundabout, which would provide an additional connection between the town and the A22. This could be the more effective solution in comparison to the re-configuration of the Boship Roundabout, but further assessments are required to test physical and financial deliverability. The adoption of demand management (e.g. Smarter Choices) approaches will be required for new or existing development in the South Wealden Area, to help mitigate issues in Hailsham Town Centre and the impacts of traffic on the wider town and strategic road network. Promote and include Summerheath Road, Hailsham in a wider town	Further detail, costs and timing subject to further study currently underway. Development is contingent on delivery of this infrastructure.

	centre network, including signalisation to relevant junctions. Signal improvements at Battle Road, are required, to accommodate growth in Hailsham./London Road and North Road/High Street junctions.	
Education Early Years*	**CRITICAL:** Requirement for new land and buildings for 2FE primary school (420 spaces) in north or north-east Hailsham together with nursery provision of 120 spaces.	2013/14 onwards. Assuming delivery to ESCC timetable, no further issues predicted.
Primary * **	**CRITICAL:** Requirement for new land and buildings for up to 2FE primary school (420 spaces) in north or north-east Hailsham together with nursery provision of 120 spaces.	2013/14 onwards. Assuming delivery to ESCC timetable, no further issues predicted.
Secondary / *** **	**CRITICAL:** Requirement for new land and school provision for up to 200 places planned on land at Battle Road.	From approximately 2016/17 onwards. Assuming delivery to ESCC timetable, delivery should occur and capacity issues be solved within this period.
Waste water capacity	**CRITICAL:** 1. Additional capacity required at existing water treatment works to enable delivery of 1500 dwellings to the north of Hailsham, Hellingly and Upper Dicker. 2. Study into alternative discharge locations and/or additional infrastructure required to Hailsham North and South WWTW to accommodate growth in addition to that allocated in	1. Funding in place and works to be completed by 2012. 2. Funding bid to OFWAT in 2014 or 2019 to design scheme and build works post 2020, proposed as a result of Study into alternative discharge locations. Alternative location not required to accommodate the Proposed Submission Core Strategy allocation, however windfalls

	the Proposed Submission Core Strategy.	and additional employment land may require new works.
Waste management	Services at existing Household Waste Recycling Site in Hailsham already constrained by small size; any increase in housing numbers will take it over capacity and place undue pressure on other facilities.	Funding, location and timescale for replacement site to be identified.
Health	New Primary Health Care provision in the form of GP and Community Services required.	Concept scheme and costs identified Timescale: needs to be linked to build rates of development. No delivery timetable at present, so issues around additional provision may persist.
Emergency services	Extensive development in Hailsham and Polegate will require the relocation of the existing fire station further to the south simultaneously with housing occupation.	Relocation required within the medium term, (2012 - 2018) Costs, location of scheme and funding to be determined.

*The information on Early Years infrastructure needs contained in the table was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Early years need and provision is subject to further discussion between WDC and ESCC.

**16-19 provision for learners in Hailsham is currently being reviewed and infrastructural changes may require additional resources for capital investment in order to ensure that there is sufficient and appropriate provision for 16-19 learners in the area. Modelling work of the impact of the Raising of the Participation Age is currently underway which will provide more detailed information on the needs for this age group.

*** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Polegate & Willingdon & Stone Cross & Westham

New houses allocated in the Proposed Submission Core Strategy to Polegate/Willingdon and Stone Cross: 700 (Polegate/Wiilingdon); 650 (Stone Cross)

Figure 10 Proposed growth in Polegate/Willingdon and Stone Cross.

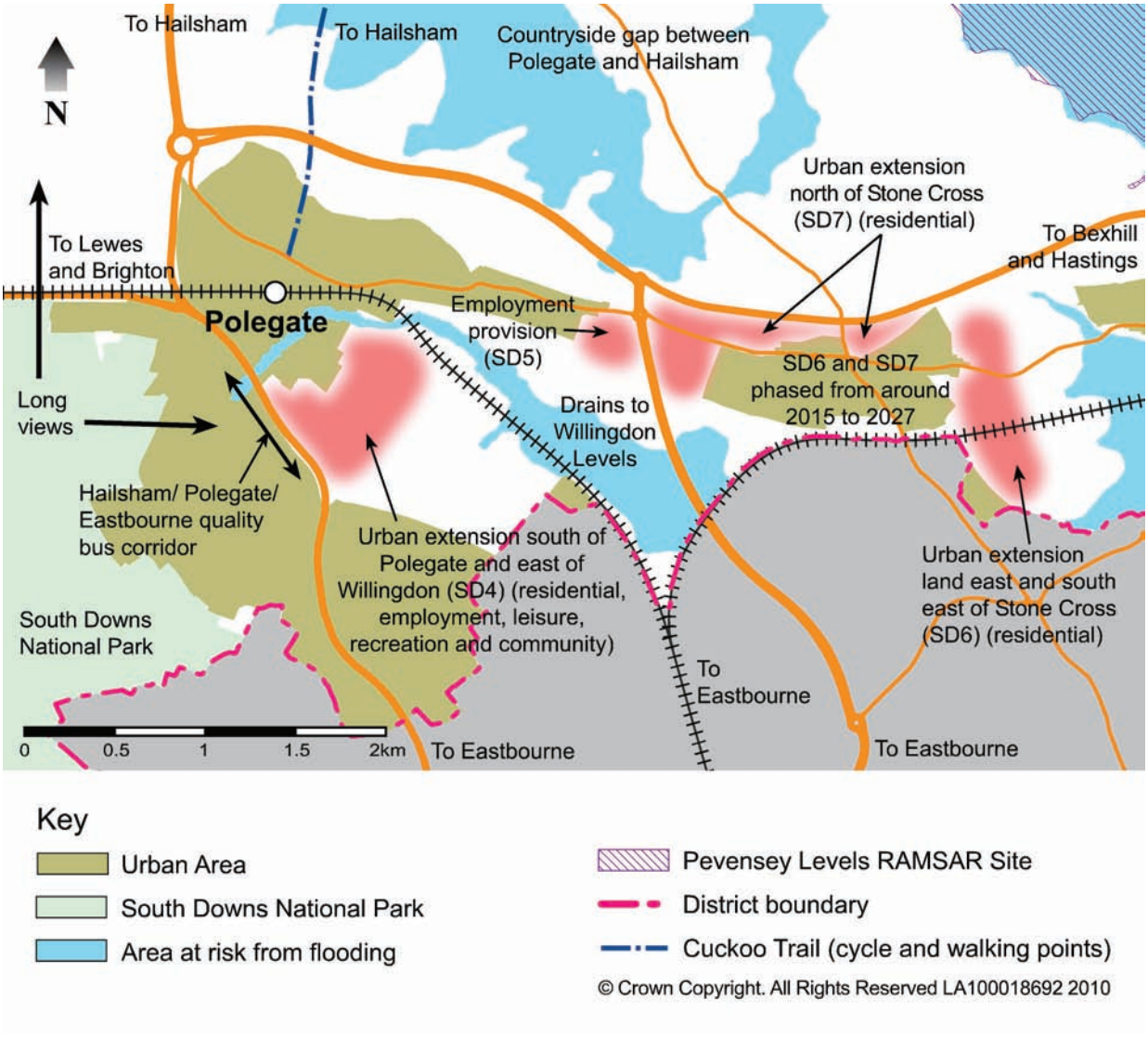


Table 4 Critical and key infrastructure requirements for growth in Polegate/Willingdon/Stone Cross

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Transport	**CRITICAL:** Confirm the requirement of traffic signals at Cophall roundabout. Improvements at roundabout junctions of A22 Jubilee Way	Additional development identified in the proposed submission Proposed Submission Core Strategy is contingent on delivery of infrastructure identified through the SWETS study.

	with the A27 and Dittons Road. Junction improvements at A22/A27/A2270 signalised junction and at A2270/Polegate High Street/Wannock Road junction. Delivery of measures on sites adjacent to the A22/A2270 or the corridor, to manage the demands of car travel and other means, to ensure the effective operation of the QBC along this corridor, will be required to enable delivery of development in the south Polegate/east Willingdon area.	
Education Early Years*	**CRITICAL:** Polegate/Willingdon Requirement for new land and buildings for 1 FE nursery provision (60 places). **CRITICAL:** Stone Cross Requirement for new land and buildings for up to 1 FE nursery provision (60 places).	Timescale not known. No delivery timetable at present, so issues may persist. Timescale not known. No delivery timetable at present, so issues may persist.
Primary **	**CRITICAL:** Polegate/Willingdon Requirement for up to an additional 1FE (210 school places) as an extension of existing provision or alternatively new land and premises for 1FE (210 school places). **CRITICAL:** Stone Cross Requirement for up to an additional 1 FE primary school (210 school spaces) as an	From approximately 2013/14 onwards. Assuming delivery to ESCC timetable, no further issues predicted. From approximately 2016/17 onwards. Assuming delivery to ESCC timetable, no further issues predicted. From approximately 2018/1 onwards. Assuming delivery

Secondary **	extension of existing provision in the area. **CRITICAL:** Polegate/Willingdon Requirement for up to an additional 1 FE (150 places) as an extension of existing provision.	to ESCC timetable, no further issues predicted.
Waste water capacity	**CRITICAL:** Study into alternative discharge locations and/or additional infrastructure required to Hailsham North and South WWTW to accommodate growth in addition to that allocated in the Proposed Submission Core Strategy.	Alternative discharge location and/ or additional infrastructure is not required to accommodate the Proposed Submission Core Strategy allocation, however windfalls and additional employment land may require new works. Funding bid to OFWAT in 2014 or 2019 to design scheme and build works.
Waste management	Polegate served by Hailsham; increase in waste likely to divide between Hailsham and Eastbourne.	

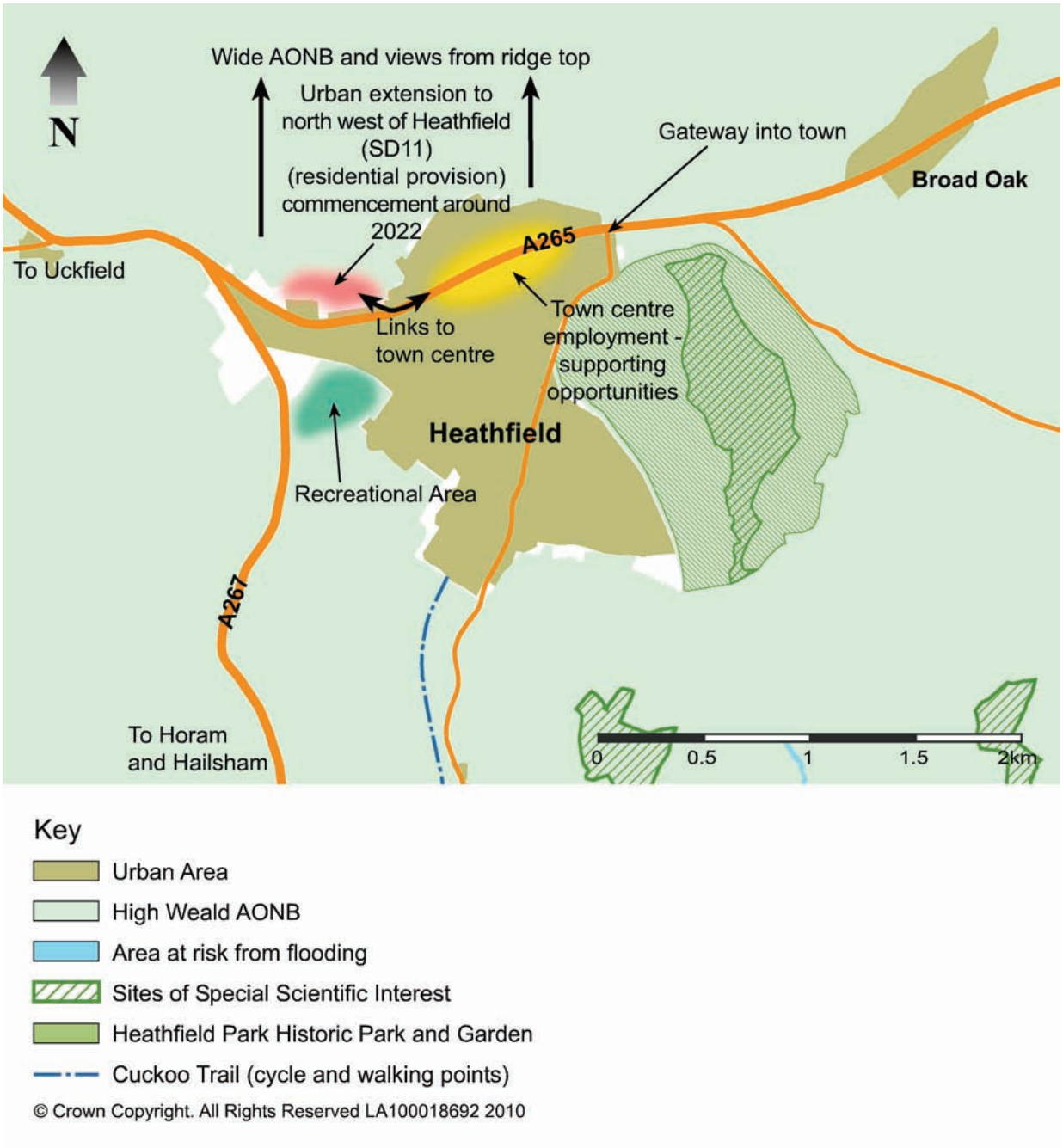
*The information on Early Years infrastructure needs contained in the tables was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified. Early years need and provision is subject to further discussion between WDC and ESCC.

** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Heathfield

New houses allocated to Heathfield in the Proposed Submission Core Strategy: **160**

Figure 11 Proposed growth in Heathfield



© Crown Copyright. All Rights Reserved LA100018692 2010

Table 5 Critical and key infrastructure requirements for growth in Heathfield

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Transport	No capacity issues predicted, however local improvements will be required to accommodate level of proposed growth.	Phased in relation to development - timescale around 2015/16.
Education Early Years *	No capacity issues predicted.	N/a.
Primary **	No capacity issues predicted.	N/a.
Secondary **	No capacity issues predicted.	N/a.
Waste water capacity	No capacity issues predicted.	N/a.
Waste management	Sites across the District are operating at or near capacity but no immediate issues predicted.	To be determined.
Health	Improvements to existing primary care provision needed but no additional infrastructure required. No acute care implications.	No delivery timetable at present, so issues may persist.

* The information on Early Years infrastructure needs contained in the tables was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified. Early years need and provision is subject to further discussion between WDC and ESCC.

** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Edge of Tunbridge Wells / Frant

New houses allocated to the edge of Tunbridge Wells/Frant in the Proposed Submission Core Strategy **- 120**

Table 6 Critical and key infrastructure requirements to support growth at the Edge of Tunbridge Wells/Frant

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Transport	No major constraints but will be subject to local improvements.	To be phased in accordance with local need and development.
Education Early Years*	**CRITICAL:** Requirement for an additional 10 nursery school places, as an extension of existing provision.	Timescale of need not yet known.
Primary **	**CRITICAL:** Frant - Requirement for up to an additional 5 places per year group to raise capacity by 35 primary school places, as an extension of existing provision.	2025/26 onwards.
Secondary **	No capacity issues predicted.	N/a.
Waste water capacity	**CRITICAL:** Works to Tunbridge Wells South WwTW To deliver up to 200 dwellings in Frant Parish on the fringe of Tunbridge Wells.	Scheme subject to approval by OFWAT through the periodic review in 2014, if deemed necessary. Scheme to be implemented 2017 at the earliest. Assuming delivery to provisional timetable, delivery should occur and capacity issues be solved within this period.

* The information on Early Years infrastructure needs contained in the tables was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified. Early years need and provision is subject to further discussion between WDC and ESCC.

** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

Rural villages

New Houses allocated to Villages in Proposed Submission Core Strategy : **455**

Table 7 Critical and key infrastructure requirements for growth in rural areas

Infrastructure item	Provision required to support growth	Status/timescale envisaged
Transport	No major constraints but will be subject to local improvements.	To be phased in accordance with local need and development.
Nature Conservation and Biodiversity	**CRITICAL: Maresfield** - identified as a rural growth area - it is also identified as having potential to affect the recreational pressure on the Ashdown Forest and its Special Protection Area / Special Area of Conservation.	In the Appropriate Assessment for the District avoidance and mitigation measures have been agreed with Natural England, which will be further developed in subsequent DPD's and IDP work.
Education Early Years *	**CRITICAL: Buxted/Maresfield** - Requirement for new land and buildings for 0.5 FE (30 places).	Timescale of need not yet known. Assuming delivery to ESCC timetable, no further issues predicted.
Primary / *****	**CRITICAL: Buxted/Maresfield** Requirement for up to an additional 0.5 FE primary school (105 spaces) as an extension of existing provision. No capacity issues predicted.	Timescale: From 2012/2013 onwards. Assuming delivery to ESCC timetable, no further issues predicted.
Secondary ***		N/a.
Waste water capacity	1. Works to increase treatment capacity at **Buxted** WwTW. 2. Works to increase treatment capacity at **Hooe** WwTW to deliver up to 50 dwellings at Ninfield.	1. Scheme is required to be approved by OFWAT through the periodic review in 2014. **Buxted** scheme to be implemented post 2015. Assuming delivery to OFWAT timetable, delivery should occur and capacity issues be solved within this period.

		2. Scheme is required to be approved by OFWAT through the periodic review in 2014. **Hooe** scheme to be implemented post 2015. Assuming delivery to OFWAT timetable, delivery should occur and capacity issues be solved within this period.
Health	Improvements to existing primary care provision will be needed in **Buxted** and **Herstmonceux** over the plan period but no additional infrastructure required. No acute care implications.	No delivery timetable at present, so issues may persist.

* The information on Early Years infrastructure needs contained in the tables was originally based on a response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified. Early years need and provision is subject to further discussion between WDC and ESCC.

** The calculation of the need for additional primary places does not take into account the proposed 80 dwelling development at Park Farm Maresfield.

*** In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.

5 Implementation

5.1 Ensuring that the required infrastructure is delivered in a timely fashion is clearly essential to the successful delivery of our Strategy. An implementation plan, based on the Infrastructure Schedule will provide a monitoring tool that, in the longer term, will enable the Council and LSP to ensure the future needs of the District are met. The implementation plan will be supported through agreements with key infrastructure providers, and with developers through Section 106[13] and 278 agreements[14], and CIL or subsequent charges, which will ensure the provision of funding and infrastructure items within agreed timescales associated with the implementation of development. Further infrastructure provision and items not yet covered, will be developed in detail through subsequent DPD's and IDP stages.

5.2 For the purposes of this phase of the IDP however, the implementation plan is limited to the critical infrastructure identified above and is as set out in **Appendix A**. More detailed information relating to how each of the critical elements is expected to be delivered is set out below.

Appropriate assessment, nature and biodiversity

5.3 Following the Habitats Regulation Assessment report on the Proposed Submission Core Strategy for Wealden, the Council and Natural England have agreed a number of 'avoidance and mitigation' measures to overcome any adverse effects that development in Crowborough and Uckfield in particular, may have on the Ashdown Forest in terms of increased recreational use. We will continue to work with Natural England and the Ashdown Forest Board of Conservators to ensure the requirements of the Habitat Regulations Assessment are met, and to agree any mitigation and avoidance measures that may be necessary.

Transport

5.4 East Sussex County Council has recently consulted on its third Local Transport Plan (LTP3), which covers fifteen years (2011-2026). East Sussex County Council have stated their intention to align the LTP's provisions with infrastructure needs identified in District and Borough Councils' IDPs, and the consultation document indicates that south Wealden and Uckfield will, alongside Newhaven and Bexhill/Hastings, be the foci of the LTP given the development proposed for these areas. Consultation on the draft LTP commenced at the beginning of October and continued through to January 2011, with the finalised Plan intended to come into operation in April 2011.

5.5 The South Wealden and Eastbourne Transport Study (SWETS) has also been commissioned to test and support the growth proposed in Wealden's Proposed Submission Core Strategy. The key findings of the study have been taken into account in this IDP

13 Refers to Section 106 of the Town and Country Planning Act, 1990 which allows a Local Planning Authority to enter into a legally binding agreement or planning obligation with a landowner in association with the grant of planning permission. The obligation is termed a Section 106 Agreement. www.legislation.gov.uk

14 Refers to Section 278 of the Highways Act 1980, which allows developers to enter into a legal agreement with the Highway Authority, to make alterations or improvements to the public highway. The obligation is referred to a 278 Agreement. www.legislation.gov.uk

and in the Proposed Submission Core Strategy. This work will be taken forward through subsequent DPD's and IDP stages, and has also been fed into the LTP3 process.

5.6 Wealden District Council will continue to liaise with East Sussex County Council regarding the scale of the development proposed and the transport interventions required to support them, thus ensuring that the LTP's provisions reflect the content of the IDP. We will enter into an agreement with East Sussex County Council and the Highways Agency on the approach to be taken to identify and deliver the necessary interventions, including the timing associated with growth, funding streams and the level of developer contributions expected to provide this infrastructure.

Waste water

5.7 As a direct result of IDP consultations, Southern Water are already working to provide the necessary infrastructure to support growth. Funding was acquired in the 2009 OFWAT review for the necessary works to enable the North Hailsham treatment facility to operate to discharge capacities. These works have been contracted and are due to be completed by 2012. Funding is also in place for investigation into solutions to the possible infrastructure deficit at the South Hailsham treatment facility and a study of options is underway.

5.8 We will continue to liaise with Southern Water, the Environment Agency and East Sussex County Council as Waste Planning Authority to ensure the delivery of the necessary infrastructure in the future.

Education

5.9 In developing its capital strategy for the initial phase of the LDF period (2011 – 2016), East Sussex County Council has identified areas of pressure across the District in relation to early years, primary school and secondary school places. Subject to the outcome of the Comprehensive Spending Review and confirmation of future Government Grant funding, East Sussex County Council has allocated indicative funding in its capital programme to ensure it is able to meet its statutory obligation to provide sufficient early years, primary school and secondary school places.

5.10 We will continue to work with the County Council to gather evidence of the need for contributions required in relation to infrastructure associated with development proposed in the LDF. Contributions from new housing development will be required if there is a gap between Government funding and the actual cost of providing infrastructure, where it is justified and meets the terms of relevant legislation.

Funding issues

5.11 Funding for essential infrastructure items will come from a variety of public and private sector sources, depending on the type of infrastructure concerned. Funding will always be subject to bidding processes and prioritisation which may impact upon the timing and phasing of provision of housing and employment development across the District.

5.12 Where substantial private sector funding from developers is sought, this will need to be carefully monitored and assigned to ensure the deliverability and viability of development and infrastructure provision. Private sector development will be negotiated through appropriate legal mechanisms that will ensure the draw down of funds and delivery of infrastructure improvements as appropriate in line with development phasing. Monitoring of funding streams, programmes and the draw down of funding through legal agreements, will be a critical element of the implementation of the Infrastructure Delivery Plan. Wealden District Council will work in partnership with infrastructure providers and developers to ensure that the process runs as smoothly as possible and is further developed though subsequent DPD and IDP stages. We will also work together to take on board any changes to funding regimes and processes that may be introduced by the Government in their consideration of improvements to the Planning System, particularly in relation to any changes to the Community Infrastructure Levy (CIL).

5.13 Where necessary and appropriate in relation to the Core Strategy policies, Wealden District Council will also work to secure further contributions of finance and/or land from development towards all the provision of infrastructure and services required to support development which cannot be funded from dedicated funding streams.

Future implementation plans

5.14 The IDP, subsequent phases and updates, will be reported through the LDF Project Board and will also be updated annually to review progress as part of the Annual Monitoring Report (AMR). This first IDP is the beginning of a process to integrate the capital investment programmes of various services with planning for new development, to better align delivery of growth, especially housing growth, with the necessary infrastructure to support this. The baseline position will allow the Council and its partners in the LSP to continue to prioritise spending and address funding gaps over the lifetime of the Core Strategy. Subsequent versions of the IDP, which will accompany the more detailed DPD documents, will be able to draw upon the monitoring and management processes that will be established to allow more accurate costs, priorities and needs to be identified, as the monitoring and updating process matures.

5.15 Aspects of the second stage of the IDP are already being progressed:

- A project is underway to improve rural broadband access in the District, with £140,000 funding from SEEDA (granted in January 2011) to enable broadband improvement programmes in Isfield, Upper Dicker and Waldron/Rosers Cross.
- A project is underway to map the locations of all infrastructure assets in the District, to allow better understanding of the current infrastructure position.
- A Green Infrastructure Paper background paper has been drafted as part of the evidence base for the Proposed Submission Core Strategy, and will be used as the basis for the development of a Green Infrastructure Strategy and Plan for the District, as part of the second stage of the IDP and the Strategic Site and Site Allocations DPS's. The Green Infrastructure Strategy will include amongst other aspects, detailed consideration of existing and proposed green space, biodiversity, landscape aspects including the cultural landscape, and community and leisure facilities.

5 Implementation

6 Monitoring

6.1 The IDP, like the Core Strategy and LDF is a 'living document', where monitoring and updating of the document will be a continuous process. Updating of the delivery of the infrastructure elements contained in this first IDP will largely fall to the arrangements in place to demonstrate monitoring of the delivery of the Core Strategy itself.

6.2 At this stage it is intended that the formal report for monitoring delivery of the critical infrastructure will be the AMR. Day to day monitoring will be closely linked to the routine development management process, and include the detailed reporting on progress of planning obligations to monitor collection and allocation of monies, and regular liaison with infrastructure providers.

6.3 Reports on overall progress will also be taken to the Local Strategic Partnership Board and the Local Development Framework Project Board. These, and the monitoring reports more generally, will be further developed as part of the ongoing evolution of the IDP, particularly as it moves into the second phase, as the next phase of LDF Development Plan Documents are prepared, and as we address community level infrastructure needs in more detail.

6.4 Care will also be taken to monitor any wider developments which may impact the IDP; at the time of writing, for example, the government is considering the future of the Community Infrastructure Levy (CIL). Changes brought in by the Government will inevitably impact upon the delivery of the Core Strategy, LDF and the IDP. It will be imperative therefore that we identify and address any issues or contingency matters arising in a timely manner, to ensure that the Core Strategy and LDF is delivered.

6 Monitoring

7 Conclusion

7.1 When we began this process in 2007 at LDF Issues and Options Stage, there were real concerns that certain critical elements - in particular, waste water, transport and Appropriate Assessment - could prove to be 'show-stoppers' for the Core Strategy and the delivery of the growth required under the South East Plan (11,000 new homes). At that stage it was not clear how, or indeed whether, solutions could be found. To address these concerns we have worked in partnership with infrastructure providers, focusing additional effort on these key matters, testing various spatial development and growth options against infrastructure possibilities. The basis of this testing has led to consideration in our Proposed Submission Core Strategy, of a lower housing figure than in the South East Plan which can be delivered with more certainty. We are now in a position to have a reasonable expectation that these critical elements can and will be delivered within an acceptable timescale. This is a significant achievement. To get to this point, all concerned have had to develop new working relationships, take account of the priorities of different organisations, and be realistic about what can be delivered in the current economic climate.

7.2 Through this co-operation we - the Council and our partners - have been able to address the key issues and reach an agreed plan for moving forward.

- On waste water, funding has been secured from OFWAT for works in 2012 to increase capacity in the Hailsham area and to undertake a study to investigate other technical solutions that could further increase capacity in the longer term.
- On transport, we have completed a joint study with the County Council and our neighbours Eastbourne Borough Council (SWETS) that enables us to set out the interventions necessary to support growth in the south of the District and a process as to how, when and where these will be implemented.
- For the town of Uckfield, modelling and design work for a town centre traffic scheme has now been commissioned.
- With regard to the Appropriate Assessment, a Management Plan for the Ashdown Forest[(15)] has been produced. We will be working with other Local Authorities and the Ashdown Forest Conservators to prepare a visitor management plan, to manage visitor impacts. We will also work to provide appropriate suitable alternative green infrastructure through our next stage DPDs in order to mitigate the potential effects of growth upon the Ashdown Forest. In addition, we are also finalising work on air quality issues as they affect the Ashdown Forest, to a brief agreed with Natural England.

7.3 We believe that we can now proceed with an agreed and clear IDP that supports our Proposed Submission Core Strategy, that sets out the critical elements of infrastructure needed to best accommodate growth and identifies how these key infrastructure elements will be delivered within the timescale necessary to support growth in a planned and sustainable fashion.

7.4 This phase of the IDP lays solid foundations for the further development of the IDP as a 'living document', which will be updated and refined as detailed work is undertaken

15 The Forest Plan - Ashdown Forest Conservators www.ashdownforest.org

as part of the Strategic Sites and Site Allocations DPD's. As part of the PAS pilot for development of infrastructure plans we were asked to explicitly engage our LSP and the County Council. We had already done so but the IDP process has further cemented those relationships. Engagement of partners has been the foundation of our approach, not only to the IDP, but to the Core Strategy itself. As we take the IDP forward and expand its scope to address other necessary infrastructure as part of our work on site specific issues (through subsequent DPD's), this approach will be increasingly important, not least in light of likely financial constraints on public expenditure and funding for infrastructure.

7.5 Finally, the support we have received from PAS, and the engagement with the other pilot authorities, has been enormously beneficial throughout this process. It has helped to provide a clear methodology and framework within which to tackle what could become a daunting and potentially overwhelming task. By being realistic about what is actually required and what can be achieved, the pilot exercise has been a useful learning experience and one which we consider should have wide-reaching benefits in planning for our future community needs.

Appendices

Appendix A

Infrastructure Delivery Schedule

Appendix A

TRANSPORT - **Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.**									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Strategic Road Network Folkington Link/Cophall Roundabout Junction Improvements (or equivalent)	New road /Junction improvements between Cophall Roundabout and A27	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Spatial Options consultation Infrastructure Background Paper 2009 South Wealden and Eastbourne Transport Study (SWETS)	Highways Agency	Unknown and requires further work to establish costs.	Potential DfT funding	Scheme is desirable to respond to increasing strategic transport demands in the area within the plan period. However, the alternative option of signals at the Cophall Roundabout would allow delivery of development in south Wealden, albeit with residual transport issues. However scheme is dependent on successful funding bid and also satisfying additional planning constraints in relation to AONB/South Downs National Park designations.	Previous work has identified that substantial traffic benefits could arise from provision of a new A27 link west of Polegate to Cophall roundabout which would encourage a greater proportion of traffic between the west and central Eastbourne to use Polegate bypass and Jubilee Way. An alternative of signalising Cophall roundabout would only give more limited benefits overall and delivers significantly less traffic reduction on A2270. The A2270 is identified as top priority Quality Bus Corridor. Further work will be required on design of options.	Specific location of possible new route/junction improvements to be determined through detailed design and feasibility study. Growth could be accommodated without the intervention, however development within the plan period contributes to the overall need for infrastructure improvements in the area. Timing of possible intervention to be confirmed.	Risk relates to the ability to gain funding and relevant approvals to deliver the scheme, which would provide substantial transport benefits. However, as scheme is not critical to growth in South Wealden, then risk is low.
Strategic Road Network Signals at Cophall Roundabout	Signals at Cophall Roundabout	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Spatial Options consultation Infrastructure Background Paper 2009	Highways Agency	Unknown and requires further work to establish costs.	Developer contributions and potentially Department of Transport	Scheme is dependent on availability of Highways Agency funding programme/developer contributions	Concept	Implementation is critical to allow the development of 700 dwellings on land south of Polegate and east of Willingdon	High risk as development in south Wealden post 2016 is dependant on implementation of this intervention. Scheme is essential to ensure the delivery of development in south Wealden area, and particularly development in south Polegate and east Willingdon, which will

TRANSPORT - **Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.**									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
		South Wealden and Eastbourne Transport Study (SWETS)							require a number of interventions in the wider area, including traffic signals at the Cophall roundabout .
Strategic Road Network Improvements at junctions between A22 Jubilee Way and A27 and Dittons Road and Junction improvements at A22/ A27 / A2270 intersection	Improvements at junctions between A22 Jubilee Way and A27 and Dittons Road and Junction improvements at A22/ A27 / A2270 intersection	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Spatial Options consultation Infrastructure Background Paper 2009 South Wealden and Eastbourne Transport Study (SWETS)	Highways Agency	Unknown and requires further work to establish costs.	Developer contributions and potentially Department of Transport.	Scheme is dependent on availability of Highways Agency funding programme/developer contributions	Concept	Implementation is critical to allow the development of 700 dwellings on land south of Polegate and east of Willingdon	Scheme is essential to ensure the delivery of development in south Wealden area, and particularly development in south Polegate and east Willingdon, which will require a number of interventions in the wider area
Non - Strategic Road Network Junction improvements at the A2270 and Polegate High Street and at the A2270 and Wannock Road.	Junction improvements at the A2270 and Polegate High Street and at the A2270 and Wannock Road.	South Wealden and Eastbourne Transport Study (SWETS)	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding.	Scheme is dependent on availability of County Council funding programme/developer contributions	Concept	Implementation is critical to allow the development of 700 dwellings on land south of Polegate and east of Willingdon and the Quality Bus Corridor	Scheme is essential to ensure the delivery of development in south Wealden area, and particularly development in south Polegate and east Willingdon, which will require a number of interventions in the wider area
Non - Strategic Road Network Demand management measures	Demand Management measures	South Wealden and Eastbourne Transport Study (SWETS)	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding	Scheme is dependent on availability of County Council funding programme/developer contributions.	Concept	Implementation required as part of phased approach to development	Scheme is required to alleviate the overall pressure on the strategic highway network and allow all phases of development to take place. Scheme is therefore critical
Non - Strategic Road Network Hempstead Lane junction improvements	Improvements to Hempstead lane junction to alleviate traffic congestion on the A271 and Hailsham Town Centre. An alternative, but less effective solution to the A271 capacity constraints involves the re-design of Boship Roundabout	South Wealden and Eastbourne Transport Study (SWETS)	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding.	Scheme is dependent on availability of County Council funding programme/developer contributions.	Concept	Timing of this intervention needs to accord with the development phasing in the area.	Scheme is essential to ensure the delivery of development in the Hailsham area.

TRANSPORT - **Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.**									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Non - Strategic Road Network Re-routing of traffic and signalling to relevant junctions in Summer Heath Road (to the west of Hailsham Town Centre)	Relieve town centre congestion and stress at Batlle Road and London Road through re-routing traffic to Summer Heath Road, including signalised junctions	South Wealden and Eastbourne Transport Study (SWETS)	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding.	Scheme is dependent on availability of County Council funding programme/developer contributions	Concept	Timing of this intervention needs to accord with the development phasing in the area.	Scheme is essential to ensure the delivery of development in the Hailsham area.
Non - Strategic Road Network Signal improvements at Battle Road / London Road and North Road / High Street junctions	Relieve town centre capacity issues through signal improvements at Battle Road / London Road and North Road / High Street junctions	South Wealden and Eastbourne Transport Study (SWETS)	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding.	Scheme is dependent on availability of County Council funding programme/developer contributions	Concept	Timing of this intervention needs to accord with the development phasing in the area.	Scheme is essential to ensure the delivery of development in the Hailsham area.
Non - Strategic Road Network A2270 and A259 Quality Bus Corridors and Eastbourne - Hailsham express bus service	A2270 and A259 Quality Bus Corridors and Eastbourne - Hailsham express bus service. Incorporation of measures on sites adjacent to the A22/A2270, or otherwise directly or significantly affecting the corridor	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Spatial Options consultation Infrastructure Background Paper 2009 South Wealden and Eastbourne Transport Study (SWETS) ESCC - Local Transport Plan 3 - Consultation Draft - October 2010	ESCC	Unknown and requires further work to establish costs.	Developer contributions/ESCC Funding.	Scheme is essential to ensure the delivery of development in south Polegate/east Willingdon with incorporation of measures on site for the quality bus corridor in order not to prejudice the benefits produced by the proposed quality bus corridor.	Concept	Timing of this intervention needs to accord with the development phasing of the site and/or the implementation of the Quality Bus corridor.	High risk as development in south Polegate/east Willingdon is contingent on implementation of this intervention.
Non - Strategic Road Network Uckfield Town Centre road scheme	Uckfield Town Centre road scheme	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Spatial Options consultation Infrastructure Background Paper 2009	ESCC	Information awaited	Developer contributions	Scheme is considered essential to deliver development in Uckfield and surrounding villages. Awaiting for modelling results to confirm.	Brief has been agreed to design options, with associated costs, for consultation.	Information awaited.	Risk is high, development currently being built out is predicated on the new road scheme.

TRANSPORT -
Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.

Scheme name	Planned provision	Further supporting evidence	Lead agency	Cost (if known)	Funding arrangements	Scheme dependencies	Status of scheme	Location (if known) and Timing	Risk and Contingency Measures
		ESCC - Local Transport Plan 3 - Consultation Draft - October 2010							
Rail Network	Additional peak time service capacity on the Brighton Mainline Service, line speed improvements including the potential reworking of the timetable on the East Coastway Service (Brighton to Ashford International service through Berwick, Polegate, Pevensey and Westham and Pevensey Bay) may be achieved through line speed improvements on the East Coastway through re-signalling and track improvements specifically Keymer Junction - Lewes - Eastbourne, and at Eastbourne/Hastings. Final RUS recommendations for lengthening of 1 high peak arrival at Uckfield service from 6 car to 8 car in Control Period 4 (CP4) with other trains extended to 10 car services in Control Period 5 (CP5), which will require some platform lengthening work. An integrated bus service at Polegate and Eastbourne stations is recommended Passenger crowding on trains in the evening peak is becoming a more significant issue on the Uckfield route and the route through Tunbridge Wells. Car parking is an issue at some stations. The proposed London Bridge Re-modelling works as part of the Thameslink, programme would enable the provision of 12 car services from Tunbridge Wells, with the 8 car Hastings trains being made up to 12 car trains at	Spatial Options consultation Infrastructure Background Paper 2009 Sussex Rail Utilisation Study 2010 Kent Rail Utilisation Study - 2010	NR DfT - leading on Thameslink project	Not known	Uckfield services and platform lengthening - scheduled for CP4/5 (2009 - 2019). Developer contributions may be requested with regards to improving access to existing stations	Not applicable	Recommendations regarding Uckfield line and East Coast Services included within the Sussex RUS (January 2010)	Re-signalling and track works on the Brighton Main Line anticipated within Control Period 4 (CP4) - (2009 - 2014) Uckfield service improvements and platform lengthening work - no funding identified yet to fund additional coaches - nor is there spare rolling stock available, to enable these improvements to be implemented. Thameslink project delayed by three years and currently anticipated 2018.	Possible risks if future funding or programmes are reduced or cut completely. If this happens then there are no contingencies at present and possibilities that service provision will suffer. Wealden District Council will continue to work with ESCC and Network Rail, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.

TRANSPORT - **Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.**									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	Tunbridge Wells, but would result in the loss of direct Hastings to Cannon Street services which will may have negative effects on the economy of the District. ESCC have lobbied for the upgrading of the power supply on the Hastings Line to run 12 car services along this line.								
Rail Services	Some improvements to rail services possible as a result of Route Utilisation Strategy (RUS) recommendations if implemented. Passenger crowding constraints and overflowing car parks at a number of stations. Uckfield railway line and parts of the East Coastway line crowded in the high peak. A small increase in commuters from the Uckfield/Crowborough and surrounding areas growth, will exacerbate the situation on the Uckfield line. If local leisure and retail expansion is slower than dwelling expansion, this is expected to positively increase rail usage in the off peak when surplus capacity is available.	Spatial Options consultation Infrastructure Background Paper 2009 Sussex Route Utilisation Strategy Kent Route Utilisation Strategy	Southern/ South Eastern	Not known	Sussex Route Utilisation Strategy Kent Route Utilisation Strategy Developer contributions can be requested with respect to improving access to existing stations. The Sussex Route Utilisation Strategy published by Network Rail recommends that the peak Uckfield to London bridge trains are lengthened to eight coaches. On the DfT/NR website the status of the recommendations is that no funding has been identified to fund the additional coaches to enable this recommendation to be implemented and the procurement is uncommitted.	Not applicable	Information awaited	Sussex and Kent RUS programme works until 2014	Risks possible if future funding is reduced or cut completely as part of Government recession busting measures. No contingencies at present if this happens and possibilities that service provision will suffer. Wealden District Council will continue to work with the rail service operators, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.
Community Bus Services	Approximately one third of communities within Wealden District are currently constrained with **infrequent** bus services	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009.	ESCC	Not known	Developer contributions requested with respect to improving access to sustainable transport provision e.g bus shelters/stops	Not known	Not known	Implementation of the Bus and Community Transport Strategies is anticipated to be within the 5 year period September 2009-2014	Risks possible if future funding is reduced or cut completely. No contingencies at present if this happens and possible over reliance on developer contributions to meet

TRANSPORT - **Other aspects of transport infrastructure, such as cycling and walking networks which will increase and improve the connectivity across the District will be covered in subsequent iterations of the IDP linked to subsequent DPD documents.**									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
		ESCC Bus and Community Transport Strategies - 2009			Contracts with supported bus services expired July 2009. Changes in the new contracts are designed to take into account the financial constraints on the County Council's budget for supporting services.				infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the County Council Community Bus service operators, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained

EDUCATION (Please see Education notes at end of document)									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
ESCC - Secondary Provision See Education notes at end of document	As a consequence of growth outlined additional Secondary School places/land are likely to be required in: - **Crowborough** - No requirement for secondary school places currently predicted. **Hailsham** - Requirement for new land and school provision for up to 200 places planned for the Battle Road site. **Uckfield**, Requirement for up to an additional 200 places as an extension of existing provision OR in the form of new land and buildings. **Polegate and Willingdon** - Requirement for up to an additional 1 FE (150 places) as an extension of existing provision. (Subject to further discussion between ESCC and WDC) **Heathfield** - No requirement for secondary school places currently predicted. **Wadhurst** - No requirement for secondary school places currently predicted.	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009. Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC	Planned Capital Spend for Secondary education in South Wealden within the ESCC Capital programme for 2010 - 2014 of £13 Million. Further costs not yet calculated.	ESCC will continue to use its s106 development contributions assessment process to assess the likely impact of future housing development on a case by case basis as planning applications on individual sites come forward. Where a development is demonstrated to be likely to create or exacerbate a shortage of secondary pupil places, contributions will be sought towards the cost of providing the necessary education infrastructure. ESCC will also continue to seek contributions to improve the quality of permanent educational provision across the District. Owing to the constraints on the expansion of a number of existing secondary schools, ESCC is likely to require the provision of land and development contributions (either via S106 Agreements or CIL) towards the purchase of land for sites for new schools.	Not known	Not known	**Hailsham -** From approximately 2016/17 onwards. **Uckfield -** From approximately 2013/14 onwards. **Polegate and Willingdon** - From approximately 2018/19 onwards.	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that education services will suffer. Wealden District Council will continue to work with the County Council Schools and Children's services department, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained

EDUCATION (Please see Education notes at end of document)									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
ESCC - Primary Provision See Education notes at end of document	As a consequence of growth outlined additional Primary School places/land are likely to be required in: **Crowborough** - No requirements for primary school provision currently predicted. **Hailsham** - Requirement for new land and buildings for up to 2FE primary school (420 spaces) in north or north-east Hailsham together with nursery provision of 120 spaces. **Polegate and Willingdon** - Requirement for up to an additional 1FE (210 school places) required as an extension of existing provision or alternatively new land and premises for 1FE (210 school places). (Subject to further discussion between ESCC and WDC). **Uckfield -** Requirement for new land and buildings for 1 FE primary school (210 school spaces) to the south west of the town together with nursery provision of 60 spaces. **Heathfield**, No requirement for primary school places currently predicted. **Stone Cross** - Requirement for up to an additional 1 FE primary school (210 school spaces) as an extension of existing provision in the area. **Buxted/Maresfield -** Requirement for up to an additional 0.5 FE primary school (105 spaces) as an extension of existing provision. **Frant -** Requirement for up to an additional 5 places per year group to raise capacity by 35 primary school places, as an extension of existing provision.	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009. Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC	Planned Capital Spend for Primary education in South Wealden within the ESCC Capital programme for 2010 - 2014 of £9.4Million. Further costs not yet calculated.	ESCC will continue to use its s106 development contributions assessment process to assess the likely impact of future housing development on a case by case basis as planning applications on individual sites come forward. Where a development is demonstrated to be likely to create or exacerbate a shortage of primary pupil places, contributions will be sought towards the cost of providing the necessary education infrastructure. ESCC will also continue to seek contributions to improve the quality of permanent educational provision across the District. Owing to the constraints on the expansion of a number of existing primary schools, ESCC is likely to require the provision of land and development contributions (either via S106 Agreements or CIL) towards the purchase of land for sites for new schools.	Not known	Not known	**Hailsham -** From approximately 2013/14 onwards. **Polegate and Willingdon** - From approximately 2013/14 onwards. **Uckfield -** From approximately 2021/22 onwards. **Stone Cross -** From approximately 2016/17 onwards. **Buxted/Maresfield** From approximately 2012/13 onwards. **Frant -** From 2025/26 onwards.	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that education services will suffer. Wealden District Council will continue to work with the County Council Schools and Children's services department, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained
Early Year provision and Children's Centres See Education notes at end of document	As a consequence of growth outlined additional Nursery School places/land are likely to be required in: **Crowborough** - Requirement for up to 0.5 FE (30 places), either as an extension of existing provision or in new land and buildings.	Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC	Not known	Yet to be determined	None identified	Not known	Timescale **Crowborough** - timescale not known.	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service will suffer.

EDUCATION (Please see Education notes at end of document)									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	Hailsham - requirement for new land and buildings for nursery provision of 120 spaces together with 2FE primary school (420 spaces) in north or north-east Hailsham. **Polegate/Willingdon** - Requirement for new land and buildings for 1 FE nursery provision (60 places). **Uckfield** - requirement for new land and buildings for 1 FE primary (210 spaces) to the south west of the town together with nursery provision of 60 spaces. **Stone Cross** - Requirement for new land and buildings for 1 FE nursery provision (60 places). **Buxted/Maresfield** - Requirement for new land and buildings for 0.5 FE (30 places). **Frant -** Requirement for an additional 10 nursery school places, as an extension of existing provision. **Heathfield**, No requirement for nursery school places currently predicted.							**Hailsham -** From approximately 2013/14 onwards. **Polegate and Willingdon** - timescale not known. **Uckfield -** From approximately 2021/22 onwards. **Stone Cross -** Timescale not known. **Buxted/** **Maresfield -** timescale not known. **Frant -** Timescale not known.	Wealden District Council will continue to work with the County Council Schools and Children's services department, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained

HEALTH									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Acute Care and General Hospitals NHS Hospital Trust - Princess Royal Hospital (Haywards Heath) and Royal Sussex County Hospital (Brighton) hospitals	No capacity constraints anticipated at Princess Royal Hospital or Royal Sussex County Hospital Strategic Outline Case (June 2008) A & E, maternity services and acute medical and surgical admissions to be maintained at both Royal Sussex County Hospital (Brighton) and Princess Royal Hospital (Haywards Heath)	Spatial Options consultation Infrastructure Background Paper 2009.	Brighton & Sussex University Hospitals NHS Trust.	Not applicable	No statutory requirement for developer to provide contributions 2010 to 2020 - subject to Full Business Case approval. Development of the Royal Sussex County Hospital as a Major Trauma Centre, Cancer Centre and Neurosciences Centre (re-located from Haywards Heath) and upgrading existing facilities for acute medical services	Not applicable	Not applicable	Not applicable	Risks possible if future funding is reduced or cut completely as part of Government recession busting measures. No contingencies at present if this happens and possibilities that service provision will suffer. Wealden District Council will continue to work with the NHS Hospital Trust through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.

HEALTH									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
NHS Hospital Trust Eastbourne District and Conquest (Hastings) hospitals	No capacity constraints anticipated at Eastbourne District General Hospital	Spatial Options consultation Infrastructure Background Paper 2009	East Sussex Hospitals NHS Trust	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possibilities that service provision will suffer. Wealden District Council will continue to work with the NHS Hospital Trust through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.
NHS Hospital Trust - Pembury Hospital, Tunbridge Wells	Existing Pembury Hospital to be replaced with new Pembury Hospital (acute care) in 2011. Future hospital will be ensuring adequate capacity for births, paediatrics and care for the elderly population. The planning of the new hospital is based on 'acute work only. The successful operation of the new hospital will depend on sufficient capacity in the community to ensure that the agreed acute services will operate from the new hospital	Spatial Options consultation Infrastructure Background Paper 2009	Maidstone & Tunbridge Wells NHS Trust	Not applicable	No statutory requirement for developer to provide contributions	Not applicable	Not applicable	Not applicable	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possibilities that service provision will suffer. Wealden District Council will continue to work with the NHS Hospital Trust through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.
East Sussex Downs & Weald PCT Local Health Care	New Primary Health Care provision in the form of GP and Community services will be required in **Polegate** and **Hailsham** to meet the level of growth envisaged. This is in addition to the GP space of 480sq m identified in the recent Battle Road application (to the east of the WDC Council offices) which has been granted subject to Section 106 agreement. An additional 2 GP's and community services are required to meet growth levels envisaged in **Polegate** and plans are in the pipeline to accommodate these requirements and move existing practices to allow joint working. In addition, **improvements** to Primary care provision, funded through the NHS, will be required over the plan period to meet the level of growth envisaged in the following locations:- **Stone Cross, Uckfield Crowborough, , Heathfield, Buxted and Herstmonceaux**	Spatial Options consultation Infrastructure Background Paper 2009 PCT Estate strategy	East Sussex Downs & Weald PCT	Hailsham Approximately £4m capital cost.	Developer/third Party contributions are required towards land and provision of GP and community services in Hailsham to meet demands arising from new development	A new Health Centre would need to be in place in Hailsham upon completion of the housing ready to be able to provide health care to the residents	Hailsham Scheme - concept proposal. No planning application has yet been submitted for Hailsham Polegate scheme - outline proposal and planning.	In Hailsham , provision needs to be linked to build rates of development. In Polegate a site is identified and a business case in progress to allow completion by 2014. This will accommodate additional GP's required	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. Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possibilities that service provision will suffer. Wealden District Council will continue to work with the NHS/East Sussex Downs & Weald PCT, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.

SOCIAL INFRASTRUCTURE									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Supported Accommodation	**Projects in the pipeline;** Extra Care Housing **Hailsham** -45 flats on Land East of Battle Rd site outline planning application submitted as part of a larger market development - cost £4.05m (s106). **Supported housing** Learning disability- 10 units on the same site as above - cost £750k. Learning disability - 16 units on Gilda Crescent site in Polegate ESCC owned - cost £1.2m. **Other aspects** The primary focus is on supporting people to live in their own homes rather than on using residential and nursing home provision. The development of both extra care housing and specialist supported housing is also a strategic priority. Provision of residential and nursing homes in the north of Wealden is currently less comprehensive and there is a need for increased nursing care provision in these areas, particularly with the increase in life expectancy. Any increase to residential care home provision, which is less likely, would need to be considered on an individual basis and is likely to be linked to specific geographical locations, particularly in the north of the county which tends to be less well served. Sites which provide the opportunity for people to continue to live independently in the community, e.g. different models of extra care housing, would be encouraged. There is a recognition that working with a wide range of partners across the public and private sectors would be advantageous. Generally, the way in which services will be provided to people in the future will increasingly be in places where services are integrated into accessible and well located buildings, close to transport. Potential services required in Wealden:- Additional nursing home provision in the north of the district Increase in residential care provision in the Uckfield area. Opportunities to provide personalised services as part of a local community across the Wealden District including market towns, in accessible, well located buildings, close to transport.	ESCC/WDC Wealden Older Persons Housing and Support Strategy 2006 - 2026. Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC/RSL's/ Private Sector	Specific details are not yet known in relation to costs and number of services for new provision.	Not known	Not known	Not known	Not known	Risks possible if future funding is reduced or cut completely as part of Government funding cuts. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the County Council Adult Services department, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained

SOCIAL INFRASTRUCTURE									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	The need for one site for Physical Disability has been identified in the Crowborough area (5 units). There may be a need for additional extra care housing in the north of the district and in the future there may be a requirement for sites for additional supported housing.								

GREEN INFRASTRUCUTRE									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Appropriate Assessment Suitable Alternative Natural Green Spaces (SANGS)	Provision of two SANGS. A local SANG in Crowborough and a SANG in Uckfield.	Appropriate Assessment - Visitor access levels for the Ashdown Forest - 2009 Appropriate Assessment and Air Quality local to the Pevensey Levels Ramsar Site - 2009. Core Strategy Habitat Regulations Assessment	WDC Developers	Not yet determined	Developer contributions	All residential development proposed in the Core Strategy within 7 kilometres of the Ashdown Forest Special Protection Area will be dependant on the provision of SANGs and therefore critical. Occupation of development should not proceed until the SANG is in place.	Concept. Design criteria provided by Natural England	SANG to be in place before occupation	Scheme is critical and therefore high risk for residential development in Wealden within 7 kilometres of Ashdown Forest Special Protection Area.

PUBLIC SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Waste Management	None although ESCC identifies that not providing a new Household Waste Recycling Site with the level of additional housing stock proposed in Hailsham, Polegate and Stone Cross, could be a problem. All household Waste Recycling sites in the District are currently operating at capacity and additional housing in the District would increase the pressure on these sites. The current HWRS in Hailsham is the smallest site owned by ESCC and due to its size is unable to provide separation facilities for all recyclable materials. The	Spatial Options consultation Infrastructure Background Paper 2009. Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC	A new HWRS would cost between 1 and 1.5 million pounds, which would include the purchase of land, design and build of the facility.	ESCC do not have a budget identified or provision within the integrated waste management contract to build a new site in Hailsham to cope with this additional capacity Developer contributions could be requested to provide recycling and/or improvements and additions to existing household waste facilities	Not known	Not known	Simultaneous with housing occupation. Would expect process to take 18 months to complete, but estimated start date currently unknown.	Risks possible if future funding is reduced or cut completely as part of Government funding cuts. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the County Council Household Waste Management and Disposal division, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained

PUBLIC SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	site currently does not offer a collection point for cardboard, plasterboard, plastic bottles or MDF, unlike the other sites. Additional housing in Polegate and Stone Cross would further impact the sites in Hailsham and Eastbourne.								
Waste disposal	A number of potential sites identified in the ESCC Waste and Minerals Core Strategy (W+MCS), for land raising within Wealden, to meet Waste Disposal Capacity constraints across East Sussex	Spatial Options consultation Infrastructure Background Paper 2009 Capacity constraints currently being identified within the Waste and Minerals Core Strategy (W&MCS).	East Sussex County Council	Not known	Not known	The W&MCS addresses the broad, strategic-level issues and options. The precise locations of sites for all types of waste and minerals development, are an issue for a future Development Plan Document (DPD)	Draft Strategic proposals	Not known	Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the County Council Household Waste Management and Disposal division, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained
Libraries	East Sussex County Council Library and Information Service currently operates10 libraries and a village centre in the Wealden area. These static libraries are supported by 2 mobile libraries which deliver library services to small rural communities and town suburbs. A County Council mobile office also provides access to computers and council information. The libraries in the Wealden area are currently working to capacity. Any additional housing developments in the Wealden area will impact on the capacity of the library and information service to deliver an effective and responsive service. Additional housing in the Hailsham area may trigger the need an extension of the existing library.	Infrastructure consultations background paper to Issues and Options Consultation - 2007 Response by ESCC to Core Strategy Spatial Options Development Consultation 2009.	ESCC	Not known	ESCC do not have the capacity to absorb the increased population without increased resources so would be searching for developer contributions to facilitate changes to existing provision.	Not known	Not known	Not known	The impact of a considerable number of new dwellings over the period 2006-2026 on library services, wherever they are sited is considerable and without appropriate resources will have an overwhelming impact. All services continually monitor and evaluate funding levels and their impact on service delivery as part of the constant business planning process. Developer contributions will continue to form part of a wider strategic building analysis in response to changing demographics. Wealden District Council will continue to work with the County Council Libraries division, through the production of the Strategic Sites DPD to identify any further requirements that may arise to ensure that adequate services are maintained.

PUBLIC SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Emergency Services - Police	None Provision of new police premises would only be required if a new town is created or an existing village is significantly enlarged to a 'town' size	Spatial Options consultation Infrastructure Background Paper 2009	Sussex Police	Not applicable	Developer contributions could be requested to contribute to community facilities which could house an office for neighbourhood policing and/or fund the installation and networking of CCTV (where there is a need to improve community safety or the security of a site).	None	Any improvements identified as part of housing development will be provided simultaneously with housing occupation		Consequence of not providing adequate Police services within the plan period, may mean that there is increased risk to local populations, if current Police services are stretched. Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with Sussex Police through the production of the Strategic Sites DPD to clarify any further requirements, funding and phasing, to ensure that adequate services are maintained.
Emergency Services - Fire and Rescue Service	**Hailsham** **Hailsham** station - extensive residential development in **Polegate** and **Hailsham** would lead to the necessary relocation of the station further to the south, within the medium term (2012 - 2018) . Increased residential density in and around current station, could impact on response times. New station requirements - site area 2,000 sq metres would be required + proximity to principle residential areas in order to achieve 5 min travel time for employees **Uckfield** There is a possible medium term (2012 - 2018) need and definite long term need (2018 - 2026) for the re-location of the existing station in the floodplain further to the north. New station requirements dependant on possible cover sharing with Lewes which needs to be further assessed. Increased residential density in and around current station, could impact on response times.	Spatial Options consultation Infrastructure Background Paper 2009. Rural Review - East Sussex Fire and Rescue - March 2009 - March 2010. 'Short term, Medium Term and Long term Need Matrix for all Fire Stations within the East Sussex Fire and Rescue Services Cover area' - Compiled by Wilks, Head and Eve LLP for East Sussex Fire and Rescue, September 2010.	Sussex Fire and Rescue	No information provided	Property Strategy Programme funds repairs and renewals to existing infrastructure. No specific funding available to address population increases (other than through Council Tax Precept). Developer contributions could be requested to fund the cost of a water supply from the nearest main of adequate size (in circumstances where South East Water are not proposing to lay a new main) and/or fund new fire hydrant points and/or contribute to a relocated fire station at Hailsham	New station provision in Uckfield dependant upon possible changes in cover sharing with Lewes station. Impact on service provision on other stations within the District may be affected by development and growth scenarios in adjacent authorities, especially where Station cover areas overlap Local Authority boundaries.	No information provided	Simultaneous with housing occupation but specific timing and phasing not yet available.	Consequence of new fire stations in Uckfield and Hailsham not being provided within the plan period, may mean that there is increased safety risk to local populations, if current fire crews and services are stretched. Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the East Sussex Fire and Rescue service through the production of the Strategic Sites DPD to clarify further, site requirements, funding and phasing, to ensure that adequate services are maintained.

PUBLIC SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	Proximity to the principle residential areas required in order to achieve 5 min travel time for employees.								
Emergency Services -Ambulance Service	New response depot proposed near Polegate within Wealden District, as part of the new 'hub and spoke' service response system being rolled out by the South East Coast Ambulance Service. This will include the provision of 'response posts' in appropriate locations across the District - to be determined.	Spatial Options consultation Infrastructure Background Paper 2009	South East Coast Ambulance Service NHS Trust	No information provided	Estate Strategy (Five year plan 2008-2012) Developer contributions would not normally be requested	No information provided	Site investigation for 'Hub' in Polegate area underway.	Hub at Polegate would definitely be provided by 2015 but possibly by 2013, if suitable site is found and scheme is rolled out sooner. At same time, suitable response locations will be provided across the District.	If a new ' hub' response centre cannot be provided in the area within the plan period, the alternative is to consider the location of an ambulance response post in the vicinity of Polegate, in order to serve the area effectively and ensure the continuance of emergency cover in the area. If this cannot be provided, there is increased safety risk to local populations, if current ambulance crews and services are stretched. Risks possible if future funding is reduced or cut completely as part of Government funding cutbacks. No contingencies at present if this happens and possible over reliance on developer contributions to meet infrastructure requirements - possibilities that service provision will suffer. Wealden District Council will continue to work with the South East Coast Ambulance Service through the production of the Strategic Sites DPD to clarify any further requirements, funding and phasing, to ensure that adequate services are maintained.

UTILITIES SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Transmission - Electricity	No major infrastructure envisaged as a consequence of growth proposals in the District, given the scale of electricity transmission networks.	Spatial Options consultation Infrastructure Background Paper 2009 National Grid - 7 Year Plan - 2010.	National Grid Company	Not applicable	Not applicable	Not applicable	Not applicable	No major infrastructure works are planned in the area for the next 5 years or so. (as of 06/05/10).	If UK Power Networks (the supplier) assessment of demand exceeds their capacity to supply - they will approach National Grid for additional capacity.
Transmission - Gas	No capacity issues anticipated from anticipated growth.	Spatial Options consultation Infrastructure Background Paper 2009 National Grid - Ten Year Statement - 2009	National Grid Company	Not applicable	Not applicable	Not applicable	Not applicable	No major infrastructure works are planned in the area for the next 5 years or so. (as of 06/05/10)	If Southern Gas Networks (the supplier) assessment of demand exceeds their capacity to supply - they will approach National Grid for additional capacity.

UTILITIES SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Gas Supply	Capacity issues arising from increased growth can be adequately addressed by the provision of necessary distribution infrastructure	Spatial Options consultation Infrastructure Background Paper 2009 National Grid's Ten Year Statement 2009	Southern Gas Networks.	Not applicable	Funding arrangements set in periodic price reviews by regulator (Ofgem) No statutory requirement for developer to provide contributions	Not applicable	Not applicable	Programme of works reactive to increased demand to 2030.	None identified
Electricity Supply	No major infrastructure envisaged as a consequence of growth proposals. Network capacity for the Towns and Villages within the Wealden area is adequate for meeting existing customer demand.	Spatial Options consultation Infrastructure Background Paper 2009	UK Power Networks (formerly EDF Energy)	Not applicable	No statutory requirement for developer to provide contributions. Where future reinforcement work is identified, this work may be funded by UK Power Networks as network reinforcement or asset replacement or by Developers depending on the circumstances. Whenever presented with new development proposals for the Wealden area, the UK Power Networks Projects Gateway team will examine the proposal, its impact on the existing network and provide an economic design for connection. The Developer is required to meet appropriate costs in accordance with the current industry regulations. UK Power Networks funding arrangements, are set in periodic price reviews by the regulator Ofgem, and specifically do not allow investment in infrastructure ahead of need. The regulator views such investment as risky, inefficient and not in the best interests of customers as a whole.	The rate of build over the plan period allows UK Power Networks and developers to plan and prepare well ahead of need. In essence this allows UK Power Networks to take a high level and regional view of what the demand on the network is going to be over the next ten years or so and enables identification of 'pinch points' or places where reinforcement may have to be made. UK Power Networks asset replacement programmes provide the opportunity to rethink the way in which infrastructure is developed to meet future customer needs (as at Hailsham), particularly for connections to green and renewable energy sources.	Local issues regarding power supply in the Heathfield area are being addressed currently through a programme of asset replacement. In Hailsham, because the electricity demand has increased significantly UK Power Networks is now replacing some major assets at the main substation which will allow UK Power Networks to offer customers a more reliable service and create spare capacity for the area.	Any improvements required will be identified and planned in line with demand from new development. High Voltage Infrastructure will be reviewed with National Grid on a continuous basis in order to match growth	UK Power Networks encourages Local Authorities and Developers to assist with the acquisition of sites for new major substations and obtaining routes for new cables. UK Power Networks will closely monitor the rate of new build and add the predicted increase in electricity usage into their Planning Load Estimation system which helps to predict where and when reinforcement to infrastructure will be required. Individual new homes will in future through design have lower energy requirements due to improved insulation and potentially increased usage of natural resources such as heat pumps and small scale wind generation making accurate demand forecasting more difficult. Because UK Power Networks infrastructure is largely interconnected there are a number of ways in which UK Power Networks can meet new demand for electricity by taking a more 'regional' approach which may allow transfer of customers from one supply source to another in order to 'free up' capacity to supply a new development.

UTILITIES SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
									This policy allows UK Power Networks to run the network efficiently and at the same time maintain a high standard of service to customers.
Water Supply	Existing measures include:- Universal Metering programme, Continuation of Water Efficiency, Enhanced water efficiency programme, Enhanced zonal transfers, Eridge Licence increase, and further leakage reduction	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009. South East Water - Revised Water Resources Management Plan - 2010 - 2035 - January 2010	South East Water	Not applicable	No statutory requirement for developer to provide contributions	Not applicable	Not known	Wealden District within a Severe Water Stress area. Future planning as outlined in the draft Revised Water Resources Management Plan 2010 - 2035, envisages a series of measures including minor groundwater improvements and inter water resource zone transfers i.e. making best use of existing resources, universal metering, water efficiency measures, development of further winter storage in the Ouse catchment from 2020, increasing water extract licensing capacity at Eridge (2010 - 2015), new borehole extraction at Bewl Reservoir (2018/2019) and Bewl water dam raising (by 3m) to increase storage capabilities (2023). Land use implications of additional winter storage at these locations in due course subject to final adoption of the Draft Revised Management Plan	Water planning is not undertaken on a District by District basis, the majority of water sources are grouped into water resource zones that are linked to varying degrees by transfer pipelines. South East Water is able to manage and move water around its region.
Water Supply **Water Efficiency**	Future Water supply includes a series of measures outlined in the Draft Revised Water Resources Management Plan, including water efficiency. Water efficiency measures to be installed in new development in	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009.	Developer	Unknown	Part of development cost	Code level 3 for water efficiency is proposed through Part 7 of the new Building Regulations and should not be duplicated through planning policy.	New legislation through - Building Regulations and The Building (Approved Inspectors Regulations etc) Regulations 2010 - which came into effect on the 1st October 2010, requires water efficiency measures	New Building Regulations - Building Regulations and The Building (Approved Inspectors Regulations etc) Regulations 2010 - came into effect on the 1st October 2010 - requirement under Part 7, for Code Level 3 water efficiency measures in all new buildings, effective from that date.	Scheme is not critical as dealt with through Building Regulations.

UTILITIES SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
	accordance with new Building Regulation requirements (minimum Code Level 3)	South East Water - Revised Water Resources Management Plan - 2010 - 2035 - January 2010					to be incorporated in all new developments.		
Waste Water Treatment (See waste water treatment notes at the end of this table) Additional treatment facilities at Hailsham North Waste Water Treatment Works	Additional treatment facilities at Hailsham North Waste Water Treatment Works	Infrastructure necessary to deliver the discharge consent of 2900 dwellings from 1st January 2007.	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown. Valuation for works not in the public domain.	Monies gained from OFWAT review (2009) to undertake necessary works.	Scheme is deemed critical to deliver 1500 dwellings identified in the North Hailsham, Hellingly Parish and Upper Dicker areas	Works are contracted.	Contracted to be completed 2012.	Scheme is deemed critical and implementation of contingency required if scheme is not in place.
Waste Water Treatment Alternative discharge location with associated works for Hailsham North and South Waste Water Treatment Works	Alternative discharge location with associated works for Hailsham North and South Waste Water Treatment Works	Infrastructure is not necessary to achieve the full allocation of development in Hailsham, Polegate and Stone Cross as shown in the Proposed Submission Core Strategy.	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown. Valuation for undertaking a study to provide a solution not in the public domain.	Monies gained from OFWAT review (2009) to complete a study into alternative discharge locations. Further bidding in 2014 and/or 2019 required to design scheme, seek planning consent and build works.	Scheme is not necessary to deliver the Proposed Submission Core Strategy. However, scheme may be required for windfalls of housing and employment development.	Study into alternative solutions not yet complete.	Infrastructure required post 2020	Not critical to the Proposed Submission Core Strategy and associated windfalls.
Waste Water Treatment **Works** Crowborough Redgate Mill WwTW	Works to increase treatment capacity at Crowborough Redgate Mill WwTW	To deliver up to 300 dwellings at Crowborough	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Monies secured through 2009 OFWAT periodic review.	Southern Water will not be able to accept new dwellings until scheme is in place.	Scheme to be designed and implemented.	Scheme to be completed September 2014	Scheme is deemed critical to development of up to 300 dwellings, but risk is low as monies in place.

UTILITIES SERVICES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Waste Water Treatment Works Buxted WwTW	Works to increase treatment capacity at Buxted WwTW	To increase capacity at Buxted	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Scheme is required to be approved by OFWAT through the periodic review in 2014.	No dwellings proposed at Buxted in Proposed Submsision Core Strategy.	Scheme to be designed and implemented.	Scheme to be implemented post 2015	Scheme is deemed not critical to the delivery of the Proposed Submission Core Strategy.
Waste Water Treatment Works Hooe WwTW	Works to increase treatment capacity at Hooe WwTW	To deliver up to 100 dwellings at Ninfield	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Scheme is required to be approved by OFWAT through the periodic review in 2014.	Southern Water will not be able to accept 50 dwellings until scheme is in place.	Scheme to be designed and implemented.	Scheme to be implemented post 2015	Scheme is deemed critical to development of up to 50 dwellings, but risk is low.
Waste Water Treatment Works Ripe WwTW	Works to Ripe WwTW	To meet quality standards required by the environmental permit (discharge consent).	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Scheme agreed in OFWAT's 2009 periodic review.	The impact of 5 new homes on the performance of the works will not be significant and can be accommodated within the quality scheme.	Scheme to be designed and implemented.	Scheme to be completed 2015.	Scheme is deemed critical to achieve quality standards.
Waste Water Treatment Works Lunsford Cross WwTW	Works to Lunsford Cross WwTW	To meet quality standards required by the environmental permit (discharge consent).	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Scheme agreed in OFWAT's 2009 periodic review.	No additional dwellings are proposed in the catchment.	Scheme to be designed and implemented.	Scheme to be completed 2015	Scheme is deemed critical to achieve quality standards.
Waste Water Treatment Works Tunbridge Wells South WwTW	Works to Tunbridge Wells South WwTW	To deliver 120 dwellings in Frant Parish on the fringe of Tunbridge Wells	Southern Water, Environment Agency, East Sussex County Council Waste Planning Authority	Unknown	Scheme subject to approval by OFWAT through the periodic review in 2014, if deemed necessary	Southern Water may not be able to accept 200 dwellings until scheme is in place, depending on allocations by Tunbridge Wells District Council.	Scheme to be designed and implemented.	Scheme to be implemented 2017 at the earliest	Scheme is deemed critical to development of 120 dwellings homes, as a contingency if development in south Wealden is unable to be delivered due to infrastructure constraints. Low risk.

FLOOD DEFENCES									
Scheme name	**Planned provision**	**Further supporting evidence**	**Lead agency**	**Cost (if known)**	**Funding arrangements**	**Scheme dependencies**	**Status of scheme**	**Location (if known) and Timing**	**Risk and Contingency Measures**
Flood Protection/ Flood Defences and Sustainable Urban Drainage Systems	Current flood risks in (but not exclusively) Uckfield, Pevensey, Isfield and Forest Row	Infrastructure consultations background paper to Issues and Options Consultation - 2007. Spatial Options consultation Infrastructure Background Paper 2009. Strategic Flood Risk Assessment - South - 2008 and Strategic Flood Risk Assessment - North Wealden - 2009	Environment Agency		Sustainable Urban Drainage Systems part of development costs.	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 required and implemented through subsequent DPDs which will ensure surface water run off will be kept at green field rates.	Sustainable Urban Drainage Systems to be incorporated with new development.	Flood defence improvements in Uckfield (a flood barrier on the northern bank of the River Uck) completed.	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.

IDP Schedule - Education Notes

Note 1 - input to tables

1. It should be noted that the information in this table represents one stage of an ongoing dialogue between the Department and Wealden District Council.
2. The information on Early Years/ Children's Centres contained in the tables was originally based on East Sussex County Council's response to Wealden's Infrastructure Delivery proposals made in June 2010. Since then Wealden's LDF housing targets have been modified and ESCC have not yet been able to analyse in full the impact of these changes on Early Years infrastructure requirements. The requirements set out in the tables therefore represent an initial response to the revised LDF housing proposals and may be subject to further significant change.
3. It is important that the analysis of education infrastructure needs contained in the above tables is updated periodically (both before and after the adoption of the Core Strategy) to take account of changes in pupil forecasts and new housing delivery trajectories over the South East Plan period.
4. Notwithstanding the above analysis, at least until the Community Infrastructure Levy (CIL) Regulations are fully implemented, ESCC will continue to use its s106 development contributions assessment process to assess the likely impact of future housing development on a case by case basis as planning applications on individual sites come forward.
5. The setting of CIL will require that the above analysis of education infrastructure needs is revisited and then updated from time to time.
6. In addition to the needs identified in the table, and where new development would result in the continued use of existing temporary classrooms, ESCC Children's Services Department would need to consider the implications, and if necessary, the resulting requirements that maybe arise in terms of infrastructure provision. As a result the provision for education outlined in the tables may require adjustment.
7. The timing of additional infrastructure provision will partly be determined by the timing of new house building.
8. The Government's 14-19 Education Reforms in general and the Raising of the Participation Age (from 2013/14) in particular, mean that in some instances it may be more appropriate to provide additional places for secondary age pupils in alternative settings such as vocational skill centres rather than in a traditional school environment. 16-19 provision for learners in Hailsham and Uckfield is currently being reviewed and infrastructural changes will require additional resources for capital investment in order to ensure that there is sufficient and appropriate provision for 16-19 learners in the area. Modelling work of the impact of the Raising of the Participation Age is currently underway which will provide more detailed information on the needs for this age group.
9. The key implication for the service if the required infrastructure was not provided would be the County Council's failure to meet its statutory duties to provide school places and secure sufficient childcare.
10. It is not possible at this moment to provide information about the costs of providing additional educational infrastructure, as much will depend on individual site requirements.
11. Typically the extension of existing nursery provision can be achieved by revenue funding if existing buildings have the necessary facilities and space to accommodate additional pupils and /or small capital e.g. additional toilets/ small extension to accommodate more pupils. Revenue 'pump priming' is required to cover additional operational costs, especially additional staffing costs that are required under Ofsted staff:child ratios
12. The County Council's statutory duty is to provide sufficient places for early education. The requirement is changing from Sept 2010 to increase the number of hours counted as an early education place from 12.5 per week to 15. It cannot be assumed any more that each physical place can be used twice per day.

Note 2 - requirements/costs associated with extending or building new early years education provision

Extending existing provision

The ability to expand existing places is very much determined by the building that a provision is operating from and the landlords. In towns there may be more opportunities to find an existing provision that is suitable for expansion. In rural villages where there is typically only one provider and the majority operate from village or church halls where there are restrictions on what can and cannot be done to buildings, it cannot be assumed that expanding existing provision is always achievable.

Typically the extension of existing nursery provision can be achieved by revenue funding if existing buildings have the necessary facilities and space to accommodate additional pupils and /or small capital e.g. additional toilets/ small extension to accommodate more pupils.

Revenue 'pump priming' is required to cover additional operational costs, especially additional staffing costs that are required under Ofsted staff:child ratios.

Costs associated with extending existing provision are difficult to determine and would need to be viewed on a case by case basis. Typically for an additional 15 places that also requires additional toilets, the capital and revenue cost would be approximately £1200 per pupil.

Building new provision

The following applies to all nursery provision detailed in the tables:

Whilst the Supplementary Planning Guidance relates only to 3 & 4 Year old education places, where new provision is required, under Childcare Act 2006 duties to provide sufficient childcare there will be a requirement to include space for 0-under 2 year old and 2 year old places within the nursery build.

Statutory Framework for the Early Years Foundation Stage states a minimum requirement of:

- 3.5 m^2 per child aged under 2 years
- 2.5 m^2 per child aged 2 year olds
- 2.3 m2 per child aged 3 to 5 years(child space only not including the following)
- Access to 'free flow' to outdoor play space
- Full kitchen
- Storage
- Office facilities
- Meeting room for discussions with parents
- Toilets (1 toilet and hand basin per 10 pupils
- Separate staff toilets and rest room

Space required is determined by the size of provision required. For a one 1 form entry = 60 place nursery for 3 and 4 year olds, typical requirements are:

- 320m^2 for building
- 200m^2 outside

The cost of new nursery provision would be approximately £3000 per sq metre for building not including price of land for building or outdoor space.

Timescales

Where nursery requirements do not coincide with new or expansion of school provision the timescales are likely to be dependent on the timings of individual developments.

IDP Schedule - Notes Waste Water Treatment Works Capacity

Waste water infrastructure provision

Introduction

Southern Water is not permitted to discharge treated effluent from waste water treatment works (WwTW) in excess of the consent provided by the Environment Agency or breach imposed quality standards. Therefore, waste water capacity is defined, for the purposes of the IDP, in two ways:

- Waste Water Treatment Works treatment capacity - the process capacity provided by the physical equipment/plant on site to treat wastewater to the required quality standards, as set by the consent; and
- Consented discharge capacity - the volumetric capacity available in terms of dry weather flow. The discharge consent sets the maximum volume of dry weather flow which is allowed to be discharged into the receiving waters

The consented discharge capacity is expressed as the difference between the current dry weather flow discharged from the works and the maximum which is permitted by the consent. In order to assist the planning authority Southern Water assumes that the flow returned to sewer per household is on average 500 litres of wastewater per day. Using this methodology the number of potential new dwellings allowed to be connected within the limits of the discharge consent can be determined. The assumption of 500 litres allows an allowance for new businesses, however it does not take into account compulsory water metering or water efficiency measures on new dwellings (soon to take effect through Building Regulations), which may have an impact on water usage and potentially increase the headroom available in the discharge consent.

The Environment Agency has the ability to review discharge consents, to increase the WwTW discharge capacity or in certain circumstances to reduce the capacity, in order to protect the environment. Therefore, subject to agreement by the Environment Agency, there is a capability of increasing discharge consent and therefore remove constraints. This is likely to result in tighter quality conditions and will be determined by the quality of the receiving water to ensure there is no deterioration. In some cases where the current consent limits are set at the tightest levels achievable with conventional technology this will not be achievable. It may also be necessary for Southern Water to invest in technology, and potentially associated land, to increase the treatment capacity

of the works in order to meet the discharge consent and potential growth. In order to achieve funding to undertake such works Southern Water, along with other water companies, bid for funding through OFWAT. This is called the periodic review of charges process. Reviews take place every five years, with the next review in 2014. However, there is a mechanism in place to fund, in exceptional cases, unexpected works to accommodate unexpected demand, which has not been allocated funding through the associated periodic review.

Agreed investment 2009 periodic review

OFWAT's Final Price Determination for the period 2010-2015 (AMP 5) was published in November 2009. The mechanism for delivery of infrastructure is not prescriptive however it provides for:

- Investigation for a solution to wastewater capacity issues at Hailsham South and North WwTW, commencing in 2010 with completion 2012;
- Increased treatment capacity at Hailsham North WwTW to meet discharge consent. This work is already contracted to be completed by 2012;
- Waste water treatment works at Halland, Lunsford Cross and Ripe to be completed by 2015; and
- Crowborough - Redgate Mill Waste Water Treatment Works improvements to be completed by September 2014.

Waste water capacity across the district

The following table shows the current capacity across the district in terms of discharge and treatment works capacity, and the need for investment to meet the potential growth.

Waste water treatment works and associated catchment areas	Extant planning permissions and completions from April 2006 and April 2010 (net dwellings)	Existing treatment works capacity headroom (dwellings)	Consented discharge capacity (dwellings)	Capacity issues arising from spatial strategy
Alfriston	2	0	0	No
Berwick (serves Berwick Station and Selmeston)	2	60	200	No
Blackboys (serves Blackboys and Framfield)	31	40	166	No
Blackham	10	10	80	No
Bodle Street Green	5	0	n/a	No
Buxted	35	50	360	No
Crouch Farm Mayfield	112	40	97	No
Danehill	17	0	50	No
East Dean	26	5	180	Yes
East Hoathly	81	264	264	No
Eastbourne	0	0	0	No
Fletching	9	0	n/a	No
Forest Row	90	560	1240	No
Frant	53	100	100	No
Hailsham North (serves Hellingly Parish, Lower Dicker, Chiddingly, and north Hailsham)	1128	1400	2900	Yes
Hailsham South (serves Polegate, Willingdon and Jevington, Stone Cross and south Hailsham)	885	2400	2400	No

Appendix A

Waste water treatment works and associated catchment areas	Extant planning permissions and completions from April 2006 and April 2010 (net dwellings)	Existing treatment works capacity headroom (dwellings)	Consented discharge capacity (dwellings)	Capacity issues arising from spatial strategy
Halland	81	0	34	No
Hartfield	30	36	156	No
High Hurstwood	35	5	n/a[8]	No
Hooe	13	40	281	Yes
Lime Park Herstmonceux	0	2	n/a[8]	No
Lunsford Cross	0	0	9	No
Maresfield	112	240	310	No
Meres Farm Mayfield	112	658	658	No
Neaves Lane Ringmer (mainly serves Lewes District)	1	50	148	No
Nutley	112	54	54	No
Redgate Mill Crowborough	587	estimated 600	2910	No
Ripe	1	0	10	Yes
St Johns Crowborough	587	0	0	No
Tunbridge Wells South	0	20	20	No
Uckfield (serves Uckfield, Isfield and Five Ash Down and Little Horsted)	889	2230	3270	No
Vines Cross (serves Heathfield, Horam and Vines Cross)	315	1500	1630	No
Wartling	5	5	n/a	No
Washwell Lane, Wadhurst	62	93	93	No
Whitegates Lane, Wadhurst	62	1050	1050	No
Wilmington	0	5	n/a	No
Windmill Hill (serves Windmill Hill and Herstmonceux)	37	300	300	No

Infrastructure requirements Hailsham North and South WwTW

In the case of Hailsham North Waste Water Treatment Works the consented discharge capacity has been set at 2900 dwellings, as of 1st January 2007. The Environment Agency has confirmed that it will not be extending the consented capacity due to the impact of the treated effluent on the Pevensey Levels and therefore the consented discharge capacity at the works is limited. Southern Water has also confirmed that further works are required to increase the treatment capacity from 1400 dwellings to the discharge consent of 2900 dwellings. Since April 2006 some 89 dwellings have been built, and a further 1039 have been granted planning permission. As a result Southern Water have successfully bid for funding to increase the works capacity to meet discharge consent, these works are contracted to be completed by 2012. Using April 2010 housing data, when the treatment works are completed then there will be a total capacity at the works for 1772 dwellings.

Hailsham South Waste Water Treatment works also discharge into the Pevensey Levels and the Environment Agency has confirmed that the discharge consent will not be increased from 2400 dwellings (based on 1st January 2007 date). Since April 2006 some 153 dwellings have been built, and a further 732 have been granted planning permission, therefore as of 1 April 2010 there is capacity for 1515 dwellings.

As Southern Water is limited to the amount of treated waste water it can discharge it will be necessary to find an alternative discharge location for some 1360 dwellings. Notwithstanding the potential to increase headroom by compulsory water metering and the implementation of water efficiency measures, based on anticipated provision of dwellings per year in Hailsham the new facility is required to be in place post 2020.

There are a number of technical solutions that may be sought, and Southern Water have successfully bid for monies to complete a study to investigate these solutions. The study will commence in 2010 and is scheduled to be completed in 2012. If a solution can be found it will be necessary for Southern Water to bid for funding through the periodic review process to design and build the solution. The next periodic review is in 2014, and Southern Water have confirmed that the earliest date for completion of a solution would be 2018. Delivery is dependent on obtaining necessary planning permissions and environmental permits/discharge consents, as well as funding.

Southern Water, the Environment Agency and East Sussex County Council have agreed to enter into an agreement concerning the delivery of an alternative facility. If an alternative solution is not feasible or built in time to accommodate the 1360 dwellings then the alternative strategy will need to be implemented and dwellings built in alternative wastewater catchment areas.

Infrastructure requirements other WwTW

In order to achieve the preferred spatial strategy there will also be a need to increase the treatment works capacity at Hooe. The proposed low increases in flow at Ripe and East Dean associated with potential development, is not considered to have a significant impact at the current works and therefore it is not deemed necessary to invest at the flows envisaged. However, it may be necessary to increase treatment capacity at Buxted to meet demands from existing consents.

If it is necessary to implement a contingency approach and develop on the land to the fringe of Tunbridge Wells it may be necessary to upgrade the works serving this area of Tunbridge Wells, depending on the allocations in the Tunbridge Wells area.

Monitoring

It will be necessary to monitor and review waste water capacities in terms of actual flows, planning permissions granted and the associated progress of the delivery of waste water treatment improvements. This will be undertaken by the relevant agencies.

Odour Control Infrastructure

Broad locations identified in the Core Strategy, including land east of Hailsham and land west of Uckfield are potentially affected by odour nuisance arising from nearby WwTW. The Strategic Sites Development Plan Document will seek to allocate land outside of the areas potentially subject to odour nuisance and the broad location capacity indicated in the Core strategy will take this issue into account. 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.

IDP Hyperlinks

Transport

Wealden - Infrastructure consultations background paper to Issues and Options Consultation - 2007

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

South Wealden and Eastbourne Transport Study (SWETS) 2010

ESCC - Local Transport Plan 3 - Consultation Draft - October 2010

Rail

Network Rail - Sussex Route Utilisation Study 2010

Network Rail - Kent Rail Utilisation Study - 2010

ESCC - Bus and Community Transport Strategies - 2009

Education

Wealden - Infrastructure consultations background paper to Issues and Options Consultation - 2007

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

Appendix A

Health

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

Social Infrastructure

ESCC/Wealden - Wealden Older Persons Housing and Support Strategy 2006 - 2026

Green Infrastructure

Wealden - Appropriate Assessment - Visitor access levels for the Ashdown Forest - 2009 and Appropriate Assessment and Air Quality local to the Pevensey Levels Ramsar Site - 2009

Wealden - Core Strategy Habitat Regulations Assessment

Public Services

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

ESCC - Capacity constraints currently being identified within the Waste and Minerals Core Strategy (W&MCS)

East Sussex Fire and Rescue - Rural Review - March 2009 - March 2010

'Short term, Medium Term and Long term Need Matrix for all Fire Stations within the East Sussex Fire and Rescue Services Cover area' - Compiled by Wilks, Head and Eve LLP for East Sussex Fire and Rescue, September 2010 (not available as a web link)

Utility Services

National Grid - 7 Year Plan - 2010

National Grid - 10 Year Statement - 2009

Wealden - Infrastructure consultations background paper to Issues and Options Consultation - 2007

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

South East Water - Revised Water Resources Management Plan - 2010 - 2035 - January 2010

Flood Defences

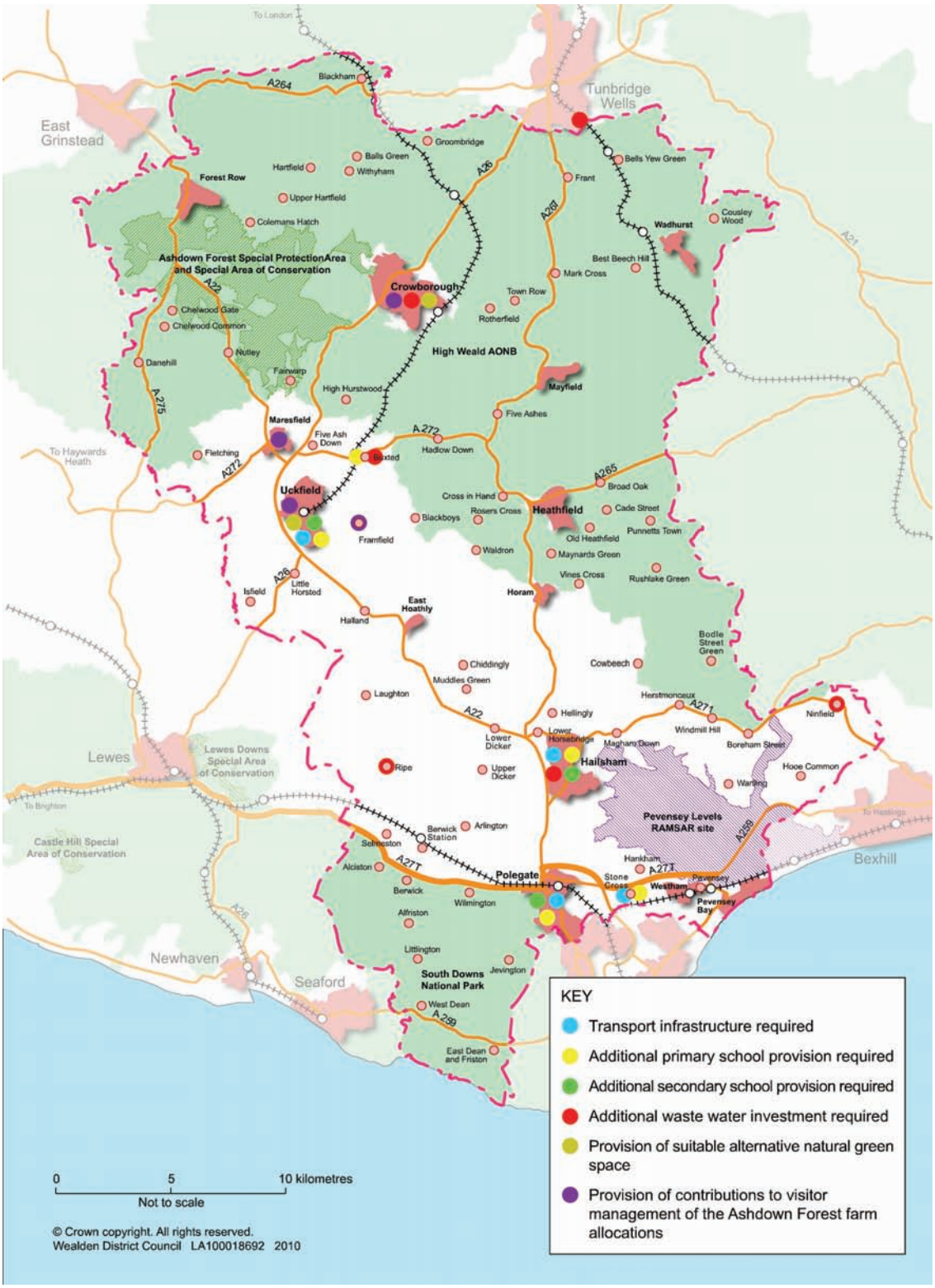
Wealden - Infrastructure consultations background paper to Issues and Options Consultation - 2007

Wealden - Spatial Options consultation Infrastructure Background Paper 2009

Wealden - Strategic Flood Risk Assessment - South - 2008 and Strategic Flood Risk Assessment - North Wealden - 2009

Appendix B

Figure 12 Composite map setting out the location of strategic infrastructure requirements



Source: Wealden District Council 2010.

Appendix B

Appendix C

List of infrastructure providers engaged in the production of the Infrastructure Delivery Plan

Table 8 List of Infrastructure Providers contacted

Infrastructure	**Provider**
Transport	
Strategic Highway Network (Trunk Road: A27T)	Highways Agency
Non-strategic Highway Network	East Sussex County Council
Rail Network	Network Rail
Rail Service	Southern
Community Bus Operators	East Sussex County Council
Education	
Early Years	East Sussex County Council
Primary Schools	East Sussex County Council
Secondary Schools	East Sussex County Council
Public Services	
Libraries	East Sussex County Council
Waste Disposal	East Sussex County Council
Waste Planning	East Sussex County Council
Adult Social Care	East Sussex County Council
Emergency Services: Ambulance Police Fire and Rescue	 South East Coast Ambulance Service NHS Sussex Police East Sussex Fire and Rescue Service
Health	
Strategic Health Care	South East Coast Strategic Health Authority
Local Health Care	East Sussex Downs and Weald PCT

Appendix C

Princess Royal Haywards Heath Eastbourne District and Conquest (Hastings) Hospitals Pembury Hospital (Tunbridge Wells)	Brighton & Sussex University Hospitals NHS Trust East Sussex Hospitals NHS Trust Maidstone and Tunbridge Wells Hospitals NHS Trust
Utility Services	
Transmission (electricity and gas)	National Grid UK
Gas supply (local distributor)	Southern Gas networks
Electricity supply (local distributor)	UK Power Networks (formerly EDF Energy Networks)
Water supply	South East Water
Water Regulation	Environment Agency
Wastewater treatment	Southern Water
Flood Defences	
Flood protection/defences	Environment Agency

Appendix D

Update on our approach to the provision of Broadband infrastructure

Given Wealden's largely rural character, and an economic sector characterised by mostly small, medium and micro-businesses, broadband access is considered crucial to the health and viability of those businesses and to the ability of residents to access goods and services. Access to services via the Internet can also reduce residents' need to travel to access them in situ, reducing the burden on the District's roads and the environmental impact of transport, and our carbon footprint overall.

However, the very character which makes broadband access so crucial also weighs against its introduction. Broadband infrastructure is more cost-effective in densely-populated areas; Wealden's relative sparseness impacts on financial viability, meaning provision to some areas is not seen as sufficiently profitable by BT and other suppliers. As a result, a survey undertaken by SEEDA in 2008 demonstrated that, while broadband access is relatively good in Wealden's towns, rural areas are less well-served. For example, Isfield's is the only telephone exchange of the 64 across East Sussex that is not broadband enabled; a single-provider wireless service does provide some coverage but it is partial and limited to 'line-of-sight'.

In addition, while the Digital Britain report [16] established a target of delivering next generation access (NGA) to high-speed broadband to 90% of households by 2017, several of Wealden's rural areas (mostly the rural west and south-west of the District) are projected to be amongst the 10% that will miss out on such access without public sector intervention.

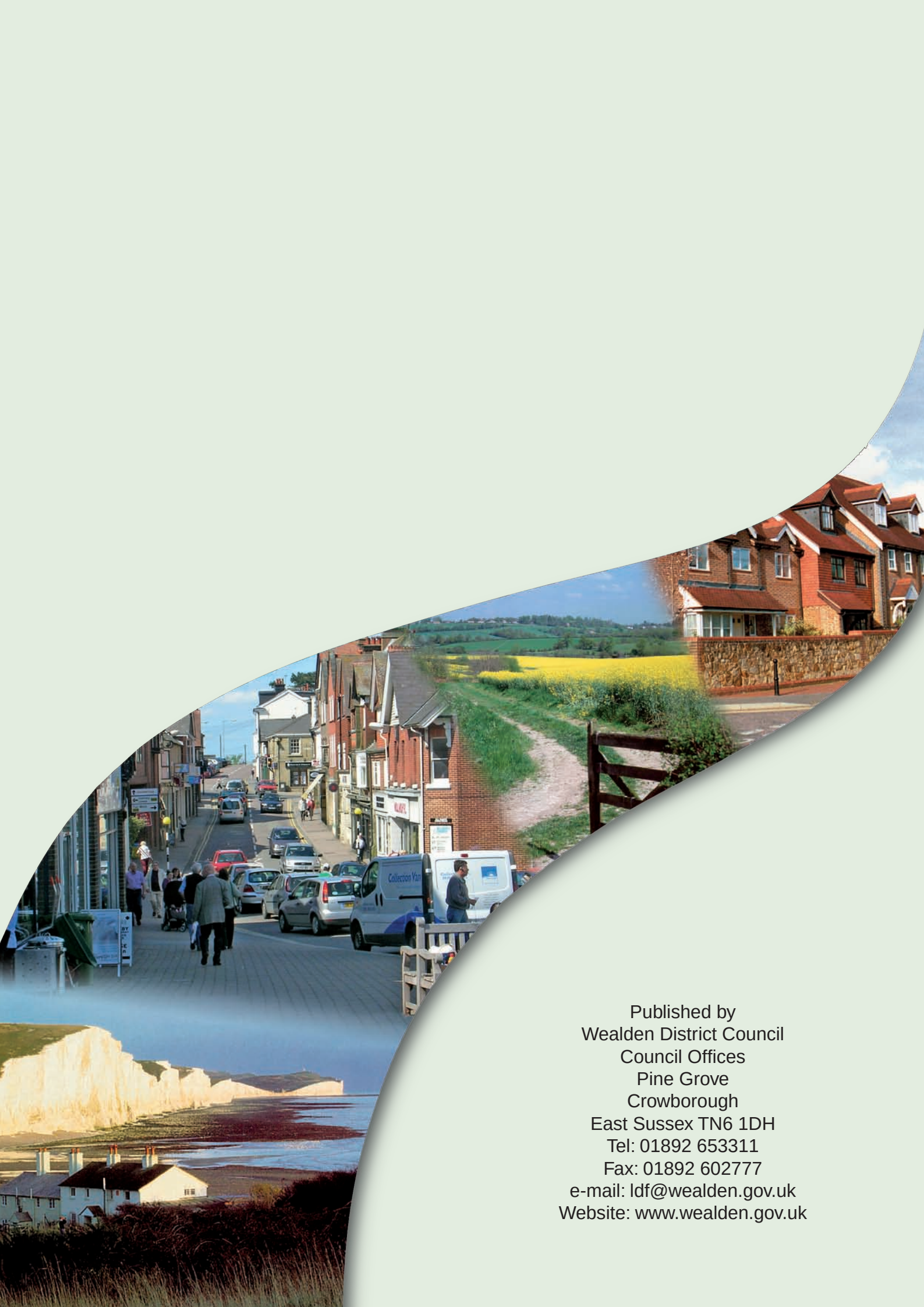
As a result, public funding, together with various levels of leverage of private investment, was sought to rectify the gaps in provision left by the market. Wealden Local Strategic Partnership submitted a bid to SEEDA's Rural Development Programme for funding to improve access in three particularly disadvantaged areas: Isfield, Upper Dicker and the Waldron/Roser's Cross area to the east of Heathfield. The bid was successful and the £140,000 funding provided will provide NGA-compatible infrastructure to these areas by the end of 2012, and will act as a pilot programme for future improvements.

A county-wide programme of broadband infrastructure improvements is also high on the list of proposals being discussed as components of a Partnership-led bid for monies from the Regional Growth Fund. However, given the current uncertainty regarding LEP arrangements it is unclear at present whether this bid will go ahead or be incorporated into a Kent/Greater Essex/East Sussex-wide bid in accordance with East Sussex's likely inclusion in that region's LEP.

We will continue to promote broadband infrastructure as a vital component of any Regional Growth Fund bid, to identify and bid into any future funding streams that are introduced, and to lobby for the recognition of the importance of broadband access to the rural economy and residents of the District. This will be reflected through subsequent DPD's and IDP stages.

16 http://webarchive.nationalarchives.gov.uk

Appendix D



Published by
Wealden District Council
Council Offices
Pine Grove
Crowborough
East Sussex TN6 1DH
Tel: 01892 653311
Fax: 01892 602777
e-mail: ldf@wealden.gov.uk
Website: www.wealden.gov.uk