Wealden District Council

Interim Infrastructure Delivery Plan Part 1

Wealden Draft Local Plan (Regulation 18)

March 2024

Wealden
District Council

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Introduction

1.1 Wealden District Council is currently preparing a new Local Plan that will set out a vision and a framework for the future development of the district, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure up to 2040.The plan will also provide policies to guide planning decisions in order to protect the natural environment, deliver the Council's climate change objectives and ensure community resilience and well-being and well designed places.

1.2 Future residential and employment growth in the district alongside a projected increase in population will increase the demand upon infrastructure and its capacity to support our communities and economy.

1.3 This interim Infrastructure Delivery Plan (IDP) has been produced to accompany the Regulation 18 Draft Local Plan and the preferred spatial strategy that has been set out at this stage. The Local Plan will be further developed and tested following the Regulation 18 consultation to inform the Regulation 19 Draft Submission Local Plan. The IDP is a 'living document' and will also be further developed as the plan progresses. This will include the consideration of timescales for delivering development and infrastructure given that these are subject to change due to local and national factors.

1.4 Infrastructure planning is a vital part of the plan-making process, and it is important for us to work alongside infrastructure providers, service delivery organisations and other strategic bodies, as well as landowners and developers to understand what our current and future infrastructure deficits and requirements are and what opportunities exist to address them. As part of this process, we need to:

- Assess the quality and capacity of infrastructure, and its ability to meet forecast demands;
- Where deficiencies are identified, set out policies in the local plan to address deficiencies; and
- Take account of the need for strategic infrastructure within our district.

1.5 This interim IDP has been prepared with the involvement of key infrastructure and service providers and draws together the latest evidence and information available and as relevant to this early stage in plan-making. The interim IDP has also been informed by engagement on cross boundary infrastructure with our duty to cooperate partners as relevant to cross boundary requirements and our understanding of these at this early stage in plan-making.

1.6 It is important to note that the interim IDP does not address existing infrastructure deficiencies as this is the responsibility of infrastructure and service providers. The purpose of the IDP is to ensure that the Wealden Local

Plan and its spatial strategy is supported by the right levels and type of infrastructure that is essential to support future housing and employment growth in the district, as well as that required to mitigate and adapt to climate change and protecting the environment.

1.7 The IDP will also help inform other projects and strategies such as the Infrastructure Funding Statement as well as any future review of the Community Infrastructure Levy.

Purpose of the Infrastructure Delivery Plan (IDP)

2.1 The primary purpose of the interim IDP is to provide an evidence base to inform and support the emerging Wealden Local Plan and the delivery of its vision and objectives, particularly the vision and objectives relating to infrastructure provision.

2.2 The Infrastructure Delivery Plan will:

- Provide evidence for the local plan by identifying infrastructure required to support the delivery of development during the plan period.
- Provide information in relation to infrastructure that has or is in the process of being delivered.
- Examine the quality and capacity of existing infrastructure and its ability to meet forecast demands (increase in population and local plan growth) and identify infrastructure deficiencies.
- Provide evidence on how infrastructure needs and deficiencies will be met.
- Provide an infrastructure delivery schedule setting out the infrastructure that is required, priority, risk, delivery body, indicative cost if known, funding position / mechanisms and the expected funding gap (if known).
- Provide a planning tool to help guide decision-making on infrastructure delivery including the allocation of funds from the Community Infrastructure levy.

2.3 The IDP has been informed through discussions with relevant infrastructure and service providers operating in the district, alongside consideration of emerging evidence, publications, and guidance.

How the Interim IDP is structured

3.1 The interim IDP has been broken down into three parts:

- Part 1 – Introduction, background, and context

- Part 2 – Infrastructure typology specific position statements
- Part 3 – Infrastructure typology specific delivery schedules

3.2 This section (Part 1) of the Interim IDP provides the introduction and an overview of the IDP. It sets out why the Interim IDP is necessary and clarifies the areas that will be discussed in later stages of the report. It provides an overview of the current infrastructure issues and future challenges that the district faces in relation to infrastructure provision**.**

3.3 Part 2 of this Interim IDP provides a series of position statements for types of infrastructure. Each position statement details the current infrastructure baseline for a type of infrastructure provision including what is currently provided, what is currently planned or is in the process of being delivered. The position statements also detail the quality and capacity of infrastructure provision and its ability to meet our forecast demands; with forecast demands including not just development within the growth strategy but also predicted population increase over the period of the local plan.

3.4 Part 3 of the Interim IDP contains the infrastructure delivery schedules which set out our infrastructure needs and costs because of development detailed in the Regulation 18 Wealden Local Plan. The delivery schedules provide information on the level of priority for provision, any risks where these are known, delivery lead bodies, the indicative costs (if known at this early stage), how infrastructure will be funded and whether there will be any funding gap (if known at this stage). The interim IDP delivery schedules are live documents and will be progressed further when more information becomes available from further spatial strategy testing or as provided by infrastructure providers, stakeholders, partners or developers or indeed as part of this Regulation 18 consultation.

3.5 A development may require several types of infrastructure and the delivery of this may be critical to a development's deliverability and sustainability. Factors such as the scale, scope and phasing of a development alongside the deliverability of infrastructure to support communities may determine whether a development is deemed acceptable in planning terms. As part of plan-making and as the plan progresses, we will therefore also consider when infrastructure will be required to be delivered to ensure that infrastructure is provided at the right time.

Policy Context

International Policy

4.1 At an international level the United Nations (UN) adopted the principles of "sustainable development"[1] as the basis of its global framework for international co-operation. Sustainable development comprises three 'interconnected' objectives - Economic, Social and Environmental considerations. In 2015 the UN adopted 'Global Goals' as a universal call to action to end poverty, protect the planet and ensure that by 2030 all people enjoy peace and prosperity.

4.2 The following SDG's have particular relevance to the IDP.

	**SDG 3**. Ensure healthy lives and promote well-being for all at all ages
	**SGD 4** Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all
	**SGD 6.** Ensure availability and sustainable management of water and sanitation for all
	**SGD 7.** Ensure access to affordable, reliable, sustainable and modern energy for all
	**SGD 9**. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation
	**SGD 11** Make cities and human settlements inclusive, safe, resilient and sustainable

Source: United Nations Global Compact https://unglobalcompact.org/sdgs/17-global-goals

[1] Brundtland 1987 Definition: "Sustainable development is development that meet the needs of the present without compromising the ability of future generations to meet their own needs."

4.3 The UN's sustainable development goals are echoed within the National Planning Policy Framework (NPPF) with regards to plan-making and decision taking.

National Planning Policy (NPPF)

4.4 The National Planning Policy Framework, 2023 (NPPF) emphasises the importance of the role and provision of infrastructure in achieving sustainable development with Paragraph 8 setting out the following:

- **an economic objective** – to help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.5 Paragraphs 15 and 16 set out that the planning system should be genuinely plan-led and that plans should be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisation, businesses, infrastructure providers and operators and statutory consultees.

4.6 Paragraph 20 to 23 states that strategic policies should set out an overall strategy for the pattern, scale, and design quality of places and importantly and as relevant to the IDP should "make sufficient provision for:

- housing (including affordable housing), employment, retail, leisure, and other commercial development.
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
- community facilities (such as health, education, and cultural infrastructure); and

- conservation and enhancement of the natural, built, and historic environment**, including landscapes and green infrastructure,** and planning measures to address climate change mitigation and adaptation.

4.7 The NPPF is clear that strategic policies must look to a minimum of 15 years ahead from the moment of adoption to anticipate and respond to the long-term improvements that may be delivered from major improvements in infrastructure and where larger scale development forms part of a strategy, then a longer-term vision (at least 30 years) is required to consider the likely timescale for delivery.

4.8 Paragraphs 24 to 27 of the NPPF place great emphasis on strategic policy making authorities collaborating to identify and address strategic matters including infrastructure. This should include engagement with infrastructure providers, local communities, and other relevant bodies.

4.9 The NPPF at paragraph 28 sets out the expectations for non-strategic policies and how these can be used to provide more detail for specific areas, neighbourhoods, or types of development. This can include the provision of infrastructure and community facilities at a local level.

4.10 Paragraph 34 sets out the national policy position for development contributions requiring local plans to set out the contributions expected from development for areas including education, health, transport, flood and water management, Green Infrastructure (GI) and digital infrastructure either by legal agreement or the Community Infrastructure levy (CIL).

4.11 An important consideration when considering developer contributions is to ensure that they do not undermine the delivery of the plan as a whole. On this basis, as part of the plan-making process a viability assessment of the plan has been carried out at the Regulation 18 stage to help shape and support policy requirements. A further viability assessment will also be undertaken ahead of the Regulation 19 stage also.

4.12 Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019

4.13 As of December 2020, local authorities are required to publish an Infrastructure Funding Statement (IFS)[2] each year which provides details on development contributions including Section 106 planning obligations (S106) and Community Infrastructure Levy (CIL) receipts and expenditure. When preparing the IFS, authorities should consider known and expected infrastructure costs considering other possible sources of funding to meet

[2] Wealden District Council – Infrastructure Funding Statements

those costs. This process helps the charging authority to identify any infrastructure funding gap and a levy funding target along with providing evidence for the IDP.

Regional Context

4.14 The delivery of infrastructure at a regional level is undertaken by several delivery agencies including County Councils. Wealden District Council in most cases is not directly responsible for infrastructure delivery but must work closely with East Sussex County Council, other County Councils and Local Authorities as well as other infrastructure delivery agencies to enable cross border delivery of schemes and infrastructure provision as relevant.

4.15 To meet the legal obligation of the Duty to Co-operate as part of the plan making process Wealden District Council will continue its ongoing engagement with partners.

4.16 The Council's Duty to Cooperate Topic Paper[3] sets out further details on how it has worked constructively and on an on-going basis to ensure strategic matters are addressed as part of the plan-making process. As with the IDP, the Duty to Cooperate Topic Paper will continue to be updated as the plan progresses.

Local / Neighbourhood Planning

The following Local Plans currently comprise Wealden District Council's Development Plan:

- Saved policies contained in the Wealden District Local Plan (1998)
- Wealden District Core Strategy Local Plan (February 2013)
- Wealden District Council Affordable Housing Delivery Local Plan (May 2016)
- East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan (February 2017)[4]
- Herstmonceux Neighbourhood Development Plan (July 2019**);**
- Hellingly Neighbourhood Development Plan (July 2021); and
- Hailsham Neighbourhood Development Plan (July 2021)

4.17 Once adopted the new Local Plan will supersede the 1998 Local Plan, the Core Strategy and the Affordable Housing Delivery Local Plan.

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[3] Wealden District Council Duty to Co-operate Topic Paper

[4] Please note that this plan will shortly be updated and is currently at Main Modification stage: https://eastsussex-consult.objective.co.uk/kse/folder/95335

4.18 The following neighbourhood plans are also currently being progressed and are at various stages in production. Full details can be found at https://www.wealden.gov.uk/planning-and-building-control/planning-policy/neighbourhood-planning/

- Ninfield Neighbourhood Plan
- East Hoathly with Halland Neighbourhood Plan
- Fletching
- Frant
- Hartfield
- Horam Neighbourhood Plan
- Maresfield
- Uckfield
- Wadhurst Neighbourhood Plan

Development of the IDP

5.1 The National Planning Policy Framework (NPPF) does not define or provide specific categories for infrastructure; however, the term infrastructure is generally used to define all of the requirements that are needed to make places function efficiently and effectively and in a way that supports and creates sustainable communities.

5.2 There are three main types of infrastructure provision namely:

1. **Transport and physical infrastructure** such as the local and strategic road network, cycling and pedestrian infrastructure, the rail network and stations, bus services and facilities, parking, waste and recycling facilities, water supply and wastewater treatment, electricity and gas supply, telecommunications infrastructure, Sustainable Drainage Systems (SuDS), flood alleviation measures.
2. **Social and community infrastructure** such as education, community facilities, affordable housing, healthcare, emergency services and libraries, places of worship, indoor sports facilities.
3. **Green infrastructure** such as open spaces, outdoor sports facilities and play spaces, parks, cemeteries and church yards, natural and semi-natural green spaces, allotments and water features such as lakes and rivers etc.. Green infrastructure also includes Suitable Alternative Natural Greenspace (SANGs) as Habitats mitigation.

How the interim IDP was prepared.

6.1 The delivery of infrastructure is dependent on partnership working, therefore the Interim IDP was developed by working closely with infrastructure and service providers as well as our neighbouring authorities throughout the plan-making process. The purpose of these discussions was to establish an early understanding of the infrastructure likely to be required to support and deliver the draft growth strategy as well as understand any issues and challenges, including those of a strategic nature when considering the growth. Table 2 below identifies the Infrastructure provider and their area of responsibility.

Table 1 Infrastructure providers and areas of responsibility

Infrastructure Provider	**Infrastructure Area**
East Sussex County Council	All education services. Road networks other than the strategic road network (A27, A259 east of Pevensey) Walking, wheeling, cycling and public transport (except shelters, bins and flags) infrastructure Supported bus services Public Rights of Way Libraries Fire and rescue services Sustainable Drainage Systems (SUDs) as the Local Lead Flood Authority (LLFA)
National Highways	Operating, maintaining, and improving the strategic road network in England on behalf of the Secretary of State for Transport – A27 within Wealden
NHS Sussex Integrated Care Board (ICB)	Health Care services including GP's, hospitals, and dentists
South East Coast Ambulance	Emergency health care services Urgent Health care and advice (NHS 111)
Environment Agency	Flood management schemes Flood defences
Southern Water	Wastewater collection and treatment

Infrastructure Provider	Infrastructure Area
South East Water	Fresh water supply and distribution
SGN	Gas provider and system maintenance operator
UK Power networks (UKPN)	Electricity distribution and system maintenance operator
Network Rail	Owns and operates railway track, bridges, tunnels, viaducts, level crossings, signals and some stations.
Wealden District Council / Parish Councils	Open space and green infrastructure including parks and recreation facilities. SANGS and SAMMS. Bus shelters and bins
Sussex Police	Policing the district Community Safety Partnerships

6.2 Several of the key infrastructure services are provided by the private sector within a regulatory framework that is overseen on behalf of the Government by independent regulators. Those that are particularly relevant to delivering the Regulation 18 Draft Local Plan are:

- Water and sewerage companies overseen by Ofwat (Office of Water Services);
- Gas and electricity markets overseen by Ofgem (Office of Gas and Electricity Markets);
- UK communications industries overseen by Ofcom (Office of Communications); and
- Britain's railways and highways are overseen by the ORR (Office of Rail and Road).

6.3 In addition to partnership working the Council has commissioned and published several evidence base studies to inform plan-making. Of relevance to infrastructure, these include[5]:

- WDC Playing Pitch and Outdoor Sports Strategy (PPOSS) – Assessment Report (April 2022)
- WDC Playing Pitch and Outdoor Sports Strategy - Action Plan (2023)
- WDC Open Space – Assessment Report (OSAR) (April 2022)
- WDC Open Space – Parish Summaries (OSPS) (April 2022)
- WDC Indoor Sports Facility Needs Assessment (March 2022)
- Wealden Local Plan Shared Transport Evidence Base (STEB): Initial Growth Option (1) – Interim Assessment and Mitigation Strategy (Transport Note 01)
- Wealden Local Plan Shared Transport Evidence Base (STEB): Assessment of New Growth Options 2-4 (Transport Note 02)
- Wealden Green Infrastructure Study May 2017
- Wealden District Council Strategic Flood Risk Assessments Level 1 (SFRA) (2022) for North Wealden and Eastbourne and South Wealden
- Wealden District Council Level 2 Strategic Flood Risk Assessment (2023)

6.4 Further studies / work will be progressed alongside the plan-making process as relevant. These will include a Green Infrastructure Strategy, a climate change study, studies in relation to biodiversity net gain as well as further work to consider infrastructure provision, such as further highways testing and mitigation.

6.5 Partnership working including the outcomes of discussions, the evidence base and the testing of growth options and the Local Plan has fed into the position statements provided in Part 2 and the Infrastructure Schedules presented in Part 3 of this Interim IDP. Where relevant, information has also been shared with site promoters also to ensure that infrastructure can be considered at an early stage in the development process.

6.6 In addition to the above, both Wealden District Council and East Sussex County Council meet on a regular basis to discuss infrastructure provision in

[5] WDC – Planning Policy Evidence Bases available at Planning Policy Evidence Base - Wealden District Council - Wealden District Council. Last accessed 30/10/2023

relation to ongoing projects, bids and to understand progress on longer term ambitions.

Challenges identified in preparing the IDP

6.7 The forecasting of infrastructure requirements is complicated with multiple factors impacting upon any one outcome. These factors are considered but at this early Regulation 18 stage of the plan-making process it is accepted that there will be ongoing revisions required to reflect further testing and / or new or amended information received. A summary of the main challenges in preparing the Interim IDP include:

- The changing demographics of the district including an aging population, net out migration of younger people and increasing levels of disability and long term illness. This shows that infrastructure planning is not just about housing growth alone.
- Complexities around infrastructure planning timescales. For example, different infrastructure providers forecast and plan using different timescales than that for the Local Plan. Also, some infrastructure providers don't react until a Local Plan is adopted or a planning application is submitted to ensure that infrastructure is provided when it is needed rather than prematurely. However, this is often influenced by the availability of resources and funding.
- The rapidly evolving delivery of digital technology and the impact this may have on service provision with more services being delivered online, which affects the amount of space that may be required for service provision.
- Cross boundary infrastructure requirements where development in Wealden or within another local authority may impact infrastructure capacity either alone or cumulatively and may lead to a requirement to provide or increase capacity in an adjacent local authority area.
- Uncertainty in relation to emerging plans and the delivery of certain projects by infrastructure providers.

6.8 The delivery of infrastructure can involve multiple providers and stakeholders (see Table 2 above). In line with paragraph 24 of the NPPF (Duty to Cooperate) the Council has worked with the County Council, neighbouring authorities, infrastructure providers and other prescribed bodies to establish and agree their infrastructure requirements for the growth strategy presented in the Regulation 18 draft Local Plan. The details of these discussions can be found in the Duty to Cooperate Topic Paper.

6.9 Given the above and the early stage of the Local Plan, not all discussions with infrastructure providers have been completed. Further engagement will be

necessary with providers as the plan progresses and as new information on plans and projects becomes available.

6.10 It is important to note that at the plan-making stage a local authority has a key role to ensure that there is an understanding of the level of infrastructure to deliver the growth set out in a local plan. The Council's role in infrastructure delivery then reduces at the planning application and delivery stages transferring to infrastructure providers, site promoters and developers**.**

Funding Mechanisms

7.1 The funding of infrastructure projects is complex and can often require funding from multiple sources. The call upon these revenue streams often exceeds the funds available so collaborative and innovative approaches to funding are necessary to effectively deliver the services and infrastructure required. Funding for new infrastructure can be sourced from public funds, private funding, development contributions (S106 Legal agreements), the Community Infrastructure Levy (CIL) and grants.

7.2 Community Infrastructure Levy (CIL) - Wealden District Council implemented the Community Infrastructure Levy (CIL) on 1st April, 2016, with the adoption of the CIL Charging Schedule[6]. CIL is a non-negotiable tariff that allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed to enable development and is not site specific in relation to its allocation, a key difference to planning obligations. The levy can also be secured in combination with Section 106 legal agreements with developers as a relatively non-negotiable tariff that is applied to new development throughout the district. However, CIL alone is unlikely to generate sufficient funding to support the infrastructure required. Details of the Council's existing CIL income and expenditure can be found within the annual Infrastructure Funding Statement (IFS).[7]

7.3 Section 106 Legal Agreements (S106)[8] – S106 agreements secure mitigation for significant impacts that a specific development might have on an area. A S106 agreement will vary by scheme depending on what is specifically required to make the development acceptable. The infrastructure contribution can either be financial such as funding for education or highways or physical for example, the provision of affordable housing or public open space. Details

[6] Wealden District Council CIL Charging Schedule

[7] Wealden District Council Infrastructure Funding Statements

[8] S106 of The Town and Country Planning Act 1990

of the Council's existing S106 income and expenditure can be found in the annual Infrastructure Funding Statement (IFS)[18]

7.4 Section 278 of the Highways Act 1980 (S278) - S278 agreements secure permanent alterations or improvements to the highway required for development. ESCC Highways team are responsible for the implementation of these agreements. Details of the Council's existing S278 agreements can be found in the annual Infrastructure Funding Statement (IFS)[18]

7.5 Other possible funding and delivery mechanisms - Other potential sources of funding could come forward through a number of the following funding schemes/grants which can be time and/or scope limited. However, these are subject to change during the duration of the plan.

- Department for Levelling Up, Housing and Communities (DLUHC) - Simplifying the funding landscape for local authorities (Guidance)
- Homes England – Home Building Fund – Infrastructure Loans
- Major Road Networks Programme (Department for Transport)
- Department for Transport Bus Service Improvement Plan: grants and funding
- Department for Transport HGV parking and driver welfare grant scheme
- Department for Transport – On-Street Residential Chargepoint Scheme
- Department for Transport – Electric vehicle charging infrastructure: help for local authorities. (Variety of EV Infrastructure schemes)
- Active Travel England – Active Travel Funding
- DLHUC – Brownfield Housing Fund
- DLHUC - Brownfield, Infrastructure and Land Fund (2023-2026)
- DLHUC - Brownfield Land Release Fund 2 (2022-2025)
- DLHUC – Levelling Up Fund (2021-2026)
- DLHUC – Levelling Up Home Building Fund (2021-2026)
- Department for Environment, Food & Rural Affairs - Air Quality Grant/Clean Air Fund
- Network Rail/Rail franchises
- Heritage Lottery/Sports Council grants
- Private investment

Growth Strategy

8.1 The Council's preferred growth strategy set out in the Regulation 18 Draft Local Plan has been developed by understanding the suitability and deliverability of sites submitted in the Council's Strategic Housing and Economic Land Availability Assessment. In relation to infrastructure, sites have been considered on the basis as to whether there is existing infrastructure capacity or whether any required infrastructure can be provided to support the delivery of sites both on their own as well as cumulatively (i.e. when sites are considered together). As the plan progresses, the growth strategy will be further tested, and the detail further refined to support the Regulation 19 Pre-Submission Local Plan. This will also involve testing the deliverability of sites that may be submitted after the Regulation 18 consultation and / or sites that have not been included in the preferred growth strategy at the Regulation 18 stage, such as where there is uncertainty currently in relation to their deliverability.

8.2 A large strategic site has been submitted to the Council to the West of Uckfield. This site will require further detailed consideration and testing and is therefore presented as an option at this stage in the local plan. Infrastructure requirements for the Land at the West of Uckfield have not therefore been included within this Interim IDP in considering that further detailed testing will be required.

8.3 The preferred growth option set out in the Regulation 18 Draft Local Plan looks to deliver the following in the plan-period 2023 – 2040:

- 5,616 new homes delivered across the district as local plan allocations and 2,000 homes as windfall development. Please note that this does not include commitments of which 8,113 are committed in the plan period by existing planning permissions.
- 51 pitches for Gypsy and Travellers and 3 pitches for Travelling Showpeople
- Between 3,300 sqm and 4,800 sqm of convenience retail floorspace
- Between 1,300 sqm and 1,800sqm of comparison retail floorspace
- At least 84,850 sqm of employment floorspace as local plan allocations as well as employment floorspace delivered through windfall
- Support for the delivery of some office space within existing towns centres.

8.4 Further information on the growth strategy and sites allocated can be found in Chapter 3 and 13 of the Local Plan and Chapter 9 sets out the Council's social

and physical infrastructure policies, which have been informed by the evidence provided in this Interim IDP.

Criticality of Infrastructure

9.1 Part 3 of the Interim IDP, sets out the draft Infrastructure Delivery Schedules (IDS). The purpose of these schedules is to identify the specific requirements, identified risks to delivery, estimated costs if available and potential delivery mechanisms arising from the preferred growth strategy in the Regulation 18 Local Plan. The schedules also indicate how the infrastructure delivery is prioritised. The infrastructure will be prioritised as either critical, essential, or desirable. These considerations are based on the categories and definitions as outlined below:

9.2 **Critical infrastructure** is Infrastructure that must happen to enable growth. It is a prerequisite to unlock any future works without which development cannot proceed. These infrastructure items are showstoppers. They are most common in relation to transport and utilities and are usually linked to triggers controlling the commencement of development activity. It may also include essential services that are required to facilitate growth or be delivered in advance of development. Examples of this include strategic highways interventions or education facilities.

9.3 **Essential infrastructure** is infrastructure that is essential and considered necessary to mitigate impact arising from development. These are projects that are usually identified as required mitigation in Environmental Impact Assessments (EIA), Transport Impact Assessments (TIA), Strategic Environmental Assessment (SEA) or Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) testing to make the proposed development acceptable in planning terms and are directly related to the development. These items are most common in relation to trips and population increase generated by development (service projects) and are usually linked to triggers controlling the occupation of development sites. Examples of this include local road network improvements or active travel infrastructure.

9.4 **Desirable infrastructure** is infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term. This is often aligned to place making objectives without being essential for development to come forward. Examples of this include rail infrastructure or social / community facilities. The failure to deliver these types of infrastructure may however have a significant impact on the general health and wellbeing of residents within Wealden and while considered “desirable” are a priority that is required to be delivered**.**

Risk to Delivery

10.1 The IDS also identifies at a high level, the risk to delivery for each infrastructure item. The risk level identified relates to the delivery of the specific infrastructure project and not the delivery of the draft growth strategy. The risk levels are divided into three categories.

- **High – Significant constraints that if not overcome will prohibit development from coming forward e.g., Revenue stream.**
- **Moderate – Moderate constraints or uncertainty attached to the delivery of the scheme.**
- **Low – Delivery of the scheme is certain and there are no constraints or limitations.**

10.2 Throughout the lifespan of a scheme the levels of risk may vary. It is therefore essential that the IDP and IDS are reviewed and updated regularly to inform the plan-making process.

Timescales for Delivery

11.1 The timing of delivery of infrastructure schemes is dependent upon several key factors, including when development comes forward, the point at which an infrastructure project is required, and the timing of funding being made available. Given this complexity, the Interim IDP breaks down the timescale for delivery into three tranches:

- **Short term - five years and less**
- **Medium term - five to 10 years**
- **Long term - 10 plus years**

Monitoring Infrastructure Provision

12.1 To monitor the provision and delivery of infrastructure within the district the Council produces an Authority Monitoring Report (AMR). The AMR is prepared to review the progress and effectiveness of planning policies. It contains indicators related to employment, housing, natural environment, population, economy, health and climate change. Monitoring these indicators is one of the mechanisms by which the Council can track the delivery of the local plan objectives, as well as assessing the performance of the policies. Where policies and/ or site allocations identify the need for certain infrastructure to be delivered, this can be monitored and reported through the AMR.

12.2 A further method for monitoring the delivery of infrastructure in the district is the Infrastructure Funding Statement (IFS) which outlines infrastructure that

has been delivered or secured because of CIL and other funding mechanisms.

Viability

13.1 The NPPF requires that viability is considered at the plan-making stage and that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.

13.2 Planning Practice Guidance states that Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). These policy requirements should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability that takes into account all relevant policies, and local and national standards, including the cost implications of the Community Infrastructure Levy (CIL) and section 106.

13.3 To inform plan-making the council has commissioned a viability assessment of its local plan policies. Further work will be required to inform the Regulation 19 Local Plan to fully meet the requirements on viability, particularly in relation to testing the viability of a range of different sites. The Regulation 19 Local Plan will therefore be informed by a Whole Local Plan Viability Assessment of which its findings will also be included in the Regulation 19 IDP also.

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