Wealden District Council

Interim Infrastructure Delivery Plan Part 2

Wealden Draft Local Plan (Regulation 18)

Wealden
District Council

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Transport - Highways

1. Providers

- National Highways (NH) is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN), as appointed under the provisions of the Infrastructure Act 2015 by the Secretary of State for Transport.
- East Sussex County Council (ESCC) is the Local Highways Authority, which includes being responsible for the provision and maintenance of most of the remaining district's highway infrastructure, Major Road Networks (MRN) – comprising the most economically important A class roads which are managed by the local highway authorities (eg A22, A26, A272 west of Uckfield), and local roads.

2. Evidence Base Documents

- Wealden Local Plan Shared Transport Evidence Base (STEB): Assessment of New Growth Options 2-4 (Transport Note 02) – December 2022[1]
- Wealden Local Plan Shared Transport Evidence Base (STEB): Initial Growth Option (1) – Interim Assessment and Mitigation Strategy (Transport Note 01) – December 2022[2]East Sussex County Council Local Transport Plan 3 2021-2026 (LTP3)[3]

[1] WDC STEB Transport Note 02 2022. Available at: WDC – Planning Policy Evidence Bases. Planning Policy Evidence Base - Wealden District Council - Wealden District Council.

[2] WDC STEB Transport Note 01 2022. Available at: WDC – Planning Policy Evidence Bases. Planning Policy Evidence Base - Wealden District Council - Wealden District Council.

[3] East Sussex County Council Local Transport Plan 3 2021-2026

- South Wealden and Eastbourne Transport Study (SWETS)[4]
- Movement & Access Strategy for Hailsham & Hellingly (MASHH 2012)[5]
- Polegate Movement & Access Strategy (PMAS 2012/2015)
- Wealden Local Plan Transport Study 2017[6]
- Uckfield Town Centre Improvements (2012)[7]
- Department for Transport and Highways Agency Road Investment Strategy 1[8]
- Department for Transport and Highways Agency Road Investment Strategy 2[9]

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[4] East Sussex County Council (2018) South Wealden and Eastbourne Transport Study. Available at https://www.wealden.gov.uk/UploadedFiles/K1._Wealden_Local_Plan_Transport_Study_2018_1.pdf (Last accessed 14/09/2023)

[5] East Sussex County Council (2012) Movement & Access Strategy for Hailsham & Hellingly (MASHH). Available at https://www.eastsussex.gov.uk/planning/roads/major-projects/mashh (last accessed 14/09/2023)

[6] Wealden District Council (2017) Wealden Local Plan Transport Study 2017 available at https://www.wealden.gov.uk/UploadedFiles/Wealden_Local_Plan_Transport_Study_2017_-_Main_Report.pdf. (Last accessed 14/09/2023)

[7] East Sussex County Council (2012) Uckfield Town Centre Improvements. Available at https://www.eastsussex.gov.uk/roads-transport/roads/road-schemes/uckfield-transport/centre-improvements (Last accessed 14/09/2023)

[8] Department for Transport and Highways Agency (2015) Road Investment Strategy: for the 2015/16 – 2019/20

Road Period. Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf (Last accessed 14/09/2023)

[9] Department for Transport and Highways Agency (2020) Road Investment Strategy 2: 2020-2025. Available at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951100/road-investment-strategy-2-2020-2025.pdf (Last accessed 14/09/2023)

- Department for Transport and Highways Agency Road Investment Strategy 3[10]
- East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP)
- Draft East Sussex Local Transport Plan 2024 – 2050
- Transport Strategy for the South East[11]
- Strategic Investment Plan – Evidence Base – Transport for the South East[12]

3. Existing provision

The district is connected to the Major Road Network (MRN) via the A22, A26 and A272 west of Uckfield, and to the Strategic Road Network (SRN) to the south via the A27 and the A259.

The A27 Trunk Road (SRN) is routed from east to west across the south of the district and a small section of the A259 (SRN) runs east to west in the eastern corner of the district. The A26 Lewes to south of Tunbridge Wells (MRN) and the A22 Polegate to north of Forest Row (MRN) run roughly north to south in the western part of the district, whilst the A272 west of Uckfield (MRN) runs east-west into the centre of the district, and are the responsibility of East Sussex County Council. Several key junctions and roads on these corridors are currently at, or reaching capacity, and experience congestion and delays during peak hours.

A network of more local A and B routes and rural roads, again managed by ESCC Highways, run throughout the district. Local A class roads including the A267, A265, A271 and A264, and multiple B, C and unclassified class roads provide connections between the primary routes, the various towns and villages within the district and the neighbouring district and borough areas.

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[10] Department for Transport (Dec 2021) Planning ahead for the Strategi Road Network – Developing the third Road Investment Strategy. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1045938/planning-ahead-for-the-strategic-road-network-developing-the-third-road-investment-strategy.pdf (Last Accessed 11/09/2023)

[11] Transport Strategy for the South East available at https://transportforthesoutheast.org.uk/useful-documents/transport-strategy/

[12] Strategic Investment Plan – evidence base – Transport for the South East. Available at https://transportforthesoutheast.org.uk/useful-documents/strategic-investment-plan-evidence-base/

Many of the rural roads in the north of the district are historic routeways that developed from a dense system of radiating drove ways. These are often narrow (single track), deeply sunken and edged with wildlife-rich trees, hedges, wildflower-rich verges, and boundary banks. They connect smaller settlements but are particularly constrained in relation to the level of use and the size of current vehicles including HGV's.

The Census 2021[13] indicates that 55.4% of Wealden residents of working age travel to their place of employment by car, van, or motorbike. In 2011 the equivalent figure was 71% with the 2021 drop being attributed in the main part to the Covid 19 Pandemic and our changes in working practices. As life begins to normalise after the pandemic, it is anticipated that there will be a moderate level of individuals returning to the workplace which will have a commensurate impact on the levels of commuting traffic. Table 1 below shows a direct comparison of the changes between the 2011 and 2021 census'.

Table 1 – Travel to Work methods – Comparison of 2011 and 2021 statistics

All usual residents aged 16 years and over in employment the week before the census	2011 Total	2011 %	2021 Total	2021 %	Total Difference	% Difference
Work mainly at or from home	6942	9.77	26043	34.9	+19101	+25.13
Underground, metro, light rail, tram	151	0.17	49	0.1	-102	-0.07
Train	4981	7.01	1255	1.7	-3726	-5.31
Bus, minibus or coach	1407	1.98	696	0.9	-711	-1.08
Taxi	163	0.23	150	0.2	-13	-0.03

[13]Office of National Statistics (2021) Wealden Local Authority 2021 Census Area Profile. Available at: https://www.nomisweb.co.uk/sources/census_2021/report?compare=E07000065 (Last Accessed on 11/09/2023)

All usual residents aged 16 years and over in employment the week before the census	2011 Total	2011 %	2021 Total	2021 %	Total Difference	% Difference
Motorcycle, scooter or moped	426	0.60	253	0.3	-173	-0.3
Driving car or van	46973	66.11	38611	51.8	-8362	-14.31
Passenger in car or van	3114	4.38	2319	3.1	-795	-1.28
Bicycle	718	1.01	530	0.7	-188	-0.31
On foot	5760	8.11	3989	5.4	-1771	-2.71
Other method of travel to work	449	0.63	647	0.9	+198	+0.27
Total	71054	100	74542	100	3488	0

Within Wealden 89.4%[14] of households have access to one or more cars, which is significantly greater than the UK average of 74%[15]. This is reflective of the rural nature of the district and the poor public transport infrastructure meaning that many residents currently have no alternative but to travel by car on a day to day basis.

[14] ONS Census (2021)

[15] ONS Census 2021 – Car and Van availability

4. Planned provision.

Strategic Road Network (SRN)

The A27 has been identified within the Department for Transport's Road Infrastructure Strategies (RIS) as requiring improvement. The A27 is the only east-west trunk road south of the M25. It links the key coastal urban areas between Portsmouth and Eastbourne with each other and the rest of the SRN. The route also runs along and through the South Downs National Park. Over 60% of the 67 miles length of road is dual carriageway, while four stretches of the road remain single carriageway at Arundel, Worthing and east of Lewes. The east of Lewes section passes through the southern part of Wealden and is a key route into Eastbourne, Wealden and beyond to Bexhill and Hastings.

A package of measures was identified in the Government's Road Investment Strategy 1: 2015-2020 (RIS1)[16]. which identified the need for capacity improvements at Polegate and Drusilla's roundabout; safety improvements at Wilmington and the introduction of the shared use path from Polegate to Firle (including the Pegasus crossing at Wilmington and Toucan crossing at Firle). These improvements were completed and open to traffic in summer 2023.

RIS2[17] published in April 2020 identified that further work would be undertaken on developing options for the A27 between Lewes and Polegate as a potential pipeline scheme for construction between 2025 and 2030. NH undertook further work on developing options for the A27 during 2022 and submitted their final study to DfT for their consideration in January 2023, alongside the other RIS3 pipeline scheme studies.

NH published their Strategic Road Network Initial Report in May 2023, along with the supporting route reports, including the South Coast Central Initial Report that covers East Sussex. The reports indicate that the A27 Lewes to Polegate will slip to become RIS4 (2030 to 2035) pipeline projects. This follows on from the announcement made in March 2023 by the Secretary of State for Transport that the development and potential delivery of the majority of RIS3 pipeline schemes across the country would slip due to a combination of inflation pressures, supply chain disruption post-Covid and the situation in Ukraine all driving-up construction

[16]DfT (March 2015) Road Investment Strategy 1: 2015–2020. Available at Road investment strategy: 2015 to 2020 - GOV.UK (www.gov.uk)

[17] DfT (March 2020) Road Investment Strategy 2: 2020-2025. Available at Road Investment Strategy 2 (RIS2): 2020 to 2025 - GOV.UK (www.gov.uk)

costs, and therefore having an impact on the Government's capital roads investment programme. The Government's final RIS for 2025-30 is expected to be published in 2024.

Two historical local studies, the Movement and Access Strategy for Hailsham & Hellingly 2012 (MASHH)[18], and the Polegate Movement & Access Strategy 2013/2015 (PMAS) include a series of junction improvements on the strategic (A27) and local road network in the Polegate/Stone Cross area, as well as the delivery of a sustainable transport corridor linking Hailsham, Polegate and Eastbourne. The works included in the PMAS which impact upon the SRN are detailed in Table 2 below:

[18] ESCC (2012 Movement and Access Strategy for Hailsham & Hellingly. Available at https://www.eastsussex.gov.uk/planning/roads/major-projects/mashh (last accessed 13/09/2023)

Table 2 Polegate Movement& Access Strategy 2013/2015 – Current Position

Scheme	Related Development and Funding Sources	Short (0-5 years) Medium (5-10 years) Long (10-15 years)	Priority	Status (Position as of 13/09/2023)
A27, A22 & A2270 Signalised Junction	Existing and future HA SRN monies, future CIL monies and LDF-related funding	Short Term	Essential	Junction capacity improvements completed in 2022 as part of the A27 east of Lewes small scale interventions and open to traffic
A2270 & High Street Signalised Junction	Existing and future s106 monies, future CIL monies and LDF-related funding	Short Term	Essential	Junction capacity improvements currently at detailed design
A22 & A27 Cophall Roundabout	Existing and future s106 monies, future CIL monies and LDF-related funding	Medium and Long term	Essential	Signalisation of the roundabout identified and agreed with NH as potential mitigation, if required, to accommodate planned/future growth in the area. However, further scheme development and delivery dependent on NH's monitor and manage approach to determine whether and when necessary, and also pending decision on the future of the Government's Roads Investment Strategy (RIS) pipeline scheme for A27 Lewes to Polegate which would include the Cophall roundabout.

Scheme	Related Development and Funding Sources	Short (0-5 years) Medium (5-10 years) Long (10-15 years)	Priority	Status (Position as of 13/09/2023)
A27 & A22 Golden Jubilee Way Roundabout	Existing and future s106 monies, future CIL monies and LDF-related funding DfT Major Road Network	Medium and Long term	Essential	Junction capacity improvements subject to consultation in summer 2021. Outline Business Case seeking Major Road Network funding to develop detailed design, complete final business case and construction currently with DfT awaiting decision. Construction earliest – late 2024/early 2025
A22 Golden Jubilee Way & Dittons Road Roundabout	Future s106 and CIL monies, LDF-related funding and s278 commitments DfT Major Road Network	Medium and Long term	Essential	Junction capacity improvements subject to consultation in summer 2021. Outline Business Case seeking Major Road Network funding to develop detailed design, complete final business case and construction currently with DfT awaiting decision. Construction earliest – late 2024/early 2025.
Lion Hill & Rattle, Hailsham & Dittons Roads Signalised Junction	Future s106 and CIL monies, LDF-related funding and s278 commitments	Medium and Long term	Essential	In August 2020, there was a refurbishment of the junction which updated the traffic control system to bring it up to a modern standard and enable more effective management of traffic flows. This also included the introduction of cycle signals on the arms with advanced stop lines.

Scheme	Related Development and Funding Sources	Short (0-5 years) Medium (5-10 years) Long (10-15 years)	Priority	Status (Position as of 13/09/2023)
				Junction will continue to be monitored and managed; currently no further design work planned.

Major Road Network (MRN)

A22 MRN Roundabout Proposals

A package of highway improvement schemes on the southern end of the A22 are currently being developed into an Outline Business Case (OBC) as part of a MRN bid to the Department for Transport (DfT). The bid has been prepared by ESCC and was submitted on 6th December 2022. ESCC are now awaiting a decision on whether it can be progressed through to detailed design and Full Business Case. The scheme is also included within the Transport for South East Strategic Investment Plan 2023[19] as scheme N3a&b of the London to Sussex coast packages of interventions. Proposals within the OBC include:

- Boship roundabout; Hailsham – enlargement of the existing roundabout and introduction of traffic signals including pedestrian/cycle crossing facilities.
- Hempstead Lane Hailsham – replace the existing left in, left out junction into Hempstead Lane East from the A22 with an all move roundabout, as well as a pedestrian/cycle crossing to the south of the junction.
- A295 South Road roundabout, Hailsham – introduction of a slip lane from the A295 South Road onto the A22 southbound carriageway as well as a pedestrian/cycle crossing to the north of the junction
- the A27/A22 roundabout, Stone Cross – increased capacity on the approaches to the roundabout

[19] Transport for South East (March 2023) A Strategic Investment Plan for the South East. Available at https://transportforthesoutheast.org.uk/app/uploads/2023/03/SIP-1.pdf (last accessed 14/09/2023)

- A22 Golden Jubilee Way/Dittons Road roundabout, Stone Cross – replace the existing roundabout with a traffic signal-controlled crossroads including pedestrian and cycle crossing facilities.

This package of capacity improvements to the five roundabouts will support housing and employment growth in the Eastbourne and South Wealden area.

The cost of the MRN Scheme is £46.4 million. Wealden District Council has agreed to contribute 15% of these costs and has earmarked £4.35 million from CIL receipts. Section 106 monies have also been collected which are within the 15% local contribution.

Should the MRN bid not be successful, then alternate funding arrangements will need to be considered and sought to deliver the required improvements. The outcome of the MRN bid is likely to be known in early 2024. The Council is in regular contact with East Sussex County Council in relation to any updates.

Movement and Access Strategy for Hailsham & Hellingly 2012 (MASHH)[20]

The Movement and Access Strategy for Hailsham and Hellingly (MASHH) was completed in 2012. The study brought together numerous partners including ESCC Highways, Hailsham Town Council, Hellingly Parish Council and Wealden District Council to understand transport infrastructure in the area in relation to impacts from both new and future development. The purpose of the MASHH study was to enhance local accessibility, improve pedestrian, cycling and passenger transport connectivity whilst improving the public realm /regeneration aspirations of Hailsham and Hellingly.

The first phase of the Movement and Access Corridor proposals, focussed on the A2270 corridor from the Wannock Road/Polegate High Street junction to Victoria Drive through to Polegate, Willingdon and Ratton. This was consulted upon in Autumn 2017 and included the following mitigation locations:

- .Wannock Road/Polegate High Street junction capacity improvements

[20] ESCC (2012 Movement and Access Strategy for Hailsham & Hellingly. Available at https://www.eastsussex.gov.uk/planning/roads/major-projects/mashh (last accessed 13/09/2023)

- Eastbourne Road
- Willingdon Road Cycle Route
- Park Avenue and Park Lane Cycle Route and Traffic Calming
- Victoria Drive Bus Lane
- Multiple Bus Stop Improvements

Ersham Road/Diplocks Way/South Road junction

In addition, the MASHH study proposed a revised layout of the A295 South Road/Diplocks Way/Ersham Road junction. The proposed layout will provide a single roundabout junction as a replacement for the existing South Road/Ersham Road mini roundabout and South Road/Diplocks Way T-junction.

The Council has earmarked £1.5 million CIL receipts to support these interventions which are identified as critical improvements required to support growth in the District. The Ersham Road/Diplocks Roundabout Scheme will also help deliver an improved village green within Hailsham, which would be accessible to all residents of the town via a direct link to the Cuckoo Trail. A further £0.5m to support the Ersham Road/Diplocks Roundabout Scheme from CIL receipts has been earmarked by Wealden District Council bringing the total to £2m.

The current status of this project is that the highway contractor, BBLP, has commenced the detailed design for this scheme and is currently developing a programme for its design and construction.

5. Current key issues without the emerging Wealden Local Plan

At a regional level Transport for South East (TfSE) within its Strategic Invest Plan (SIP)[21] identifies the following key current and future challenges.

[21] Transport for South East (March 2023) A Strategic Investment Plan for the South East. Available at https://transportforthesoutheast.org.uk/app/uploads/2023/03/SIP-1.pdf (last accessed 14/09/2023)

- Rapid decarbonisation for the region in response to the climate change emergency
- Improving the public transport network within the region
- Improve public health outcomes regionally
- Reduce congestion and improve road safety on the regional network
- Improving Active Travel Networks regionally
- Levelling up left behind communities and facilitate sustainable economic growth in the south east.

Specific highways projects noted within the TfSE SIP that relate to Wealden include:

- Project N3a – A22 Corridor package
- Project N3b – A22 Corridor – Hailsham to Uckfield (MRN Bid noted above)
- Project I5 – East of Lewes Package
- Project I7 – A27 – Polegate (RIS3)
- Project G4 – Eastbourne/Polegate Strategic Mobility Hub
- Project G6 – Eastbourne / Wealden Mass Rapid Transit
- Project G8 – A27 Falmer – Polegate Bus Stop and Layby Improvements

The TfSE Strategic Investment Plan (2023) working from the Department of Transport data states that if nothing is done to tackle these challenges in the south east the following outcomes are inevitable by 2050:

- The number of car trips will grow 23%;
- the number of rail trips will (only) grow 31%;
- the number of bus trips will (only) grow 26%
- the number of active travel trips will decline 10%

- carbon emissions will (only) decline 35%; and
- structural inequalities and areas of deprivation will persist and restrict economic growth.[22]

These regional issues are reflected in the evidence base work undertaken for the Council which shows that currently the Wealden highway network, without additional growth proposed by the Regulation 18 Draft Local Plan, is currently approaching capacity in many key locations. Whilst this is the case, there are several junctions that will be upgraded in due course through the ongoing programmes of improvement by ESCC or Highways England as detailed in Section 5 above that will have the benefit of improving capacity.

The high level of car ownership and car travel, coupled with identified gaps in sustainable transport infrastructure (see Bus / Rail and Active Travel position statements) and poor connectivity in rural areas, are key challenges within the district and the wider functional geography. The current transport scheme pipeline, being developed by ESCC, WDC and HE, seeks to address some of these issues through existing strategies and highways mitigation packages.

Funding transport schemes remains a key constraint and more funding as well as mitigation will be needed to support additional growth in the district as well as address much wider strategic issues, such as those set out in the Transport for the South East (TfSE) Strategic Investment Plan (SIP).[23]

The East Sussex draft Local Transport Plan 4 2024-2050[24] consultation document identifies the following six objectives for achieving their transport vision. These include:

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[22] Transport for South East (Page 31, March 2023) A Strategic Investment Plan for the South East. Available at https://transportforthesoutheast.org.uk/app/uploads/2023/03/SIP-1.pdf (last accessed 14/09/2023).

[23] Transport for South East (March 2023) A Strategic Investment Plan for the South East. Available at https://transportforthesoutheast.org.uk/app/uploads/2023/03/SIP-1.pdf (last accessed 14/09/2023)

[24] ESCC (2023) Local Transport Plan 4 2024-2050. Available at https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/local-transport-plan-4

- Deliver safer and accessible journeys.
- Support healthier lifestyles and communities.
- Decarbonise transport.
- Conserve and enhance our local environment.
- Support sustainable economic growth.
- Strengthen the resilience of our transport networks.

These objectives align with the Regulation 18 Local Plan vision and are fully supported by Wealden District Council.

Location Specific Challenges

- During the term of the LTP4 Wealden is expected to have the greatest population increase within East Sussex at 22% (43,600 people) with the most significant increase being the number of people over the age of 65, with a 43% rise (12,000 people). Wealden is also expected to see the largest increase in those aged 0-17 with a 13.5% increase expected by 2035. Those aged 18 to 64 will see a 13.8%increase.

  The implications of this ageing population include ensuring there are viable alternative transport options for those who are unable to drive, and amenities such as healthcare centres, care homes and other vital services that can be accessed by a range of transport (including non-car) modes.

- Over 1,000 East Sussex residents worked at Gatwick in 2015. Wealden, Lewes, and Eastbourne are the East Sussex local authorities with the greatest share of residents directly employed at Gatwick, given their proximity and good rail links to the airport. These areas are also expected to see an increase in residents working at Gatwick should the second runway be opened.

- The trend for cleaner vehicles is apparent throughout the County. Battery electric vehicles make up the biggest proportion of plug-in vehicles, with 1,065 registrations in Wealden district– almost twice as many as in Lewes District which has the second largest number of electric vehicles. As the number of registered electric vehicles increases across East Sussex, so will the demand for electric vehicle charge points and associated infrastructure.

Issues that are carried over from the LTP3 that are currently being addressed include:

- South Wealden's lack of good strategic connections.
- South Wealden's high levels of local congestion.
- Uckfield - highway network within the town is already very near capacity, resulting in town centre congestion issues, and it will struggle to accommodate a further increase in traffic.

In addition to the above, some of the key challenges Wealden has around transport and connectivity include:

- The lowest levels of existing sustainable travel across East Sussex, with only 31% of internal Wealden trips made by non-private vehicle modes.
- The high proportion of commuters working outside the district makes sustainable travel initiatives and incentives hard to encourage, unless connectivity is improved cross-boundary.
- A high proportion (79%) of commuting between Wealden and Eastbourne is by car. >86% of trips to Lewes, Hastings, Rother, and other counties and 82% of all commuter trips into the district are all made by car.
- Car ownership levels, 87% of households in Wealden have one or more cars. This is significantly higher than the national average (74%) and
- 50% of the population live in rural or remote areas and, except for at Stonecross, Westham, Pevensey, Wadhurst, Frant (at Bell Yews Green), Eridge and Buxted, many areas do not have direct access to rail connections or a frequent bus service.

6. Outputs from testing Wealden Local Plan Growth Options

In 2021 the Council working with strategic partners including East Sussex County Council, the Highways Authority and other East Sussex LPAs, commissioned a study to understand the likely impacts of Local Plan growth options on the transport system and gain an early indication of the possible scale and type of mitigation that may be required to facilitate future growth. An initial high-level interim spreadsheet-based modelling tool was developed as an initial step in the Shared Transport Evidence Base (STEB) process to assist LPAs in their plan-making ahead of a County wide transport model being developed and being available to use.

For Wealden District, the STEB model has been used to assess a number of different growth options including a high, medium and low growth option.

In relation to the preferred growth strategy set out in the Regulation 18 Local Plan, the transport modelling research confirms that there are already existing link capacity issues. Whilst several junctions will be subject to future upgrades, the capacity of the A27, A22 and A26 corridors to accommodate additional traffic growth would require mitigation in order to facilitate the growth proposed. Within these assessments a 10% modal shift[25] was applied for more urban areas of the district with a 5% modal shift applied to the rural areas.

Table 3 identifies the key SRN/MRN junctions that either have or will have capacity issues as a result of the Preferred growth strategy set out within the Local Plan using the STEB model

Table 3 -SRN/MRN Junctions capacity issues as a result of the Regulation 18 Local Plan

ROAD	JUNCTION	2022 Capacity	2040 Capacity	Mitigation required
A22	Boship Roundabout			Y
A22	Diplocks Way Roundabout			Y
A22	Eagles Roundabout			Y
A27 / A22	Cophall Roundabout			Y
A27	A27/A2270 & A2270/Wannock Road Junctions			Y
A27 / A22	Golden Jubilee Roundabout			Y
A22 / B2247	Dittons Roundabout			Y
A295 / A271	Roundabout			N
A295	Ersham Road Roundabout			Y
A22 / A26	Little Horsted Roundabout			Y

[25] Definition of Modal Shift – A change from one form of transportation to another, for example switching a delivery van for an e-bike.

ROAD	JUNCTION	2022 Capacity	2040 Capacity	Mitigation required
A22 / A26	Black Down Roundabout			Y
A22 / B2210	Lewes Road Roundabout			N
A26	London Road			Y
A22 / B2192	Halland Roundabout			Y
A22	Shaw Roundabout			Y
A22 / B2124	Lewes Road			Y
A22 / B2102	Copwood Roundabout			Y

Key:

	Exceeds 110% capacity		At or approaching 90 – 110% capacity		Under 90% capacity

7. Current understanding of Highways Infrastructure required to deliver the Regulation 18 Wealden Local Plan

The evidence base assessments within the STEB TN02 indicate that the levels of development growth could have a severe impact on parts of the A27 (SRN), A22 (MRN), A26 (MRN) and A2270.

Initial concept designs have been assessed at these locations, however, the level of impact on parts of the A22, north of Hailsham, the A27 / A 2270, between Wealden and Eastbourne, and A26 corridors, is likely to require further consideration in the countywide model, further option testing and the consideration of possible additional mitigation over and above that which has been identified as part of early testing. Further consideration will also need to be given to the minor road network, town centres, such as Uckfield, Crowborough and Hailsham, and the cross-boundary impacts of Local Plan growth in neighbouring districts on the Wealden network. Equally, the corresponding impacts of the Wealden Local Plan growth on their networks will also need to be considered.

The current committed and planned pipeline junction improvements have been combined with additional improvements for specific junctions requiring mitigation. Any additional improvements have been reviewed for basic feasibility and, where possible, deliverability within the highway boundary. Committed/planned scheme layouts considered are included in Appendix E of the STEB

TN02 Report and concept designs where additional mitigation is needed are included for each junction in Appendix F of this same report. All design recommendations are currently concept only and subject to a more detailed feasibility and modelling assessment. Junction design will need to be considered on a ‘monitor and manage’ basis throughout the Local Plan period to ensure that mitigation is implemented where necessary and when future traffic flows reach the predicted levels.

Table 4 - Key Junction Locations that may require mitigation as a result of the Regulation 18 Local plan

ROAD	JUNCTION	POTENTIAL ADDITIONAL MITIGATION SOLUTION
A22	Boship Roundabout	• A partial-signalised roundabout with additional approaches is proposed in the A22/A27 MRN OBC study. • The A271 eastern arm (retained as give-way approach) would experience delays in PM peak due to a relatively higher increase in traffic levels. • Further improvements to the A271 arm could be required if forecasted levels of traffic are realised in future could be mitigated further by sustainable transport provision. • EB flows on the A22 western arm could exceed overall link capacity and further modelling in the countywide model is recommended before considering additional link and junction capacity.
A22	Diplocks Way Roundabout	• Existing roundabout layout would be marginally over capacity with all LP flows; primarily the A22 northern arm would experience delays. • Potential mitigation would be a partial signalised layout, including signalisation of the northern approach and circulatory.
A22	Eagles Roundabout	• An improved roundabout with additional approaches is proposed in the A22/A27 MRN OBC study, including additional lanes on A22 approaches and a left turn segregated lane on the A295 South Road approach. • At this stage no further improvement to the proposed A22 study layout is likely to be required to cater LP flows

ROAD	JUNCTION	POTENTIAL ADDITIONAL MITIGATION SOLUTION
A27 / A22	Cophall Roundabout	• An improvement to the A27 (S) arm as a dual-carriageway is completed as a part of NH's A27 East of Lewes schemes. • Both the A27 approaches would experience delays in peak hours due to a relatively higher increase in traffic levels and would need mitigation. • Partial signalisation of the eastern and southern arms (both the A27 approaches) would be needed.
A27	A27/A2270 & A2270/Wannock Road Junctions	• Additional capacity envisaged to be provided by the HPE MAC proposal at the Wannock Road junction • The proposal potentially needs further capacity improvement, such as the provision of two SE bound lanes along A2270, changes to crossing arrangements and restricting the minor conflicting crossing movements. • A2270 link capacity would likely be exceeded, with queues from Wannock Rd blocking back to A27 / A2270 junction • Further modelling needed in countywide model to determine balance of demand between Wealden and Eastbourne via A2270 and A22 MRN corridors
A27 / A22	Golden Jubilee Roundabout	• An improved roundabout with additional approaches is proposed in the A22/A27 MRN OBC study, including an increase to Inscribed Circle Diameter, additional lanes on the A27 west and A22 south approaches and extension to existing flare lengths on A27 east arm. • This improvement is linked and complemented by the improvements suggested for the A22/B2247 Dittons Road Junction immediately to the south.

ROAD	JUNCTION	POTENTIAL ADDITIONAL MITIGATION SOLUTION
		• At this stage no further improvement to the proposed A22 study layout is likely to be required to cater LP flows.
A22 / B2247	Dittons Roundabout	• A signalised crossroads junction layout is proposed as a part of the A22/A27 MRN OBC study with provision for crossing facilities for active modes. • Proposed improved layout includes multi-lane approaches on A22 as well B2247 approaches. • At this stage no further improvement to the proposed A22 study layout is likely to be required to cater LP flows.
A295 / A271	Roundabout	• No capacity issues identified and no mitigation likely to be required at this stage
A295	Ersham Road Roundabout	• Existing roundabout layout would be significantly over capacity with LP flows. • A separate junction improvement study proposes a roundabout layout combined with the Diplocks Way junction. • At this stage no further improvement is likely to be required to cater LP flows.
A22 / A26	Little Horsted Roundabout	• Existing roundabout layout would be over capacity with LP flows and mitigation is likely to be needed. • Due to high turning movements, an improved and buildable roundabout layout unlikely to provide the required capacity and a signalised crossroads is proposed to meet the LP demand.
A22 / A26	Black Down Roundabout	• Existing roundabout layout would be over capacity with LP flows • Further improvements to the roundabout layout would be required.

ROAD	JUNCTION	POTENTIAL ADDITIONAL MITIGATION SOLUTION
		• Two options with an improved roundabout and a signalised layout have been proposed to meet the LP demand
A22 / B2210	Lewes Road Roundabout	• No capacity issues identified and mitigation unlikely to be required at this stage.
A26	London Road	• Existing layout is already operating over it is capacity and continues to operate over capacity with LP flows • Existing layout is constrained by highway boundary availability and would need additional supporting measures in the surrounding road network to provide the required capacity • Solutions could include turn restrictions and traffic management measures in the adjacent network to reduce flows to suitable levels. These would need further exploration with ESCC and further consideration is needed
A22 / B2192	Halland Roundabout	• Existing roundabout layout would be over its capacity with LP flows • Further improvements to the roundabout layout would be required. • A22 (N) arm link capacity would be exceeded, and further modelling needed in a strategic model • An improved layout is proposed to add two streams of traffic (along A22) and additional flare lengths to the SW arm.
A22	Shaw Roundabout	• Existing A22 southern and western arms would be over capacity with LP flows and improvements to roundabout layout would be required.

ROAD	JUNCTION	POTENTIAL ADDITIONAL MITIGATION SOLUTION
		• Link capacity for A22 (W) arm would exceed link capacity threshold and further modelling is needed in the countywide model • An improved roundabout is proposed to add two-lanes of exit capacity on both A22 arms
A22 / B2124	Lewes Road	• Existing layout would operate over capacity with LP flows • A22 link capacity would be exceeded, • A signalised layout is proposed to meet the LP demand
A22 / B2102	Copwood Roundabout	• Existing layout would operate over capacity with LP flows • A22 link capacity would be exceeded, and further modelling is needed in the countywide model • An improved roundabout is proposed with additional lane capacity on the A22 approaches • A fourth arm (West side), can be incorporated to serve the planned Gridserve development

8. Costs & Funding Sources.

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

The funding streams that could potentially be secured include:

National Funding:

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

Local Funding:

- ESCC Local Transport Plan - Capital Programme - funding allocated by using ESCC Transport Prioritisation Framework.
- Development Contributions (S106 Agreements)
- Community Infrastructure Levy.

9. Possible Delivery Schedule based on the Regulation 18 Local Plan

To be determined

10. Further work to be undertaken for the Regulation 19 Wealden Local Plan

Further analysis indicates that, while much of the mitigated network is anticipated to be operating at / close to capacity with the 2040 Regulation 18 Draft Local Plan, it would be operating with an improved level of performance to the 2040 reference case as detailed in the STEB TN01, and at a similar level of performance to the base year (2019). There are key exceptions, which will need further consideration in the countywide model and potentially require further mitigation. These include:

- A27 / A2270 & A2270 / Wannock Road Junctions (Polegate) – The A2270 / Wannock Road junction will be at risk of severe impact at peak times in the future, even without the addition of Local Plan growth, and queues will potentially block back into the adjacent A27 / A2270 SRN junction. The STEB model currently assumes almost all new development traffic will use the A27 / A2270 corridor between Wealden and Eastbourne.
- The countywide model will be needed to assess more realistic future traffic levels that account for the balance of north-south flows using both the A27 / A2270 and A27 / A22 corridors. Subject to the outcomes of further modelling, it is still likely that furthermore substantial physical and sustainable mitigation is needed on this part of the network to remove any severe impact.
- NH are in the early stages of considering an offline A27 realignment to the west of Polegate as part of their RIS3 longlist of schemes, which could provide a more comprehensive solution to a constrained part of the network. However, it is uncertain whether this scale of infrastructure could be delivered in the Plan period and further engagement with HE will be required.
- A26 / London Road (Crowborough) – The Regulation 18 Initial Growth Option is forecast to have a lower impact on the A26 through Crowborough than other parts of the district, however, the A26 / London Road junction in the town centre is already at capacity and there is limited opportunity for physical improvement due to adjacent building lines on each arm.
- The countywide model will need to be used, in the first instance, to understand a more realistic level of future demand and then further engagement with ESCC to explore potential solutions e.g. local traffic management measures to reduce traffic levels, turning restrictions and / or simplification of signals phases and staging.
- The overall A22 link capacity issues north of Boship roundabout towards the north of Uckfield (highlighted in section 5) will also have potential implications for overall network capacity. The countywide model will need to be used to fully understand the likely level of severity of these impacts on the links and the corresponding junction mitigation proposals. There will be several constraints to consider and overcome, including land availability, timescales, costs and viability, should more substantial mitigation, such as dualling be required.
- Consideration of how the ESCC LTP4 will contribute towards transport improvements within Wealden District.

Transport – Rail services and facilities

1. Provider

- Department for Transport (DfT) - has overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services to Train Operating Companies. GTR (Southern) and South Eastern are currently the train operating companies providing rail services within the District.
- Network Rail - Responsible for operating and developing railway infrastructure, investment and maintenance in tracks, bridges, tunnels and viaducts, signals, level crossings and rail station buildings.
- Southeastern Railways – runs services and manages stations on the Hastings – Tonbridge line
- Southern Railways – runs services and manages stations on the East Coastway and Uckfield lines
- Great British Railways – through ongoing railway reform and emerging policies Great British Railways which will focus on maximising is likely to be established during 2024. They will focus on railway performance and reliability, whilst making railways easier to use; rolling out accessibility improvements at stations; integrated ticketing and improved industry response during disruption to increase the perceived attractiveness of rail.

East Sussex County Council and Wealden District Council has no statutory responsibility for the delivery of rail infrastructure and services, but both authorities work in partnership with the South East Community Rail Partnership to lobby the government and Network Rail to provide for rail infrastructure improvements and to the train operating companies – Southeastern and Southern – for improvements to service provision within the district.

2. Main sources of information

- East Sussex Rail Development Strategy (October 2013)[26]

[26] East Sussex Rail Development Strategy and Action Plan (October 2013)

- East Sussex County Council Local Transport Plan 3 (2011-2016)[27]
- East Sussex Draft Local Transport Plan 4 (2024 – 2050)
- Department for Transport (DfT) - Great British Railways -The Williams-Shapps Plan for Rail (May 2021)[28]
- Department for Transport Rail Network Enhancements Pipeline Autumn 2019 Scheme Update (2019)
- Transport Strategy, Transport for the South East, (2020)
- Transport for the South East – Strategic Investment Plan (March 2023)[29]
- Network Rail – Sussex Route Plan[30]
- Network Rail – Kent Route Plan[31]
- Network Rail – 2022 Southern Delivery Plan Update[32]
- Network Rail – South East Route Strategic Plan (Feb 2018)[33]

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[27] ESCC Local Transport Plan 3 (2011-2016)

[28] DfT - Great British Railways -The Williams-Shapps Plan for Rail (May 2021)

[29] Transport for the South East – Strategic Investment Plan (March 2023)

[30] Network Rail – Sussex Route

[31] Network Rail - Kent Route

[32] Network Rail – 2022 Southern Delivery Plan Update

[33] Network Rail – South East Route Strategic Plan (Feb 2018)

3. Existing provision

Network Rail set out that the railways in Sussex are among the busiest and most congested in the country with the infrastructure being some of the oldest and most intensely used, with the South East Area Route Studies identifying a need for increased capacity[34]. The rail network in Wealden is served by three lines. These are:

- **The London to Hastings Line operated by South Eastern Railway** - This line serves the District with stations at Frant and Wadhurst, and just outside the District at Stonegate and Etchingham (both to the east of Heathfield, within Rother District). The service on this line operates around 37 trains per weekday in each direction. There are two trains per hour, with one fast train calling at the busier stations, and the other train per hour calling at all stations on the line.
- **The Uckfield Line - operated by Southern Railway (as part of GTR)** - operated by Southern Railway (as part of GTR), provides services from London to Uckfield, with stations at Buxted, Crowborough and Eridge within Wealden. The service on this line provided around 18 trains per weekday in each direction. The service is hourly.
- **The Marshlink Line and Coastway Line East)** - operated by Southern Railway from Ashford International to Eastbourne/Brighton via Hastings (which is a Southeastern station), with stations at Norman's Bay, Pevensey Bay, Pevensey and Westham, Polegate and Berwick. This line provides regular connections (54 per day) from these stations to Gatwick via Lewes and to the Channel Tunnel Rail Link – High Speed 1, at Ashford International. Connections to the Newhaven – Dieppe ferry service at Newhaven (Town Station) can be made via Lewes.

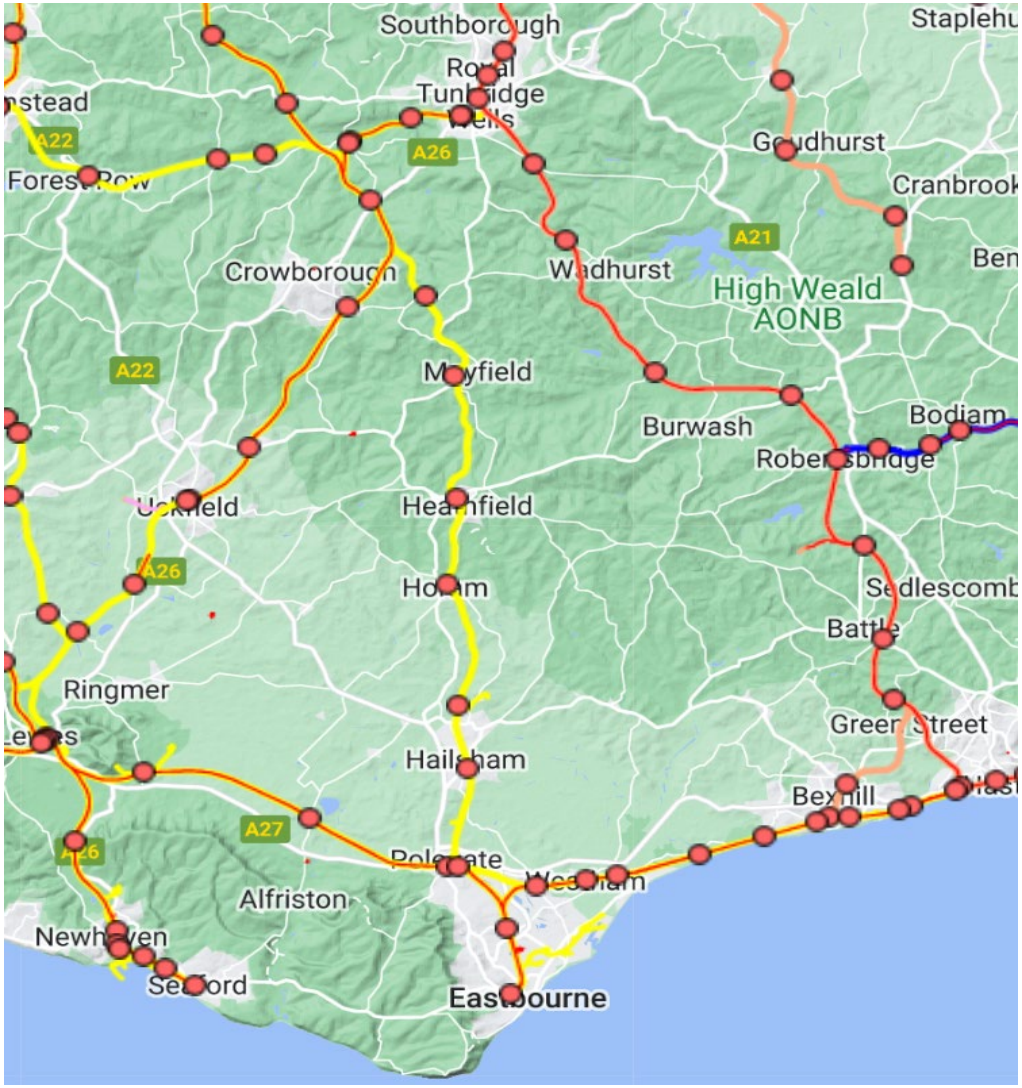
Figure 1 below shows stations that are located within the boundaries of the district. This figure shows there is a significant disconnect between the north and the south of the district with some of the main towns, such as Hailsham and Heathfield located centrally having no local access to rail services.

This disconnect was caused by the closure of "The Cuckoo Line" in 1968 following the Beeching Report in 1963. The Cuckoo line included stations at Hailsham, Hellingly, Horam, Heathfield, Mayfield and Rotherfield. In addition to these closures additional

[34] https://www.networkrail.co.uk/running-the-railway/our-routes/sussex/sussex-railway-upgrade-plan/

stations within the district were closed by Beeching including, Withyham, Hartfield, Groombridge, Forest Row and Isfield. The Spa Valley Railway at Tunbridge Wells / Groombridge and the Lavender Line at Isfield is now a heritage railway.

Figure 1 – Railway lines covering Wealden District and beyond



(Source: UK & Irish Railways Website)

KEY

: Stations

Pre Beeching Closures Rail Network

Current Rail Network

4. Planned provision.

Network Rail have recently undertaken works at Crowborough Station to improve access for all customers. Eridge Station also benefitted from the Access for All funding with lifts installed either side of the platform. ESCC also helped by introducing dedicated disabled parking bays outside the station to help address some of the parking problems which are prevalent at Eridge station.

The South East Area: Sussex Route Study[35], published in 2015, sets out infrastructure proposals to provide capacity to alleviate crowding and enable forecast growth to be met as part of Network Rails Long Term Planning Process however the main schemes lie outside the district.

'The South East Route: Kent Area Route Study' was published in draft for consultation in March 2017. In the Kent area, growth in passenger numbers up to 2024 will largely be met through extending existing services to their maximum length. There is little capacity for any additional services into London and when train lengthening options have been exhausted, there are no straightforward solutions. Again, the majority of planned works lie outside the district.

The East Sussex County Council Local Transport Plan 3 (LTP3) places significant emphasis on the implementation of infrastructure to support integrated sustainable travel walking, cycling, public transport, car sharing etc. This is strengthened by the draft East Sussex Local Transport Plan 4 (LTP4). This sets out the need for enabling and encouraging integrated journeys and reducing the need to travel through land-use and planning policies that support sustainable travel. Encouraging and enabling inclusive and sustainable travel modes (walking, wheeling (wheelchairs and mobility scooters), cycling and public transport). The LTP4 identifies the need for mobility hubs in key market towns, on-demand rural and village transport, bus and active travel enhancements supporting access to rail stations. This position is fully supported by the District Council with the modal shift to sustainable travel included as a key objective within the Regulation 18 Draft Wealden Local Plan.

The ESCC LTP3 and draft LTP4 also continues to lobby for targeted rail infrastructure improvements to improve East Sussex's connectivity to London, Ashford and Brighton.

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The Transport for the South East's (TfSE) Transport Strategy and Strategic Investment Plan and the East Sussex LTP3 & LTP4 identify several strategic rail improvements alongside more localised measures to support integrated access to rail stations in the district, which include:

- Electrification and dual tracking of the line between Uckfield and Hurst Green. (This will improve links from the centre of the county into London.) It will also increase capacity (diesel units are no longer being made and therefore there are limited carriages for use on the diesel network) and will be better for the environment, aligning with Government aspirations for decarbonisation that are filtered down into rail industry and regional and local policy.
- Electrification and dual tracking of the Hastings to Ashford line.
- Reinstatement of former railway lines, including the Lewes/Uckfield railway line, and Eridge to Tunbridge Wells line
- Mobility Hubs (see definition below)
- Interchange opportunities at Polegate especially serving the Hailsham, Stone Cross and Willingdon areas
- Increased capacity on the wider rail network serving the county.
- Improving accessibility, cycle parking and bus/rail interchange facilities at stations.
- Mobility hubs - may include bus stop enhancements (e.g. adding shelters, real time passenger information and seats) or the addition of cycle stands, or car club parking.) Mobility hubs will be designed to suit the different place and movement characteristics)

5. Current key Issues identified.

On reviewing the evidence base information identified in section 2, the initial analysis identifies a number of key issues as summarised below:

- Poor planning and implementation of the integration between different modes of transport will restrict the implementation of “first mile / last mile / only mile”[36] travel principle which is critical to the delivery of climate change and net zero carbon.
- Funding levels are lower because of COVID with a 45% decrease in commuter demand since pre pandemic figures and a significant uptake in working from home having an impact on revenue. As a result, key schemes that were under development pre 2019 Covid pandemic are now delayed due to reduced funding availability. This potentially will have an impact for future schemes such as those noted within the planned provision section.
- The proposed re-opening of the Uckfield to Lewes Line was not shortlisted for investment in either the first or third round of the Government’s “Restoring Your Railway Fund”.[37] However, as the project is identified within East Sussex LTP3 & draft LTP4 as well as the Transport for the South East Transport Strategy and Strategic Investment Plan, it remains within the power of the District Council to safeguard the land for this project to enable it to come forward in the future.
- Six of the ten stations within the district are considered to have restricted accessibility for people with mobility constraints. Those that are fully accessible include Crowborough, Uckfield, Buxted and Eridge. Crowborough and Eridge received Access for All funding to provide step free access. These projects have been recently completed.
- Rising cost of Season Tickets reducing the number of Wealden residents that can use rail as the main method for travel to work.
- The safeguarding of land for the re-opening of the Uckfield to Lewes Line.

[36] European Environment Agency - The first and last mile — the key to sustainable urban transport Transport and environment report 2019

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[37] DfT / Network Rail – Restoring your Rail Programme Update June 2022

- The introduction of new or improved cycle parking facilities at stations including covered parking, CCTV and improved lighting to improve safety and security.
- The rail network in East Sussex, while almost entirely electrified, includes two notable sections, with one being in Wealden District, which is the Oxted Line (Hurst Green (Surrey) to Uckfield and serviced by diesel operations. The electrification of this route will reduce the carbon impact of rail operations in East Sussex.
- Require improvements to integrate bus, rail, walking, wheeling and cycling transport networks to deliver seamlessly integrated journeys. Integration of the networks is important to enable all users to complete their first/last mile journeys.

6. Long Term Objectives that may be delivered outside the Plan time frame

The East Sussex LTP3 & draft LTP4 alongside the Transport for the South East Transport Strategy and Strategic Investment Plan[38] all demonstrate that there are aspirations to reinstate the railways between Uckfield – Lewes and, potentially, Eridge - Tunbridge Wells West – Tunbridge Wells to increase resilience of rail connectivity between the South Coast and London whilst creating a new east – west passenger rail service. These projects are currently at the following stages of development:

- The Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements which is included within medium term plan is currently at pre-SOBC [39] awaiting a feasibility study.
- The Uckfield – Lewes Wealden Line Reopening requires reconfiguration at Lewes which is included in the medium-term plan is currently at pre-SOBC [40] awaiting a feasibility study.

[38] Transport for South East – A Strategic Investment Plan for the South East (March 2023)

[39] SOBC – Strategic Outline Business Case

[40] SOBC – Strategic Outline Business Case

- The Uckfield Branch Line – Hurst Green to Uckfield Electrification which is included in the medium-term plan is currently at SOBC [41]

7. Current understanding of Rail Infrastructure required for the delivery of the Wealden Local Plan

No specific infrastructure has been identified as essential to the delivery of the plan, but policies set out throughout the Regulation 18 Draft Wealden Local Plan should include the requirement for all development to provide accessible and inclusive access to sustainable travel opportunities. In relation to transport via rail this might include infrastructure such as footpaths and cycle ways that connect with stations, EV charging points within station car parks for both cars and E-bikes/scooters and safe and secure cycle and scooter storage, bus service provision and improvements to bus infrastructure to support integration between bus/rail and first/last mile journeys.

A detailed breakdown of any rail infrastructure to be delivered, including costs, timeframe and criticality is found in Part 3 of the Regulation 18 Draft IDP, Delivery Schedules.

On a strategic level the reinstatement of the Uckfield to Lewes line is a key piece of infrastructure identified as required in the long term to assist in modal shift to sustainable travel and to support climate change and net zero carbon targets. It sits within the power of the District Council to safeguard land for the delivery of each of these project within the Regulation 18 Draft Wealden Local Plan.

8. Costs & Funding Sources.

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

[41] SOBC – Strategic Outline Business Case

Local authorities can fund improvements to rail services and facilities, such as new stations, interchanges and improved access, where funding can be secured either via developer contributions where appropriate or via CIL.

East Sussex County Council along with key partners have stated within its LTP3 and also within the draft LTP4 that it will continue to lobby for funding to deliver identified rail improvements, along with bidding for funding to support infrastructure improvements.

One-off pots of funding can be available to bid for, often requiring partnership submission with the train operating company, with the latter leading the bid. However, there are funding streams which can be bid for that is more consistently available. The types of funding this could include are as follows:

- National Stations Improvement Programme (NSIP).
- Access for all funding - Network Rail funding for improving accessibility at stations.
- Other future national funding to support housing, economic growth and climate change

Capital cost estimates for the schemes set out in the Planned Provision section have been prepared by TfSE at a level that is commensurate with the stage of each scheme (pre- SOBC[42] / SOBC / OBC)[43]. Currently it is anticipated that these schemes will have the following costs:

London – Sussex Coast Rail (Core) & London – Sussex Coast Rail (Reinstatements)

- Estimated Capital Construction Costs - £3,000,000,000.00
- Estimated Annual Capital Maintenance & renewal costs - £15,000,000.00.

It should be noted that the proposed growth in the Local Plan is not dependent on this infrastructure and the reinstatement of the Uckfield to Lewes railway line may not come forward during the plan period, but the Council will continue to work in partnership with other organisations to support the delivery of rail infrastructure.

[42] Pre-SOBC – Pre Strategic Outline Business Case

[43] OBC – Outline Business Case

9. Possible Delivery Schedule based on the Regulation 18 Initial Growth Strategy

Within the draft LTP4 Implementation Plan the proposed timelines for the re-opening of the Uckfield-Lewes Line is planned in the medium - long term.

There are currently no other projects identified or scheduled within the plan period, however this will require updating as the ESCC LTP4 progresses delivery, or further information becomes available.

10. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

The Regulation 18 Draft Wealden Local Plan sets as a priority the delivery of a fully integrated transport network. Full integration delivers the “First Mile / Last Mile” concept by providing infrastructure to encourage the use of alternative modes of transport to the car and hence, greater use of public transport. The ability to access and use rail travel falls within this priority helping to make the shift from car to more sustainable methods of travel. It is acknowledged that the Council only has a limited role in determining the outcome of investment decisions on the local rail network. Partnership working with ESCC, Network Rail and the rail operators (and Great British Railways which is currently running in shadow format and/or the DfT) will be important in terms of delivering new infrastructure and measures to increase rail passenger numbers. Partnership working with other rail stakeholders is as equally important, including the Southeast Community Rail Partnership and rail commuter groups who actively encourage more people to travel on the railway, identifying barriers to rail travel, and taking greater ownership of their local stations, such as through station adoption, making the station a more attractive and inviting place to be at, and occupying vacant buildings.

The direct provision of rail infrastructure falls outside the remit of Wealden District Council with only a limited ability to influence the rail infrastructure investment and delivery process. However, the Council will ensure that any necessary provision is made for the safeguarding of land to reinstate railways in the future.

By working in partnership with East Sussex County Council, DfT, Network Rail and rail operators and by regularly reviewing and amending the draft IDP the Council will be able to monitor the delivery of rail related infrastructure and ensure the opportunity is presented to influence any external decision-making process.

11. Further work to be undertaken for the Regulation 19 Wealden Local Plan

- As the IDP is a living document it will be necessary to review all position statements on a regular basis monitoring delivery and accuracy.
- The ESCC Local Trasport Plan 4 is progressing and position statements will need to be updated accordingly.

Transport – Bus Services and facilities

1. Provider(s)

- East Sussex County Council (Bus Infrastructure including poles, hardstanding, high access kerbs, and carriageway markings – flags and timetables are often provided by the operators but on occasions ESCC supply)
- Parish/Town Councils (Bus Shelters and bins)
- Stagecoach South East
- Brighton & Hove Bus Company
- Metrobus
- Flexibus (DDRT) services – run by ESCC – operated by CTLA and ESRTP
- Cuckmere Buses - This bus service runs throughout the Cuckmere Valley and also operates town bus services in Hailsham and Seaford, taking village people to their nearest towns for shopping, doctors' appointments, or just pleasure.
- CTLA – Community Transport Lewes Area
- ESRTP – East Surrey Rural Transport Partnership
- Wealdlink - Operates door to door shopping services to Tunbridge Wells and Crowborough
- Westham and Pevensey Local Transport Partnership - The bus services run in and around Westham and Pevensey, including Beachlands, Pevensey Bay, Hankham, Stone Cross, Langney and Hailsham.

2. Evidence Base Documents

- East Sussex County Council Bus Service Improvement Plan 2021 (BSIP)[44]
- Bus Back Better: national bus strategy for England (2019/2020)[45]
- Wealden Local Plan Shared Transport Evidence Base (STEB): Initial Growth Option (1) – Interim Assessment and Mitigation Strategy (Transport Note 01) – December 2022
- Wealden Local Plan Shared Transport Evidence Base (STEB): Assessment of New Growth Options 2-4 (Transport Note 02) – December 2022[46]
- Transport for the South East Future Mobility Strategy (May 2021)[47]

3. Existing provision

Wealden as a predominantly rural district has a restricted public transport network. From work undertaken to support the Local Plan48, only around 30% of Wealden's settlements have a very frequent bus service that runs seven days a week, with up to around 30 minute bus frequency and destination to a regional or district town including an evening service. Around 25% of our settlements have a frequent bus service of 5 days or more a week, with a frequency of one hour and journey duration up to 60

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[44] ESCC, (2021), Bus Service Improvement Plan. Available at: https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan/bus-service-improvement-plan-for-east-sussex-county-council (Accessed 23/08/2023)

[45] Department for Transport (2020), Bus Back Better: national bus strategy for England. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf (Accessed 23/08/2023)

[46] Wealden Local Plan Shared Transport Evidence Base (STEB). Available at: https://www.wealden.gov.uk/planning-and-building-control/planning-policy/planning-policy-evidence-base/

[47] Transport for the South East (May 2021), Future Mobility. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf (Accessed 23/08/2023)

[48] See Draft Sustainable Settlement Strategy.

minutes to a regional or district town, while the remaining 45% of these settlements have extremely restricted or no bus service at all. Many of the smaller settlements within Wealden have no easily accessible bus route within walking distance, given that they are not located near to an existing bus route.

Table 5 below sets out the bus services currently provided throughout the entire district. The services provided have seen an improvement as of end July 2023 due to £10.5m funding from the East Sussex Bus Service Improvement Plan (BSIP). £10.5m of the BSIP revenue funding has been used by the County Council to fund improved conventional bus services providing improved frequency, extension of existing later evening services and improvements to weekend services in East Sussex including within Wealden. £2.6m of BSIP funding was allocated to providing Digital Demand Responsive Transport (DDRT) services across East Sussex including Wealden.

Significant recent bus services and routes recently added include:

- New service 28 to/from Brighton and Lewes via Laughton, every 30 minutes Monday to Saturday daytime. Hourly evenings and Sundays. Also extends to/from Eastbourne on Monday to Saturday daytime.
- New route 48 running on Tuesdays and Thursdays linking Eastbourne, Polegate and Hailsham to Knockhatch Adventure Park and Michelham Priory.
- New hourly seven days a week route 29A linking Brighton, Lewes, Uckfield, Framfield, Blackboys and Heathfield
- New service 28 for Hellingly Green (Bulrush Lane) to Brighton, Lewes and Hailsham town centre running 7 days a week (half-hourly Monday-Saturday daytime and hourly Monday to Saturday evenings and Sundays).
- Service 28 to also serve Eastbourne on a half-hourly frequency, Monday to Saturday daytime.
- New route 28 via A2270 in Polegate (not High Street and Hailsham Road) to/from Hailsham, Lewes and Brighton plus Eastbourne. Every 30 minutes Monday to Saturday daytime.

In addition, many existing services have been extended later into the evenings or have increased the number of days they operate. Full details of the Bus Service improvements undertaken by East Sussex County Council can be found via their website at which

are broken down into local authority areas https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan/improvements-to-bus-services[49]

Table 5 sets out the service identification number, the relating route, and the service provider. It is noted that some of these services start or terminate outside the district but pass through Wealden during the route. It also details the frequency and any improvements that are improved for the near future subject to funding.

Table 5 – Bus Services available within Wealden

Service number	Route	Service provided by
1 (Schooldays)	Groombridge-Langton Green-Rusthall-Tunbridge Wells- St John's Skinners School-Tunbridge Wells Boys Grammar School-Southborough-Tonbridge-Hillview School	Hams Travel
1,1A	Langney- town centre-Old Town/ District General Hospital-Hamlands	Stagecoach
1X	Roebuck Park-Hailsham-Stone Cross-Langney-Eastbourne town centre	Stagecoach
6,6A	Langney Shopping Centre-Westham-Stone Cross-Dittons Wood-Polegate-Wannock-Willingdon-District General Hospital-Carew Road-Eastbourne Town Centre	Stagecoach
8	Eastbourne town centre-Lewes Road-District General Hospital grounds-Sainsbury's Cross Levels Way-Winkney Farm-Langney-Pennine Way-Stone Cross-Westham-Pevensey-Beachlands	Stagecoach
11X	Brighton-Saltdean-Peacehaven-Newhaven- Firle turning-Drusillas Zoo-Wilmington-Polegate-District General Hospital-Eastbourne	Brighton & Hove Bus Company

[49] East Sussex County Council (July 2023), Improvements to Bus Services. Available at:- https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan/improvements-to-bus-services (Accessed: 23/08/2023)

(Sundays and Bank Holidays Seasonal Service)		
12,12A,12X, N12	Brighton-Saltdean-Peacehaven-Newhaven-Seaford-Eastbourne	Brighton & Hove Bus Company
13X	Brighton-Saltdean-Peacehaven-Newhaven-Seaford-Beachy Head-Eastbourne	Brighton & Hove Bus Company
25 (Saturday)	Lewes-Glynde-Firle- Charleston Farmhouse-Selmeston-Alfriston-Wilmington-Polegate-Wannock-Willingdon village-District General Hospital-Eastbourne	Cuckmere Buses
26 (Sundays and Bank Holidays)	Seaford-Alfriston-Drusillas Zoo-Wilmington-Polegate-Wannock-Willingdon village-District General Hospital-Eastbourne	Cuckmere Buses
28	Brighton-Lewes-Ringmer-Broyle Estate-Laughton-Hailsham-District General Hospital-Eastbourne	Brighton & Hove Bus Company
29, 29A,29B, 29X	Brighton-Lewes-Uckfield-Crowborough-Tunbridge Wells (29,29X) Brighton-Lewes-Uckfield-Framfield-Heathfield (29A)	Brighton & Hove Bus Company
31, 31A, 31B	Cuckfield-Haywards Heath –Princess Royal Hospital-Newick-Maresfield-Uckfield	
36 (Saturday)	Berwick Station-Polegate-Westham–Langney- Beachlands	Cuckmere Buses
37 (Saturday)	Beachlands–Langney–Westham- Hailsham	Cuckmere Buses

40 **(Tuesdays and Fridays)**	Berwick-Wilmington-Litlington-Charleston Manor-Exceat-Seaford	Cuckmere Buses
41 **(Tuesday & Thursday)**	Eastbourne-Wannock-Jevington-Friston-East Dean-Eastbourne	Cuckmere Buses
42 **(Wednesday)**	Berwick-Chalvington-Horsebridge-Hailsham-Selmeston-Alfriston-Arlington-Milton Hide-Hailsham	Cuckmere Buses
43 **(Monday)**	Berwick-Chalvington-Selmeston-Upper Dicker-Hailsham-Polegate-Stone Cross-Langney-Eastbourne	Cuckmere Buses
44,44A,44B **(Tuesday & Thursday)**	Berwick-Wilmington-Polegate-Stone Cross-Langney-Eastbourne	Cuckmere Buses
45 **(Friday)**	Hailsham (Lion House)–Hailsham-Polegate-District General Hospital-Eastbourne-Morrisons-Sainsbury's Cross Levels Way	Cuckmere Buses
47 (Saturdays, Sundays and Bank Holidays Seasonal Service)	Berwick-Alfriston-Seaford-Litlington-Wilmington-Berwick (circular service)	Cuckmere Buses

48 (Tuesdays and Thursdays)	Eastbourne – Polegate – Hailsham – Knockhatch Adventure Park – Michelham Priory -Deanland Wood Park	Cuckmere Buses
49 (Wednesday Seasonal Service)	Eastbourne-Langney-Westham-Pevensey-Wartling-Science Centre, Herstmonceux Castle	Cuckmere Buses
51, 51X	Eastbourne-District General Hospital-Polegate-Hailsham-Horam-Heathfield-Rotherfield-Mayfield- Tunbridge Wells	Stagecoach
54, 54A	Eastbourne-District General Hospital -Polegate-Dittons Wood Corner-Hailsham-Uckfield	Stagecoach
57, 58 (Schooldays)	Asda-Beachlands-Pevensey Bay-Westham-Stone Cross-Dittons Wood-Polegate-Willingdon School	Stagecoach
84	Crawley-Three Bridges-Turners Hill-Sharpthorne-Grinstead Lane-East Grinstead	Commercial services provided by Metrobus
95	Little Common (school journeys)-Bexhill-Battle-Conquest Hospital (afternoon school journey also serves Alexandra Academy and Hollington)	Stagecoach
97	Bexhill-Glenleigh Park–Sidley-Hooe	Stagecoach
98, 98A	Hastings-Pebsham-Bexhill-Sidley, then either Ninfield-Herstmonceux-Hailsham-Polegate-Eastbourne or via Combe Valley Way to Hollington and Conquest Hospital	Stagecoach
99	Eastbourne-Pevensey-Bexhill-Hastings	Stagecoach

121 (Schooldays)	Uckfield-Maresfield-Newick-Chailey School-Cooksbridge- Lewes	Compass Travel
125	Lewes-Ringmer-Glynde-Firle-Alfriston-Wilmington-Polegate-Wannock-District General Hosp-Selmeston Road-Eastbourne	Compass Travel
126	Seaford-Alfriston-Drusillas Zoo-Wilmington-Polegate-Wannock-Willington-District General Hospital-Eastbourne	Cuckmere Buses and Compass Travel
142 (Schooldays)	Polegate-Hailsham-Golden Cross-East Hoathly-Ringmer-Lewes	
143	Lewes-Ringmer-Laughton-Deanland Wood-Hailsham	
150 (Schooldays)	Withyham-Hartfield-Upper Hartfield-Forest Row-Chelwood Gate- Danehill-Chailey School	Run by The Big Lemon with funding from ESCC
195 (Wednesday)	Waldron-Heathfield-Bodle Street Green-Herstmonceux-Eastbourne	Cuckmere Buses
196 (Wednesday)	Rushlake Green-Cowbeech-Herstmonceux-Eastbourne	Cuckmere Buses
197 (Seasonal service)	Eastbourne Pier- Sovereign Centre-Stone Cross-Pevensey Castle-Pevensey Bay-Sovereign Centre-Eastbourne Pier	Commercial service provided by Seven Sisters Bus & Coach

224 (Wednesday & Friday)	Wadhurst-Town Row-Rotherfield-Crowborough and Crowborough local service	North Wealden Community Transport
225 (Tuesday, Thursday & Saturday)	Crowborough-Rotherfield-Heathfield-Rushlake Green-Brightling-Netherfield-Battle	North Wealden Community Transport
226 (Tuesday, Thursday & Saturday)	Crowborough-Rotherfield-Mayfield local service	North Wealden Community Transport
227 (Schooldays)	Five Ashes-Argos Hill-Rotherfield- Crowborough	Compass Travel
228,229	Tunbridge Wells–Jarvis Brook-Crowborough town service	Compass Travel
231,331	Uckfield-Framfield-Blackboys-Heathfield-Etchingham-(Hurst Green– 331 schooldays only)	Compass Travel
246	Uckfield-Chelwood Gate- Sheffield Park-Fletching-Uckfield	Community Transport for the Lewes Area
248	Uckfield-Buxted-Hadlow Down	Community Transport for the Lewes Area
249 (Mon, Wed & Fri)	Fairwarp-High Hurstwood-Uckfield	Community Transport for the Lewes Area

251,252	Heathfield-Rotherfield-Mayfield- Tunbridge Wells	
254	Hawkhurst-Flimwell-Wadhurst-Ticehurst-Tunbridge Wells (Most journeys start from or continue to Hastings as route 304/305).	Stagecoach
256	Tunbridge Wells-Bells Yew Green-Lamberhurst-Wadhurst	Autocar
258 (Schooldays)	Bells Yew Green-Kilndown-Lamberhurst-Uplands Academy	Hams Travel
261	Uckfield-Maresfield-Nutley-Wych Cross-Coleman's Hatch-Forest Row-Ashurstwood-East Grinstead	Compass Travel
262 (Saturdays)	Hartfield-Chuck Hatch-Gills Lap-Nutley-Maresfield-Uckfield-Framfield-Blackboys-Heathfield	North Wealden Community Transport
266,267,268, 269 (Schooldays)	Boreham Street-Windmill Hill-Herstmonceux- Magham Down/Hailsham-Hellingly-Horam-Heathfield Community College	The Big Lemon
270	Brighton-Hassocks-Burgess Hill-Haywards Heath-Danehill-Chelwood Gate-Wych Cross-Forest Row-East Grinstead	Metrobus
286 (Schooldays)	Coleman's Hatch-Hartfield-Withyham-Groombridge-Langton-Speldhurst-Southborough-Tunbridge Wells	Arriva
291	Crawley-East Grinstead-Forest Row-Hartfield-Withyham-Groombridge-Tunbridge Wells	Metrobus
318 (Schooldays)	East Hoathly-Whitesmith-Chiddingly-Muddles Green-Golden Cross-Laughton-Ringmer King's Academy	The Big Lemon

320 (Schooldays)	Ninfield-Claverham College	Stagecoach
354	Ticehurst-Wadhurst rail link	Autocar
356 (College Days)	Little Common-Hooe- Claverham College	Rambler Coaches
1066	Hastings-Battle-Whatlington or Mountfield-Robertsbridge-Hurst Green-Hawkhurst-Flimwell-Ticehurst-Wadhurst-Frant-Tunbridge Wells	Stagecoach
H1, H3, H4 (Mon, Wed, Fri & Sat)	Hailsham town services	Cuckmere Buses
U1-U5 (Schooldays)	Uplands Academy services from John's Cross, Hurst Green, Hawkhurst, Flimwell, Ticehurst, Burwash and Etchingham	Hams Travel
U19 (Schooldays)	A26 (Bunny Lane junction)-Eridge Road, Tunbridge Wells-Showfields-Tunbridge Wells-Frant-Wadhurst-Uplands Academy	Hams Travel
Eastbourne Sightseeing (Seasonal service)	Eastbourne Pier-seafront-Beachy Head-Birling Gap-East Dean-town centre-Eastbourne Pier	Seven Sisters Bus & Coach
FLEXIBUS	FlexiBus is a flexible, on-demand rideshare service, for areas with limited or no bus service. Residents can book a FlexiBus journey to their nearest town, train station, hospital, and other key destinations.	Run by ESCC – operated by CTLA and ESRTP

Within the district there are also several Community Transport operators providing specific services such as transport to hospital appointments. Full details of these providers can be found on the ESCC Website on its Community transport in East Sussex[50] page. These range from local car lift schemes intended to meet a particular need, such as access to a doctor's surgery, to minibus dial a ride and local bus services.

The community transport bus operators of Cuckmere Buses, Battle Area Community Transport, Community Transport for the Lewes Area, Wealdlink Community Transport, Bexhill Community Bus and Rye Community Transport, whilst only carrying a small proportion of bus passengers, nevertheless provide a very important component of the local bus network for our residents.

Community transport providers have consistently raised concerns that they should not be viewed as being capable of significant expansion. The providers are often reliant on the efforts of key individuals and the sector struggles for volunteers to maintain services.

4. Planned provision

In addition to the improvements that were implemented in July 2023 further upgrades are planned to bus service provision in the future. Table 6 outlines these improvements, the time frame for their implementation as well as the measures planned. Further details can be found within the ESCC BSIP[51].

[50] East Sussex County Council (2023), Community Transport in East Sussex. Available at: https://www.eastsussex.gov.uk/roads-transport/public/community-transport (Accessed: 23/08/2023)

[51] ESCC, (2021), Bus Service Improvement Plan. Available at: https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan/bus-service-improvement-plan-for-east-sussex-county-council (Accessed: 23/08/2023)

Table 6 – Planned Provision of Bus Services

Scheme / Location / Package	Time Frame	Measures Planned
Hailsham/Polegate/Eastbourne Movement & Access Corridor	0-5 Years	• Bus lane and junction improvements
A22 Corridor Improvements	0 -5 Years	• Golden Cross to Horsebridge via Boship Roundabout bus priority measures • Improved public transport provision at Eagles Roundabout, Golden Jubilee Roundabout and Ditton's Road junction
A259 Seaside Corridor (Eastbourne)	0 -5 Years	• Replacement of A259/A2290 Seaside Roundabout with signals with bus priority, journey time and reliability improvements for cross boundary services between Wealden and Eastbourne
TfSE[52] Bus-based Rapid Transit – Districtwide and Cross-boundary	5 – 10 Years	• Phased roll out of core BRT[53] and early infrastructure requirements – potential to combine with A259 & Eastbourne to Hailsham QBCs[54]
TfSE Rural / Interurban Bus – Districtwide and Cross-boundary	5 – 10 Years	• Roll out district-wide public transport strategy and action plan.

[52] TfSE – Transport for the South East

[53] BRT – Bus Rapid Transit

[54] QBC- Quality Bus Corridor

Scheme / Location / Package	Time Frame	Measures Planned
		• Enhance multiple rural / interurban routes to interface with BRT via traditional fixed services and DDRT[55]
TfSE Bus-based Rapid Transit – Districtwide and Cross-boundary	10 – 15 Years	• Full roll out of core BRT[56] service and infrastructure requirements • Explore potential for bus related automated technology
TfSE Rural / Interurban Bus – Districtwide and Cross-boundary	10 – 15 Years	• Roll out enhance multiple rural / interurban routes to interface with BRT via traditional fixed services and DDRT[57]

As part of the Uckfield Town Centre Highway Improvement Scheme, Stage 2 of the improvement works has provided improved bus stops with shelters and seats, and real-time bus information within the town centre. In addition, stage 3 of the improvement works, with supplementary funding from the BSIP through its Mobility Hubs project, will deliver a new bus station layout that will provide high quality Real Time Information (RTI) provision, larger and higher quality waiting facilities for passengers. These improvements are currently underway.

5. Current key issues identified

The ESCC Bus Service Improvement Plan (2021)[58] identified the following existing key barriers and issues.

[55] DDRT – Digital Demand Responsive Transport

[56] BRT – Bus Rapid Transit

[57] DDRT– Digital Demand Responsive Transport

[58] ESCC, (2021), Bus Service Improvement Plan. Available at: https://www.eastsussex.gov.uk/roads-transport/public/bus-service-improvement-plan/bus-service-improvement-plan-for-east-sussex-county-council (Accessed: 23/08/2023)

As with other transport type reviews the trend for increasing numbers of 65+year olds has been identified. When related to bus transport this increase will impact upon income with the greater need to provide concessionary bus passes potentially affecting operator revenue. Additionally, accessible infrastructure is essential to enable journeys by public transport to be undertaken by those with mobility challenges. This can include those with disabilities as well as older persons.

Public Transport is identified as an important factor in social inclusion and as a rural district a large percentage of our residents suffer from “Travel Poverty”. Travel poverty is a term used to describe the lack of real travel choice for those who experience exclusion from transport and the destinations and activities they can access.

Within Wealden the ESCC BSIP[7] identifies these specific challenges:

- Poor access to hospitals in the north of the district and significantly longer than average journey times for residents in the south of Wealden;
- Access to Adult Social Care;
- Access to larger supermarkets;
- Access to Further Education;
- Access to employment; and

It has also been possible to conclude from further evidence base work that there are other issues and challenges that we face in relation to bus services. These include:

- Accessibility levels are generally low across much of Wealden with pockets of moderate to good accessibility in parts of Hailsham, Polegate, Uckfield, Crowborough, and Heathfield.
- The rural character of the district brings challenges for transportation and connecting communities with employment, education, services, and facilities with nearly half of our residents living in rural or remote locations with low or no access to public transport provision.
- The provision of accessible public transport is essential to reduce the high levels of dependency on the private car, particularly those that commute out of the district for work.

- The restricted provision of the public transport service in the evenings and at weekends means that residents are unable to complete a journey within a timeframe of their choice.
- Poor bus and / or rail connections for onward journeys making the delivery of an integrated public transport service a challenge.
- Many of the major routeways within the district are at or nearing capacity which has a direct impact on the ability of bus service providers to deliver a regular and punctual timetable.

6. Current understanding of Bus Infrastructure required for the delivery of the Wealden Local Plan

As part of the preparation for the Regulation 18 Draft Local Plan the Council commissioned in conjunction with East Sussex County Council and neighbouring authorities' a Shared Transport Evidence Base (STEB) study to assess and understand the likely impacts of local plan growth on the transport system and gain an early indication of the possible scale and type of impacts, as well as any mitigation that may be required to address these impacts.

The STEB reports confirm that accessibility to sustainable transport options, including public transport, is varied across the district with greater opportunities for bus travel in the south of the district.

A key message from this early work is that the level of growth set out in the Regulation 18 Local Plan will require an overall improvement to sustainable travel provision to encourage an overall modal shift and to reduce impacts on the highway.

Early testing of the Regulation 18 Local Plan has identified the following key issues for public and sustainable travel:

- The larger strategic sites on the A22 corridor between Hailsham and Uckfield, all have low to very low accessibility to public transport.
- The accessibility along key transport corridors – A22, A27 and A259 – varies depending on the proximity to urban and local centres, such as Uckfield and Crowborough, the availability of rail connection and frequency of bus services.

- New developments located south of the A27 Polegate Bypass and A22 corridor have moderate to good accessibility due to the proximity to Polegate Railway Station and bus and active travel opportunities to nearby Eastbourne.

In addition to the improvements proposed within the BSIP outlined in section 5 above the following mitigation is suggested to mitigate for the impact of the Regulation 18 local plan growth strategy.

- To improve general accessibility for all sites, a detailed masterplan with the right mix of development land uses and infrastructure incorporating the “20-minute’ neighbourhood principle” with easy access to near home teleworking hubs, key services, public transport, and active travel networks should be required for all developments of 100 units or over.
- Develop enhanced partnerships, prioritised zero-emission mass Bus Rapid Transit (BRT) and digital demand responsive transport (DDRT) solutions to serve more remote rural areas.
- Work with Transport for the South East (TfSE), ESCC and partners to explore the feasibility of high frequency rural bus services along the A22 and the north of the district – some improvements to bus service frequency will have been facilitated by the BSIP revenue funding which resulted in increased bus services from July 2023 onwards.
- Bus service and infrastructure improvements on the A259 corridor towards Brighton – some infrastructure improvements are being considered as part of the A259 South Coast Corridor Major Road Network Strategic Outline Business Case and the Bus Service Improvement Plan bus priority package.
- Develop feasibility and roll out of DDRT to more locations where conventional services are less cost effective – the Flexibus Digital Demand Responsive Transport scheme was introduced across the county on 9 May 2023 - FlexiBus | East Sussex County Council)
- Potential to implement mobility hubs at key interchanges to offer a range of first-last mile mobility alternatives to the car.

A more detailed breakdown of these proposed mitigation measures can be found within the schedules in part 3 of the Initial Draft IDP.

7. Costs & Funding Sources.

These have yet to be determined or confirmed.

8. Possible Delivery Schedule based on the Regulation 18 local plan growth strategy

At the Regulation 18 stage the delivery schedule cannot be confirmed as further testing will need to be undertaken following the Regulation 18 Local Plan consultation including progressing further growth strategy option testing using the East Sussex countywide transport model.

9. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

The provision of an enhanced and fully accessible public transport network remains critical to enable the long term goal to deliver modal shift from the car to other modes of sustainable transport including the bus. This modal shift will contribute to the Council's corporate priority of delivering on climate change and achieving net zero carbon by 2050 or sooner.

When related to new development within the draft Regulation 18 local plan growth strategy this requires all new development to be located, where possible, within 400m of a bus stop, with infrastructure for sustainable transport completed prior to occupation of the development including bus stop infrastructure and RTI improvements. Contributions to bus service improvements should be identified and agreed early and commence as appropriate but usually in accordance with pre-specified completion rates.

Both this initial IDP and the Regulation 18 Draft Wealden Local Plan will seek to support these recommendations within local plan policy where appropriate.

10. Further work to be undertaken for the Regulation 19 Wealden Local Plan

Further work will be required to be undertaken as detailed in Table 7 to inform the Regulation 19 Local Plan and to further inform the IDP. On this basis, the timeframes set out in table 7 below are estimations and would be, if implemented, subject to change depending on the commencement of development district wide and a further understanding of requirements to support Local Plan growth..

Table 7 – Further work recommended over the period of the Draft Wealden Local Plan

Location	Timeframe	Mitigation proposed
Public Transport – Districtwide	0-5years	• Enhance partnerships with existing operators and ESCC • Develop district wide public transport strategy and action plan in partnership with ESCC, TfSE rail and bus operators • Explore with ESCC and TfSE opportunities for BRT and more flexible forms of public transport, e.g. DDRT, to support existing network
New Developments – Districtwide	0-5years	• Develop design principles to plan for sustainable movement in and around new development. Access to bus services should be integral to all developments.
Mobility Hubs – Key destinations]	0-5years	• Propose mobility hubs and improve interchange for bus, DRT, rail and 'first and last mile' travel modes at Polegate, Uckfield and Crowborough railway station • Explore potential to create mobility hubs for key destinations without rail at Hailsham, Heathfield and new large residential developments in district
Sustainable Movement Corridors' – Districtwide	0-5years	• Develop a districtwide movement and access strategy and action plan to create seamless public transport and active mode movement corridors
Additional highway enhancements	5-10 years	• Monitor local junction capacity, public transport, and active mode improvements to support Local Plan mitigation if required
Key Destination Mobility Hubs & Micro-mobility Hubs - Districtwide	5-10 years	• Create strategic and micro-mobility hubs at key destinations, including Polegate Stations and at wider and peripheral locations micro-mobility hubs located in urban and local centres (Uckfield, Crowborough)

Location	Timeframe	Mitigation proposed
Additional highway enhancements	10-15 years	• Monitor local junction capacity, public transport reliability and active mode improvements to support Local Plan mitigation if required
Mobility as a Service (MaaS) / Shared Mobility	10-15 years	• Roll out MaaS consumer platform and digitally demand responsive shared mobility options across network of mobility & micro-mobility hubs • Update Future Mobility Strategy to explore and adapt to emerging technologies e.g. automation
'Sustainable Movement Corridors' – Districtwide	10-15 Years	• Complete core network of fully segregated 'sustainable movement corridors' • Explore potential for automation at a corridor level

In addition to the work identified in Table 7 above it will also be necessary to complete the following prior to the submission of the Regulation 19 Draft Local Plan.

- Additional work will need to be undertaken on the release of additional information from the Office of national Statistics Census 2021.
- Further county wide transport modelling, which will include recommendations for bus infrastructure mitigation will need to be undertaken to inform both the Regulation 19 Draft IDP and Regulation 19 Wealden Local Plan.
- Further discussions with partners including ESCC and relevant Bus Operators.

Utilities – Communications Infrastructure

- Broadband
- Mobile Communications

1. Provider

- The Department for Science, Innovation and Technology (DSIT) is responsible for broadband policy and delivery. The Levelling Up White Paper published in February 2022 set a new target for gigabit-capable broadband to be available nationwide by 2030.
- Building Digital UK (BDUK) is the executive agency sponsored by DSIT that works to bring fast and reliable broadband and mobile coverage to hard-to-reach places across the UK. "Project Gigabit" is BDUK's current programme to rollout gigabit capable broadband and replaces the previous "superfast" programme, led by local authorities including in East Sussex, to areas outside of commercial investment plans.
- Mobile Phone Operators[59] provide mobile phone services to the District. The four main providers, EE, Three, Vodaphone and O2 all serve the area but coverage at all levels both inside and outside and at 5G can be sporadic. Service is generally better in the towns locally but in more rural areas there is usually only one option for a guaranteed provider.

2. Evidence Base Documents

- Department for Digital, Culture, Media and Sport – UK Digital Strategy October 2022[60]

[59] Ofcom Mobile and Broadband Checker available at https://checker.ofcom.org.uk/en-gb/mobile-coverage#vw=map&pc=TN219BX&uprn=100060125401

[60] Department for Digital, Culture, Media and Sport (Oct 2022) UK Digital Strategy. Available at https://www.gov.uk/government/publications/uks-digital-strategy/uk-digital-strategy

- Department for Levelling Up, Housing and Communities – Levelling up White Paper 2022

3. Existing Provision

- Digital communications are now an integral part of everyday life. Technologies such as mobile phones and broadband have dramatically changed the way we work, socialise, and conduct our everyday activities and both businesses and domestic users are increasingly reliant on them. The importance of digital communications to the economy, both current and future, is widely accepted.
- Good telecommunications infrastructure is particularly important in relation to the economy and in attracting new employment opportunities to the area and supporting the high proportion of small and medium enterprises and those who work from home.
- Ofcom monitor the rollout of the Government's Project Gigabit with regular updates provided via their website. The most recent (summer 2023) fixed broadband coverage and broadband availability statistics for Wealden are detailed in the table below[61].
- Because of the time lag between Ofcom collecting and publishing data, the figures do not include the most recent commercial investments, which have been considerable.

[61] Ofcom (May 2023) Fixed coverage local and unitary authority data. Available at https://www.ofcom.org.uk/__data/assets/file/0026/267605/202305_fixed_laua_coverage_r02.zip

Detail of services available to the dwellings in Wealden by broadband speed capability	Percentage of dwellings	Number of dwellings
All premises	100%	75858
SFBB availability (% premises)	96.8%	73462
UFBB (100Mbit/s) availability (% premises)	52.5%	39842
UFBB availability (% premises)	52.3%	29707
Full Fibre availability (% premises)	52.3%	39672
Gigabit availability (% premises)	52.3%	39674
% of premises unable to receive 2Mbit/s	0.1	66
% of premises unable to receive 5Mbit/s	0.3	249
% of premises unable to receive 10Mbit/s	0.7	528
% of premises unable to receive 30Mbit/s	3.1	2331
% of premises below the USO	0.2	165
% of premises with NGA	99.5	75511

In analysing the data provided by Ofcom, the 52.3% of properties with access to full fibre broadband comprise of 37.7% urban properties and 14.6% are rural properties, which, when converted back to dwellings covers 28,598 urban properties and 11,075 rural properties. However, when these figures are analysed further it can be determined that the 28,598 urban properties with access to full fibre broadband accounts for 85.7% of all of Wealden's urban properties, whereas, the 11,075 rural properties are only 26% of the total number or rural properties within Wealden. These percentages show the disparity between the provision of full fibre broadband across the district and identify the primary issue in this infrastructure category, which is around provision in rural areas which may not be as commercially attractive compared to more densely populated areas.

The most recent figures published by East Sussex County Council state that as of February 2022 superfast coverage in East Sussex is 98%, compared to 95% in February 2018 against a baseline of 3% in 2012[62]. Take up of these services is 79.4% against a national benchmark of 56%.

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

4. Planned Provision

The Ofcom Summer 2023 update indicates that the UK Government has an ambition to get gigabit broadband to at least 85% of premises by 2025 and over 99% by 2030. While most of the UK telecoms operators are expected to deliver gigabit broadband on a commercial basis, public schemes play an important part in connecting more remote, rural premises. The UK Government is investing £5 billion to build to hard-to-reach premises.

The UK Government targets for mobile include a target of 95% UK geographic coverage for 4G, and in April 2023 it published the Wireless Infrastructure Strategy where it announced a new ambition for the UK to have nationwide coverage of standalone 5G to all populated areas by 2030.[63]

A major project seeking to improve mobile coverage in the UK is the Shared Rural Network which is a scheme funded by Government and the UK's four mobile network operators to deliver reliable mobile broadband to 95% of the UK, addressing the

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[62] ESCC (March 2022) Place Scrutiny Committee meeting recommendations - Superfast Broadband Project and "Project Gigabit" update. Available at https://democracy.eastsussex.gov.uk/documents/s41458/Place%20Ctte%2023Mar22%20-%20Item%206%20Superfast%20Broadband%20and%20Gigabit%20Vouchers%20Programme.pdf

[63] Ofcom (September 2023) Connected nations Summer Update 202. Available at https://www.ofcom.org.uk/__data/assets/pdf_file/0033/267594/SummerUpdate2023Final.pdf

digital divide by improving 4G coverage in the areas that need it most. The plan is to do this by building mobile masts in hard to reach areas to bring broadband to the hard to reach places in the country.

The Levelling Up White Paper includes two targets for mobile coverage by 2030:

- that 4G mobile coverage is available nationwide, and
- that most of the population has access to a 5G signal.

Nationwide 4G coverage means that 95% of the UK landmass should receive signal from at least one mobile operator.

The 2030 timeframe aligns with the Government's other levelling up missions. However, the Government says it aims to reach the mobile coverage targets earlier. For 4G, the Government aims for 95% coverage by 2025 as part of the Shared Rural Network (SRN) agreement.

On 5G, the Government aims for most of the population to be reached by 2027. The Government said the 5G target will be reconsidered as part of its forthcoming Wireless Infrastructure Strategy.

At a county level East Sussex County Council has successfully delivered two of three contracts with the BT Group, to provide the infrastructure necessary to enable access to superfast broadband across the county in areas of market failure (i.e. where there were no plans for investment by the private sector). The first contract successfully connected 70,400 premises with a further 9,479 connected in Contract 2.

The County Council signed a third contract in February 2018 which has been subject to amendments, delivering 5,609 superfast premises with a forecast completion date of September 2022.

Key Issues Identified

Due to Wealden's rural infrastructure the district broadband service lacks behind the national levels, with only 47 % of all premises (residential and business) covered by at least one broadband operator for a fixed download speed[64]. The entire district is covered by at least one mobile network provider, including 4G provision[65].

Whilst Wealden has a less-than-average percentage of premises with gigabit capable broadband, the district is performing comparably with East Sussex and Nationally. Rural areas are generally behind urban areas in terms of gigabit broadband coverage.

Table 8 – Fixed Broadband Services[66]

Area	<10 Mbit/s DL or <1 Mbit/s UL	>= 30 Mbit/s	>= 300Mbit/s	Gigabit capable	Full Fibre
England	**2%**	**96%**	**70%**	**69%**	**41%**
Wealden Overall	**1%**	**96%**	**47%**	**47%**	**47%**

[64] Ofcom (2022) Connected Nations 2022: Interactive report. Available at https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2022/interactive-report

[65] Ofcom (2022) Connected Nations 2022: Interactive report. Available at https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2022/interactive-report

[66] Ofcom (2022) Connected Nations 2022: Interactive report. Available at https://www.ofcom.org.uk/research-and-data/multi-sector-research/infrastructure-research/connected-nations-2022/interactive-report

Area	<10 Mbit/s DL or <1 Mbit/s UL	>= 30 Mbit/s	>= 300Mbit/s	Gigabit capable	Full Fibre
Wealden Urban	**0%**	**91%**	**36%**	**35%**	**35%**
Wealden Rural	**3%**	**91%**	**54%**	**54%**	**54%**

The absence of quality broadband can contribute to digital exclusion, where people are at a material disadvantage through lack of access to technology. As Wealden has areas of deprivation, the connection between deprivation and digital exclusion is relevant. More deprived areas tend to have the lowest penetration of fixed broadband, with a difference of 15 percentage points between the most deprived areas and the least deprived[67].

Digital exclusion remains an issue of concern given our low percentage of premises with gigabit-capable broadband, our aging population, and areas of deprivation. National level frameworks and guidance will be utilised to optimise effectiveness of our digital inclusion initiatives.

5. Proposed mitigation for the key issues as identified.

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

ESCC will continue to work with BDUK supporting Project Gigabit in the county, although ESCC has no control over BDUK's plans.

[67] Exploring the UK's digital divide. Available at https://www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/articles/exploringtheuksdigitaldivide/2019-03-04

6. Costs and funding sources

The three superfast broadband contracts managed by ESCC have been fully funded. Mobile phone provision is generally delivered via the delivery programmes of the main network operators.

7. Delivery Schedule

Ongoing.

8. Conclusion and the role of the IDP and Regulation 18 Draft Local Plan.

Wealden District Council in partnership with East Sussex County Council and others will continue striving to find solutions to deliver the best possible broadband and mobile phone services to existing and future residents of the District. This includes working with partners to look at emerging technologies and working with developers to assist in the process of providing gigabit-capable broadband to new developments**.**

Community – Utility Services - Gas

1. Provider(s)

- National Gas (Responsible for the national Gas Transmission systems)
- SGN (Southern Gas Networks) – Operates and manages the underground pipework delivering gas to your gas meter.
- Gas Suppliers – Multiple companies that a household may choose to buy gas from.

2. Evidence Base Documents

- SGN Annual Report and Financial Statement 2023[68]

3. Existing provision – Gas

The national gas transmission network is run and managed by National Gas, with the regional infrastructure being managed and maintained by SGN (Previously Scotia). SGN provide and maintain 74,000km of pipework across their network including locations within Scotland as well as the South East.

27% of households within Wealden are unable to access mains gas and electricity relying on alternatives such as bottled gas, LPG bulk tank gas, wood, solid fuel (coal) or oil for their central heating and other living requirements[69]. Of the remaining properties, 4524 households (6.7%) are classed as being in fuel poverty.[70]

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[68] SGN (2023) Annual Report and Financial Statements 2023. Available at https://www.sgn.co.uk/sites/default/files/media-entities/documents/2023-07/SGN-Annual-Report-2023.pdf Last accessed 26/10/2023

[69] ONS (March 2023) Census 2021 – Central Heating. Available at https://www.ons.gov.uk/datasets/TS046/editions/2021/versions/4?showAll=heating_type#heating_type Last accessed 25/10/2023

[70] Department for Business, Energy & Industrial Strategy (February 2023) Sub-regional Fuel overty England 2021 (2019 data) available at https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fassets.publishing.service.gov.uk%2Fmedia%2F608969d0e90e076ab34f6f28%2F2021-sub-regional-fuel-poverty-tables.xlsx&wdOrigin=BROWSELINK Last accessed 26/10/2023

4. Planned provision.

SGN is working on a 30 year programme to upgrade the gas network. This means replacing existing metal pipes with new plastic pipework although their website indicates that there are no major projects for the Wealden area.

5. Key Issues identified.

- The challenge of meeting the Net Zero Carbon Emissions Target of 2050
- The transition from natural gas to hydrogen, biomethane, heat networks and electricity.
- The increasing levels of district wide fuel poverty (8.8% of households)
- 27% of Wealden residents have no access to mains gas.

SGN operating in the South of England has indicated that capacity issues arising from increased growth can be adequately addressed by the provision of necessary distribution infrastructure.

6. Proposed Mitigation for the key issues as identified.

We will work with Southern Gas Networks and developers to identify any requirements and improvements that will be required to support the existing and future community, either through improvements to existing provision to provide additional capacity or more reliable services, or through the provision of new facilities to support the supply of gas to the District.Costs & Funding Sources.

- None required as SGN are funded by OFGEM.
- Developer connection charges.

7. Delivery Schedule

Currently ongoing support only although this will require review during the period of the plan.

8. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

Wealden District Council has no responsibility for the provision and delivery of gas within the district, this falls as a statutory undertaking for SGN. The Regulation 18 IDP and Draft Wealden Local Plan will seek to support the delivery of infrastructure if

identified in section 7 to achieve both Net Zero carbon by 2030 as committed to by the Council and by 2050 as committed to by SGN.

Community - Education

1. Provider

- East Sussex County Council – Education Division, Children's Services Department

2. Main Sources of Information

- East Sussex County Council School Organisation Plan 2023 to 2027[71] (ESCC SOP)
- East Sussex Special Education Needs and Disabilities Strategy 2022-25[72]
- HM Government – Opportunity for all: strong schools with great teachers for your child (March 2022)[73]
- Department for Education (DfE): Securing developer contributions for education[74]

3. Existing provision

As a result of a falling birth rate in East Sussex, pupil numbers in primary schools have been declining since 2018/19. In 2022/23, 9% of primary school places in East Sussex were surplus. This figure is forecast to rise to 14% by 2026/27. The previous high pupil

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[71] East Sussex County Council (2022), School Organisation Plan 2023 to 2027. Available at: https://eastsussex.pagetiger.com/biummzu/1 (Accessed: 17/01/2024)

[72] East Sussex County Council (2022), Special Education Needs and Disabilities Strategy 2022-25. Available at https://eastsussex.pagetiger.com/dalsgmf (Accessed: 23/08/2023)

[73] HM Government (2022) Opportunity for all: strong schools with great teachers for your child. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1063601/Opportunity_for_all_strong_schools_with_great_teachers_for_your_child__web__-_accessible.pdf (Accessed: 23/08/2023)

[74] Department for Education (2023), Securing developer contributions for education. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1176845/Securing_Developer_Contributions_for_Education.pdf (Accessed 23/08/2023)

numbers seen in primary schools is now being reflected in higher secondary school numbers, with surplus places expected to reduce from 12% in 2022/23 to 9% by 2026/27.

The overall numbers of children and young people aged 4 to 25 with an Education, Health and Care Plan (EHCP) has been rising steeply. In 2022/23, the number of school aged children (aged 4-18) in East Sussex with an EHCP stood at 3,713. There were also 530 young people aged 19-25 with an EHCP who need continued support to transition to adulthood.

Over the next four years, the local authority forecasts that overall numbers of school aged children with EHCPs will grow by around 32%, to stand at approximately 4,900.

Within Wealden there are the following educational facilities as laid out in Table 9.

Table 9 –Nursery providers and schools within Wealden

School planning area	Nursery providers	Primary schools	All-through schools (primary, secondary and sixth form)	Secondary schools	Secondary schools with Sixth Form	Special Schools	Specialist facilities in mainstream schools
Crowborough and surrounding area	9	6	0	0	1	1	0
Hailsham and surrounding area	12	7	1	0	0	1	2
Heathfield	6	3	0	0	1	1	1
Polegate & Willingdon	4	2	0	1	0	0	0

Stone Cross, Hankham, Pevensey and Westham	4	3	0	0	0	0	0
Uckfield and surrounding area	13	6	0	0	1	0	2
Rural Wealden	18	24	0	0	1	0	0

A detailed breakdown of the specific schools by planning area can be found within the ESCC School Organisation Plan 2023 to 2027. For Uckfield and surrounding area, the number of primary schools has reduced by one due to the closure of Holy Cross Church of England Primary School on 31 December 2023.

4. Planned provision (by school area).

Planning for the longer term, pupil projections for school planning areas in Wealden may change, particularly forecasts beyond the immediate School Organisation Plan timescale to 2026-27, as it is the future birth rate and the level of housing development in the medium to longer term that are most uncertain. Future versions of the School Organisation Plan will provide more clarity on these issues which in turn will require regular review and amendment of the IDP Education section.

Projects that are currently planned within the district include:

Uckfield

Land is identified within the Ridgewood housing development for a new primary school to serve the new homes. East Sussex County Council will bring forward proposals for the new school at the appropriate time.

Crowborough

East Sussex County Council is currently considering options for creating additional special school places at Grove Park School in Crowborough.

5. Current key Issues identified.

- Sustained falls in countywide birth rates with a recovery in Reception numbers are unlikely before 2030.
- Areas where there are high levels of development are likely to see Reception numbers increase sooner than 2030, dependent on the growth strategy to be adopted.
- Continuing trend of falling roles in rural areas to at least 2026/27.
- Increasing requirement for SEND places.

6. Current understanding of Education need as a result of the Wealden Local Plan.

Table 10 below sets out an early understanding of the mitigation that is likely to be required to support growth set out in the Regulation 18 Draft Local Plan. The information is based on early testing by East Sussex County Council of the likely impacts of the initial housing growth strategy and is subject to further testing as the plan progresses towards its Regulation 19 stage. Initial mitigation includes some policy recommendations to support East Sussex County Council's School Organisation Plan.

Table 10 – Education provision needs identified as a result of the Regulation 18 Local Plan

Area	Age Group	Potential impact on education provision
Hailsham	Early Years	Shortfall of places predicted within the plan period
	Primary	Shortfall of places predicted within the plan period. A further shortfall could arise beyond the plan period
	Secondary	Currently no impact predicted within the plan period
Polegate & Willingdon	Nursery	Currently no impact predicted within the plan period
	Primary	Shortfall of places predicted within the plan period
	Secondary	Currently no impact predicted within the plan period
Uckfield	Early Years	Shortfall of places predicted within the plan period
	Primary	Shortfall of places predicted within the plan period. A further shortfall could arise beyond the plan period

Area	Age Group	Potential impact on education provision
	Secondary	Currently no impact predicted within the plan period. A shortfall might arise beyond the plan period
East Hoathly	Early Years	Shortfall of places predicted within the plan period
	Primary	Shortfall of places predicted within the plan period
	Secondary	Currently no impact predicted within the plan period
Horam	Early Years	Currently no impact is predicted within the plan period
	Primary	Shortfall of places predicted within the plan period
	Secondary	Currently no impact predicted within the plan period
Tunbridge Wells Fringes	Early Years	Shortfall of places predicted within the plan period
	Primary	Shortfall of places predicted within the plan period
	Secondary	Currently no impact predicted within the plan period
Hankham and Stone Cross	Early Years	Shortfall of places predicted within the plan period

Policy recommendations

- New development should include provision of safe, accessible, and inclusive routes to school that can be undertaken on foot or by bicycle.
- Where new development is proposed that will require the provision of new school places, the Council will support the provision of temporary classrooms where appropriate to establish need prior to the development of any new education facilities.

Education need to be met to mitigate the Regulation 18 Draft Local Plan

The early testing by East Sussex County Council has concluded that the following mitigations may be required to ensure there is sufficient education provision to meet demand for places as a result of the initial housing growth strategy. This information is subject to change as a result of any further testing as the plan progresses towards Regulation 19 stage.

Area	Age Group	Potential education provision mitigation as a result of the Regulation 18 Draft Local Plan
Hailsham	Early years and primary	The expansion of one or more schools on their existing sites which might include the provision of additional early years places. East Sussex County Council would also work with the local early years market to address any further gaps in early years provision.
Polegate & Willingdon	Primary	The proposed mixed development at Mornings Mill Farm, between Polegate and Willingdon, includes a site for new education provision which could deliver the places required. Alternatively, consideration might be given to expanding an existing school in the local area.
Uckfield	Early years and primary	New primary school and early years provision on land identified within the Ridgewood housing development, and the possible expansion of existing schools in the town. East Sussex County Council would also work with the local early years market to address any further gaps in early years provision.
East Hoathly	Early years	East Sussex County Council would also work with the local early years market to address any gaps in early years provision.
	Primary	The possible expansion of existing education provision in the local area.
Horam	Primary	Land has been identified at a proposed strategic site within the Regulation 18 Draft Local Plan (subject to planning permission) for a new primary school to serve development in the area.

Area	Age Group	Potential education provision mitigation as a result of the Regulation 18 Draft Local Plan
Tunbridge Wells Fringes	Early years	East Sussex County Council would also work with the local early years market to address any gaps in early years provision.
	Primary	The possible expansion of existing education provision in the local area.
Hankham and Stone Cross	Early years	East Sussex County Council would also work with the local early years market to address any gaps in early years provision.
Special Education Need and Disability (SEND)		The establishment of new and/or the expansion of existing special schools in the District, combined with the establishment of new and/or the expansion of existing specialist facilities in mainstream schools.

7. Costs & Funding Sources.

The costs of construction and delivery have yet to be calculated. Funding will be provided by central government and supported with developer contributions and CIL.

8. Possible Delivery Schedule based on the Regulation 18 Draft Local plan

Yet to be determined.

9. Further work to be undertaken for the Regulation 19 Wealden Local Plan

The forecasting of education provision is dependent on a number of key factors including the birth rate and the level of housing development within an area. Further testing will be required to inform the Regulation 19 Local Plan and accompanying IDP.

Community - Sports, Recreation and Playing Pitch Facilities

1. **Provider**
    - Open space, sports and recreation facilities across the District are provided by a range of private sector, public sector providers, local sports groups, and organisations.
    - Partner organisations have a vested interest in ensuring that existing playing pitches, outdoor sports facilities and ancillary provision are protected and enhanced. Therefore, many of the objectives and actions within this document are likely to be delivered and implemented by a wide range of bodies such as National Governing Bodies of Sport (NGBs), sports organisations, education establishments and parish/town councils.
2. **Evidence Base Documents**
    - Wealden District Council Playing Pitch & Outdoor Sport Strategy and Action Plan (PPOSS) March 2023[75]
    - Wealden District Council Playing Pitch & Outdoor Sport Strategy Assessment Report April 2022[76]
    - Sport England – Active Design – Creating Active Environments through planning and Design.[77]

[75] Wealden District Council (March 2023) Playing Pitch & Outdoor Sport Strategy and Action Plan. Available at: https://www.wealden.gov.uk/UploadedFiles/FINAL-Wealden-PPOSS-Strategy-and-Action-Plan-18.12.23.pdf

[76] Wealden District Council (April 2022) Assessment Report. Available at https://www.wealden.gov.uk/UploadedFiles/16.06.2022-Wealden-District-PPOSS-Full-Assessment-Report.pdf. Last Accessed 23/09/2023

[77] Sport England Active Design – Creating Active Environments through planning and Design. Available at https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2023-05/Document%2016%20-%20Theme%202%20-%20Active%2C%20high-quality%20places%20%26%20spaces%20%28extract%29.pdf?VersionId=IeTa8kIsE.8ePVa2OpG3axC3HlHu6YwC (last Accessed 28/09/2023)

- Wealden District Council – Healthy Wealden – Health and Wellbeing Strategy (2022-2025)[78]

3. Existing provision

Sport England's PPS guidance (2019)[79] uses the following definitions of a playing pitch and playing field. These definitions are set out by the Government in the 2015 'Town and Country Planning (Development Management Procedure) (England) Order'[80].

- Playing pitch – a delineated area which together with any runoff area, is of 0.2ha or more, and is used for association football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, American football, Australian football, Gaelic football, shinty, hurling, polo or cycle polo.
- Playing field – the whole of a site which encompasses at least one playing pitch.

Although the statutory definition of a pitch is one that meets a minimum size of 0.2ha, our evidence base also considers smaller sized pitches that contribute to the supply side, for example, a site containing a mini 5v5 football pitch. The PPOSS[81] counts individual grass pitches (as a delineated area) as the basic unit of supply. The definition of a playing pitch also includes artificial grass pitches (AGPs).

The following are the key outdoor sports in Wealden and as such are included within this position statement:

- Cricket

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[78] Wealden District Council (2022) Healthy Wealden – Health and Wellbeing Strategy. Available at https://www.wealden.gov.uk/health-and-wellbeing-strategy/ Last Accessed 28/09/2023.

[79] Sport England (2019) Planning For Sport Guidance. Available at https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2020-01/planning-for-sport-guidance.pdf?VersionId=V91Twg6jajoe7TpardJDn9h6s9AiSqw0 Last Accessed 28/09/2023.

[80] The Town and Country Planning (Development Management Procedure) (England) Order 2015. Available at https://www.legislation.gov.uk/uksi/2015/595/contents/made Last accessed 28/09/2023

[81] Wealden District Council (March 2023) Playing Pitch & Outdoor Sport Strategy and Action Planhttps://www.wealden.gov.uk/UploadedFiles/FINAL-Wealden-PPOSS-Strategy-and-Action-Plan-18.12.23.pdf

- Football (including 3G pitches)
- Rugby union
- Hockey (artificial grass pitches)
- Bowls
- Tennis
- Netball
- Stoolball

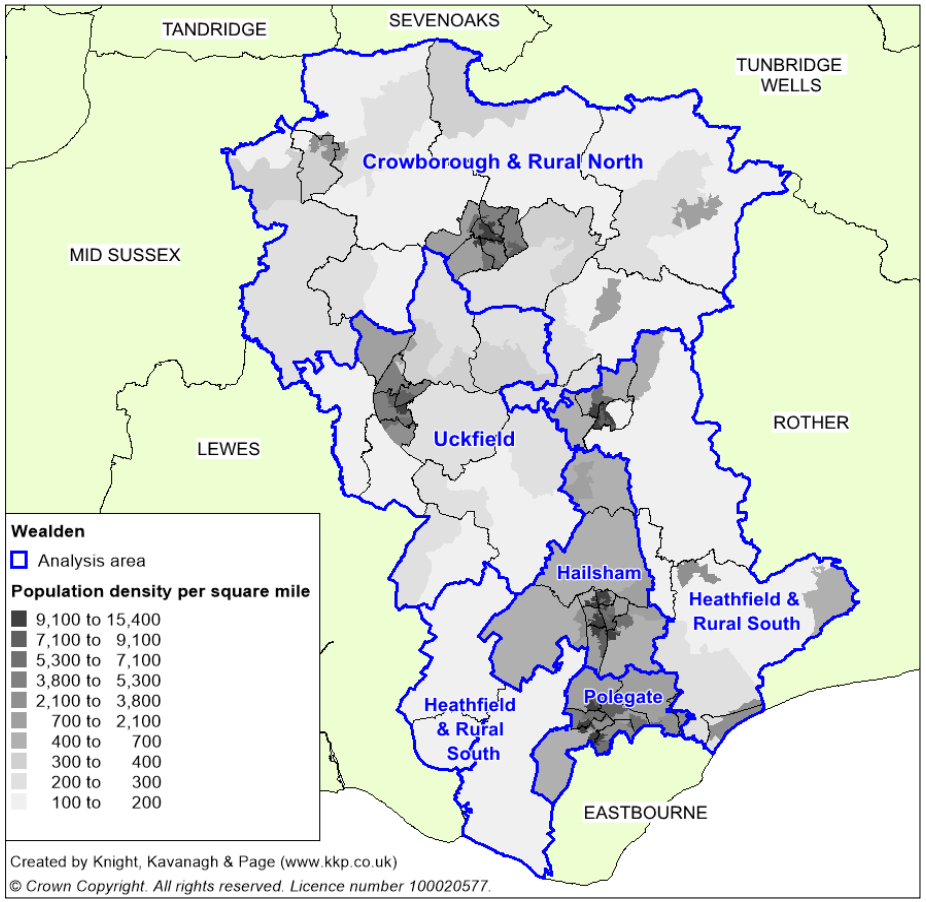
The District is broken down into five analysis areas (Figure 2) and have been created using Lower Super Output Area (LSOA) boundaries. In some instances, these do not align with ward boundaries and therefore there are some joint inclusions of wards as shown in table 11 below.

Table 11 Analysis areas by ward

Analysis area	Wards		
Hailsham	Arlington	Hailsham Central	Hailsham West
	Hailsham East	Hailsham North West	Hellingly
	Hailsham North	Hailsham South	Horam & Punnetts Town
Polegate	Herstmonceux & Pevensey Levels	Stone Cross	Polegate South & Willingdon Watermill
	Lower Willingdon	Polegate Central	
	Upper Willingdon	Polegate North	
Crowborough & Rural North	Crowborough Central	Danehill & Fletching	Horam & Punnetts Town
	Crowborough Jarvis Brook	Forest Row	Maresfield
	Crowborough North	Framfield & Cross-in-Hand	Mayfield & Five Ashes

Analysis area	Wards		
	Crowborough South East	Frant & Wadhurst	Withyham
	Crowborough South West	Hadlow Down & Rotherfield	
	Crowborough St. Johns	Hartfield	
Heathfield & Rural South	Arlington	Herstmonceux & Pevensey Levels	South Downs
	Heathfield South	Horam & Punnetts Town	Heathfield North
	Hellingly	Pevensey Bay	
Uckfield	Arlington	Framfield & Cross-in-Hand	Uckfield New Town
	Buxted	Hadlow Down & Rotherfield	Uckfield North
	Chiddingly, 91 & Waldron	Maresfield	Uckfield Ridgewood & Little Horsted
	Danehill & Fletching	Uckfield East	

Figure 2: Wealden analysis area split[82]



[82] Source: Wealden District Council (March 2023) Playing Pitch & Outdoor Sport Strategy and Action Plan Page 4

For this position statement, we have mainly considered those facilities that are available for community use, although, there are further facilities at education sites that although suitable are not currently available for use by the community at this time.

Football – Grass Pitches

Within Wealden there are 140 grass football pitches of which 110 are available for community use. Not all pitches are suitable for adult games. Table 12 below identifies the breakdown of pitch numbers by analysis area.

Table 12 – Total number of pitches available by type available for community use

Analysis area	**No. of pitches available for community use**					
	Adult	**Youth 11v11**	**Youth 9v9**	**Mini 7v7**	**Mini 5v5**	**Total**
Crowborough & Rural North	15	4	6	14	8	**47**
Hailsham	8	0	4	5	5	**22**
Heathfield & Rural South	6	2	0	4	1	**13**
Polegate	2	0	3	2	2	**9**
Uckfield	9	1	5	2	2	**20**
Total	**40**	**7**	**18**	**27**	**18**	**110**

30 of these pitches are assessed as good quality whilst 29 pitches are deemed as poor quality. The quality of a pitch will determine the number of matches that can be played on it, so the poorer the quality the fewer matches that can be played before it becomes unusable.

Currently there are 236 teams, from 34 clubs comprising of 51 adult teams, 78 youth teams and 107 mini teams. However, a total of 11 clubs express latent demand in that they could field more teams if more pitch capacity was available to them.

Of the 110 pitches available for community use 11 pitches are overplayed resulting in a deterioration of quality and therefore a reduction in the number of matches that can be played on them. Improving the quality of these pitches (i.e., through increased maintenance or improved drainage) will increase capacity at the sites and consequently reduce both current and future shortfalls.

Given the costs of improving pitch quality, alternatives also need to be considered that can offer a more sustainable model for the future of football. The alternative to grass pitches is the use of 3G for competitive matches, which can not only alleviate overplay of grass pitches but can also aid quality improvements through the transfer of play and therefore reduced use. However, from a sustainability perspective, there also needs to be a sufficient level of midweek training taking place on these pitches to justify the initial development costs.

Football 3G Pitches

The current position of 3G Pitches within the district is poor. There is only one full size 3G pitch in Wealden, which is located at Uckfield Leisure Centre/Community College, it is floodlit and available for community use. There are also two smaller sized 3G pitches at Hailsham College and Grovelands Primary School, both of which are not floodlit and not available for community use.

Table 13 – Current provision and requirements of Football 3G pitches by analysis area

Analysis area	Current number of teams	3G requirement[83]	Current number of 3G pitches	Current shortfall
Crowborough & Rural North	85	2.5	0	2.5
Hailsham	44	1.5	0	1.5
Heathfield & Rural South	42	1.5	0	1.5
Polegate	14	0	0	0

[83] Rounded to the nearest 0.25

Analysis area	Current number of teams	3G requirement[83]	Current number of 3G pitches	Current shortfall
Uckfield	51	1.5	1	0.5
Total	**236**	**7**	**1**	**6**

The full size 3G pitch at Uckfield College, is currently FA approved and can therefore host competitive matches, as is the smaller sized pitch at Hailsham Community College.

The pitch at Uckfield College was World Rugby compliant, however its certification has since expired, and the site needs a certification test, so is currently used for football and rugby training only. However, the pitch itself is reported as operating at or near capacity at peak times.

With 236 football teams currently playing in Wealden, there is a calculated shortfall of six full size 3G pitches to meet training needs. When accounting for future demand, this shortfall does not further increase.

When assessing 3G pitch need by analysis area there is a current and future shortfall four of the five analysis areas, with only the Polegate Analysis Area not having any identified shortfall.

Rugby Union Pitches

There is a total of 36 rugby union pitches identified within Wealden across 14 sites. Of these, 30 are available for community use. This figure consists of 20 senior pitches and 10 junior pitches. The 6 pitches that are unavailable for community use are located at education sites. The breakdown of these pitches by analysis area is detailed in Table 14 below.

Analysis area	Number of pitches	% of provision
Crowborough & Rural North	25	70%
Hailsham	3	8%
Heathfield & Rural South	1	3%
Polegate	1	3%
Uckfield	6	16%
Total	**36**	**100%**

Most provision is within the Crowborough & Rural North Analysis area, where a total of 25 pitches are identified (this includes pitches which are unavailable for community use). Both the Heathfield & Rural South and Polegate analysis areas feature only one pitch each, both of which are located at education sites.

Uckfield College lost a senior pitch due to the new build of the school site which opened in September 2020. The school is now in the process of developing a replacement pitch which was scheduled to be seeded in April 2022 before being fit for play by 2024.

Hockey (artificial grass pitches)

There are two hockey clubs in Wealden: Crowborough Hockey Club and Hailsham Hockey Club.

There is a total of five full size hockey suitable artificial grass pitches in Wealden located across as many sites. Of the five existing sites, only the pitches at Beacon Academy and Hailsham Community College are available to the community, with Bede's school, Cumnor House and Mayfield Girls School all not offering community access. There are also two small-sided pitches identified at Heathfield Community College and Skippers Hill Manor Preparatory School. Only the pitch at Heathfield Community College is available for community use.

Bowls

There are 22 bowls clubs and 22 flat green bowls greens in Wealden provided across as many sites, and one disused green at Mayfield Bowls Club. Overall, nine flat greens are assessed as good quality, 11 as standard quality and two as poor quality.

None of the greens in Wealden are currently serviced by floodlighting, however in the case of Wadhurst BC the green is serviced by floodlights that were vandalised and are now in need of replacement.

Cricket

There are 34 cricket clubs identified as playing in Wealden, with 45 natural turf cricket squares identified across 43 sites. Most provision (88%) is available for community use. Five squares (across three sites) are unavailable for community use, these are located at Bedes School, Cumnor House School and Mayfield Girls School.

In terms of the distribution of provision, most is situated in the Crowborough & Rural North Analysis Area which contains 18 natural turf squares or 40% of all cricket provision locally. The Polegate Analysis Area has the least provision with three squares (7%) identified.

Table 15 – Cricket Square supply by analysis area

Analysis area	Number of squares	Provision %
Hailsham & Surrounding Areas	6	14%
Polegate	3	6%
Crowborough & Rural North	18	40%
Heathfield and Heathfield & Rural South	7	15%
Uckfield & Surrounding Areas	11	25%
Total	**45**	**100%**

There is one disused or lapsed site identified in Wealden containing cricket provision. There are also a number of active sites (i.e. they accommodate other pitch sports) that did previously contain cricket provision. The cricket squares at each site are no longer maintained for the benefit of cricket. Theoretically, all of these can be reinstated for competitive play on the basis there is sufficient demand to do so. These are identified at Fairwarp Sports Field and The Village Green, both within the Crowborough and Rural North analysis area.

Locally, nine natural turf squares are accompanied by Non Turf Pitches (NTP). These are located at:

- Alfriston Recreation Ground
- Herstmonceux Recreation Ground
- Lower Horsebridge recreation Ground
- Western recreation Ground
- Pelham Field
- Mayfield Girls School
- Huggett's Lane Recreation ground
- Victoria Pleasure Ground
- Wallsend Road Recreation Ground

The non-technical assessment of community available grass wicket squares found four squares to be good quality, 37 squares to be standard quality and four squares to be poor quality. The four worst pitches were located at Frant Playing Field, Jevington Recreation Ground, Maresfield recreation Ground and Mayfield Girls School.

35 sites are considered to have a theoretical capacity for additional play across the District. However, when reviewing which sites can accommodate demand in the peak period (Saturdays), this number reduces to 12 unique sites. Comparatively, 31 sites are identified as having capacity to accommodate play on Sundays.

From a club perspective, NTPs at four club sites are poor quality. These are located at Maresfield CC, Crowborough CC, Selmeston & Alfriston CC and Forest Row CC. All four are passed their anticipated lifespan and require replacement.

In addition, feedback received from the Cricket clubs highlight vandalism and dog fouling as key issues suffered on a regular basis.

Tennis

There are 13 tennis clubs located in Wealden provided for by 99 outdoor tennis courts across 26 sites. Most courts are available for community use (64) and offer opportunities for both recreational and competitive tennis. The courts which are unavailable for community use are located at the following sites: Beacon Academy, Bede's school, Heathfield Community College, Mayfield Girls School, Greenfields School, Hailsham Community College, Uplands Community College Centre and Ashdown Park Hotel and Country Club. In total, 35 courts are identified as being unavailable for community use.

Community use refers to courts in public, voluntary, private, or commercial ownership or management recorded as being available for hire by individuals, teams or clubs. This also includes availability for social use or pay and play. Whilst some sites are listed as being available for community use, it is noted that in some instances, club memberships are needed to access facilities and therefore for the recreational player, these sites are not available for use. Wealden has no dedicated indoor tennis court facilities.

Netball

There are 18 outdoor netball courts located across five sites in Wealden. All the courts are available for community use except for six provided at Mayfield Girls School. 17 courts are located at education sites, and one is located outside of this setting at Goldsmiths Recreation Ground. Of the 18 available courts, 14 are good quality, which equates to 78% of all provision. No courts are poor quality.

Two clubs are identified as playing in Wealden; Crowborough Netball Club which has 30 juniors and 20 seniors and Heathfield Panthers with 50 juniors and 30 seniors. Heathfield Panthers has three competitive teams and play in the adult Eastbourne League, whereas Crowborough Netball Club operate for social sessions and run non-competitively.

Stoolball

There are 19 Stoolball sites across the District servicing 22 clubs and 27 teams. There are no dedicated stoolball pitches as the required playing provision for Stoolball is merely an open field.

4. Planned provision for all sports.

Throughout the District there are a number of planned schemes that may contribute to the shortfalls identified within the PPOSS Action Plan. For the majority of these schemes, they are still subject to a level of planning but have been provided as part of an existing S106 Legal Agreement or included within a submitted but as yet undetermined planning application.

Table 16 below identifies the location, the playing pitch type or contribution to be provided, the current status and the next stage in the development process.

Table 16 – Planned sports and playing pitch provision.

Reference Number	Location	Facilities to be provided	Current status of project	Next Stage of the project
WD/2023/1171/MRM	LAND WEST OF STATION ROAD, HAILSHAM	Football Grass Pitch - Adult 11v11 Grass Pitch - Mini 7x7 Changing Facilities Onsite Car Parking	Application is awaiting Officer recommendation to Committee	Committee to review and approve or refuse application. In the event of approval it is planned that the pitches will be completed by 2026
WD/2021/0174/MEA	MORNINGS MILL FARM, EASTBOURNE ROAD, LOWER WILLINGDON, BN20 9NY	4.6ha Sports pitches Pavillion	Outline permission granted at appeal. S106 agreement signed including sports pitch provision	Pre-application discussions for reserved matters application(s) underway. .
WD/2023/2100/DC	LAND AT KNIGHTS FARM EAST, LOWER HORSEBRIDGE, HAILSHAM	2 x Full size 3G pitches 2 x MUGA 1 x Padel Tennis Court Skate Park	Application received complete on 29/08/2023 Decision due January 2024 subject to any EOT required	Application recommended for approval at Planning Committee South on 25/01/2024. If approved, delivery expected by end of 2025.

Reference Number	Location	Facilities to be provided	Current status of project	Next Stage of the project
		Sports Pavilion Onsite Car and Coach Parking		
Multiple Applications for three Phases	BRODRICKLANDS & HAMLANDS FARM, WILLINGDON	Football Grass Pitch - Adult 11v11 Grass Pitch - Mini 7x7 Sports Pavillion Onsite Car parking	Development has commenced. All pitches have been planted and are entering their growth period	Due to be completed and available for play summer 2024.
WD/2022/0294/MAO	LAND AT PARK FARM EAST, NEW ROAD, HELLINGLY	Football 2 x Junior pitches (90m x 46m)	Outline consent granted December 2023.	Reserved matters application awaited.
WD/2022/1333/F	BEACON COMMUNITY COLLEGE, NORTH BEECHES ROAD, CROWBOROUGH, TN6 2AS	Sports Lighting to support existing all weather sports pitch	Permission Granted 20/09/2022 Funding agreed by WDC	
No Ref	Beacon Academy	AGP Hockey Pitch	Funding agreed by WDC	College working up delivery plan
No Ref	Crowborough Swimming Pool	Swimming Pool refurbishment	Project paused by WDC due to cost	To be reviewed as part of forthcoming leisure services review

Cricket

There are no planned projects for non turf or turf pitches within the District.

5. Key Issues identified.

Football – Grass Pitches

- Pitch capacity, quality and overplay.
- Quality of Ancillary facilities
- Access to pitches not available for community use
- Security of Tenure
- Current unmet demand and future demand

Football – 3G Pitches

- Shortfall of 6 x 3G pitches in the district
- Pitch capacity, quality and overplay.
- Quality of Ancillary facilities

Rugby Union

- Four sites and seven pitches in Wealden are identified as being overplayed. These are at Crowborough RFC, Hardy Roberts Playing Fields, Uckfield RFC, and Waldron Recreation Ground..
- In the case of Crowborough RUFC, the floodlit second pitch is overplayed as it services all of its teams training as a level of match demand. This is the same case at Hardy Roberts Playing Field, two of the pitches on site are overplayed due to several training sessions in addition to frequent match usage on weekends.
- Uckfield Rugby Club has overplay on two of its pitches, which is caused by the clubs entire junior and mini section utilising them for match play.

- The Waldron Recreation Ground pitches are overplayed which is largely caused by the poor pitch quality deeming the site fit for a rather limited usage.
- Quality of Ancillary facilities at all five clubs

Overall, based on the supply vs demand analysis which has been undertaken it is evident that there is insufficient supply of provision in Wealden to accommodate for both current and anticipated future levels of demand. The main issues are centred around pressures on midweek training opportunities as well as concentrated match play on poor quality pitches.

Hockey

- Security of Tenure for both Crowborough Hockey Club and Hailsham Hockey Club.
- Quality of pitches at Beacon Academy and Hailsham Community College are both classed as poor and nearing the end of their lives.
- Floodlighting required at Beacon Academy to extend the pitch availability time to accommodate additional fixtures.

Overall, there is sufficient supply of hockey suitable pitches in Wealden to accommodate current levels of peak time demand, however, both available pitches are poor quality and likely to fall out of use for competitive play in coming years.

However, moving forward anticipated future demand creates a theoretical shortfall of provision which cannot be mitigated for by pitch improvements and floodlighting alone.

Cricket

- Replacement Non Turf Pitches required at Maresfield CC, Crowborough CC, Selmeston & Alciston CC, and Forest Row CC.
- Upgrade to ancillary provision for Eridge CC, Hadlow Down Playing Field, Wallsend Road Recreation Ground (Pevensey CC), Upper Dicker Recreation Ground, Groombridge CC and Temple Grove Cricket Ground.
- New cricket pavilions that meet the latest ECB technical guidance standards required Eridege and Groombridge CC and Temple Grove Cricket Ground

- Asbestos in the pavilion at Wallsend Road Recreation Ground (Pevensey CC)

Bowls

There are no strategic plans for bowls across the district however Groombridge BC has expressed an intention to develop its current clubhouse with improvements such as re-roofing the building and replacing wearing equipment, but nothing is confirmed to date.

Netball

- Reliance on the Education sector to provide courts.
- England Netball identify unmet demand to accommodate its recreational and participation programmes.

Stoolball

No identified issues

6. Proposed Mitigation for the key issues as identified.

The Playing Pitch & Outdoor Sport Strategy and Action Plan (PPOSS)[84] provides an action plan (Part 6 of the report) that seeks to address the key issues identified in the preceding WDC Playing Pitch & Outdoor Sport Strategy Assessment Report[85]. It provides recommendations based on current levels of usage, quality, and future demand, as well as the potential of each site for enhancement. It is organised by analysis area and includes information pertaining to each of the sports identified in section 4 of this draft Regulation 18 IDP.

https://www.wealden.gov.uk/UploadedFiles/FINAL-Wealden-PPOSS-Strategy-and-Action-Plan-18.12.23.pdf

[85] Wealden District Council (April 2022) Assessment Report. Available at https://www.wealden.gov.uk/UploadedFiles/16.06.2022-Wealden-District-PPOSS-Full-Assessment-Report.pdf. Last Accessed 23/09/2023

The identification of sites and their projects are based on their strategic importance in a District-wide context i.e., they accommodate most of the demand, or the recommended action has the greatest impact on addressing shortfalls identified either on a sport-by-sport basis or across the Council area as a whole.

Of all the projects identified there are 18 High Priority schemes that have been prioritised based on the impact that the site will have on addressing the key issues identified in the PPOSS assessment.

These key projects include:

Site	Sport	Current Status	Recommended Actions
Beacon Academy 2A East Beeches Road Crowborough TN6 2AS Beacon Academy (Continued)	Hockey	One poor quality full sized, partially sports lit, sand filled AGP that was initially installed in 1999 and yet to be resurfaced. Site is accessed by Crowborough HC for training and matchday purposes who stated the site is very near condemnation and in need of a new surface, a viewpoint that is shared by the school. England Hockey confirms that as of 2023 the School is working towards a planning application for sports lighting for the site and a new surface carpet.	The site should be prioritised for the installation of a new AGP surface as to replace the existing surface that has long since passed its lifespan. Any planning application supporting the full installation of modern sports lighting should be supported to enable a higher capacity of pitch use to be generated. This will support one of the larger clubs in Sussex to better meet its demand levels on the site.
Hardy Roberts Playing Field Cross in Hand Road Heathfield TN21 0QZ	Rugby	Three standard quality senior pitches accessed by Heathfield and Waldron RFC. One of the three pitches are accompanied by floodlights that were converted to LED as of 2022. Club stress intentions to develop a dedicated additional floodlit training space on site, as to reduce the 4.25 MES of overplay identified. Site has recently had planning permission	Improve pitch quality through enhanced maintenance regime as to support community demand. Having received approval from Wealden District Council, follow through the proposed plans to re-develop its ancillary provision. Explore the means of installing an additional floodlit grass training area as to reduce overplay of 4.25 MES.

Site	Sport	Current Status	Recommended Actions
		from Wealden District Council approved for a £350,000 development of its on-site clubhouse that shall see the installation of new changing rooms and general improvements.	
Lime Kiln Playing Field Palesgate Lane Crowborough TN6 3HF Lime Kiln Playing Field (Continued)	Football	Site has two adult, one youth 11v11, two 7v7 and one 5v5 pitch, all of which are of a good quality, accompanied by good quality ancillary provision and accessed by Jarvis Brook FC and has no actual spare capacity. Site has been outlined in the LFFP for targeted pitch improvements. The regional feeder league Club state through consultations that if promoted it would seek the possibility of ground sharing with AFC Uckfield.	Protect existing provision If feasible, follow through the work outlined in the LFFP for site to receive pitch improvements. If mens first team are to be relocated to AFC Uckfield following the Clubs promotion into the National League System, utilise the spare capacity that shall become available.
Uplands Community College Lower High Street Wadurst TN5 6AZ	Football	One adult and two 7v7 pitches, all of which are of a standard quality and open to community use. Site has been identified in the LFFP for the potential development of a 3G pitch, something that has been financially supported by Wadhurst FC, Wadhurst JFC, Rotherfield JFC, Ticehurst FC and Luca FC. Proposed 3G development would be located on the right side of the site where a current 7v7 pitch is marked and would go 5m into the next field into land the school also owns.	Improve pitch quality through enhanced maintenance regime as to better service curricular and community demand. If feasible oversee the installation of a full sized floodlit 3G pitch as identified in the LFFP. If development is able to go ahead, relocate the standalone NTP that shall be lost in the 3G development.
Uplands Community College	Cricket	One standalone NTP with no community use. Provision is located on the land where the proposed 3G development is set to be installed.	If proposed 3G development is to go ahead, relocate the standalone NTP within the site as to accommodate for its loss.

Site	Sport	Current Status	Recommended Actions
Wolfe Recreation Ground Blackness Road Crowborough TN6 2NA	Football	One youth 11v11, one 9v9, two 7v7 and four 5v5 pitches, all of which are of a standard quality. Site is accessed by Crowborough Athletic FC and is outlined in the LFFP for pitch improvements. Ancillary provision is the former home of Crowborough Hockey Club who were forced to relocate due to water and electricity damage causing the building to be condemned. The Club states it desires to return to this site where it has been located there for 50 years.	Improve pitch quality through enhanced maintenance regime as to better service community demand. If feasible undertake pitch improvements of the existing provision as to improve pitch quality. Resolve issues that are preventing Crowborough Hockey Club from accessing the onsite ancillary provision. Following this, open access back to Crowborough Hockey Club as to better service the Clubs social offering.
Crowborough Tennis & Squash Club Church Road Crowborough TN6 1BN	Tennis	Nine good quality community use macadam courts, seven of which are floodlit. A key tennis site for Wealden with good quality ancillary provision, Crowborough Tennis and Squash Club are operating within the LTA recommended capacity guidelines. Club has ambitions to build two Padel courts on its site in 2023.	Protect existing provision Maximise use of site Support the development of Padel tennis on site to enable the Club to be one of the limited number of clubs within Sussex to have such provision.
Tunbridge Wells RFC St Marks Recreation Ground Tunbridge Wells TN2 5LS	Rugby Union	Four good quality senior pitches with an additional floodlit grass training area and good quality ancillary provision. Club have ambitions to develop a World Rugby 22 compliance 3G on site, which	Sustain current maintenance for the pitches as to ensure quality does not deteriorate. If feasible see through the development of a World Rugby 22 compliance 3G as to provide the Club with an improved training facility.

Site	Sport	Current Status	Recommended Actions
New Site Location		would be at the loss of the floodlit training area. Club also wish to extend the second story of its clubhouse to mirror the amount of floor space currently given to the ground floor	If feasible, oversee the development of the second floor of the clubhouse as to extend the function room
Hailsham Community College Battle Road Hailsham BN27 1DT	Football 3G	One 70m x 30m, non-floodlit 3G that is not open to community use. Provision is of a good quality, having been installed in 2021, and is FA approved for match play. Site is accompanied by four good quality changing rooms. Site has an issue with a curfew of 19:00 being in place for the floodlights.	Explore all possibilities of extending the current curfew as to improve the community use offering at the site. Financially prepare for a sinking fund to replace existing provision once it has passed its lifespan.
Hailsham Community College Battle Road Hailsham BN27 1DT Hailsham Community College (Continued)	Hockey AGP	One full sized floodlit poor quality AGP that was installed in 2001 and is yet to have its surface replaced. Site is accessed by Hailsham Hockey Club and is very near being deemed unfit for play. Site has four good quality changing rooms. The fence on the East side of the provision nearest to the new car park is in need of raising following reports of hockey balls damaging car's accessing the new car park.	Protect existing provision Given the age of provision, explore the possibility of replacing the existing surface that is very near condemnation. Raise the height of the current fence on the East side of the site as to prevent hockey balls from damaging cars. Following the advised replacement of provision, financially prepare for a sinking fund to replace

Site	Sport	Current Status	Recommended Actions
			existing provision once it has once again passed its lifespan.
Horam Recreation Ground Little London Road Horam TN21 0BN	Football	One adult, one 9v9, two 7v7 and one 5v5 pitch all of which are of a standard quality, other than the two 7v7's that are assessed as poor. Site is accompanied by good quality ancillary provision. The LFFP has outlined this site for potential pitch improvements as to better service Heathfield and Horam FC	If feasible, follow through the work outlined in the LFFP for site to receive pitch improvements.
Lower Horsebridge Recreation Ground Lower Horsebridge Hellingly Hailsham BN27 4DJ	Rugby Union	One senior and one junior pitch, both of which are of a standard quality. Provision is accessed by Hellingly RFC and has a total spare capacity of 3 MES. The senior pitch is serviced by poor quality floodlights in need of upgrading. Club has ambitions to upgrade the on-site ancillary provision to gain two additional RFU spec changing rooms and a referee's changing space.	Improve pitch quality through enhanced maintenance regime as to better service curricular demand. Explore the possibility of replacing the poor-quality floodlights accompanying the main pitch. Explore the possibility of improving the ancillary provision offering at the site as to increase the number of changing rooms and a referee changing space.
Maurice Thornton Playing Field Orion Close	Football	Three adult, one 9v9, two 7v7 and two 5v5 pitches, all of which are of a poor quality and accessed by Hailsham United Juniors FC.	If feasible, follow through the work outlined in the LFFP for site to receive pitch improvements.

Site	Sport	Current Status	Recommended Actions
Hailsham BN27 2JY		Pitches are serviced by poor quality ancillary provision with poor quality changing rooms and no hot water or working cooker. Site has been prioritised in the LFFP for both pitch improvements and ancillary provision improvements, both of which should be prioritised.	If feasible, follow through the work outlined in the LFFP for site to receive ancillary provision improvements.
Lime Park Gardner Street Herstmonceux BN27 1RB	Football	One poor quality adult pitch that is accessed by Herstmonceux FC. Site has no formal accompanying ancillary provision.	Improve pitch quality through enhanced maintenance regime as to better service community demand.
Maresfield Recreation Ground High Street Maresfield TN22 2EH	Lawn Bowls	One standard quality square that is accessed by Maresfield BC who are currently operating below the BCGBA recommended capacity guidelines. The club report issues related to parking, with only six spaces available on site.	Improve green quality through enhanced maintenance regime as to better service community demand. Look to support the Club with membership figures as to reduce the risk of the Club folding. If feasible look to source increased parking provision for the site.
The Oaks Eastbourne Road Uckfield	Football	One good quality adult pitch and good quality ancillary provision that is accessed by AFC Uckfield Town.	Sustain current maintenance of the pitch as to preserve quality of provision for as long as possible.

Site	Sport	Current Status	Recommended Actions
TN22 5QL		Site is potentially outlined for ground sharing with Jarvis Brook FC if the Club are to be promoted into step 6.	If feasible and the promotion of Jarvis Brook FC is to take place, begin conversations regarding the possible relocation of the Club to this site.
Uckfield College 6 Lime Close Uckfield TN22 3DJ	Football/Rugby 3G	One full size, floodlit, FA accredited 3G pitch that was installed in 2014. The site was installed with a rugby compliant shock pad, making it suitable for training purposes of Uckfield Rugby Club who are a partner for the site. Consultation with Uckfield Ruby Club raise issues with the rugby markings needing re-painting.	Ensure FA and World Rugby accreditations for use are retained. Re-paint existing rugby markings as to improve quality of offering at the site. Establish an improved programme of use for Uckfield RFC. Including match play offers for teams at mini age groups. Financially prepare for a sinking fund to be in place as to ensure the long term sustainability of the site.
Uckfield College 6 Lime Close Uckfield TN22 3DJ	Rugby Union	School is in the process of reinstalling a replacement for its junior pitch, following a re-build of the site. Provision is expected to be fi for play as of 2024.	Continue work taking place to install a new rugby pitch on site.
Uckfield Rugby Club Hempstead Playing Fields Nevill Road Uckfield TN22 1LX	Rugby Union	Three standard quality senior pitches, with floodlights installed on a strip in between two of the three pitches. Club have plans to install a disabled toilet and lift as well as increasing the size of its functio room.	Improve pitch quality through enhanced maintenance regime as to better service community demand. Look to support the clubs' ambitions to enhance its clubhouse and better cater for disabled members of the public. If feasible, look to redistribute pitch and training allocation as to reduce overplay

Site	Sport	Current Status	Recommended Actions
		One of the pitches has spare capacity of 0.5 MES whilst two of the pitches are overplayed by a total of 1.5 MES.	Need for increased floodlighting at site if issues at Uckfield College 3G are not rectified forcing the Club to train site, something that shall also worsen overplay.
West Park (Uckfield) 34 Streatfield Road Uckfield TN22 2BQ West Park (Uckfield) (Continued)	Football	Two 9v9 pitches, both of which are of a poor quality and serviced by poor quality ancillary provision. Site is accessed by Uckfield Grasshopper Juniors FC and is overplayed by a total of 6 MES. Club express ambitions to rotate the pitch nearest to the clubhouse by 90 degrees to create one youth 11v11 pitch. Pitches have been outlined in the LFFP for both targeted pitch improvements and renovations of existing ancillary provision. Consultation with the Club expressed ambitions to increase the size of the kitchen and social space at the loss of some of the four changing rooms that are not currently used.	Follow through with the work undertaken in the LFFP to see pitch improvements take place on site as better service community demand and alleviate overplay. Follow through the work undertaken in the LFFP to renovate the on-site clubhouse. If feasible consider changing the current pitch layout as to enable a youth 11v11 pitch to be present on site. If feasible look to grant the Club a form of long term tenure for the site, as to enable developments to take place.

7. Costs & Funding Sources.

Funding for new sports and recreation provision will come from several sources. These might include some or all the following sources alone or in combination:

- Community Infrastructure Levy (CIL) at both District Council and Parish Council level.
- S106 Developer Contributions from major development[86]
- Sport England – Small Grants Programme
- Sport England – Active Together (Match Funding)
- Specific Sports Governing Bodies
- Other appropriate grant funding organisations focusing on sports provision.

Where development is required to provide or contribute towards the improvement of existing or provision of new playing pitch provision, the levels of contribution will be calculated using Sports England Playing Pitch Calculator.

8. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

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

Through the Wealden Local Plan, the Council will work with developers, town and parish councils, sports and leisure clubs as appropriate, to provide additional sports and recreation provision, in line with the requirements outlined in the Playing Pitch & Outdoor Sport Strategy & Action Plan (March 2023), this Regulation 18 IDP and the Regulation 18 Draft Schedules in Part 3, to ensure provision to support the growth proposed in the Wealden Local Plan.

The Council will support the retention and improvement of existing Sports and Recreation facilities across the District, to serve the existing and expanding communities.

[86] Definition of major development can be found in the Town and Country Planning (Development Management Procedure) (England) Order 2010 available at https://www.legislation.gov.uk/uksi/2010/2184/article/2/made.

Community – Open and Recreational Space

1. Provider

- Wealden District Council
- Parish & Town Councils

2. Evidence Base Documents

- Wealden District Council – Open Space Report (OSR) April 2022[87]
- Wealden District Council – Parish Area Summary (PAS) September 2022[88]
- Wealden Open Space Study (2017)

3. Existing Provision

Open and recreational space can be divided into various categories. Table 18 below sets out the typologies that will be discussed in this position statement.

Table 18 Open space typology definitions

Typology	Primary purpose
Parks and gardens	Urban parks, country parks and formal gardens, open to the general public. Accessible, high quality opportunities for informal recreation and community events.

[87] Wealden District Council (2022) – Open Space Report April 2022. Available at https://www.wealden.gov.uk/UploadedFiles/Wealden-Open-Space-Report-26.05.22.pdf.
[88] Wealden District Council (2022) Parish Area Summary September 2022. Available at https://www.wealden.gov.uk/UploadedFiles/Final-Wealden-Parish-Areas-Summary.pdf

Typology	Primary purpose
Natural and semi-natural greenspaces	Woodlands, scrubland, orchards, grasslands (e.g. meadows and non-amenity grassland), wetlands and river corridors, nature reserves and brownfield land. Supports wildlife conservation, biodiversity and environmental education and awareness.
Amenity greenspace	Opportunities for informal activities close to home or work or enhancement of the appearance of residential or other areas.
Provision for children and young people	Areas designed primarily for play and social interaction involving children and young people.
Allotments	Opportunities to grow own produce. Added benefits include the long term promotion of sustainable living, health and social inclusion.
Cemeteries, churchyards and other burial grounds	Provides burial space but is considered to provide a place of quiet contemplation and is often linked to the promotion of wildlife conservation and biodiversity.

Within Wealden there are a total of 372 sites equating to approximately 1,965 hectares of open space. The largest contributor to provision is natural/semi-natural greenspace (1,728 hectares); accounting for 88% of provision**.** This is broken down as shown in Table 19 below**.**

Table 19 – Summary of open space provision in Wealden

Open space typology	Wealden (Exc. SDNP) Number of Sites	Wealden (exc SDNP) Total amount (hectares)	Wealden (Inc. SDNP) Number of Sites	Wealden (inc SDNP) Total amount (hectares)
Allotments	17	15	18	16
Amenity Greenspace	89	89	93	93
Cemeteries	70	40	79	43
Natural & semi-natural green space	47	1728	55	3099
Parks and gardens	23	85	24	87
Provision for children and young people	126	8	129	8
TOTAL	372	1965	398	3346

Parks and gardens

The district has 23 parks and gardens which gives a current provision level of 0.53 hectares per 1,000 head of population when the South Downs National Park (SDNP) is excluded. Fields In Trust (FIT) suggests 0.80 hectares per 1,000 population as a guideline quantity standard. Table 4.1 shows that overall, the district is below this. However, given the rural nature of the district, this is not unexpected.

It is important to note that several open space sites across Wealden will help to serve a similar function to parks provision but are primarily classified as a natural/semi-natural greenspace or amenity greenspace. For example, Crowborough Country Park, Walshes Park and Horsted Park have similar features and functions to a park however they are given a primary classification as a natural/semi-natural greenspace.

The quality and value of each park and garden is detailed in the OSR. Horam Recreation Ground is identified as the highest scoring for quality**.**

In terms of value all park and garden sites are rated above the value threshold reflecting the high social, health and ecological benefits such sites provide.

Natural and semi natural greenspace.

There are 47 natural and semi-natural greenspace sites covering over 1,727 hectares. A further eight sites are within the SDNP (providing a combined total of 3,099 hectares)

FIT suggests a standard of 1.80 hectares per 1,000 population. Using the 47 sites in Wealden (omitting SDNP sites) there is 10.91 hectares per 1,000 population. Whilst quantity appears sufficient it is also important to consider accessibility**.**

There is a good distribution of natural and semi-natural sites across the area. However, a potential gap is highlighted to the settlement of Wadhurst. Other forms of provision in the area may help to serve the catchment gap.

Of the natural and semi-natural sites assessed, a total of 47% rate above the threshold set for quality. There are 29 sites that rate below the quality threshold. Often this is due to sites lacking ancillary features**.**

Nearly all sites rate above the threshold for value demonstrating the added benefit natural and semi-natural greenspaces can provide especially in terms of contributing to flora and fauna. Often entrances, paths and ancillary features are elements which can be improved to help enhance a sites quality and value.

Amenity Greenspace

Amenity greenspace is defined as sites offering opportunities for informal activities close to home or work or enhancement of the appearance of residential and other areas. It includes informal recreation spaces, wooded areas and other incidental space**.**

There are 89 amenity greenspace sites in Wealden equating to over 89 hectares of provision. Sites are most often found within areas of housing and function as informal recreation space or along highways providing a visual amenity. A number of recreation grounds and playing fields are also classified as amenity greenspace.

Fields In Trust suggests 0.60 hectares per 1,000 population as a guideline quantity standard. Table 6.1 shows that overall, Wealden with 0.56 hectares per 1,000 population is slightly below this. However, given the rural nature of the area this is not unexpected but should be viewed along with accessibility.

There is a good distribution of amenity sites across the area. However, a potential gap is highlighted to the settlement of Heathfield. Other forms of provision may help serve this catchment gap.

Over half (54%) of amenity greenspace sites in Wealden rate above the threshold for quality. Sites scoring below the threshold are observed as being fairly basic, small pockets of green space. In addition to its multifunctional role, amenity greenspace makes a valuable contribution to visual aesthetics for communities – hence most sites (89%) rate above the value threshold.

Provision for children and young people.

Provision for children and young people includes areas designated primarily for play and social interaction such as equipped play areas, ball courts, skateboard areas and teenage shelters. Provision for children is deemed to be sites consisting of formal equipped play facilities typically associated with play areas. This is usually perceived to be for children under 12 years of age. Provision for young people can include equipped sites that provide more robust equipment catering to older age ranges incorporating facilities such as skate parks, BMX tracks, basketball courts, youth shelters and MUGAs.

There are 126 play sites in Wealden: a total of nearly eight hectares (7.90 hectares).

Fields In Trust suggests 0.25 hectares per 1,000 population as a guideline quantity standard. Table 4.1 shows that overall Wealden, with 0.05, is below this. However, given the rural nature of the area this is not unexpected. More important is access and quality of provision.

Most play sites (63%) rate above the threshold for quality. Lower quality scoring sites tends to reflect a lack in range of equipment and/or its general condition. Nearly all play provision rates above the threshold for value; reflecting the social, healthy, and developmental benefits provision can provide.

Allotments

The allotments typology provides opportunities for people who wish to grow their own produce as part of the long-term promotion of sustainability, access to healthy local food, physical activity and social interaction. There are 17 sites classified as allotments in Wealden, equating to over 15 hectares. No site size threshold has been applied to allotments and as such all provision is identified and included within the audit. Most analysis areas do not contain allotments provision.

Most allotments (61%) rate above the threshold for quality. Lower quality scoring sites tends to reflect hidden or restricted entrances and approaches. All allotments are assessed as high value reflecting the associated social inclusion and health benefits, their amenity value and the sense of place offered by provision.

Cemeteries and churchyards

There are 70 sites classified as cemeteries/churchyards, equating to over 40 hectares of provision in Wealden, with the largest contributor to provision being Hailsham Cemetery at 3.7ha

2. Planned Provision

Where planning permission has been granted for major residential development (10+ residential units) the conditions may include the application of a S106 Legal Agreement. These agreements may include the provision of equipped and unequipped children's playspace, youth and adult facilities and other open and recreational space. Full details of all the sites that will deliver or fund open space can be found in the Council's Infrastructure Funding Statement[89]..

Work that is due to come forward in the short term includes the upgrading of facilities at the Maurice Thornton Playing Fields and the completion of works at Horam Playing Fields

3. Key Issues Identified

Parks and Gardens

The OSR identifies gaps in provision throughout the district but particularly in the settlements of Polegate, Heathfield and Forest Row. Overall, nearly all Parishes have a current shortfall in at least one form of open space.

16 out of the 23 park and garden sites that rate below the quality threshold. The lowest scoring including:

- Goldsmiths boating pond and miniature railway.
- Herstmonceux Recreation ground

[89] Wealden Infrastructure Funding Statement 2022 – 2023 https://www.wealden.gov.uk/UploadedFiles/IFS-2022-2023-FINAL-Appendix-A.pdf

- Brunel Drive
- Maurice Thornton Playing Fields

Natural and semi natural greenspace.

29 sites rate below the quality threshold, often due to sites lacking ancillary features**.**

Wadhurst is identified as having a deficit in natural and semi-natural greenspace.

Amenity Greenspace

Heathfield is identified as having a deficit of amenity greenspace.

46% of amenity greenspace within Wealden is considered as “fairly basic” and would benefit from enhancement.

Provision for children and young people

Potential catchment gaps in play provision for young ages are noted to the settlements of Polegate, Forest Row, Heathfield and Crowborough. In some instances, gaps can be addressed by exploring an option to provide new play provision. In other instances, gaps could look to be addressed by expanding the range/amount of provision at existing play site.

Allotments

National Society of Allotment and Leisure Gardeners suggests 0.25 hectares per 1,000 population as a guideline quantity standard. Wealden, with 0.10 hectares per 1,000 population, is below this. Potential gaps in allotments provision are noted to settlements of Crowborough, Polegate and Heathfield.

Cemeteries and churchyards

No issues regarding cemeteries and churchyards have been identified within the OSR however further work will be undertaken as part of the Regulation 19 process with the commissioning of a Burial Needs Assessment, updating work done for the withdrawn Wealden Local Plan (2019) and since the delivery of the Wealden Crematorium**.**

Other identified Issues

Accessibility - Accessibility catchments are a tool to identify communities currently not served by existing facilities. It is recognised that factors underpinning catchment areas vary from person to person, day to day and hour to hour. For the purposes of the local plan process the concept of 'effective catchments' are used, defined as the distance that would be travelled by most users. The accessibility catchments do not consider if a distance is on an incline or decline. They are intended to act as an initial form of analysis to help identify potential gaps. Section 7 of this position statement will recommend the accessibility catchments that should be used when analysing provision of all open and recreational space for the purposes of new development**.**

4. Proposed mitigation for the key issues identified.

Key Recommendations

Quantity levels should be utilised to indicate the potential lack of provision in any given area. However, this should be done in conjunction with the accessibility and quality of provision in the area also.

Prioritise as opportunities for enhancement the sites identified within the OSR as helping or with the potential to help serve areas identified as having gaps in accessibility. The highlighted sites may potentially help or serve identified gaps in accessibility catchments of provision. The Council should therefore seek to adapt/enhance these sites to provide a stronger secondary role, to help further strengthen their role in meeting the identified gaps. Details of these sites can be found at Table 12.1 Summary of sites potentially helping to serve accessibility / catchment gaps within the OSR (page 98).

Prioritise as opportunities for enhancement the low quality/value sites identified within the OSR including those helping to serve potential gaps in accessibility catchments. Details of these sites can be found at Table 12.2 Summary of low quality/value sites helping to serve catchment gaps within the OSR (page 99).

Recognise low quality and value sites and how they may be able to meet other needs. There are 134 sites of low quality and/or value, which do not currently appear to serve any highlighted gaps in catchment mapping. The sites are set out in the supporting Excel database. Further exploration into these sites should be undertaken to establish whether there are any specific potential priorities for improvement.

5. Accessibility

Recommended Accessibility Catchment by Open and Recreational space provision

Open space type	Mode	Distance guidelines
Parks and gardens	Walk	15 minutes (1,500m)
	Drive	15 minutes for sites over 5 ha
Amenity Greenspace	Walk	10 minutes (1,000m)
Natural and Semi-natural greenspace	Walk	20 minutes (2,000m)
	Drive	20 minutes for sites over 20 ha
Allotment	Walk	15 minutes (1,500,)

Regarding provision for children and young people the recommended catchment times vary depending on the type of provision. The table below outlines these different types**.**

Type of provision for children and young people	Mode	Distance Guidelines
Local area of Play (LAP)	Walk	1 minute (100m)
Local Equipped Area of Play (LEAP)	Walk	5 minutes (400m)
Neighbourhood Equipped Area of Play (NEAP)	Walk	12.5 minutes (1,000m)
Other provision e.g. MUGA, Skate park	Walk	9 minutes (720m)
Skate Parks and pump tracks	Drive	12 minutes

Detailed reasoning for these recommendations can be found in the OSR[90]

Quantity levels as shown in the table below should be utilised to indicate the potential lack of provision in any given area. However, this should be done in conjunction with the accessibility and quality of provision in the area also. The recommended quantity standards should also generally be used to determine the open space requirements as part of new housing developments. In the first instance, all types of provision should look to be provided as part of new housing developments and accessibility considered accordingly.

Recommended Quantity Standards by Open Space and Recreational Provision

Typology	**Quantity Standards (hectares per 1000 population)**
Parks and gardens	0.53 ha
Amenity greenspace	0.56 ha
Natural and semi-natural greenspace	1.91 ha
Multifunctional Greenspace	**3.00 ha**
Provision for children and young people	0.25 ha
Allotment	0.25 ha

This means new developments would need to provide a combined 3.50 hectares per 1,000 population. An equivalent to 35.0 square metres per person.

[90] Wealden District Council (2022) – Open Space Report April 2022. Available at https://www.wealden.gov.uk/UploadedFiles/Wealden-Open-Space-Report-26.05.22.pdf.

35.0 square metres per person is an increase over previous open space recommendation (SPG 2003) however this brings Wealden District in line with neighbouring authorities as well as the Fields in Trust guidelines.

Developer Contributions - The basic principle is that a development should provide for the recreational needs that they generate. All new developments should therefore contribute to adequate open space provision to be provided alongside other requirements such as playing pitches for example.

The requirements for on-site or off-site provision and / or contributions will vary according to the type of open space to be provided. Collecting contributions from developers can be undertaken through the following two processes, Community Infrastructure levy (CIL) and Planning Obligations (S106).

Chapter 13 of the OSR sets out our approach to Developer Contributions and outlines the process for calculating the requirements for onsite material provision or as an alternative offsite monetary contribution. The process sets out the steps that should be considered when determining contributions in terms of quantity, quality and accessibility of open space provision. The provision standards should be used to help determine the requirements for open space provision as part of a development.

For onsite provision it is recommended that all new major development (10 plus units) utilises the following guidelines for open and recreation greenspace provision.

Typology	Size	Minimum Area in hectares	New population because of development that would warrant on-site provision[91]	The average number of new dwellings to warrant onsite provision
Parks and Gardens	**Small**	**0.30**	**100**	**41**
Parks and Gardens	**Medium**	**1.50**	**500**	**208**

[91] Average household occupancy 2.3 persons per dwelling, therefore 10 new dwellings of unknown size would give an additional population figure of 23 people

Typology	Size	Minimum Area in hectares	New population because of development that would warrant on-site provision[91]	The average number of new dwellings to warrant onsite provision
Parks and Gardens	**Large**	**3.00**	**1000**	**416**
Amenity and Natural Greenspace		**0.05**	**16**	**6**
Equipped Play provision (Children and youth / adult)		**0.01**	**40**	**16**
Allotments / community gardens		**0.05**	**200**	**83**

6. Costs and Funding sources

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

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

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

7. Delivery Schedule

Delivery of provision will be on a site by site basis and will be in line with the open space, sports and recreation policy set out within the Regulation 18 Wealden Local Plan.

8. Conclusion and the rile of the IDP and the Regulation 18 Draft Local Plan

Work undertaken on Open Space, Sports and Recreation provision as part of the development of the Wealden Local Plan has updated previous PPG17 work to identify current deficits, opportunities for improvements to existing provision and requirements for new Open Space, Sports and Recreation provision across the District. The main growth areas within the District will have the requirements for delivery included within the relevant Regulation 18 Wealden Local Plan draft policies.

Through the draft Wealden Local Plan, the Council will work with developers, town and parish councils, sports and leisure clubs as appropriate, to provide additional open space, sports and recreation provision, in line with the requirements outlined in the Open Space, Sports and Recreation Study, the Playing Pitch strategy this IDP and the Schedules in part 3, to ensure provision to support the growth proposed in the Wealden Local Plan.

The Council will continue to support the retention and improvement of existing open space, sports and recreation facilities across the District.

Community – Indoor Built Facilities and Village Halls

1. Provider(s)

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

- Wealden District Council
- Parish Councils
- Independent Clubs and Associations
- East Sussex County Council (Libraries)

This position statement will focus on the provision of community hall facilities. Social and community infrastructure is important in providing the means to help communities get together, thrive, and reduce feelings of isolation which support the wider community. Not all aspects of social and community infrastructure can be covered through the Local Plan or within this IDP.

2. Evidence Base Documents

- Wealden District Council Indoor Sports Facilities Assessment (parts 1-6) (September 2022)[92]
- Wealden District Council – Community Hall Provision Background Paper (2018)[93]

[92] Wealden District Council Indoor Sports Facilities Assessment (parts 1-6) (September 2022)

[93] Village and Community Hall Provision Background Paper (2018) https://www.wealden.gov.uk/UploadedFiles/A20.-Village-and-Community-Hall-Provision-Background-Paper-January-2019-1.pdf

- Sports Halls Design & Layouts – Updated & Combined Guidance – Sport England 2012[94]
- ACRE (Action with Communities in Rural England) - The English Village and Community Hall Survey 2020[95]
- The 'Pub is the Hub'[96]
- East Sussex County Council Libraries Strategy[97]

3. Existing Provision

There are many social and community facilities within the District that are well used and supported. However, we also know that there are areas within the District where the range of social and community facilities is more limited, in terms of building type, size and accessibility to facilities. However, much work is being undertaken through a range of initiatives such as the 'Pub-is-the-Hub', to make better use of our existing facilities and provide services which might not be 'traditionally' associated with the primary use. For example, there are pubs in the District offering morning coffee, community meeting space, library provision and a 'village shop.

Village and Church Halls provision within Wealden

Parish	Location	Parish	Location
Alfriston	Alfriston Memorial Hall The Old Chapel Centre	Arlington	Arlington Village Hall Upper Dicker Village Hall

[94] Sports Halls Design & Layouts – Updated & Combined Guidance https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/sports-halls-design-and-layouts-2012.pdf?VersionId=KyzONJCF57nztcDd36uQjUctReCIT2g5

[95] The English Village and Community Hall Survey 2020 https://acre.org.uk/wp-content/uploads/village-hall-survey-report-2020-final-digital-edition.pdf

[96] The Pub is the Hub https://www.pubisthehub.org.uk/

[97] ESCC (Dec 2021) East Sussex Libraries: The Way Forward (2022/23 to 2027/28). Available at https://www.eastsussex.gov.uk/libraries/local/east-sussex-libraries-the-way-forward-2022-23-to-2027-28.

Parish	Location	Parish	Location
Berwick	Berwick Village Hall and Social Club	Buxted	Buxted Reading Room and Hall
Chiddingly	Chiddingly Village Hall	Crowborough	Crowborough Rugby Football Club The Crowborough Centre
Danehill	Chelwood Gate Village Hall Danehill Village Hall	East Dean	East Dean Pavilion East Dean Village Hall
East Hoathly	East Hoathly Village Hall	Eridge	Eridge Village Hall
Fairwarp	Fairwarp Village Hall	Five Ash Down	Five Ash Down Village Hall
Fletching	Fletching Village Hall	Forest Row	Forest Row Community Centre Forest Row Memorial Pavilion Hammerwood and Holtye Village Hall
Framfield	Blackboys Village Hall	Frant	Bells Yew Green Village Hall Frant Memorial Hall
Hadlow Down	Hadlow Down Village Hall	Hartfield	Hartfield Village Hall

Parish	Location	Parish	Location
Hailsham	Fleur de Lys Council Chamber Diplocks Hall Hailsham East Community Centre Now! Charity Training and Meeting Rooms Summerheath Hall Union Corner Hall	Heathfield	Broad Oak Village Hall Cross in Hand Village Hall Heathfield Community Centre Lucas Memorial Hall Punnetts Town Village Hall The Goward Hall
Hellingly	Hellingly Community Hub	Herstmonceux	Herstmonceux Village Hall
High Hurstwood	High Hurstwood Village Hall	Hooe	Hooe Village Hall
Horam	Horam Village Hall The Horam Centre	Isfield	Isfield Village Hall
Jevington	Jevington Hall	Laughton	Laughton Village Hall
Litlington	Litlington Village Hall	Maresfield	Maresfield Village Hall
Mayfield	Five Ashes Village Hall Mayfield Memorial Hall	Ninfield	Ninfield Memorial Hall
Pevensey	Pevensey Memorial Hall Stone Cross Memorial Hall St Luke's Parish Centre	Pevensey Bay	St Wilfrid's Church Hall Ethel Wood Community Centre

Parish	Location	Parish	Location
Polegate	Polegate Community Centre St George's Church Hall St John's Church Hall Polegate Town Council Council Chambers in Polegate Town Hall	Rotherfield	Mark Cross Village Hall Mark Cross Community Centre Rotherfield Village Hall
Selmeston	Selmeston & Alciston Village Hall	Stone Cross	Stone Cross Memorial Hall St Luke's Parish Centre
Uckfield	Foresters Hall Ridgewood Village Hall Uckfield Civic Centre	Wadhurst	St George's Hall Wadhurst Commemoration Hall
Warbleton	Dunn Village Hall	Wartling	Reid Hall
Westham	Westham Village Hall	Willingdon	St Mary's Church Hall Trinity Church Hall Willingdon Memorial Hall Wannock Village Hall Willingdon Hub Community Library
Wilmington	Wilmington Village Hall		
Withyham	Blackham Village Hall Groombridge Village Hall		

Parish	Location	Parish	Location
	Kings Hall		

Library services – These are provided by East Sussex County Council. Within Wealden there are the following public libraries:

Library Location	Address	Opening Hours (Day)	Opening Hours (Time)
Crowborough	Pine Grove, Crowborough, TN6 1DH	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	12:30 to 17:00 10:00 to 17:00 10:00 to 14:00 11:00 to 18:00 10:00 to 17:00 10:00 to 17:00 Closed
Forest Row	The Community Centre Hartfield Road Forest Row East Sussex RH18 5DZ	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	14:00 to 17:00 Closed 10:00 to 13:00 14:00 to 17:00 13:00 to 16:00 10:00 to 13:00 Closed

Library Location	Address	Opening Hours (Day)	Opening Hours (Time)
Hailsham	Western Road Hailsham BN27 3DN	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	12:00 to17:00 12:00 to17:00 Closed 10:00 to18:00 10:00 to 17:00 10:00 to 17:00 Closed
Heathfield	21 High Street Heathfield TN21 8LU	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	10:00 to 13:00 10:00 to 17:00 Closed 14:00 to 18:00 10:00 to 16:00 10:00 to 13:00 Closed
Uckfield	Library Way High Street Uckfield	Monday Tuesday Wednesday	10:00 to 13:00 10:00 to 16:30 14:00 to 16:30

Library Location	Address	Opening Hours (Day)	Opening Hours (Time)
	TN22 1AR	Thursday	10:00 to 18:00
		Friday	10:00 to 16:30
		Saturday	10:00 to 16:30
		Sunday	Closed
Wadhurst	High Street	Monday	14:00 to 16:30
	Wadhurst	Tuesday	Closed
	TN5 6AP	Wednesday	10:00 to 13:00
		Thursday	Closed
		Friday	14:00 to 16:30
		Saturday	10:00 to 13:00
		Sunday	Closed

Digital Library services offer an alternative to more rural residents in Wealden, however by the rural nature of the district there are pockets of Wealden that have a restricted access to online services due to the level of broadband services available to them.

Places of Worship – Within Wealden there are 134 places of worship with 18 different denominations or affiliations. In general, the delivery of infrastructure related to worship is undertaken by each faith's respective governing body.

4. Planned Provision

The following planning application has S106 legal agreements in place to provide a community building**.**

Application	Location	Development	Details
WD/2021/0068/MEA	Mornings Mill Farm, Eastbourne Road, Lower Willingdon, BN20 9NY	Outline for up to 700 Dwellings and associated infrastructure	New Community Hall (500m^2+) including: • Main Hall (306m^2) • 2 x Meeting rooms • Office • Kitchen • Accessible toilet facilities

Further work is required prior to the Regulation 19 submission stage to update the position in relation to requirements of community facilities to support growth in the Local Plan. Work will involve updating the position on what deficits and surpluses there are in provision throughout the district.

Future provision will be calculated based on Sport England Guidance[98] once an updated assessment has been undertaken.

5. Key Issues Identified

- Loss of existing community facilities to enable development.
- What threshold of development will require the provision of new community facilities

6. Proposed Mitigation for the key issues as identified.

[98] Sport England Design Guidance Note Village and Community Halls. Available at https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/village-and-community-halls.pdf?VersionId=NwtRYNuZMMWC5n9LvP_IB4RZ5DNeVUL7

Protect existing provision - The loss of existing community facilities will be resisted, in accordance with the emerging Wealden Local Plan policy except in exceptional circumstances.

7. Costs & Funding Sources

As no mitigation has yet to be established only guidance can be given on the cost of community facility provision at this point. Sport England provides Facility Cost Guidance which is updated regularly. It is based on these recommendations that financial contributions may be sought in the event that a development does not require the provision of an entire structure. Contributions may be sought to enhance existing facilities to extend their use and longevity within the communities they serve.

There are several funding sources dependent on the organisation that will be providing the facility. These may include:

- Community Infrastructure Levy
- S106 Legal Agreement financial contributions
- Government Grant Funding[99]
- Sport England also provides advice on funding sources[100]
- Town and Parish Councils
- Developers and other infrastructure providers
- Churches and other charitable organisations

8. Delivery Schedule

Yet to be confirmed

[99] Cabinet Office (Website) Find government grants. Available at https://www.gov.uk/guidance/find-government-grants

[100] Sport England (Website) Our Funds available at https://www.sportengland.org/funds-and-campaigns/our-funds#findtherightfund-17108

9. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

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

Specific requirements for community hall facilities will be identified within the Regulation 19 IDP. The provision of these community facilities will be a requirement on developers and should form part of the focus at the pre-application discussion and master planning stage. The provision of new or improved community facilities will be supported in the Local Plan alongside protecting existing facilities.

1. **Community – Emergency Services (POLICE)**

2. **Provider**

   - Sussex Police[1]

3. **Evidence Base Documents**

   - Sussex Police & Crime Commissioner Estates Strategy 2018/19 to 2021/22[2]
   - Sussex Police and Crime Commissioners Annual Report 2021/2022[3]
   - Sussex Police & Crime Plan 2021/2021[4]

4. **Existing provision**

   On 31st March 2022 Sussex Police had 3,021 police officers and 2,580 police staff (including PCSOs) – a total workforce of 5,601 individuals [headcount].[5]

   There are three police stations within the boundaries of Wealden with 34 different teams working throughout the District.

Police Station	Opening Hours						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Uckfield	Closed	10:00 – 14:00	Closed	10:00 – 14:00	Closed	10:00 – 14:00	Closed
Hailsham	10:00 - 16:00	Closed	10:00 - 16:00	Closed	10:00 - 16:00	Closed	Closed
Crowborough	10:00 - 16:00	10:00 - 16:00	10:00 - 16:00	10:00 - 16:00	10:00 - 16:00	10:00 - 16:00	Closed

[1] Sussex Police
[2] Sussex Police & Crime Commissioner Estates Strategy 2018/19 to 2021/22
[3] Sussex Police and Crime Commissioners Annual Report 2021/2022
[4] Sussex Police & Crime Plan 2021/2021
[5] Police & Crime Commissioner Annual Report 2021/2022

It is noted that the Police Station at Heathfield is no longer operational.

5. **Planned provision.**

The Sussex Police & Crime Commissioner (PCC) Estates Strategy 2018/19 – 2021/22[6] identifies the changes required to the working environment and facilities provided to both employees and the public.

- For officers: this will include the provision of police bases across Sussex, to provide geographic cover for all communities served, and a local policing presence for those communities. These bases will include appropriate facilities to serve differing and specialist needs of teams.

- For staff: Sussex Police will facilitate new ways of working in any estate change, initially through the provision of flexible and shared spaces, to ensure flexible and mobile working becomes the norm. The equipment, technology, services, management, and training will be provided to facilitate this. All modernised estate will offer opportunities for new work styles, inclusive to all staff and officers that are employed.

- For our communities: Sussex Police will ensure a publicly accessible policing presence is provided in communities, and that new ways of providing mobile policing, or working with partners to provide public services, are investigated. They will also work with partners to ensure high quality victim, witness and justice facilities are available across the County.

- For our partners: Sussex Police will offer the use of shared space and redevelopment of some sites, to encourage increased multi agency working and shared knowledge. This will create an appropriate balance between shared public presence and operational bases, reflecting the differing needs for different types of estate.

6. **Key Issues identified.**

Sussex Police has identified that an increase in housing development throughout Wealden along with other local authorities housing growth is likely to create an increased demand for policing. It states, “Any population increase will have a significant

[6] Sussex Police & Crime Commissioner (PCC) Estates Strategy 2018/19 – 2021/22

impact on policing, with new and larger communities to police".[7] To accommodate this the strategy indicates that the estate will need to accommodate this increased workforce and equipment required, however the strategy does not identify where.

7. **Proposed Mitigation for the key issues as identified.**

   The Sussex PCC Estates Strategy in the first instance will seek to work with other "Blue Light" partners to combine / share properties collaborating to share estate provision with other emergency organisations. Where additional infrastructure is required, the strategy indicates it will seek funding via S106 / CIL Contributions from the relevant authority.

   To date no specific mitigation measures have been requested from Sussex Police, however further engagement will take place as part of the plan-making process.

8. **Costs & Funding Sources.**

   Funding for police services comes from Central Government through the Revenue Support Grant, Home Office Grant and specific limited grants and, from the Police Precept taken from Council Tax.

   Where additional infrastructure is required the strategy indicates it will seek funding via S106 / CIL Contributions from the relevant authority.

   Costs have not been identified or provided at this stage.

9. **Delivery Schedule**

   No current delivery schedule as no infrastructure requests have been identified.

10. **Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan**

    It is noted that a new Estates Strategy for 2023/27 is under development.

[7] Sussex Police & Crime Commissioner (PCC) Estates Strategy 2018/19 – 2021/22 – Paragraph 2.7

Further engagement will be undertaken with Sussex Police as part of the plan making process and the IDP will be updated to accord with any new information / requirements.

1. **Community – Emergency Services (FIRE & RESCUE)**

2. **Provider**

    - East Sussex Fire & Rescue Service (ESFR)[1]

3. **Evidence Base Documents**

    - East Sussex Fire Authority Corporate Plan 2021/2022[2]
    - East Sussex Fire & Rescue Service Operational Response Review 2019[3]

4. **Existing provision**

    East Sussex is divided into five districts with Wealden being located within the Central Group. There are 24 fire stations within the county of which 9 are located within Wealden. The stations in East Sussex are crewed in one of the following ways:

    - Six, whole-time shift fire stations, these are crewed 24 hours a day by fulltime firefighters.
    - Six, day-crewed fire stations, crewed during the day by full time firefighters and crewed out of hours by on-call firefighters.
    - 12 retained fire stations in the more rural areas, crewed by on-call firefighters who provide cover within their local area.

    ESFRS have a shared headquarters with Sussex Police based outside the District in Lewes, however their training centre is based at Maresfield within Wealden.

    Table 1: Fire stations located within Wealden District

[1] East Sussex Fire & Rescue Service
[2] East Sussex Fire Authority Corporate Plan 2021/2022
[3] East Sussex Fire & Rescue Service Operational Response Review 2019

Fire Station[4]	Manned	Available Services	Area	Area Type	Residents	Population Density
Forest Row	On Call Service	1 x Fire Engine	89 km^2	Rural / Remote	8,487	Low
Crowborough	24 Hours with additional On Call service	2 x Fire Engines, Landrover, Animal Rescue Unit, Swift Water Rescue appliances	102 km^2		27,416	Low
Wadhurst	On Call Service	1 x Fire Engine Landrover 4x4	83km^2	Rural / Remote	9,634	Low
Mayfield	On Call Service	1 x Fire Engine	77km^2	Rural / Remote	6,664	Very Low
Heathfield	On Call Service	1x Fire Engine Landrover 4x4	96 km^2	Urban & Rural	16,910	Low
Uckfield	24 Hours with additional On Call service	2 x Fire Engines 1 x Dual Purpose Truck 1 x Water Carrier	130km^2	Urban & Rural	29,015	Low
Hailsham	On Call Service	1 x Fire Engine	109km^2	Urban & Rural	36,556	Mixed
Herstmonceux	On Call Service	1 x Fire Engine	52km^2	Rural	3,505	Mixed
Pevensey	On Call Service	1 x Fire Engine	35km^2	Rural	11,768	Low

[4] More details can be found by opening the link for each station name

5. **Planned provision.**

The Council is not aware of any plans or proposals for new or expanded fire stations or facilities within the district.

6. **Key Issues identified.**

   The following key issues have been drawn from a number of ESFRS documents which have been combined to provide an overall summary.

   - Aging Population
   - Dispersed areas of deprivation within a generally affluent district
   - Significant Level of Listed Buildings throughout the District
   - High Level of C Roads which makes access to remote properties more challenging
   - There are no motorways, very few dual carriageways and many rural roads. As a result, road conditions are poor for the volume of traffic and this increases the risk of road traffic collisions
   - Climate Change, increasing risks of wildfires and flooding.

7. **Proposed Mitigation for the key issues as identified.**

   The impact of new development in Wealden is likely to require modelling to understand whether growth would necessitate new or improved fire service facilities. Developers will need to continue to liaise with East Sussex County Council to ensure that suitable access within new developments is provided.

8. **Costs & Funding Sources.**

   No costs have been identified or provided.

   Funding for the Fire Service comes from two principal sources:

   - Precept – an amount of money collected by a Local Authority from individuals, via Council Tax, which goes towards the cost of funding the service

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

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

9. Delivery Schedule

No current delivery schedule as no infrastructure requests have been identified that directly relates to the ESFRS.

10. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

As the Local Plan progresses, we will continue to work with ESFRS and developers to ensure that at the master planning and design stage, facilities to support ESFRS across the District are provided where a need is demonstrated. We are not aware of any new fire stations being required. The Council will continue to support ESFRS through the Safer Wealden Partnership, road safety initiatives and providing access to community hubs and opportunities for co-location with other services.

Health and Social Care

1. Provider

- NHS Sussex Integrated Care Board (ICB) has delegated responsibility for commissioning both medical and dental services.
- Sussex Health and Care Assembly
- Sussex Health and Care Integrated Care System (ICS)

Each ICS is responsible for looking after and delivering all the health and care services in the area it covers. Each one is made up of an integrated care board (NHS Sussex) and an integrated care partnership (Sussex Health and Care Assembly), working together**.**

Sussex Health and Care brings together four statutory partners (NHS Sussex, Brighton & Hove City Council, East Sussex County Council, and West Sussex County Council) with NHS Provider Trusts, Primary Care providers, Universities, Voluntary Community and Social Enterprise Alliance, and Healthwatch.

The aim of Sussex Health and Care is to ensure better health and care for all, now and in the future. Our ambition is for every person living in Sussex to have access to the best health and care from the moment they are born and throughout their lives**.**

2. Evidence Base Documents

- East Sussex County Council - Healthy lives, healthy people: East Sussex Health and Wellbeing Board Strategy
- Sussex Health and Care – Improving Lives Together[1]
- Sussex Health and Care – Improving Lives Together Ambition to reality: Our Shared Delivery Plan[2]
- NHS Sussex – Annual Report 2022 - 2023[3]

[1] Sussex Health and Care – Improving Lives Together. Available at https://www.sussex.ics.nhs.uk/wp-content/uploads/sites/9/2023/01/0438-NHS-Sussex-VF4-4.pdf Last accessed 02/11/2023
[2] Sussex Health and Care – Improving Lives Together Ambition to reality: Our Shared Delivery Plan Available at Improving-Lives-Together-Shared-Delivery-Plan.pdf (ics.nhs.uk). Last accessed 02/11/2023
[3] NHS Sussex (2022/2023) Annual Report – Improving Lives Together July 2022 to March 2023. Available at https://www.sussex.ics.nhs.uk/wp-content/uploads/sites/9/2023/09/NHS-Sussex-Annual-Report-M4-12-2022-23-MASTER-Signed.pdf Last accessed 02/11/2023

3. Existing provision

GP and medical services

Acute Care is provided by the East Sussex Health Care NHS Trust, responsible for the Eastbourne District General Hospital and the Conquest Hospital in Hastings/St Leonards. The northern and central part of the District is also served by the Pembury Hospital near Tunbridge Wells, run by the Maidstone and Tunbridge Wells NHS Trust.

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

Whilst there are no Acute Care hospitals within Wealden, there are two community hospitals located in Uckfield and Crowborough. The East Sussex Healthcare NHS Trust operates Crowborough Memorial Hospital and Uckfield Community Hospital.

The Brighton and Sussex University Hospitals NHS Trust comprises the Royal Sussex County Hospital in Brighton and the Princess Royal Hospital in Haywards Heath, and also operates some satellite services within the District.

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

Primary Health care services are provided by doctors and nurses attached to doctors' surgeries (GP practices).

GP practices now operate as private businesses overseen by Clinical Commissioning Groups (CCG's) which come under local NHS Trusts.

In 2019 only 54.6% of households within the district had access to a GP practice within 15 mins by public transport or walking, this is down by 12.8% on the 2014 figure of 67.4%. This remains the lowest percentage out of the local authorities in East Sussex and is far below the county figure of 63.5%[4].

Within the District there are several Middle Super Output Areas (MSOAs) where some residents have no access to a GP within 15 mins by walking or public transport. These include some residents living within the following areas:

- Chiddingly and East Hoathly

[4] Journey Time Statistics England Available at www.gov.uk/government/statistics/journey-time-statistics-england-2019 Last Accessed 05/01/2024

- Danehill, Fletching and Nutley
- East Dean
- Horam
- Hartfield
- Heathfield East

There are 34 GP Surgeries within Wealden, however 6 of these currently have closed lists and are not taking on new patients.

Dental Services

Within Wealden there are 22 Dental Practices registered on the NHS Find a dentist website[5]. Of these dentists 45% (10 Dentists) have closed lists and only 18% (4 Dentists) offer a full NHS service to all age groups. The table below details these:

Dentist	Parish	Taking on NHS Patients	Restrictions
Heathfield Dental Clinic	Heathfield & Waldron	Yes	
North Street Dental Care	Hailsham	No	
BUPA Dental Care, Hailsham	Hailsham	No	
Portman Healthcare Limited	Hailsham	Conditional	Only taking NHS patients referred by another dentist
Kingswood Dental Practice	Hailsham	Unknown	
Hailsham Dental Centre	Hailsham	Yes	Accepting children aged 17 or under only
Pollegate Dental Practice	Polegate	No	
Stonecross Dental Clinic	Pevensey	No	
Magpies Dental Practice	Horam	No	

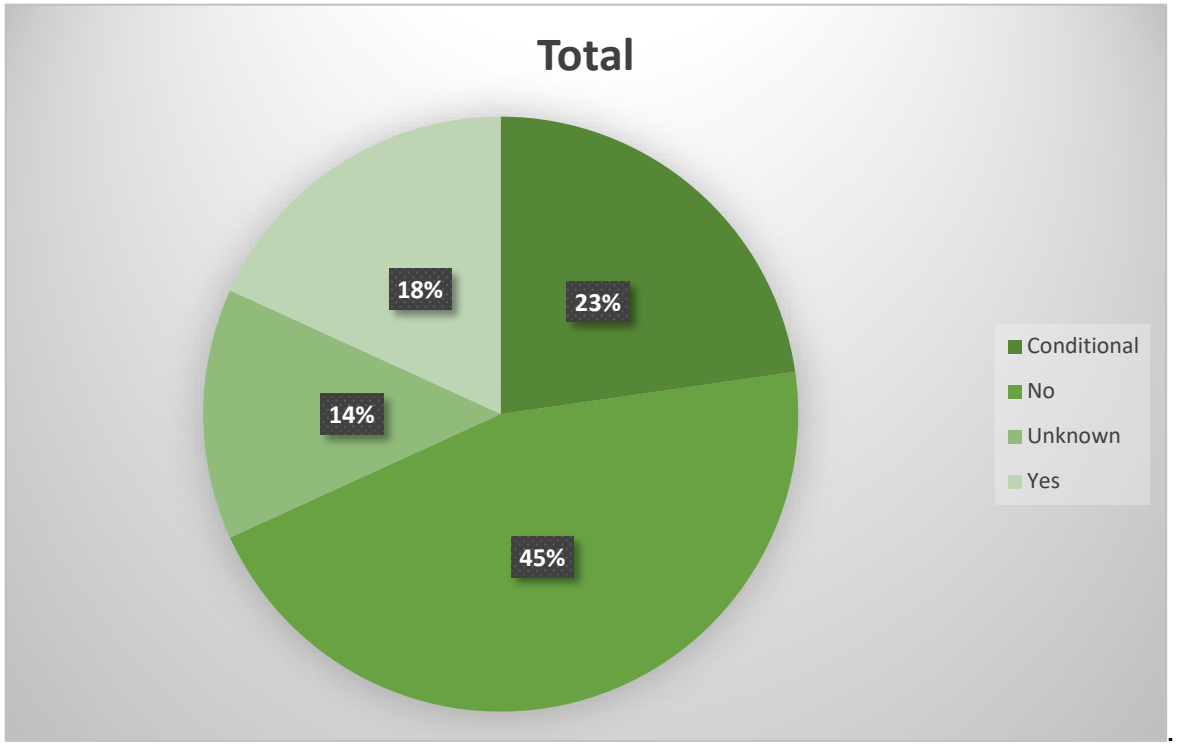
[5] NHS Find a Dentist Website Available at https://www.nhs.uk/service-search/find-a-dentist Last accessed 04/10/2023

Dentist	Parish	Taking on NHS Patients	Restrictions
Hartfield Road Dental Practice	Hartfield	Yes	Only taking NHS patients referred by another dentist
Oak Lodge Dental Practice	Heathfield & Waldron	No	
Applegate Dental Practice	Uckfield	No	
Total Orthodontics	Uckfield	Conditional	Only taking NHS patients referred by another dentist
Mayfield Dental Centre	Mayfield	Unknown	
Crowborough Dental Clinic	Crowborough	Yes	
Ashdown Dentil Clini	Crowborough	No	
Mermaid Dental Care Limited	Crowborough	Conditional	Accepting children aged 17 or under
Durban Dental Surgery	Crowborough	Unknown	
Wadhurst Dental Practice	Wadhurst	Conditional	Only taking NHS patients referred by another dentist
Country Dental Practice	Wadhurst	No	
Riverview Dental Centre	Forest Row	Conditional	Accepting children aged 17 or under
Stone Cottage Dental Surgery	Forest Row	No	

Source: NHS Find a Dentist Website[6]

[6] NHS Find a Dentist Website Available at https://www.nhs.uk/service-search/find-a-dentist Last accessed 04/10/2023

Figure 1 – Dental Practices in Wealden that take on NHS patients



4. Planned provision

Contributions for a new medical centre have been agreed as part of two planning applications including Hindsland, Eastbourne Road, Lower Willingdon and Mornings Mill Farm, Eastbourne Road, Lower Willingdon. The preferred delivery location of the new medical facilities is Hindlands with the Morning Mill site as an alternative option.

The Council continues to explore the potential for the Hailsham Aspires Project, that aims to regenerate the centre of Hailsham and deliver a revitalised town centre in line with the 'Vision for Hailsham,' as identified in the Hailsham Neighbourhood Plan, and offer Hailsham a bright future as the key growth town in East Sussex. The proposals are expected to deliver modern and

multipurpose healthcare facilities. While no plans have yet been approved the Council has earmarked £5 million of Community Infrastructure Funding for the medical centre.

5. Current Key issues identified

General Issues

We have both a growing and an ageing population. This means more people are needing more care and support more often. Many people are living with long-term conditions that are affecting their day-to-day lives and need to be better supported to manage their condition.

There are avoidable and unfair differences in health between different groups of people across Sussex that we need to reduce. There are many reasons for 'health inequalities', including disability, employment, where someone lives, income, housing, education, their ethnicity and their personal situation.

GP and medical services

In discussion with the NHS East Sussex ICB the following current and future issues have been identified.

- Stone Cross / Westham Area – There are currently 11 clinical rooms with a requirement for 20, meaning that there is a deficit of 9 clinical rooms currently. This position will worsen during the period of the plan with increasing population numbers, new development and people living longer.
- Willingdon / Polegate Area – It has been identified that additional clinical rooms are required to support growth in this area.
- Wadhurst / Frant Area - This area is short of 4 clinical rooms to account for their current patient population, if the patient population increases then so will the need for clinical space.

Dental Services

Over the period of the COVID-19 pandemic, dental problems increased due to the reduction in services, resulting in higher treatment needs and increased time required to treat patients. The backlog of care from earlier in the pandemic means that many patients, including those with a regular dentist, may not be able to access routine care. Although many patients have

historically booked a dental check-up on a 6 monthly basis, NICE guidance states 3 to 24 months is appropriate, dependent upon a patient's oral health, dietary and lifestyle choices.

6. Proposed Mitigation for the key issues as identified.

Apart from the two new medical facilities at Willingdon / Polegate and Hailsham that are planned, there are currently no mitigation projects identified within the District**.** However, it is likely that the additional growth in the Regulation 18 Draft Local Plan may amount to a requirement for up to 13 additional clinical rooms.

7. Costs & Funding Sources.

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

8. Delivery Schedule

Yet to be determined

9. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

The delivery of additional health and social care infrastructure lies outside the responsibility of the District Council, however where major development is identified support will be provided where necessary either in terms of financial contribution via S106 legal agreement or CIL or by the inclusion of services within the granting of relevant planning permission.

Understanding the requirement for the provision of additional medical facilities will be an iterative process requiring ongoing collaboration with NHS Sussex ICB throughout the local plan process. The IDP will be updated following further testing and partnership working.

1. **Community – Emergency Services (AMBULANCE)**

2. **Provider**

    - South East Coast Ambulance Service NHS Trust (SECAmb)[1]
    -

3. **Main Sources of Information**

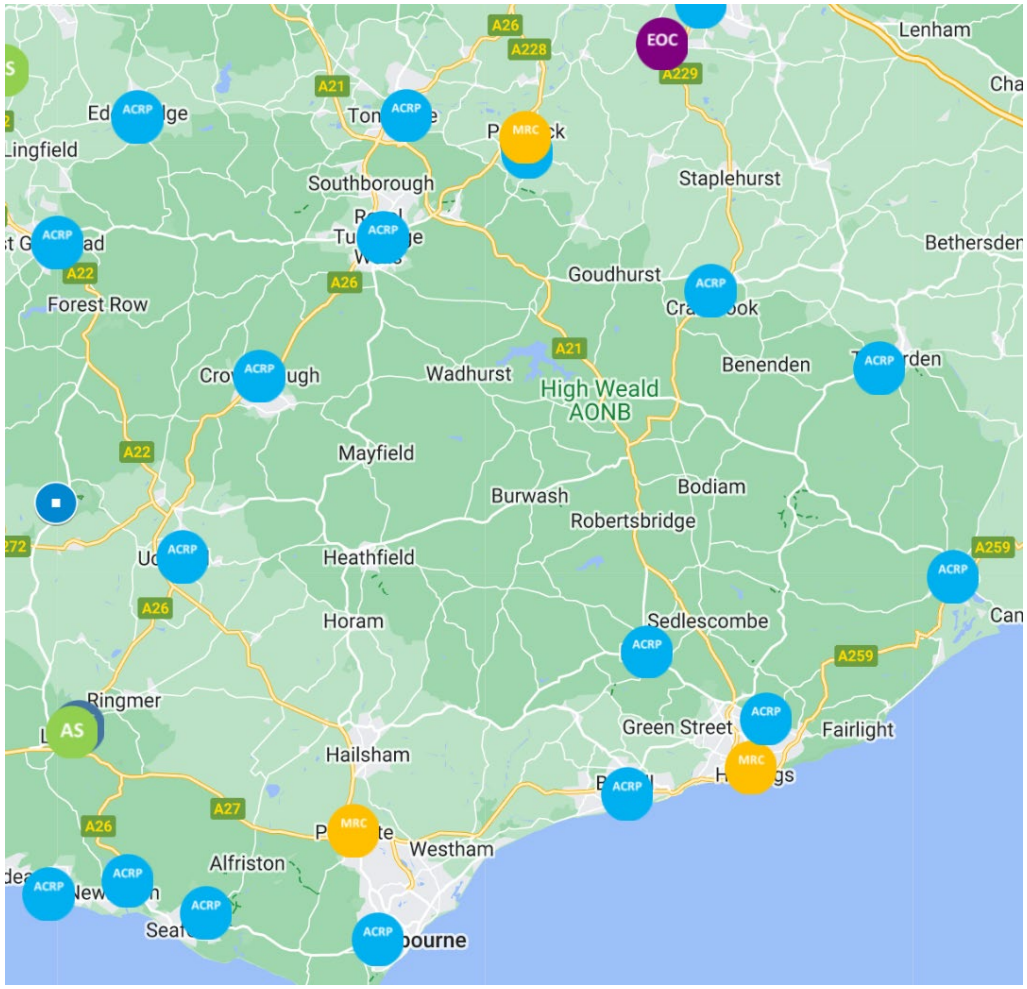
    - South East Coast Ambulance Service NHS Trust Strategic Plan Summary (2017-2022)[2]
    - South East Coast Ambulance Service NHS Trust Strategic Plan (2017-2022)[3]

4. **Existing provision**

    The South East Coast Ambulance Service (SECAmb) operate over a wider geographical area than just Wealden covering Sussex, Surrey and Kent. Residents of Wealden, are generally transported to three hospitals outside of the District with Accident & Emergency Departments, namely the Eastbourne District General Hospital, the Conquest Hospital in Hastings and the Pembury Hospital near Tunbridge Wells.

    Within Wealden there are two Ambulance Community Response Posts (ACRP) located at Uckfield and Crowborough with a single Make Ready Centre (MRC) based in Polegate. SECAmb has recently implemented a new method of service delivery with the development of a 'hub and spoke' system with 'Make Ready Centres' (MRC's) acting as 'hubs' where ambulances are cleaned and restocked and where crew can rest, and ACRP's acting as 'spokes' where crews rest between emergency calls, located strategically in places where the crew can respond and get to people as quickly as possible. However as is shown by the map below sourced from the SECAmb website[4] the central section of the district has limited emergency cover.

[1] South East Coast Ambulance Service NHS Trust (SECAmb)
[2] South East Coast Ambulance Service NHS Trust Strategic Plan Summary (2017-2022)
[3] South East Coast Ambulance Service NHS Trust Strategic Plan (2017-2022)
[4] SECAmb Locations



Key

ACRP - Ambulance Community Response Post

MRC - Make Ready Centre

Source: SECAmb Website[5]

Some areas of the District will be served by crews outside of the District, for example, Frant/Bells Yew Green are served by Tunbridge Wells, and in the south of Wealden, the Westham and Stone Cross areas are served by the additional ARCP to be provided in the Old Town area of Eastbourne and new ARCP to be provided

[5] SECAmb Website - Location

adjacent to Asda at Sovereign Park in Eastbourne.

5. **Planned provision.**

   No planned provision has been identified; further research is required.

6. **Current key issues identified.**

   - Deprivation - The areas are generally affluent, with some key areas of significant deprivation.
   - Age Profile - Is mainly above the England average for over those aged over 65 and 85 years.
   - Life expectancy - Is generally above the England average but varies widely being lowest in areas of deprivation.
   - Health Needs - Are on a par with England averages with deprived areas generally having more lifestyle issues.
   - Population growth - All areas are growing rapidly particularly in older age groups.

7. **Current understanding of Ambulance Infrastructure required for the delivery of the Wealden Local Plan.**

   To date no specific mitigation measures have been requested from SECAmb, however we will continue to liaise with SECAmb as part of the Local Plan process to understand requirements to support growth.

8. **Costs & Funding Sources.**

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

9. **Possible Delivery Schedule based on the Regulation 18 Initial Growth Strategy**

   No current delivery schedule as no infrastructure requests have been identified.

10. **Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan**

As no infrastructure has been identified as being required because of the Regulation 18 Draft Local Plan there will be no infrastructure delivery schedules provided at part 3 of the IDP. This position will remain subject to ongoing review and SECAmb will be further consulted prior to the Regulation 19 submission.

11. Further work to be undertaken for the Regulation 19 Wealden Local Plan

Further engagement will be undertaken with SECAmb as part of the plan making process and the IDP will be updated to accord with any new information / requirements.

1. **Community – Parking Infrastructure**

2. **Provider(s)**

- Wealden District Council
- East Sussex County Council
- Parish Councils
- Network Rail
- Southeastern Railways – Hastings to Tonbridge line
- Southern Rail (Govia Thameslink Railways) – East Coastway and Uckfield Line
- Private car park owners/operators

3. **Evidence Base Documents**

- Wealden District Council Town Centre Study July 2022[1]
- Hailsham Neighbourhood Plan 2021[2]
- Hellingly Neighbourhood Plan 2021[3]
- Herstmonceux Neighbourhood Plan 2019[4]
- East Sussex County Council Local Transport Plan 2011 - 2026[5]
- East Sussex Draft Local Transport 4 Plan 2024 – 2050

[1] Wealden District Council (2022), Town Centre Study July 2022. Available at: https://www.wealden.gov.uk/UploadedFiles/Wealden-Town-Centre-Study-July-2022-V1.pdf (Accessed 24/08/2023)
[2] Hailsham Town Council (July 2021) Hailsham Neighbourhood Plan. Available at: https://www.wealden.gov.uk/UploadedFiles/01-Hailsham-Neighbourhood-Plan-Final-Version.pdf (Accessed 24/08/2023)
[3] Hellingly Parish Council (July 2021), Hellingly Neighbourhood Plan 2018 to 2028. Available at: https://www.wealden.gov.uk/UploadedFiles/01-Hellingly-Neighbourhood-Plan.pdf (Accessed 25/08/2023)
[4] Herstmonceux Parish Council (2019), Herstmonceux Parish Neighbourhood Plan 2017 – 2027. Available at: https://www.wealden.gov.uk/UploadedFiles/HPNP_Adopted_Plan_31_July_2019.pdf (Accessed 25/08/2023)
[5] East Sussex County Council (2011-2026) Local Transport Plan. Available at: https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/plan-3-2011-2026 (Accessed 25/08/2023)

4. Existing provision

Wealden District Council owns and manages 37 public car parks through the district. 35 of these car parks (Table 1) are= free to use but there are time restrictions that if breached may result in a penalty fine. They incorporate a mixture of parking= bay types, including long, medium, and short stay parking, disabled badge holder bays, EV charging bays and parent and= child bays. The two car parks (Table 1) where charges apply are in summer tourist destinations.

Table 1 - Wealden owned and managed car parks (No Charge)

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
The Dene Car Park, Alfriston	Motor Cars	All Days	All Hours	3 Hours	NIL
	Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Motor Cycles				
	Disabled Persons Only				
	Permit Badge Holders Only	All Days	All Hours	Unrestricted	Annual Rent
Croft Road Car Park, Crowborough	Long Stay - Motor Cars	All Days	All Hours	23 Hours	NIL
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Only				
	Short Stay - Motor Cars	All Days	Between 8am and 6pm Monday to Saturday Inc.	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am Monday to Saturday Inc.	14 hours	Nil

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Short Stay - Motor Cycles		Sundays and bank Holidays – all hours	23 Hours	Nil
	Short Stay - Disabled Persons Only				
New Road Car Park Crowborough	Short Stay - Motor Cars	All Days	Between 8am and 6pm Monday to Saturday Inc.	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am Monday to Saturday Inc.	14 hours	Nil
	Short Stay - Motor Cycles		Sundays and bank Holidays – all hours	23 Hours	Nil
	Short Stay - Disabled Persons Only				
Pilmer Road Car Park, Crowborough	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Only				
Jarvis Brook Car Park, Crowborough	Long Stay - Motor Cars	All Days	All Days	All Days	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Only				
	Short Stay - Motor Cars	All Days	Between 8am and 6pm Monday to Saturday Inc.	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am Monday to Saturday Inc.	14 hours	
	Short Stay - Motor Cycles		Sundays and bank Holidays – all hours	23 Hours	
	Short Stay - Disabled Persons Only				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
Waitrose Supermarket Car Park, Crowborough	Short Stay - Motor Cars	All Days	Between 8am and 6pm Monday to Saturday Inc.	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am Monday to Saturday Inc.	14 hours	
	Short Stay - Motor Cycles		Sundays and bank Holidays – all hours	23 Hours	
	Short Stay - Disabled Persons Bay Only				
Mead House Car Park, Crowborough	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Only				
The Horsefield Car Park, East Dean	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Church Marks Lane Car Park, East Hoathly	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Vehicles operated by persons delivering to or collecting from the East Hoathly Village Hal	All Days	All Hours	Whilst loading and unloading operations	Nil

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
				are taking place	
Fletching Car Park, Fletching	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Lower Road Car Park, Forest Road	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Medium Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	6 Hours	Nil
	Medium Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil
	Medium Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Medium Stay - Disabled Persons Bay Only				
	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Short Stay - Disabled Persons Bay Only				
Hartfield Road Car Park, Forest Row	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Medium Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	6 Hours	Nil
	Medium Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil
	Medium Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Medium Stay - Disabled Persons Bay Only				
	Short Stay - Motor Cars		Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Short Stay - Disabled Persons Bay Only				
Vicarage Lane Car Park, Hailsham	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Short Stay - Disabled Persons Bay Only				
	Parent and Child Only Bays	All Days	Between 8am and 6pm -Monday to Saturday inclusive Between 6pm and 8am - Monday to Saturday inclusive Sundays and Bank Holiday - All Hours	3 Hours 14 Hours 23 Hours	Nil
	Electric Vehicles Only	All Days	Between 8am and 6pm -Monday to Saturday inclusive Between 6pm and 8am - Monday to Saturday inclusive Sundays and Bank Holiday - All Hours	3 Hours 14 Hours 23 Hours	Nil

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	School Hours Bays - Motor Cars	All Days	23hrs except between the hours of 08:30 - 09:00 and 15:00 to 15:45 - Monday to Friday inclusive	23 Hours	Nil
	School Hours Bays - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	School Hours Bays - Motor Cycles		Weekends + Public Holiday		
	School Hours Bays - Disabled Persons Bay Only				
Vicarage Lane Council Offices (Officers Side) Car Park, Hailsham	Wealden Permit Badge Holders only – Motorcycles, Motor Cars, Disabled bays and Electric Vehicle bays (If parking permit is not displayed parking fine will be issued)	Monday to Friday	Between 7am and 7pm	12 Hours	Nil
Vicarage Lane Council Offices (Officers Rear) Car Park, Hailsham	Wealden Permit Badge Holders only – Motor Cars and light goods vehicles (If parking permit is not displayed parking fine will be issued)	Monday to Friday	Between 7am and 7pm	12 Hours	Nil
Vicarage Field East Car Park, Hailsham	Medium Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	6 Hours	Nil
	Medium Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	
	Medium Stay - Motor Cycles			23 Hours	

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Medium Stay - Disabled Persons Bay Only		Sundays and Bank Holiday - All Hours		
Vicarage Field West Car Park, Hailsham	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	
	Short Stay - Disabled Persons Bay Only				
Victoria Road Car Park, Hailsham	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
South Road Car Park, Hailsham	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Station Road East Car Park, Heathfield	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	
	Short Stay - Disabled Persons Bay Only				
Newnham Way Car Park, Heathfield	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Mill Road Car Park, Heathfield	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Station Road West Car Park, Heathfield	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	Nil
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	Nil
	Short Stay - Disabled Persons Bay Only				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
The Woolpack Car Park, Herstmonceux	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Reserved Vehicle Only				
Hillside Road Car Park, Horam	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
The Pentlands Car Park, Jevington	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
South Street Car Park, Mayfield	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
	Permit Holders Only			Unrestricted	Annual Rent
North Road Car Park, Pevensey Bay	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Station Road Car Park, Rotherfield	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Washwell Lane Car Park, Wadhurst	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
The Greyhound Lane Car Park, Wadhurst	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	
	Short Stay - Motor Cycles		Sundays and Bank Holiday - All Hours	23 Hours	
	Short Stay - Disabled Persons Bay Only				
	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Long Stay - Disabled Persons Bay Only				
Peelings Lane Car Park, Westham	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Wilmington Priory Car Park, Wilmington	Long Stay - Motor Cars	All Days	All Hours	23 Hours	Nil
	Long Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Long Stay - Motor Cycles				
	Long Stay - Disabled Persons Bay Only				
Luxford Field Car Park, Uckfield (ANPR)[6]	Medium Stay - Motor Cars	All Days	All Hours	10 Hours	Nil
	Medium Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Medium Stay - Motor Cycles				
	Medium Stay - Disabled Persons Bay Only				
	Short Stay - Motor Cars	All Days	Between 8am and 6pm - Monday to Saturday inclusive	3 Hours	Nil
	Short Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)		Between 6pm and 8am - Monday to Saturday inclusive	14 Hours	
	Short Stay - Motor Cycles			23 Hours	

[6] ANPR – Automatic Number Plate Recognition

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Short Stay - Disabled Persons Bay Only		Sundays and Bank Holiday - All Hours		
Regency Close (South) Car Park, Uckfield (ANPR)	Medium Stay - Motor Cars	All Days	All Hours	10 Hours	Nil
	Medium Stay - Light Goods Vehicles (Not exceeding 3050kg GVW)				
	Medium Stay - Motor Cycles				
	Medium Stay - Disabled Persons Bay Only				

Uckfield High Street has recently been regenerated and as part of this, Network Rail created a new Car Park for commuters to London. Wealden District Council has therefore reduced the amount of Free Parking availability by reducing the Long-Term Sections (23hr) to Mid Term Sections (10hr). This enables workers to park and shoppers to shop, encouraging the town to prosper. As a result of the above changes, Automatic Number Plate Recognition (ANPR) now operates within the Luxford Field and Regency Close Car Parks in Uckfield.

Table 2 sets out the details of the only two pay and display car parks owned and managed by the Council. Both these sites charge for parking as they receive high levels of visitors from outside the district.

Table 2 Wealden owned and managed Car park (Pay and Display)

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
The Willow Car Park, Alfriston	Motor Cars (50) Light Goods Vehicles (Not exceeding 3050kg GVW)	All Days	All Hours	1 Hour 2 Hours 3 Hours	£1.00 £2:00 £2.50

Location	Class of Vehicle	Days of Operation	Hours of Operation of parking place	Maximum Stay	Scale of charges
	Motorcycles Disabled Persons Bay Only			4 Hours All Day	£3.00 £7:00
	Coaches (5)	All Days	All Hours	Up to 2 Hours 2-3 Hours 3-4 Hours Per hour thereafter	£4.00 £8.00 £10.00 £1.20
Sea Road Car Park, Pevensey Bay	All users including Disabled badge Holders	All Days	1 March to 30 September between 8:30 am and 7:00 pm	Up to 4 hours All Day	£3.00 £4.50
			Rest of the year between 9:30am and 4:30pm	23 Hours	Nil
	Designated Short Stay bays (8)	All day	Between 6am to 6pm	1 Hour	Nil
			6pm to 8am	14 Hours	

Table 3 below shows a detailed breakdown of facilities available by car park. Where an item is highlighted in green / orange this means that there are sustainable travel facilities available or are planned. Where a box is highlighted, red there are no sustainable travel facilities available within the car park and / or planned at this time. This will be updated as part of the IDP as progress is made / planned for EV / cycle parking facilities.

Table 3 Current Car Park Facilities

Location	No of Spaces	Disabled Bays	Ev Charging Bay	Secure Cycle Parking	Toilets	Disabled Toilets	Motorcycle Bay	Parent & Child
The Dene Car Park, Alfriston	48	No	No	No	Yes	No	1	No
Croft Road Car Park, Crowborough	342	7	Planned	No	No	No	1	4
New Road Car Park Crowborough	25	1	No	No	No	No	No	No
Pilmer Road Car Park, Crowborough	17	1	No	No	No	No	No	No
Jarvis Brook Car Park, Crowborough	55	2	No	No	Yes	No	No	No
Waitrose Supermarket Car Park, Crowborough	82	4	No	Rack	Yes	Yes	1	3
The Horsefield Car Park, East Dean	82	No	Planned	No	No	No	No	No
Church Marks Lane Car Park, East Hoathly	21	No	No	No	No	No	No	No
Fletching Car Park, Fletching	26	1	No	No	No	No	No	No
Lower Road Car Park, Forest Road	56	3	Planned	No	No	No	No	No
Hartfield Road Car Park, Forest Row	35	2	No	No	Yes	No	No	No

Location	No of Spaces	Disabled Bays	Ev Charging Bay	Secure Cycle Parking	Toilets	Disabled Toilets	Motorcycle Bay	Parent & Child
Station Road, Groombridge	16	1	No	No	No	No	No	No
Vicarage Lane Car Park, Hailsham	286	9	1+ more Planned	Rack	Yes	Yes	1	3
Vicarage Field East Car Park, Hailsham	94	5	No	Rack	Yes	Yes	No	No
Vicarage Field West Car Park, Hailsham	90	6	No	Rack	No	No	2	No
Victoria Road Car Park, Hailsham	166	1	No	No	No	No	1	No
South Road Car Park, Hailsham	99	5	Planned	No	No	No	1	No
Station Road East Car Park, Heathfield	95	3	No	No	No	Yes	No	No
Newnham Way Car Park, Heathfield	24	1	No	No	No	No	No	No
Mill Road Car Park, Heathfield	99	4	Planned	No	Yes	Yes	1	No
Station Road West Car Park, Heathfield	39	2	No	No	No	No	No	No
The Woolpack Car Park, Herstmonceux	28	1	No	No	No	No	1	No
Hillside Road Car Park, Horam	36	1	No	No	No	No	No	No
The Pentlands Car Park, Jevington	14	No	No	No	No	No	No	No
South Street Car Park, Mayfield	53	2	No	No	No	No	No	No
North Road Car Park, Pevensey Bay	30	1	Planned	No	No	No	1	No

Location	No of Spaces	Disabled Bays	Ev Charging Bay	Secure Cycle Parking	Toilets	Disabled Toilets	Motorcycle Bay	Parent & Child
Station Road Car Park, Rotherfield	21	2	No	No	No	No	No	No
Washwell Lane Car Park, Wadhurst	17	2	No	No	No	No	No	No
The Greyhound Lane Car Park, Wadhurst	82	4	Planned	No	No	No	2	No
Peelings Lane Car Park, Westham	25	1	No	No	No	No	No	No
Wilmington Priory Car Park, Wilmington	23	No	No	No	No	No	No	No
Luxford Field Car Park, Uckfield	295	15	Planned	No	No	No	1	6
Regency Close (South) Car Park, Uckfield	22	1	No	No	No	No	No	No
Regency Close (North) Car Park, Uckfield	16	No	No	No	No	No	No	No
The Willows Car Park, Alfriston	50	4	Planned	Rack	YES	YES	1	No
Sea Road Car Park, Pevensey Bay	100	No	Planned	Rack	YES	YES	No	No

Source: Wealden District Council Website. Available at https://www.wealden.gov.uk/carparks/

Railway Station Parking

In addition, to the Wealden District Council owned or managed car parks each of the district railway stations has pay and display / season ticket parking owned by the respective rail companies and managed by APCOA Parking (Table 4).

Table 4 District Railway Station Parking

Station	Provider	Spaces	Day Rate	Weekly Rate (M-F)	1 Month Rate	3 Month rate	6 Month rate	Annual Rate
Uckfield Rail Station	APCOA	171	£4.50	£25.50	£66.00	£192.00	N/A	£650.00
Jarvis Brook (Crowborough) Railway Station Car Park	APCOA	130	£5.30	£22.90	£82.20	£239.50	N/A	£759.00
Polegate Railway Station Car Park	APCOA	210	£7.10	£35.50	£107.30	£305.50	N/A	£853.60
Frant Railway Station Car Park	APCOA	101	£4.60	£23.00	£68.70	£206.90	£415.50	£742.50
Wadhurst Railway Station Car Park	APCOA	323	£6.10	£30.50	£98.40	£292.30	£587.50	£1,052.50
Buxted Railway Station Car Park	APCOA	65	£6.10	£30.50	£88.70	£250.50	N/A	£760.30
Pevensey and Westham Railway Station Car Park	APCOA	15	£2.10	£12.50	N/A	N/A	N/A	N/A

Source of information: APCOA Parking website https://www.apcoa.co.uk/ (Accessed 25/08/2023)

5. Planned provision.

On publication of this position statement there are no planned new car parks, however there are plans to improve facilities at some of our existing car parks.

Electric Vehicle (EV) Charging in Our Car Parks

From March 2023, the Council began to roll out its long-term Electric Vehicle (EV) Charging point schemes within its owned and managed car parks. These installations are part of the Council's ongoing effort to support the transition to low carbon transport and to improve local air quality. The aspiration is that all residents who drive EVs, or are considering making the switch, have convenient access to EV charging.

Within Wealden there are currently 33 EV charge points distributed throughout the district and the council recognises the need to provide additional public charge points for residents – particularly as 24% of households with a vehicle park on the street overnight.

At the heart of Wealden District Council's climate emergency declaration sits the requirement to transform our transport system to low and zero emission alternatives, to help meet the district's net-zero carbon emissions target by 2050 or sooner.

Sites included in the first phase are:

- Lower Road Car Park, Forest Row
- Sea Road Car Park, Pevensey Bay
- Luxford Field Car Park, Uckfield
- The Willows Car Park, Alfriston
- Croft Road Car Park, Crowborough
- Mill Road Car Park, Heathfield
- North Road Car Park, Pevensey Bay
- Vicarage Lane Car Park, Hailsham
- South Road Car Park, Hailsham
- The Greyhound Car Park, Wadhurst
- Horsefields Car Park, East Dean

Phase two of the rollout will include an additional 22 car parks. Details of the roll-out for these car parks will be confirmed in due course and the IDP updated accordingly.

6. Current key issues identified.

The WDC Town Centre Study[7] (2022) assesses the parking situation in each of the major centres and concludes the following:

- **Uckfield** - Availability of parking was found to be sufficient and easily accessible, with just shy of 1,000 parking spaces available in car parks within and around the centre.
- **Forest Row** - There is a lack of available car parking within the centre. More car parking was suggested by respondents to the household survey as something that would encourage them to visit the centre more often.
- **Wadhurst** - There is a notable shortage of car parking within the centre, and this detracts from the visitor experience. Traffic is also an issue at peak times, including school drop-off and pick-up. Parking management is required in the centre.
- **Crowborough** – Adequate parking is available within the town centre.
- **Hailsham** – Although the level of parking is considered adequate the Hailsham Neighbourhood Plan[8] proposes the rationalisation of parking by introducing multi storey parking to free up space for additional development. No overall loss of parking is proposed.
- **Polegate** - Adequate parking available within the town centre.

East Sussex County Council within its Local Transport Plan 3 (LTP3) identifies the availability and cost of parking as a concern to economic growth whilst in more rural areas with the significant number of visitors to the County there is increased pressure on parking which in turn has an adverse impact on the quality and character of market towns, villages, and the countryside.
Herstmonceux Parish Council Neighbourhood Plan[9] has identified that the Wealden District Council car park located to the rear of the Woolpack Inn is regularly full of long stay vehicles and becomes particularly congested at school drop off/pick up. The plan recommends an extension of the existing car park with a minimum of 25 additional parking bays and provision for cycle parking as well as an improved access.

[7] Wealden District Council (2022), Town Centre Study July 2022. Available at: https://www.wealden.gov.uk/UploadedFiles/Wealden-Town-Centre-Study-July-2022-V1.pdf (Accessed 24/08/2023)
[8] Hailsham Town Council (July 2021) Hailsham Neighbourhood Plan page 74, Policy HAIL TC4: Town Centre Parking. Available at: https://www.wealden.gov.uk/UploadedFiles/01-Hailsham-Neighbourhood-Plan-Final-Version.pdf (Accessed 24/08/2023)
[9] Herstmonceux Parish Council (2019), Herstmonceux Parish Neighbourhood Plan 2017 – 2027. Available at: https://www.wealden.gov.uk/UploadedFiles/HPNP_Adopted_Plan_31_July_2019.pdf (Accessed 25/08/2023)

Hellingly Parish Council Neighbourhood Plan (2021)[10] identifies that there are significant levels of on street parking causing serious congestion around Hellingly primary school, particularly at pick up / drop off. The plan highlights that these concerns are likely to be further exacerbated on the completion of the Knights Farm Sports Park.

Hailsham Neighbourhood Plan (2021)[11] identifies the need to increase the level of covered, safe, secure and accessible bicycle parking, particularly in the town centre. In particular, the neighbourhood plan highlights the need for modal shift, encouraging methods of active and sustainable travel to relieve the traffic and parking pressures locally.

The Draft East Sussex LTP4 identifies the opportunities of parking as a demand management tool within the County, including the availability and pricing of on and off-street parking for vehicles which has the ability to incentivise alternative journey options.

The East Sussex LTP4 Draft Policy D5 – outlines that ESCC will work with Local Planning Authorities to promote the benefits of controlled parking enforcement to parts of the county in which it is not currently in place.

It also highlights the opportunity for the repurposing of parking spaces in enhancing the public realm and creation of public spaces providing space for cycle parking, parklets, active travel infrastructure, or greening balanced with the needs of providing inclusive access. This can better support achievement of wider socio-economic outcomes.

Cycle parking should also be included as of equal importance with the provision of secure, quality, and safe parking at key destinations supports seamless and integrated journeys.

7. Current understanding of Parking Infrastructure required for the delivery of the Wealden Local Plan

None of the evidence base documentation reviewed indicate that at this stage of the Local Plan process there are parking infrastructure deficits in the levels of parking provided throughout the district. Therefore, currently, there are no additional motor vehicle parking requirements identified to assist in the delivery of the Wealden Local Plan.

[10] Hellingly Parish Council (July 2021), Hellingly Neighbourhood Plan 2018 to 2028. Available at: https://www.wealden.gov.uk/UploadedFiles/01-Hellingly-Neighbourhood-Plan.pdf (Accessed 25/08/2023)
[11] Hailsham Town Council (July 2021), Hailsham Neighbourhood Plan. Available at: https://www.wealden.gov.uk/UploadedFiles/01-Hailsham-Neighbourhood-Plan-Final-Version.pdf (Accessed 25/08/2023)

However, with the Council's goal of enabling modal shift to active travel as an alternative to the car there will be further work regarding requirements for the provision of facilities in publicly accessible car parks such as secure and accessible cycle storage and EV Charging. This will be further understood to inform the Regulation 19 Local plan and IDP.

8. Costs & Funding Sources.

None

9. Delivery Schedule

No delivery schedule has been determined at this stage.

10. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

None of the current evidence base documentation indicates that there is a shortfall of off-street parking within the district. However, with the strong emphasis on a modal shift to alternative sustainable transport it might be that whilst the level of parking is sufficient the type of parking available will need to be reviewed to support the Council's climate change goals.

11. Further work to be undertaken for the Regulation 19 Wealden Local Plan

Consideration should be given to enhancing the provision of secure, safe, accessible and covered bicycle parking throughout the district, including the provision of EV charging points for E-bikes and Scooters alongside the expanded electric vehicle charging points already identified.

On publication of the ESCC LTP4 a review of this position statement will be required to establish if there are any further requirements identified by the County Council.

If further neighbourhood plans are adopted during the Local Plan process these should be reviewed for additional parking issues and plans that might need to be incorporated within the Regulation 19 Local Plan and Regulation 19 IDP.

1. **Utilities – Water Supply**
2. **Provider**
    - South East Water (SEW)
3. **Evidence Base Documents**
    - South East Water Business Plan 2025 - 2030[1]
    - South East Water Strategic Direction Statement 2023[2]
    - South East Water Long Term Delivery Strategy 2025-2050[3]
    - South East Water Revised Draft Water Resources Management Plan 2025 to 2075 [4]
4. **Existing provision**

The water supply in the district is provided by South East Water (SEW), made up of three operating areas - the Western region (Berkshire, Surrey and Hampshire), Sussex and Kent. The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.

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[1] SEW Five Year Business Plan 2025 to 2030. Available at https://cdn.southeastwater.co.uk/SewHousehold/Documents/PR24_Business_plan_main_document.pdf. Last accessed 26/10/2023.
[2] SEW (2023) Strategic Direction Statement 2023. Available at https://cdn.southeastwater.co.uk/SewHousehold/Documents/15318_SEW_revised_SDS_AW_final_web_version_290923.pdf. Last accessed 26/10/2023.
[3] SEW (2023) Long Term Delivery Strategy 2025-2050. Available at https://cdn.southeastwater.co.uk/SewHousehold/Documents/SEW_Long_Term_Delivery_Strategy.pdf. Last accessed 26/10/2023.
[4] SEW (August 2023) South East Water Revised Draft Water Resources Management Plan 2025 to 2075, awaiting approval by Defra before formally publishing an updated statutory plan. Available at https://cdn.southeastwater.co.uk/SewHousehold/Documents/SEW-rWRMP-Technical-Overview-Document_updated-22-09-23.pdf. Last accessed 26/10/2023.

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

Wealden is currently within an area of serious water stress as most recently classified by the Environment Agency in 2021. However, the timing of development and the measures proposed through the Water Resources Management Plan will ensure adequate provision to meet the demands of development.

5. Planned provision.

The SEW Revised Draft Water Resource Management Plan sets out measures that will be implemented over a 50 year period (2075) to improve water efficiency, leakage and supply. In Wealden, these measures include reducing leakage by 50%[5] by 2050, universal smart metering to all households (to support the reduction of household consumption to 110l/h/d by 2050), enhanced zonal transfers, reduced levels of abstraction, and in the longer term a new reservoir at Arlington. New Arlington Reservoir will provide an additional 18 million litres of water a day, along with a new improvement scheme to the pipe network to improve the connectivity within the local area by 2057. Although not included with the main pathway of SEW's best value plan, Peacehaven water recycling option features in their adaptive plan. This water recycling scheme (using treated effluent) could provide an additional 30 Ml/d of new water into the District in the longer term.

As part of the adaptive planning approach, SEW will carry out further development work and early feasibility studies on the new Arlington Reservoir and Peacehaven Recycling schemes during 2025 to 2030 to ensure that if needed to adapt to changes in future uncertainty the schemes would be ready. Although the completion of these projects will lie outside the timeframe of the Local Plan, it is likely that work to develop and consent these projects will take place during the timeframe of the Local Plan.

Outside the District but impacting on our water supplies there are plans to develop water recycling plants, desalination schemes and new reservoirs within the timeframe of the plan.

[5] from 2017-19 leakage levels

Through a catchment management approach SEW plan to work with natural processes to develop new ways of managing water, supporting nature-recovery, and contributing to natural capital where possible.

There are no other major strategic projects identified for the District at this time. However, there will be other schemes that will come forward during the Local Plan period to improve and upgrade the network because of growth. Water companies work on the basis of 5 year investment periods (AMPs). SEW will have sight of some of the projects in the short term to medium term but not for the life of the Local Plan. For example, new mains will be required within the District to meet the required outcomes of the Bewl to Darwell Invasive Non Native Species (INNS) Water Industry National Environment Programme (WINEP) scheme.

6. Key Issues identified.

At a recent workshop (March 2023) South East Water identified the following key issues:

- Population growth in the South East of England
- Increasing pressure on biodiversity and the environment
- The impact of climate change
- The urgency to decarbonise
- Raw water quality deterioration and an increasing demand for fresh water
- Changing demographics (aging population)
- Asset replacement as existing infrastructure ages
- Keeping up with innovation

SEW has also identified a range of pressures including turbidity, algae, pesticides, chlorides (saline intrusion) and nitrates in our surface and groundwater catchments within Sussex.

In addition, the Revised Draft Water Resources Management Plan 2025 to 2075 identifies the following key challenges locally:

- Algae at Arlington Reservoir

- Eutrophic conditions in the River Cuckmere[6]
- High demand for water in summers becoming more common resulting in a supply/demand balance that will be in deficit by 2030.

7. Proposed Mitigation for the key issues as identified.

Mitigation schemes are delivered by SEW with the support and input from the District Council.

In relation to population growth, South East Water have identified that additional infrastructure will be required to serve all large development sites and that ongoing liaison will be required in relation to delivery timescales to ensure the best timing for making infrastructure improvements.

For smaller sites, consideration will be required at the time that these come forward for planning permission in relation to water infrastructure entry points.

SEW plans to deliver catchment schemes to address algae at Arlington Reservoir and eutrophic conditions in the River Cuckmere. Eutrophic conditions occur when a river becomes over-rich in nutrients (often caused by nitrate fertilisers) and, as a result, it becomes overgrown in algae. The aquatic plants die and decompose, robbing the water of oxygen and the river ultimately becomes lifeless. They are working up a pilot scheme for the River Cuckmere and Wallers Haven – linking to the Environmental Land Management (ELM) scheme – supported by Cuckmere & Pevensey Levels Catchment Partnership, and are considering further cross-sector partnership pilots. Again, the Council will support the delivery of these schemes by working in partnership.

A current pilot trial to improve the fish habitat on the highly modified reach of the River Cuckmere, upstream of the weir at Arlington Reservoir is to be extended with plans for further improvements. While on a wider basis SEW will deliver an enhanced biodiversity programme which will protect the current wildlife value of their sites and produce a net gain in

[6] Eutrophic conditions occur when a river becomes over-rich in nutrients (often caused by nitrate fertilisers) and, as a result, it becomes overgrown in algae. The aquatic plants die and decompose, robbing the water of oxygen and the river ultimately becomes lifeless.

biodiversity and wildlife through active conservation work on the land. And We are on track to increase this to 1,671 hectares by 2025. This will result in 77 per cent of their landholdings being managed to protect wildlife and enhance biodiversity.

In addition to the new Arlington Reservoir there are two further schemes for the District, the RZ3 Zonal Scheme - [RES-24] - Arlington to Windover Transfer Project and the RZ3 Zonal Scheme - [RES-24] - Arlington to Folkington Reservoir Project again both with a start date of 2057, outside the timeframe of this Wealden Local Plan.

It is likely that investment will be required to serve the development proposed in the Wealden Local plan. Where capacity is insufficient, developers will need to requisition a connection to the nearest point of adequate capacity.

South East Water will keep a ‘watching brief’ on the development and implementation of the Wealden Local Plan and respond to short term water supply issues that arise, through the measures outlined in the five year investment programme (SEW’s Business Plan 2025 – 2030), which includes the activities set out in the Water Resources Management Plan.

8. Costs & Funding Sources.

The main funding sources for water supply in the District include: OFWAT, South East Water and development contributions. The schemes noted above will be delivered and funded by SEW and in this respect will require no specific funding from the Council.

9. Delivery Schedule

The delivery of these schemes is scheduled outside the timeframe of this Local Plan and this Interim Regulation 18 Infrastructure Delivery Plan.

10. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

Through the safeguarding provisions of the Regulation 18 Draft Wealden Local Plan the Council will safeguard the requirements for the new Arlington reservoir and any further water supply requirements.

In March 2015 the Government announced that the local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access, water, and space standards. Where there is a clear local need, local planning authorities can set out Local Plan policies requiring new

dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day (as per the amendments to the 2010 regulations under The Building Regulations & c. (Amendment) Regulations 2015). Within the Wealden Local Plan - Policy NE6 – Water Efficiency, requires new dwellings to meet the tighter Building Regulations optional requirement of 110 litres/person/day in consideration that Wealden is located in an area of severe water stress.

We will continue to work with South East Water and developers to identify any requirements and improvements that will be required to support existing and future development, either through improvements to existing provision to provide additional capacity or improved services, or through the provision of new facilities to support the supply.

1. **Utilities – Waste Water**
2. **Provider**

- Southern Water (SW)
- Environment Agency (EA)

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

3. **Evidence Base Documents**

- Southern Waters Business Plan 2025 - 2030[1]
- Southern Water Turnaround Plan 2023-2025[2]
- Southern Water Pollution Reduction Programme (2022)[3]

4. **Existing provision**

Southern Water owns and operates a number of Wastewater Treatment Works (WTW) that serve the district's existing population. This includes facilities at Hailsham North, Hailsham South, Buxted, Uckfield, Ripe, Redgate Mill (Crowborough), East Hoathly, Fletching, Hartfield, Vines Cross, Windmill Hill, Maresfield, Hooe and Whitegates Lane (Wadhurst). Certain locations in the district are served by WTWs outside the District including the Tunbridge Wells South and Eastbourne WTWs.

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[1] Southern Water () Five Year Business Plan 2025 – 2030. Available at https://www.southernwater.co.uk/our-story/our-plans/our-plans-2025-30.

[2] Southern Water Turnaround Plan 2023-2025. Available at https://southernwaterbusinessplan2025-30.com/docs/company-turnaround-plan.pdf.

[3] Southern Water (2022) Pollution Reduction Programme. Available at https://www.southernwater.co.uk/our-story/our-plans/pollution-reduction-programme.

5. Planned provision.

Southern Water is continuing to invest in its infrastructure and facilities through an ongoing improvement programme. The Southern Water Turnaround Plan 2023 – 25 seeks to deliver:

- Building capacity and resilience at wastewater treatment works to reach 99%+ compliance with treatment and permit standards. This means ensuring pumping stations and networks continue to operate effectively as the climate changes.
- Updated maintenance standards and proactive control to stop assets failing.
- Developing an improved emergency response where assets do fail.
- Digitalising the sewer network to reduce pollutions and flooding, using industry-leading monitors, artificial intelligence for prediction and maintenance – 24,000 monitors have been installed to track flows in sewers, along with a proactive control centre, supported by artificial intelligence, to identify blockages and pump failures before they occur and prevent damage to homes or the environment.

Over the 5-year period of the business plan Southern Water plan to deliver:

- 24,000 sewer monitors across the network reporting to a control centre in real time. These have already been delivered.
- Pathfinder projects delivering storm overflow reductions by up to 70% in some areas.
- The delivery of nature-based solutions alongside new technology to reduce use of storm overflows, upgrades to pumping stations to further reduce pollutions and bursts, and upgrades to treatment works to improve river water quality.

6. Key Issues identified

In their 5 year business plan, Southern Water identifies a number of issues for the region, these include:

- A growing population. By 2050 the population in the South-East is predicted to grow by between 19% and 25% from 2020. Population growth will increase demand for services.

- Climate Change making it more challenging to deliver services, extreme weather events such as droughts and storms challenging the ability to provide water and wastewater services while protecting and improving the environment.
- Water scarcity and ensuring that supplies are resilient
- Reducing carbon emissions by improving treatment processes and through other means such as through renewables
- Rising environmental concerns in relation to flooding and pollutions and the use of storm overflows

Southern Water owns and operates Hailsham North and Hailsham South Wastewater Treatment Works (WTWs). Both WTWs discharge treated effluent to the Pevensey Levels, a sensitive natural environment protected by National and European Legislation. The WTWs operate in accordance with Environmental Permits set by the Environment Agency so that water quality objectives are protected. The WTWs have recently been upgraded and water is now being treated to the best standard (the technically achievable limit – TAL[4]), substantially reducing the phosphorus concentration in the treated sewerage that is released into the Pevensey Levels. It is worth noting that the release of water into the Pevensey Levels is required in order to ensure water levels are sufficient and to maintain the site including its ecological interest.

7. Proposed Mitigation for the key issues as identified.

In relation to population growth, Southern Water has confirmed, that wastewater treatment capacity is not a constraint to future new development even if investment requirements are significant. This is because Southern Water has a statutory obligation to find solutions and provide infrastructure to serve new development.

For some of the proposed allocations, it may be the case that a new or revised environmental permit will be required from the Environment Agency. The Environment Agency would normally permit increased flows provided that treatment standards are improved so that the total load to the environment is not increased. This is in line with the 'no deterioration' principle. In the case of the Hailsham North and South WTW any future permit will need to ensure the integrity of the Pevensey Levels (SAC).

[4] TAL is the lowest level to which nutrients/pollutants can be removed to using current technology, and as technology changes and lower levels become achievable, the TAL will reduce further.

The planning period of the Local Plan provides repeated opportunities through the water industry's five-year price review process to investigate and implement solutions. An amended permit should be achievable for water companies as long as it is possible to review the numeric discharge quality limits on the permit, to ensure no deterioration in the environment. Possible options where conventional technology could not achieve the required standards include:

- Reducing infiltration into the sewerage system
- Reducing water use by existing and future residents
- Transferring flow to an alternative discharge location
- Treating wastewater to a higher standard using non-conventional technology.

Southern Water suggested that the implementation of one or a combination of these options could be investigated to agree on a solution to mitigate the impact of increased volumes of wastewater arising from new development and population growth and ensure no unacceptable adverse impact on the integrity of protected sites such as the Pevensey Levels

Further issues arising from the growth proposed in the Wealden Local Plan, particularly any requirements to upgrade Waste Water Treatment works will be investigated by Southern Water in partnership with the Environment Agency. Any further improvements or requirements will be outlined in subsequent Business Plans produced by Southern Water and reflected in ongoing IDP reviews.

It is also likely that new and improved sewerage infrastructure (which conveys wastewater to the treatment works) would be required to serve some individual sites. However, limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure. Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions therefore play an important role in ensuring that development is coordinated with the provision of necessary infrastructure.

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

8. Costs & Funding Sources

Improvements to strategic infrastructure, such as wastewater treatment works, are planned for and funded through the water industry's 5-year price review process. Funding for wastewater treatment works provision or improvements therefore comes from customer bills agreed through the price review. These are based on the 5 yearly water company price reviews carried out by Ofwat setting price caps based on the infrastructure improvements required to be delivered. As set out the planning certainty of the allocated sites as the plan progresses will support this business planning process.

In terms of the sewerage network, the reinforcement requirements of individual development proposals are assessed as they come forward. This is carried out on a site-by-site basis as developers make their requirements known and early engagement is encouraged. Developers contribute to the cost of these reinforcements through the New Infrastructure Charge[5].

In addition, further funding may be provided through Southern Water.

9. Conclusion and the role of the IDP and the Regulation 18 Draft Local Plan

With the recent issues with storm overflow capacity and effluent discharge into coastal waters further confirmation is required from Southern Water that wastewater provision going forward through the period of the plan will accommodate growth set out in the Local Plan.

We will continue to work with Southern Water and developers to identify any requirements and improvements necessary to support the existing and future community, either through improvements to existing provision to provide additional capacity or more reliable services, or through the provision of new facilities to support the treatment and management of waste water.

[5] https://www.southernwater.co.uk/help-advice/connection-charging-arrangements

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