Matter 15/HLM

Wealden District Council
Local Development Framework
Core Strategy Examination

Hearing Statement

Hallam Land Management

Consulting Civil, Structural & Environmental Engineers Development Consultants Project Managers

Brookbanks Consulting
6150 Knights Court Solihull Parkway Birmingham B37 7WY
Tel: +44 (0) 121 329 4330 Fax: +44 (0) 121 329 4331
Email: mail@brookbanks.com

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1 Introduction

1.1 Brookbanks Consulting Limited is appointed by Hallam Land Management to provide engineering advice relating to infrastructure matters at Land at Upper Horsebridge Road, Hailsham. This statement is prepared to address a number of questions identified by the Inspector for the Hearing Sessions of the EiP in relation to the Wealden Core Strategy. The questions will be addressed in the sections below on each matter raised by the Inspector.

2 Matter 15 - Infrastructure WCS7, WCS13

3.1 The Inspector has confirmed that the main issue surrounding Matter 15 is *"Whether the infrastructure requirements for the Core Strategy are soundly based and deliverable?"* to which we have responded on the each relevant point raised.

3.2 Question a states:

a) Have the critical infrastructure requirements in the Infrastructure Delivery Plan been justified by the evidence base? What would be the consequences for the strategy if any of the critical infrastructure was not delivered? Is there sufficient commitment at this stage from the relevant organisations responsible for delivery?

Transport

3.3 The critical infrastructure requirements have been identified in the IDP necessary to support SD2 and SD3. The requirement of the infrastructure are clearly identified in SWETS, the deliverability of SD2 and SD3 require the identified interventions.

Foul Treatment Capacity

3.4 In relation to foul treatment capacity Southern Water confirm that the Hailsham North STW is being upgraded to accommodate development growth in the Hailsham area. The upgrading works are being funded as part of the AMP5 growth plan. It is Southern Water's statutory obligation to ensure that sufficient treatment capacity exists for development growth areas. The works will ensure that Southern meet their obligation without the need for any delay or phasing to development growth due to foul treatment capacity.

3.5 Question b states:

b) Is it clear what infrastructure is required for the first 5 years of the plan and who is going to fund and provide it?

Transport

3.6 The IDP identifies the transportation interventions necessary to support SD2 and SD3 but does not indicate timescales. The associated timescales will be identified through the detailed modelling that is currently being undertaken. This will highlight the interventions required for the delivery of the SD2 and SD3 individually. The interventions will subsequently be required post consent.

3.7 The detailed modelling of the individual allocations will include scenario testing to ensure that the long term viability of the road network will not be compromised, irrespective of when the allocation will be delivered.

Foul Treatment Capacity

3.8 In relation to foul treatment capacity Southern Water confirm that the Hailsham North STW is being upgraded to accommodate development growth in the Hailsham area. The upgrading works are being funded as part of the AMP5 growth plan. It is Southern Water's statutory obligation to ensure that sufficient treatment capacity exists for development growth areas. The works will ensure that Southern meet their obligation without the need for any delay or phasing to development growth due to foul treatment capacity.

3.9 Discussions with Southern Water confirm that foul treatment infrastructure will be in place to ensure that the full extent of the planned growth can be accommodated as of March 2012.

3 Summary

4.1 This Written Statement has addressed all of the relevant points raised by the Inspector in relation to the Wealden Core Strategy EiP.

Appendix

Statement of Common Ground: Wealden District Council Core Strategy

13th December 2011

Statement of Common Ground between Brookbanks Consulting, East Sussex County Council and Wealden District Council.

1 Introduction

This Statement of Common Ground (SoCG) has been prepared jointly by Brookbanks Consultants (BCL), East Sussex County Council (ESCC) and Wealden District Council (WDC). This sets out the areas of agreement between the above three organisations and has been produced to aid the Inspector in his consideration of the WDC (Incorporating Part of the South Downs National Park) Core Strategy (CS).

2 Context

Discussions to date have allowed each organisation to understand the other's concern and objectives, and to set out the areas of agreement

3 Areas of Agreement

This SoCG sets out the agreed transport matters in relation SWETS that could influence the phasing of the Hailsham broad locations for development.

SWETS

The Transport Evidence Base to support the Wealden (Incorporating Part of the South Downs National Park) Core Strategy in relation to South Wealden is provided through the South Wealden and Eastbourne Transport Study (SWETS). The SWETS study was carried out in phases.

SWETS phase 1 identified and tested of a range of transport interventions needed to deliver the CS for WDC and Eastbourne Borough Council (EBC). As a result of proposed changes to the housing provision identified in the South East Plan , together with the plan period extended to 2027 in order to provide 15 years from anticipated adoption, further transport modelling work was carried out.

Phase 2 included transport intervention option testing for the combined broad locations to the north (SD3) and east (SD2) of Hailsham as well as other broad locations within the south Wealden area. The transportation work for phase 2 did identify the attributable impacts of development sites in South Wealden but did not identify of the transport interventions specifically associated with the delivery of individual allocations. Paragraph 3.34 refers to the interventions *"Development to the scale and location proposed in north and east Hailsham could be accommodated subject to improvement to the town centre network as identified and to the A22 / Hempstead Lane junction. Without the latter, the consequences of development at north Hailsham for the satisfactory operation of the Boship roundabout would be severe."*

SWETS Conclusion

SWETS did indicate that both broad locations identified in north and east Hailsham could be accommodated, subject to appropriate transport interventions.

SWETS did not make recommendations for the phasing of east and north Hailsham.

On Going Transport Modelling Work

Through on-going discussions, ESCC has confirmed that a Hailsham specific traffic model, based on SWETS is currently being produced. This will enable the assessment of the individual impacts of the SD2 and SD3 sites, as well as the combined impacts and the association with identified transport interventions, thus safeguarding the long term operation of the local road network irrespective of phasing of SD2 and SD3.

4 Conclusions

SWETS identified the transport interventions necessary to accommodate broad locations, in Hailsham but did not make recommendations for the phasing of broad locations.

Andy Eggleston
On behalf of Brookbanks Consulting

Jon Wheeler
On behalf of East Sussex County Council

David L Phillips
On behalf of Wealden District Council

Andy Eggleston

From: Nuttall, David <David.Nuttall@atkinsglobal.com>
Sent: 21 April 2011 15:05
To: Daniel Bailey
Subject: RE: 1270 North Hailsham Sewage Treatment Works

Daniel, the proposed works are to allow the works to treat effluent to the limit of the existing volumetric discharge consent. This was estimated to be 1600 units above the allocations in the Wealden non-statutory plan, It could be that a small amount of this headroom has already been used by consents granted by Wealden DC, who are monitoring the planning consents,

Regards

David Nuttall
Senior Planning Engineer
Water & Environment
Atkins Limited,
Anglo St James House
39A Southgate Street
Winchester

tel +44 (0) 1962 858688
Fax:- +44 (0) 1962 810296
e mail david.nuttall@atkinsglobal.com
Website: www.atkinsglobal.com

From: Daniel Bailey [mailto:daniel.bailey@brookbanks.com]
Sent: 21 April 2011 15:00
To: Nuttall, David
Subject: 1270 North Hailsham Sewage Treatment Works

David,

Following our conversation yesterday regarding treatment capacity at North Hailsham Sewage Treatment Works, I would just like to briefly summaries in writing what was discussed.

You confirmed that the works are currently being upgraded to accommodate an additional 1600 units above the required capacity for the allocated and consented development.

You also confirmed that the additional capacity that is being created is within the existing discharge consent and that no new discharge consent will be required to utilise the full extent of the capacity that will be made available following the completion of the works.

During the discussion it was also confirmed that the anticipated completion date for the upgrading works is March 2012.

Please do not hesitate to contact me should you feel I have misinterpreted the information or have missed anything significant off.

Many thanks,

Daniel

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