



Lewes District Council

Lewes District Local Plan

Infrastructure Delivery Plan

November 2018

Infrastructure Delivery Plan

CONTENTS

Introduction	3
What is infrastructure?	3
Why produce an IDP?	4
Cross boundary infrastructure	5
Structure of the document	5
Section A: Infrastructure Position Statement	
Introduction and Methodology	6
Transport	8
Education	19
Health	24
Community	28
Emergency Services	35
Utilities	42
Green Infrastructure	53
Section B: Infrastructure Delivery Schedule	
Summary of Key Requirements	56
• <i>Local Highway & Accessibility Improvements</i>	56
• <i>Education</i>	57
• <i>Waste Water Treatment</i>	57
• <i>Flood Defences</i>	58
• <i>Suitable Alternative Green Space</i>	58
• <i>Outdoor Playing Space</i>	58
Schedule Format	59
Conclusions	60
Schedules:	
Transport	61
Education	66
Utilities	67
Flood & Coastal Defences	68
Green Infrastructure	69

Infrastructure Delivery Plan

Introduction

This Infrastructure Delivery Plan (IDP) has been produced to accompany the Lewes District Local Plan. It sets out the key strategic infrastructure that is required to support the objectives and spatial strategy of the Local Plan and identifies where and at what time that infrastructure is required, who is responsible for delivering it, the cost of provision (if known) and how these costs are expected to be funded. The IDP is a 'living document' that will be periodically reviewed and modified throughout the plan period to ensure that it remains up to date and addresses changing circumstances or new information that becomes available.

What is infrastructure?

Put simply, infrastructure means the provision of facilities and services that are required to support the needs of the community and help to ensure that those living, working in or visiting Lewes District experience a good quality of life. The delivery of the right levels and types of infrastructure is essential to support the objectives of increased housing provision, economic growth, and the creation of successful, sustainable communities.

For the purposes of this document, the definition of key infrastructure groups, and the types of facilities and services within each group, is set out below:

Transport

Trunk Road Capacity
Local Road Capacity
Rail Services
Bus services
Community Transport
Walking & Cycling
Parking

Education

Early years and childcare
Primary Schools
Secondary Schools
Further Education
Higher Education
Adult Learning

Health

Primary Care
Secondary Care

Community

Indoor Sports/Leisure Facilities
Community Meeting Space
Libraries

	<i>Cemeteries</i> <i>Supported Housing</i>
Emergency Services	<i>Fire & Rescue</i> <i>Police</i> <i>Ambulance</i> <i>Flood Defences</i> <i>Coastal Defences</i>
Utilities	<i>Electricity</i> <i>Gas</i> <i>Water</i> <i>Sewerage</i> <i>Telecommunications</i> <i>Waste/Recycling</i>
Green Infrastructure	<i>Outdoor sports facilities</i> <i>Outdoor children's play areas</i> <i>Parks and gardens</i> <i>Amenity green space</i> <i>Allotments and community gardens</i> <i>Green corridors</i> <i>Natural and semi-natural urban green spaces</i> <i>Accessible countryside</i>

Affordable housing is not discussed in detail in the IDP as it is addressed by Core Policy 1 in the Local Plan Part 1: Joint Core Strategy. Nevertheless, the provision of affordable housing is regarded as an essential element of social and community infrastructure across the whole district.

Why produce an IDP?

The Local Plan seeks to deliver an additional 6,900 homes within Lewes District in the period between 2010 and 2030. This housing growth will create demands and pressures on the district's infrastructure through either taking up existing capacity or creating a requirement for investment in additional or improved infrastructure.

The National Planning Policy Framework requires local planning authorities to work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, waste water and its treatment, energy, telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands. The Government also expects local plans to identify priority areas for infrastructure provision and ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.

This IDP seeks to achieve these national outcomes and facilitate a common understanding and partnership approach to infrastructure requirements and

provision between the local planning authority (Lewes District Council or the South Downs National Park Authority), service providers, developers and local communities. It has provided the foundation upon which the District Council and National Park Authority prepared for the implementation of their respective Community Infrastructure Levies (CIL).

Cross Boundary Infrastructure

Most of the new infrastructure required to deliver the development set out in the Local Plan will be within the district boundary. However, some facilities or services may cross boundaries or be delivered by several providers or support development in more than one area. The District Council and the National Park Authority will continue to work closely and seek to strengthen their relationships with partner organisations that also have an interest in cross-boundary issues, including East Sussex County Council, West Sussex County Council, Brighton & Hove City Council, Mid-Sussex District Council and Wealden District Council.

Structure of the document

The IDP is presented in two sections:

- a) The *Infrastructure Position Statement*, which identifies existing infrastructure provision and assesses its capacity to support growth.
- b) The *Infrastructure Delivery Schedule*, which sets out the critical items of additional infrastructure that are considered necessary to support growth and, where possible, identifies costs, funding sources and who is responsible for its provision.

These sections follow overleaf.

Section A: Infrastructure Position Statement

The Infrastructure Position Statement comprises a broad audit of existing infrastructure within or serving the district. It was prepared to help inform the subsequent Infrastructure Delivery Schedule and collates relevant information on individual services and responses received from service providers when questioned about their existing and future capacity to meet current needs and future growth.

The Infrastructure Position Paper aims to identify:

- existing infrastructure capacity and provision of services across the district
- the priorities and proposals of key service providers and other relevant organisations
- existing deficiencies in infrastructure provision and where there are likely to be significant constraints on development
- what additional infrastructure may be required in order to support the proposed level of strategic housing provision

Methodology

At the beginning of the infrastructure planning process, the relevant service providers for each infrastructure type were identified and a broad review of their published plans, strategies and capital programmes, where available, was undertaken. Following this review, all the relevant service providers were contacted by letter, email, or telephone. The proposed spatial strategy for the district, including anticipated levels and location of growth (housing and employment) was explained to each provider and all, or a combination, of the following questions asked:

- What measures or standards do you use to determine the level of service provided?
- Is there the existing infrastructure capacity for your particular service adequate to serve existing development in Lewes District when assessed against these standards?
- If yes, is there any spare capacity to absorb further development, and if so, can you estimate how much in broad terms?
- If no, what is the nature and extent of the shortfall in provision, and how serious or decisive is that in preventing further development?
- Are there any plans for infrastructure improvements and/or capital projects already in your programme?
- What would need to be done to accommodate the levels of additional development outlined above, and is this realistically achievable?
- Are there any overriding constraints that would prevent the provision of such infrastructure taking place?

Subsequently, face to face meetings were held with a number of service providers, including East Sussex County Council, in order to explore their

requirements in greater depth. This represented the start of a continuing dialogue and close working relationships with key organisations and stakeholders to establish the additional infrastructure that is necessary to support the planned growth of the district. The most recent engagement with all relevant service providers, including healthcare, police, fire and utility services, was undertaken in October 2018.

The information obtained through the methods described above informed the thematic tables that follow. These thematic tables reflect the definition of infrastructure set out earlier in this document and provide the following information for each key infrastructure type:

- overview of the lead organisation(s)
- main sources of information
- existing and planned provision
- sources of funding
- key issues
- overall summary that clarifies the role of the Local Plan and IDP

It is acknowledged that there remain a number of gaps in information due the current economic climate, which has forced many service providers to re-evaluate their budgets and forecasts. In addition, many service providers within the public sector are facing radical changes to their funding streams and service delivery arrangements and have not been able to provide the required information. However, as stated earlier, the IDP is a 'living' document and will be regularly reviewed and updated to take into account any future organisational, service delivery and funding changes and their potential impact on the delivery of the Local Plan.

Overall, the Infrastructure Position Statement confirms that there are no critical infrastructure issues or 'showstoppers' that would prevent the delivery of development proposed in the Local Plan. Nevertheless, some service providers have identified critical elements of additional or improved infrastructure that will be essential to support the spatial strategy and its development objectives. This critical infrastructure is set out in the Infrastructure Delivery Schedule in Section B, which demonstrates there is a reasonable prospect that the required items can be delivered in a timely fashion over the plan period, through either direct provision or through developer contributions.

Transport

Transport: Trunk Road Capacity	
Overview of Lead Organisations	Highways England, on behalf of the Secretary of State for Transport, is responsible for operating, maintaining and improving the strategic road network (SRN). Its primary role is to deliver a better service for road users and support a growing economy.
Main Sources of Information	<ul style="list-style-type: none"> • Highways England Delivery Plan 2015-2020 • DfT Road Investment Strategy 2015/16 – 2019/20 • South Coast Central Route Strategy 2015 • Circular 02/2013
Existing and Planned Provision	<p>A27 – runs east/ west through the District and is the key strategic route along the Sussex coast.</p> <p>A26 - runs north/south between the Beddingham roundabout (A27 junction) and New Road, Newhaven (A259 junction).</p> <p>£75m is committed for small-scale capacity improvements and sustainable transport measures on the A27 east of Lewes and work has commenced on identifying and developing options. The preferred options were announced in 2017 and the improvement works are programmed to commence in 2020.</p>
Funding Sources	The Roads Investment Strategy (RIS) which currently covers the period 2015 – 2020. Where development impacts require physical improvements to the network, Highways England may seek developer contributions through section 278 or section 106 agreements.
Key Issues	Highways England has commissioned a feasibility study to investigate a more comprehensive solution to the problems of peak hour congestion, poor time reliability and road safety on the A27 between Lewes and Polegate. The results of this study are expected in Spring 2018.
Summary/Role of Local Plan and IDP	Anticipated increases in road traffic volumes highlight the need for the Local Plan to promote effective long term measures to manage and reduce car traffic. The Council will work in partnership with the Highways England and East Sussex County Council to pursue common transport goals, including potential trunk road junction improvements, changing travel behaviour and promoting the use of more sustainable modes of transport.

Transport: Local Road Capacity	
Overview of Lead Organisations	East Sussex County Council (ESCC) is the local highway authority, responsible for the provision and maintenance of most of the District's highway infrastructure.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Local Transport Plan 2011-2026 (LTP) • LTP Implementation Plan 2016/17 to 2020/21 • Lewes Town Transport Study 2011 • Newhaven Transport Study 2011 • Lewes District Council Core Strategy: County Council Position Statement in relation to Transport (September 2011) • New housing in Peacehaven & Newhaven: Impacts on the A259 west of Peacehaven and on Newhaven ring road, and consequences for housing numbers (ESCC September 2012) • West Sussex Local Transport Plan 2011-2026
Existing and Planned Provision	<p>The A26 and A272 are the primary routes within the District, providing connections between the central areas of East Sussex and the trunk road network.</p> <p>A new port access road (PAR) in Newhaven is a long-standing proposal of ESCC. Phase 1 was completed by a developer in 2015 and the final phase across Mill Creek and the railway is anticipated to be completed in 2020.</p>
Funding Sources	<p>Local Transport Plan schemes are funded from various sources. These include capital allocations from central government for highway maintenance and small integrated transport and safety schemes. Neither allocation is ring-fenced so can be spent according to County Council local priorities.</p> <p>Funding to deliver infrastructure which supports the delivery of housing and jobs, including transport infrastructure, has been devolved to the Local Enterprise Partnerships (LEPs). In Lewes District, these are the South East LEP and Coast to Capital LEP.</p> <p>Government occasionally announces extra funding either by way of an allocation, such as for Community Transport, or by way of competitive bidding processes for specific areas of spend, e.g. the Access Fund, National Productivity Investment Fund, Housing Infrastructure Fund.</p> <p>Local authorities also receive Formula Grant from the Department for Communities and Local Government which can be spent on local priorities, including transport.</p> <p>Developer contributions are secured to fund transport improvements or services to mitigate the negative impacts of development on transport networks and ensure that development is supported by the appropriate infrastructure.</p>

	<p>Revenue from controlled parking may also be used to fund transport improvements.</p>
<p>Key Issues</p>	<p>ESCC does not have a county-wide highway network model to enable road capacity constraints to be systematically identified. However, most congestion problems in the District are confined to peak periods at junctions along the A27 and A259 corridors and junctions on routes into and out of Lewes town.</p> <p>The District Council commissioned transport studies for Lewes town and Newhaven in order to identify the transport issues and challenges arising from potential options for housing and commercial growth in the period to 2030.</p> <p>In Lewes town, the studies demonstrate that the A26/B2192 junction (Earwig Corner) and the A277/A275 junction (Prison Crossroads) are both operating at capacity during the AM peak, with the A26/Church Lane junction currently operating at capacity during the PM peak. By 2030, forecast background traffic growth will result in traffic volume exceeding junction capacity at both the AM and PM peak at:</p> <ul style="list-style-type: none"> • A26/B2192 (Earwig Corner) • A26/Church Lane • A26/Phoenix Causeway • A277/A275 (Prison Crossroads) <p>The Lewes town study identified that traffic congestion on the A26 between the A26/B2192 (Earwig Corner) and the A26/Phoenix Causeway junctions arises principally as a result of capacity limitations at Earwig Corner, whilst queuing problems on the A26 at Southerham arise from capacity limitations at the A27/A26 Southerham roundabout. The A26/Phoenix Causeway junction functions well in the absence of impacts from the other two junctions.</p> <p>Modelling of the impact of the proposed development in Lewes and Ringmer has identified the need for interventions to the critical A26 junctions and the town centre one way system, together with enhanced connections for sustainable modes of transport (walking, cycling, and public transport).</p> <p>Traffic signals to improve capacity at the A26/B2192 (Earwig Corner) junction will be delivered by the residential development of land north of Bishops Lane, Ringmer, see Spatial Policy 6 of the Local Plan Part1.</p> <p>In Newhaven, the studies demonstrate that the town's highway network can currently accommodate existing traffic demands in both the AM and PM peaks. However, by 2030 forecast background traffic growth will result in traffic volume exceeding junction capacity during the PM peak at:</p>

	<ul style="list-style-type: none"> • The Drove slip merge with the A259 just east of the swing bridge • The swing bridge and the town centre one-way system • A259/Denton Island junction <p>Current traffic demands on the Newhaven town centre one-way system and also the A259 west of Peacehaven means that there is only limited capacity on these parts of the highway network to accommodate an increase in demands arising from future development in Newhaven or Peacehaven.</p> <p>Further more detailed transport modelling work has been undertaken on Newhaven Ring Road including potential options to address the capacity issues on the surrounding network. This work concludes that upgrading and co-ordination of existing signalised pedestrian crossing to improve traffic flow conditions, plus improvements to the layout of the North Way/South Way/Swing Bridge Junction would improve the capacity of the Ring Road.</p> <p>There is only very limited headroom for additional westbound vehicles in the AM peak on the A259 west of Peacehaven in addition to the vehicular movements likely to be generated by existing development commitments. Any proposed new development in Newhaven or Peacehaven would require a range of measures to mitigate the impact of traffic on the A259, including junction improvements at Telscombe Cliffs Way and Sutton Avenue and improvements to accessibility for public transport, walking and cycling (including additional bus services).</p> <p>In Wivelsfield Parish, any new development is likely to lead to additional traffic on the B2112 through Ditchling. No significant increase in traffic in Ditchling village would be acceptable to ESCC. Interventions may be necessary to improve the balance of attractiveness in favour of the primary road network.</p> <p>These issues are addressed in more detail in the following documents which are available on the Council's website:</p> <ul style="list-style-type: none"> • Lewes District Council Core Strategy: County Council Position Statement in relation to Transport (ESCC 2011) • New housing in Peacehaven & Newhaven: Impacts on the A259 west of Peacehaven and on Newhaven ring road, and the consequences for housing numbers (ESCC 2012)
<p>Summary/Role of Local Plan and IDP</p>	<p>An integrated approach to transport provision is needed to ensure that current congestion is not made worse, new development can be adequately accessed, and that existing and new development is linked by a network that encourages sustainable modes of transport and healthy lifestyles rather than car dependency. The Council will work in partnership with ESCC and other partners to agree joint transport priorities in</p>

	order to achieve these outcomes.
--	----------------------------------

Transport: Rail Services	
Overview of Lead Organisations	<p>The Department for Transport has overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services.</p> <p>Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels.</p> <p>Train Operating Companies run passenger train services and lease and manage stations from Network Rail.</p>
Main Sources of Information	<ul style="list-style-type: none"> • London and South Coast Rail Corridor Study 2017 • Regional Planning Assessment (DfT) • Sussex Area Route Study 2015 • East Sussex Rail Strategy and Action Plan 2013 • Sussex Route Utilisation Strategy 2010.
Existing and Planned Provision	<p>In terms of passenger train services, the District is well-served by main line services to London Victoria, via Gatwick Airport, and East Coastway services to Ashford International, Brighton, Eastbourne, Ore and Seaford. Rail services to London and Ashford International offer access to the High Speed 1, which links London St Pancras to Paris and Brussels.</p> <p>There are no significant improvements planned for the rail system within the District. However, commuters using the Brighton Main Line will benefit from increased peak hour capacity through the introduction of longer trains and alleviating identified infrastructure bottlenecks around East Croydon.</p> <p>The Thameslink project is a government funded programme of works to increase capacity through London Bridge and is anticipated to be completed by 2020. The Thameslink project will accommodate an additional 16,900 Sussex passengers during the morning peak hour and offers the potential for introducing direct train services between Eastbourne, London St Pancras and Bedford.</p> <p>The District Council and ESCC are continuing to lobby for the reinstatement of the former Lewes-Uckfield railway line, whilst acknowledging that there is not a strong business case for this key piece of rail infrastructure under current funding and major scheme appraisal arrangements.</p> <p>In terms of freight movement, Newhaven receives aggregates traffic and transports ash from the Veolia Energy Recovery Facility for re-use in areas around London.</p>

Funding Sources	<p>The rail network is funded primarily by the Department for Transport through franchise agreements with the Train Operating Companies for the provision of services, and through funding to Network Rail for infrastructure provision (enhancements as well as operation, maintenance and renewal). In addition, local authorities have powers to fund improvements to rail services and facilities, such as new stations, interchanges and improved access. Third parties can also provide funding to Network Rail to deliver rail infrastructure</p>
Key Issues	<p>Rail travel is a particularly important form of transport for commuters and tourists, with the quality of services affecting the attraction of the District for businesses, their workers and clients, and for visitors. 8% of Lewes residents in employment commute by train.</p> <p>A major issue facing local rail services is capacity constraints, particularly at peak periods on services to London Victoria and London Bridge (from Haywards Heath inwards) and on East Coastway services between Brighton and Ashford. Despite planned improvements to peak hour service capacity on the Brighton Main Line, there will still be a peak hour capacity gap of 1,600 outer suburban passengers, principally to London Bridge, in 2031.</p> <p>Whilst Seaford to Brighton services experience some standing at the height of the peak between Newhaven Town and Seaford, there is generally plenty of capacity.</p> <p>In addition to the capacity issues, current journey times between regional centres on the East Coastway services cannot compete with road journey times, indicating a need for line speed improvements.</p> <p>The Government will continue to play a strategic role in the future of rail services in the UK because infrastructure provision, service frequencies, and fare levels are largely determined by the Department for Transport through the franchising process.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan needs to take a co-ordinated approach to transport, including promoting alternative modes of transport to the car and hence, greater use of public transport. This will include rail services. The use of rail services by residents and visitors will be part of an overall policy aim to increase the use of sustainable modes of transport.</p> <p>It is acknowledged that the District Council only has a limited role in determining the outcome of investment decisions on the rail network. Partnership working with the rail operators will be important in terms of delivering new infrastructure and measures to increase rail passenger numbers.</p>

Transport: Bus Services	
Overview of Lead Organisations	ESCC provides bus information and financial support for some bus services and administers the national concessionary fare scheme. Commercial and supported services within the District are operated by Brighton & Hove Bus and Coach Company, Compass Travel, Renown Coaches and Sussex Bus Company.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Local Transport Plan (LTP) 2011-2026 • LTP Implementation Plan January 2016/17- 2020/21 • Southern Coastal Towns Accessibility Strategy Local Assessment 2010 • North Weald towns and Lewes Accessibility Strategy Local Assessment 2008
Existing and Planned Provision	The District's towns are relatively well served by bus services to larger centres within and outside the District. The rural areas have fewer services, often subsidised by ESCC through a commissioning based approach focussed on need. Real Time Passenger Information has been introduced on services between Lewes and Crowborough and the coastal route between Brighton and Eastbourne. Further signs are being implemented at key stops across the District, with information also available online and via Apps.
Funding Sources	ESCC provides revenue funding, through competitive tendering, for the proportion of the network which is not run by operators on a commercial basis and can provide funding for infrastructure improvements through its Local Transport Improvements capital spending programme. Other funding can come from: <ul style="list-style-type: none"> • Developer contributions/CIL • Town and Parish Councils (bus shelters)
Key Issues	<p>Buses are the most used form of public transport for local journeys. The Government aims to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, ESCC and district councils also aim to increase the move toward bus use and passenger satisfaction.</p> <p>Since the deregulation of bus services in 1985, private operators only provide services on routes that are deemed to be commercially viable. Routes can be withdrawn due to lack of public support, or where the cost of provision makes them unviable, and this raises the question of accessibility and equality. ESCC can subsidise the provision of 'socially necessary' bus services where these are not likely to be provided commercially. In 2014, 80% of bus journeys were on commercial services.</p> <p>The national Concessionary Fares scheme has placed extra pressure on the bus operators in terms of extra bus patronage and on the County Council in terms of being able to fund the</p>

	burden of reimbursing bus operators for journeys undertaken by pass-holders.
Summary/Role of Local Plan and IDP	The Local Plan has an important role to play in taking a spatial approach to improving accessibility and enhancing the attractiveness of alternative modes of transport to the car. New development where appropriate should contribute towards the provision of bus stops, bus shelters and other bus infrastructure and potentially funding new routes or services to support new development.

Transport: Community Transport	
Overview of Lead Organisations	ESCC works in partnership with a range of organisations including Clinical Commissioning Groups, local people, community groups and operators to ensure that community transport schemes meet local needs. However, the focus and control of these services remains with the local community.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Local Transport Plan (LTP) 2011-2026 • LTP Implementation Plan January 2016/17-20/21
Existing and Planned Provision	<p>Community transport covers a broad range of provision including community minibuses, voluntary car schemes, car clubs, taxi vouchers and many other alternatives.</p> <p>CTLA (Community Transport for the Lewes Area) provides Dial A Ride services for scheme members across the District. It also operates a membership only Travel Club, with trips to cinemas, theatres and shopping centres.</p> <p>Other organisations that operate community transport services in the District include:</p> <ul style="list-style-type: none"> • British Red Cross • Cuckmere Community Bus • Landport Travel Club • Newhaven, Peacehaven and Seaford Lion's Club • Plumpton Voluntary Driving Scheme • St John Ambulance <p>ESCC works with local communities and voluntary groups to expand the range of community transport services operating in the county by providing start-up grants for community-led schemes to support their initiation and make them self-sustaining in the future.</p>
Funding Sources	ESCC, Lewes District Council, town and parish councils and developer funding. Funding takes the form of contract provision, grant funding and parish/town council precept funding.

Key Issues	Community transport plays an important role in providing effective transport services for vulnerable groups in the community, whether these are older people, those with disabilities, rural or isolated communities or those unable to access conventional bus services or other local transport. It can assist with providing access to key services and plays an important role in supporting social and community cohesion. The community transport organisations operating in the District are mainly charities staffed by volunteers but a number of schemes are dependent upon grant funding from the public sector, including ESCC and Lewes District Council. The continuation of efficient, well run community transport services requires up-to-date equipment, especially modern and appropriately adapted buses.
Summary/Role of Local Plan and IDP	The Local Plan should seek to ensure that vulnerable groups can use a transport system that is fair and accessible through a variety of travel options. This is particularly important for the more elderly population and the young. The Council will continue to work with ESCC and Community Transport operators to identify any requirements or opportunities that may arise as a consequence of the Local Plan proposals.

Transport: Walking and Cycling	
Overview of Lead Organisations	<p>ESCC is responsible for managing and maintaining footpaths, rights of way and some cycle paths. The South Downs National Park Authority is responsible for the South Downs Way.</p> <p>Sustrans is the registered charity responsible for the creation, maintenance and promotion of the National Cycle Network that runs through the District, linking Worthing and Rye.</p>
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Local Transport Plan (LTP) 2011-2026 • LTP Implementation Plan January 2016/17 – 2020/21
Existing and Planned Provision	<p>Existing dedicated cycle paths in the District include</p> <ul style="list-style-type: none"> • Lewes to Brighton • Lewes to Firle • Lewes to Kingston • Lewes to Ringmer • Newhaven to Bishopstone. • Telscombe Cliffs to Saltdean <p>ESCC is developing a Local Cycling & Walking Investment Strategy to mirror the Government's Cycling & Walking Investment Strategy which aims to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys, by 2040.</p>
Funding Sources	Potential cycling schemes are considered for inclusion in the County Council's Local Transport Capital Programme (LTCP)

	<p>alongside other schemes such as walking, bus priority and safety schemes. There is no dedicated budget available for the delivery of cycling schemes and, instead, cycling schemes compete with other types of transport schemes for inclusion in the LTCP. In addition to the LTCP, funding can also be secured from the following sources:</p> <ul style="list-style-type: none"> • developer contributions • revenue from parking schemes • external grants • Town and Parish Councils
Key Issues	<p>Government policy is to increase levels of walking and cycling in recognition of the positive contribution to national priorities, including health, reducing urban congestion, improving air quality, and bringing other economic and social benefits. A key issue for the Local Plan is to make walking and cycling a more attractive option by creating an environment in which active modes of transport are safe, convenient and enjoyable.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan has an important role to play in taking a spatial approach to improving accessibility and the attractiveness of alternative modes of transport to the car. Pedestrian and cycle routes should be safe and provide an enjoyable and practical alternative to car use. Appropriate infrastructure for walking and cycling should be built into all new developments, with opportunities taken to enhance and extend the rights of way network for recreational use.</p>

Transport: Parking	
Overview of Lead Organisations	<p>ESCC is responsible for the management and control of on-street parking through Civil Parking Enforcement (CPE). Lewes District Council is responsible for most off-street public car parks.</p>
Main Sources of Information	<ul style="list-style-type: none"> • Peacehaven Car Parks Study 2015 (Project Centre) • Town of Lewes Parking Study 2010 (Mott MacDonald)
Existing and Planned Provision	<p>During 2008/09, LDC operated pay-and-display off-street car parking at eighteen surface car parks. LDC also operated one season-ticket-only surface car park in Seaford, and nineteen other off-street surface car parks within the district, which are free of charge. In addition to the surface car parks, LDC operates a pay-upon-exit multi-storey car park at Newhaven. A public car park is operated by NCP in Eastgate Wharf, Lewes and there are also car parks associated with railway stations, supermarkets and at other locations.</p> <p>There are no current plans to construct more pay-and-display car parks, although in 2011 LDC resolved to increase off-street car parking spaces in Lewes town by 10% or an additional 125</p>

	spaces. These were subsequently provided at Aldi (75 spaces) and Lewes railway station (50 spaces). There is also an extensive choice of charged on-street parking bays in Lewes town, set out in Controlled Parking Zones that are managed by NCP on behalf of ESCC.
Funding Sources	ESCC, Lewes District Council, NCP, private operators
Key Issues	<p>Car parking is a significant issue for local communities. Specific problems include:</p> <ul style="list-style-type: none"> • congestion caused by on-street parking • The amount and cost of parking in the town centres, including at transport interchanges • Pressures on residential parking space as a result of increasing levels of car ownership and use • The degree of traffic generation arising from the availability of parking at both public and private sites.
Summary/Role of Local Plan and IDP	The Local Plan needs to take a balanced approach in addressing the parking needs of new development, achieving the objective of reducing reliance on the private car, ensuring the vitality and viability of the District's town centres, and providing a cleaner, safer environment for both residents and visitors. Housing growth, and in particular an increase in residential densities, can exacerbate parking problems unless it is carefully managed in a co-ordinated way.

Education

Education: Early Years Provision	
Overview of Lead Organisations	East Sussex County Council (ESCC) has a statutory duty to ensure there is sufficient capacity to meet current and future demand for early years, primary, secondary and special school places. It seeks to achieve this in partnership with key stakeholders including early years settings, schools, academies, parents and carers, dioceses, borough and district councils and local communities.
Main Sources of Information	ESCC Education Commissioning Plan 2017-21.
Existing and Planned Provision	There is a range of different early years providers in the District. A number of schools have nursery facilities, with the remainder provided by the private, voluntary and independent sectors.
Funding Sources	New and extended provision is either funded privately or via the public sector through CIL.
Key Issues	<p>The Childcare Act 2006 places duties on local authorities to:</p> <ul style="list-style-type: none"> • improve outcomes for young children and reduce inequalities between them • secure sufficient childcare places, so far as is reasonably practicable, for working parents or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children); and • provide information to parents about childcare and a wide range of other services that may be of benefit to them. <p>Local authorities have a role in shaping the early years and childcare market in their area. ESCC will, through working with providers from the private, voluntary, independent and maintained sectors, look to create a strong, sustainable and diverse childcare market that meets the needs of parents and families.</p> <p>All children aged three and four are entitled to be funded for up to 15 hours free early education / childcare per week (or 570 hours over 38 weeks of the year). In East Sussex this is known as the Early Years Education Entitlement (EYEE). Over 90% of children in East Sussex take up at least some of their EYEE, so this is one of the main drivers of demand for childcare places in the county. 40% of two year olds are also entitled to the EYEE.</p> <p>From September 2017 working families of 3 and 4 year olds are able to access an additional 15 hours free childcare for their children (the 30 hour offer). Children are entitled to 30 hours per week (or 1140 hours over 38 weeks of the year) of free childcare where both parents work (or a sole parent works in a lone parent family) and earning, on average a weekly minimum</p>

	<p>equivalent to 16 hours at national minimum wage (NMW) or national living wage (NLW) and less than £100,000 per year.</p> <p>The 30 hour offer is likely to increase pressure on early years places in the district. ESCC will continue to monitor the situation and work with providers to ensure the early years and childcare market is well-placed to meet this pressure.</p>
Summary/Role of Local Plan and IDP	The Local Plan should seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded facilities.

Education: Primary Schools	
Overview of Lead Organisations	East Sussex County Council (ESCC) has a statutory duty to ensure there is sufficient capacity to meet current and future demand for early years, primary, secondary and special school places. It seeks to achieve this in partnership with key stakeholders including early years settings, schools, academies, parents and carers, dioceses, borough and district councils and local communities.
Main Sources of Information	ESCC Education Commissioning Plan 2017-21.
Existing and Planned Provision	<p>There are currently 26 state funded primary schools in Lewes District. In recent years 840 additional permanent primary places have been created as follows:</p> <ul style="list-style-type: none"> • 210 places at High Cliff Primary Academy in Newhaven • 210 places at Cradle Hill Community Primary School, Seaford • 105 places at Ringmer Primary School • 105 places at Southover CE Primary School, Lewes town • 70 places at Iford and Kingston CE Primary School • 70 places at Telscombe Cliffs Community Primary School • 70 places at Wivelsfield Primary School <p>ESCC has no plans for further primary school places in the District, but the situation will be monitored and any future requirements reported the Education Commissioning Plan and future versions of the IDP.</p>
Funding Sources	Central Government grant, ESCC capital programme and developer contributions.
Key Issues	None currently identified. Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available.
Summary/Role of	The Local Plan should seek to ensure that education provision

Local Plan and IDP	meets the needs of communities, particularly where new housing development creates a need for new or expanded facilities.
---------------------------	---

Education: Secondary Schools	
Overview of Lead Organisations	East Sussex County Council (ESCC) has a statutory duty to ensure there is sufficient capacity to meet current and future demand for early years, primary, secondary and special school places. It seeks to achieve this in partnership with key stakeholders including early years settings, schools, academies, parents and carers, dioceses, borough and district councils and local communities.
Main Sources of Information	ESCC Education Commissioning Plan 2017-21
Existing and Planned Provision	<p>There are six state-funded secondary schools in Lewes District, Over the Local Plan period, ESCC is planning to provide around 450 additional secondary places in the District through expansion of existing schools.</p> <p>UTC@Harbourside, a University Technical College in Newhaven catering for 14-19 year olds, will close at the end of the 2018/19 academic year.</p>
Funding Sources	Central Government grant, ESCC capital programme and developer contributions (existing S106 funds and CIL).
Key Issues	<p>Additional secondary school places are required to support development in Newhaven, Peacehaven and Telscombe with a shortfall of Year 7 places beginning to emerge from September 2019, reaching potentially 450 places (three forms of entry) during the next decade.</p> <p>ESCC consider it is more efficient to adopt solutions that address pressures across the Newhaven/Peacehaven area rather than separately. ESCC is working with both Seahaven Academy in Newhaven and Peacehaven Community School to ensure additional places can be delivered across the area in a timely manner.</p> <p>ESCC's aim is to deliver the additional places in phases as they are needed. The first phase is expansion of Seahaven Academy by one form of entry (150 additional places) by September 2020.</p>
Summary/Role of Local Plan and IDP	The Local Plan should seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded facilities.

Education: Further & Higher Education	
Overview of Lead Organisations	Sussex Downs College Plumpton College Sussex University Brighton University
Main Sources of Information	<ul style="list-style-type: none"> • University of Sussex Campus Masterplan 2013 • University of Sussex Estates Strategy 2009-2015
Existing and Planned Provision	<p>Sussex Downs College has campuses in Lewes town and Newhaven. The college offers further education to 16-19 year olds, apprenticeships and adult provision in all curriculum areas. The college also offers some Higher Education courses including Foundation Degrees in partnership with the University of Brighton.</p> <p>Plumpton College is a land-based specialist college serving a wide catchment area. Approximately 50% of its 16-19 year old students are resident outside East Sussex. The college offers higher level courses in:</p> <ul style="list-style-type: none"> • Agriculture FdSc • Animal Science FdSc • Arboriculture FdSc • Countryside Management FdSc/FCert • Equine Sports Performance BSc(Hons) • Equine Studies FdSc • Forestry and Woodland Management FdSc • Horticulture FdSc • Outdoor Adventure Activities FdSc • Veterinary Nursing FdSc • Viticulture and Oenology BSc(Hons) • Wine Business FdA • Wine Production FdSc <p>The Universities of Brighton and Sussex are significant in terms of being geographically close to the District and able to provide access to higher level provision.</p> <p>The University of Brighton has six faculties:</p> <ul style="list-style-type: none"> • Arts and Architecture • Education and Sport • Health and Social Science • Management and Information Sciences • Science and Engineering • Brighton and Sussex Medical School <p>Schools at the University of Sussex are:</p> <ul style="list-style-type: none"> • Humanities • Life Sciences • Science and Technology

	<ul style="list-style-type: none"> • Social Sciences and Cultural Studies • Sussex Institute (comprising School of Social Work and Social Care, Sussex Law School, Sussex School of Education, and the Centre for Continuing Education) • SPRU – Science and Technology Research • Brighton and Sussex Medical School <p>Both universities have proposals to extend and enlarge their campuses. Sussex University intend to redevelop land and buildings around the Science Car Park to provide an additional 43,000 sq.m. of teaching and research space, together with a 357 space decked car park. An additional 2,500 study bedrooms are also planned on the campus over the next 10 years.</p>
Funding Sources	<p>The Higher Education Funding Council for England (HEFCE) distributes public funding for teaching and research at universities and colleges in England.</p> <p>The Young People’s Learning Agency funds 16-19 education provision in further education colleges, sixth form colleges and independent providers.</p>
Key Issues	<p>Sussex University is primarily located within the City of Brighton & Hove but a small part of the campus falls within Lewes District. Brighton University has three campuses which are entirely located within the City of Brighton & Hove. Its Falmer campus is located immediately adjacent to the administrative boundary of Lewes District.</p> <p>The universities make a major contribution to the economic, social and cultural life of the area. They have a combined annual expenditure of around £250 million, employ approximately 5,000 staff and maintain important links with the local business community through initiatives such as the Sussex Innovation Centre and the University of Brighton ProfitNet programme.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan should seek to ensure that sufficient and accessible premises are available for education and training purposes to meet the requirements identified in the strategies of the relevant agencies.</p>

Education: Adult Learning	
Overview of Lead Organisations	The East Sussex Adult Learning and Skills Partnership Board
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Adult Learning & Skills Strategy 2010 • East Sussex Interim Work & Skills Plan 2010
Existing and Planned Provision	A vast amount of adult educational activity takes place across and beyond the boundaries of the District, including through the

	<p>Community and Voluntary sector. It is not possible to list here the range of learning taking place and all the offer available.</p> <p>Adult education courses are available at Ringmer Community College and the colleges the listed in the 'Further and Higher Education' table above. In addition anyone can take a Learndirect course at local libraries, whilst families with children under five can undertake courses at the Newhaven Children's Centre. A Learndirect course tutor is available at Peacehaven Library on Tuesdays and Thursdays.</p> <p>The Council is not aware of any proposals for new or expanded facilities beyond those identified in 'Further and Higher Education' table above.</p>
Funding Sources	The Skills Funding Agency funds adult further education and skills on behalf of the Department of Business, Innovation and Skills.
Key Issues	<p>Adult learning and skills are central to improving the health, wellbeing and life opportunities of individuals; the social cohesion of communities and the economic competitiveness of the United Kingdom. Providing opportunities for adults to access learning opportunities and developing workplace skills are key elements of building a better future for residents and workers in the District.</p> <p>At a local level a well-qualified workforce can attract new businesses that require strong "human capital" to operate, encouraging a mix of industries with high value added, which can attract and retain more skilled workers. Skill levels among resident workers in the District compare relatively well to the South East and England, but there is still a good deal of potential for improved workforce skills to promote employability and raise productivity at both ends of the skill range.</p>
Summary/Role of Local Plan and IDP	See 'Further and Higher Education' table above.

Health

Health: Primary Care	
<p>Overview of Lead Organisations</p>	<p>NHS England is responsible for practice premises development and a range of specialist NHS services. It is developing a National Primary Care Strategic Framework which will set out the future commissioning direction and enable Area Teams to develop their own estate strategy in conjunction with Clinical Commissioning Groups (CCGs).</p> <p>NHS England South is the Area Team that works in partnership with the two CCGs covering Lewes district. These are:</p> <ul style="list-style-type: none"> • High Weald Lewes Havens CCG • Eastbourne, Hailsham and Seaford CCG <p>The CCGs commission a range of healthcare services including many community health services, maternity services, planned hospital care, urgent and emergency care, children's health care, older people's health care, continuing healthcare, and mental health and learning disability services. All GP practices are CCG members.</p> <p>A Sussex-wide Commissioning Support Unit manages a number of functions on behalf of CCGs including contracting and performance management, procurement and market testing, business intelligence.</p>
<p>Main Sources of Information</p>	<ul style="list-style-type: none"> • The Integrated Plan for Health, Social Care and Wellbeing in East Sussex • Connecting4you: High Weald Lewes Havens CCG Operational Plan 2017-19 • Eastbourne, Hailsham & Seaford CCG and Hastings & Rother CCG Primary Care Strategy 2014-19 • East Sussex Joint Strategic Needs & Assets Assessment 2016 – Area Summary for Lewes District
<p>Existing and Planned Provision</p>	<p>Existing GP surgeries across the district comprise GP-owned and landlord-owned premises in the following locations:</p> <ul style="list-style-type: none"> • <i>River Lodge Surgery, Lewes</i> • <i>St. Andrews Surgery, Lewes</i> • <i>School Hill Medical Practice, Lewes</i> • <i>Chapel Street Surgery, Newhaven</i> • <i>Quayside Medical Practice, Newhaven</i> • <i>Mid Downs Medical Practice, Newick</i> • <i>Meridian Surgery, Peacehaven</i> • <i>Rowe Avenue Surgery, Peacehaven</i> • <i>Anchor Field Surgery, Ringmer</i> • <i>Old School Surgery, Seaford</i> • <i>Seaford Medical Practice/Seaford Health Centre</i> • <i>Mid Downs Medical Practice, South Chailey</i>

	<p>All the above practices have been given an overall rating of 'good' or 'outstanding' following their Care Quality Commission Inspection.</p> <p>NHS England funding has been awarded for the construction of a new health hub in Lewes town, planned for completion in 2019 as part of the North Street Quarter development. This new facility will accommodate all the existing GP practices in Lewes town and serve 26,000 patients. Lewes District Council has also agreed to invest £18 million in a new Seaford health centre with the capacity to accommodate 21 GPs adjacent to the Downs Leisure Centre in Sutton Road.</p>
Funding Sources	<p>NHS England's Estates and Technology Transformation Fund provides for investment in general practice facilities premises and technology between 2015/16 and 2019/20.</p>
Key Issues	<p>Most of the District's population is in good health and life expectancy for both men and women is higher than the other East Sussex district and the England average. However, there are pockets of poorer health in Newhaven, Peacehaven and Seaford and life expectancy is 5.2 years lower for men in the most deprived areas of the district compared with the least deprived areas.</p> <p>The District is one of the five worst performing areas in the South East in terms of accessibility to GP services, as measured by the proportion of rural households within 2km of a surgery. Source: Access to services in rural areas of the South East (ONS, January 2008).</p> <p>The current situation in respect of GP services in the District is:</p> <p><u>Lewes town</u> All three GP surgeries are at capacity. St Andrews Surgery and School Hill Surgery are difficult to extend due to premises and site constraints. The latter is not compliant with Disability Discrimination Act regulations. The River Lodge surgery is at risk of flooding.</p> <p><u>Newhaven</u> It is anticipated that Quayside Surgery could be extended to accommodate additional services.</p> <p><u>Newick</u> The existing health centre is capable of accommodating additional services</p> <p><u>Peacehaven/Telscombe</u> It is anticipated that additional services could be accommodated by the existing surgeries in the town and at Saltdean.</p> <p><u>Plumpton Green</u> There is accommodation for a Doctor's Surgery within the</p>

	<p>Village Hall, but there is no GP based there presently.</p> <p><u>Ringmer</u> The Anchor Field Surgery is capable of being extended to accommodate additional facilities and services.</p> <p><u>Seaford</u> Seaford Health Centre and the Old School Surgery are both at capacity.</p> <p><u>South Chailey</u> The South Chailey Surgery has capacity to accommodate additional services.</p> <p>Both CCGs acknowledge that some of the primary and community health estate is either in poor condition and/or inadequate for modern requirements. However, the proposals for a Lewes Health Hub and new Seaford Health Centre offer a future opportunity for existing GP practices in both towns to relocate to new and expanded premises.</p>
Summary/Role of Local Plan and IDP	The Local Plan identifies the location, scale and timing of development in order to inform the investment programmes of the health authorities. The Council will seek to continue working in partnership with healthcare providers to facilitate the provision of additional and reconfigured health care facilities to meet the anticipated primary care needs of local communities.

Health: Secondary Care	
Overview of Lead Organisations	<p>East Sussex Hospitals NHS Trust operates Lewes Victoria Community Hospital, as well as other hospitals outside of the District such as Eastbourne District General Hospital.</p> <p>The Brighton and Sussex University Hospitals NHS Trust operates the Royal Sussex County Hospital in Brighton and the Princess Royal Hospital in Haywards Heath, and also operates some satellite services within the District.</p> <p>The Sussex Partnership NHS Foundation Trust provides specialist mental health, substance misuse and learning disability services across Sussex.</p>
Main Sources of Information	<ul style="list-style-type: none"> • Brighton and Sussex University Hospitals NHS Trust Board Outline Business Case 2013 • Brighton and Sussex University Hospitals NHS Trust Annual Report 2013 – 2014
Existing and Planned Provision	There are no major hospitals in Lewes District and residents generally have to travel Brighton, Eastbourne or Haywards Heath to receive secondary health care.

	<p>The Brighton & Sussex University Hospitals NHS Trust operates some satellite services at the following Health Facilities throughout the District:</p> <ul style="list-style-type: none"> • Denton Island Children and Family Centre, Newhaven • Lewes Victoria Hospital • Newhaven Polyclinic • Seaford Health Centre <p>The Trust is planning redevelopment at the Royal Sussex County Hospital in order to upgrade the building stock (some of which is around 200 years old) and allow the hospital to expand services in fields such as trauma, cancer, teaching and neurology. It is currently anticipated that this redevelopment will be completed by 2020.</p> <p>East Sussex Healthcare NHS Trust has no specific investment programmes linked to the anticipated housing growth in its area, but it is envisaged that acute provision from Eastbourne District General Hospital can be adapted to meet future needs.</p> <p>The Sussex Partnership NHS Trust operates the following services across the District:</p> <ul style="list-style-type: none"> • Prison Healthcare Services (HMP Lewes) • Older People’s Mental Health Services (Newhaven Rehabilitation Centre) • Older People’s Mental Health Services (Roborough House & Seaford Day Hospital, Seaford) • Adult Mental Health Services (Roborough House, Seaford)
Funding Sources	The NHS Trusts are funded by the Department of Health.
Key Issues	No capacity constraints are anticipated at the Royal Sussex County Hospital, Princess Royal Hospital or the Eastbourne District General Hospital.
Summary/Role of Local Plan and IDP	The Council will continue to work with NHS Trusts to identify any future requirements that may arise to ensure that adequate services are maintained.

Community

Community: Indoor Sports/Leisure Facilities	
Overview of Lead Organisations	Lewes District Council Wave Leisure Trust Ltd Active Sussex
Main Sources of Information	<ul style="list-style-type: none"> • Lewes District Indoor Leisure Strategy 2003 – 2008 • A Physical Activity Strategy for Sussex 2010-2020
Existing and Planned Provision	<p>Lewes Leisure Centre providing:</p> <ul style="list-style-type: none"> • Gymnasium (multi-use) • Swimming pool, flume, toddler/teaching pool • Sports hall (four badminton courts multi-sports) • Projectile hall (cricket, archery, etc) • Health suite • Climbing wall • Soft play area • Outdoor athletics track <p>Downs Leisure Centre, Seaford providing:</p> <ul style="list-style-type: none"> • Gymnasium • Sports hall (four court multi-use) • Soft play area • Aerobics studio • Outdoor all-weather pitch and grass soccer pitch • Function hall • Cafe <p>Seaford Head Pool located next to Seaford Head School provides indoor swimming with disabled facilities. The school has a sports hall which is available for the local community as well as pupils.</p> <p>Peacehaven Leisure Centre providing:</p> <ul style="list-style-type: none"> • Gymnasium • Sports Hall (four court multi-use) • Squash courts • Aerobics Studio • Soft play area • Sauna • Meeting/physiotherapy room. <p>Ringmer Indoor Swimming Pool is located adjacent to King's Academy .</p> <p>Newhaven's Seahaven Swim and Fitness Centre providing a swimming pool, toddler/teaching pool, fitness studio and solarium.</p> <p>Newhaven's Shakespeare Hall provides a sports hall, two function rooms, kitchen and meeting room.</p>

	The Council is not aware of any plans for new or expanded indoor sports facilities within the District.
Funding Sources	Lewes District Council, Grant funding (e.g Sport England, Active Sussex, New Opportunities Fund), Developer Contributions and Lottery funding.
Key Issues	The District Council needs to ensure that there are sufficient indoor leisure facilities to meet the needs of residents and visitors in the future. Developer contributions should be used as a means to remedy local deficiencies in quantity or quality of sports and recreation provision.
Summary/Role of Local Plan and IDP	The Local Plan will assist in maintaining the quantity and quality of existing leisure centres and in enabling opportunities for enhanced provision where appropriate.

Community: Community Meeting Space

Overview of Lead Organisations	Community meeting spaces are funded and run by a wide range of organisations, including town and parish councils, churches, community groups and charities
Main Sources of Information	http://www.lewes.gov.uk/business/1927.asp
Existing and Planned Provision	<p>Community meeting spaces are located in a wide range of venues, including purpose-built facilities such as community centres and village halls, together with adapted venues such as faith buildings and converted houses. The following community facilities host regular community activities in the Districts' towns:</p> <p>Landport Youth Club, Lewes Linklater Pavilion, Lewes All Saints Centre, Lewes St Pancras Church Hall, Lewes St Thomas Hall, Lewes Malling Community Centre, Lewes Kings Church, Lewes St Mary's Church Hall, Lewes Friends Meeting House, Lewes Thomas a Becket Hall, Lewes St John's Church Hall Christ Church Hall, Lewes Town Hall, Lewes YMCA, Lewes Lewes Scout Hall St Michaels Upper Hall, Lewes The North Hall, Seaford St Luke's Church Hall, Seaford St Leonards Church Hall, Seaford St Peters Church Hall, Seaford</p>

	<p>St James' Clubhouse, Seaford The Sutton Hall, Downs Leisure Centre Clarement Hall, Seaford Hillcrest Centre, Newhaven Shakespeare Hall, Newhaven Summerhayes Centre, Newhaven Meridian Community Hall, Peacehaven Church Hall, Bramber Avenue, Peacehaven Telscombe Civic Centre Telscombe Hall Telscombe</p> <p>In the rural area, community halls are also located at:</p> <p>Barcombe Cross Barcombe Chailey Cooksbridge Ditchling Falmer Firle Glynde Kingston Iford Newick Piddinghoe Plumpton Green Ringmer Rodmell South Heighton Wivelsfield Green</p>
Funding Sources	Various
Key Issues	<p>Community facilities are a key factor in the development of sustainable communities. A community centre can host residents meeting, pre-school groups, adult education classes, social gatherings and a wide range of other activities that address the social and recreational needs of local people.</p> <p>The provision of community facilities at a local level increases their accessibility for residents and reduces the need to travel. They help to raise the quality of life through creating community cohesion, reducing isolation, reducing crime and creating opportunities for information sharing and participation in community activity.</p> <p>The need for new or improved community facilities can be identified from neighbourhood/parish plans and audits of existing facilities, or consultation with community groups. However, the provision of community facilities will need to expand and adapt to serve the needs of any new population.</p> <p>The Technical Report on Infrastructure Requirements in the South East 2006-2026 (SEERA) used a planning assumption for the provision of community facilities that 1,500 new dwellings should trigger a need for 750 sq m of community space (0.5 sq</p>

	m per dwelling).
Summary/Role of Local Plan and IDP	In order to promote sustainable communities, it is important that the Local Plan protects existing community facilities and enables further provision where a clear need exists.

Community: Libraries	
Overview of Lead Organisations	East Sussex County Council is responsible for providing library and information services. There are established national standards from the Department Of Culture, Media and Sport for library provision on which existing capacity can be assessed.
Main Sources of Information	ESCC Draft Libraries Strategic Commissioning Strategy 2017
Existing and Planned Provision	The District has four permanent libraries located at: <ul style="list-style-type: none"> • Lewes • Seaford • Newhaven • Peacehaven
Funding Sources	ESCC, developer contributions
Key Issues	Libraries are a statutory service and contribute to national and local priorities such as education, skills and training, whilst also performing a valuable role as community hubs. Partnership opportunities for shared premises and services are sought where appropriate.
Summary/Role of Local Plan and IDP	The Local Plan should seek to ensure that library services meet the needs of communities, particularly where new housing development creates a need for the provision of new or expanded facilities. ESCC has not identified a need for improvements to the existing provision as a consequence of the Local Plan proposals.

Community: Cemeteries	
Overview of Lead Organisations	Lewes District Council manages cemeteries in Lewes and Seaford. Newhaven Town Council manages Newhaven cemetery.
Main Sources of Information	http://www.lewes.gov.uk/community/284.asp
Existing and Planned Provision	There are three cemeteries within the District. Seaford cemetery includes a Muslim burial area to meet the specific burial requirements of the Muslim community. There are no crematoriums within the District. The Council is not aware of any plans or proposals for new or expanded cemeteries or for a crematorium.

Funding Sources	Lewes District Council and possibly private sector/joint provision.
Key Issues	<p>Seaford and Newhaven cemeteries have good capacity and space for expansion but Lewes cemetery is running short of space. In particular the Lewes Garden of Rest is running out of space and there are fewer ash plots than places for burial. The ageing population may increase demand and reduce the existing capacity at a faster rate than anticipated.</p> <p>New approaches such as 'green' burials may reduce the need for cemetery land. In some areas where there is a scarcity of land available for burial, local authorities may reclaim and re-use old graves</p>
Summary/Role of Local Plan and IDP	The provision of additional land for burial, if required, will be addressed in the Local Plan.

Community: Supported Housing	
Overview of Lead Organisations	ESCC Adult Social Care
Main Sources of Information	<ul style="list-style-type: none"> • Pathways to support and independence: A strategy for supported housing and housing support in East Sussex 2013-18 • Lewes District Housing & Support Strategy for Older People 2011-2015 • East Sussex Local Investment Plan 2011-14
Existing and Planned Provision	<p>Affordable sheltered housing schemes exist in the towns of Lewes (160 units), Newhaven (138 units), Peacehaven (187 units) and Seaford (129 units), and the parishes of Newick (26 units), Ringmer (32 units), South Chailey (35 units), South Heighton (40 units), Saltdean (40 units) and Telscombe Cliffs (26 units).</p> <p>Private sheltered housing schemes exists in the towns of Lewes (154 units), Newhaven (21 units), Peacehaven (70 units) and Seaford (137 units), and the parishes of Ditchling (259 units) and Ringmer (73 units). There is a lack of private sheltered housing the rural parishes in the north of the District.</p> <p>There is currently one affordable extra care housing scheme in the District. This is located in Peacehaven and provides 31 flats for rent and 10 shared equity flats. There is an outstanding need for this specialist housing provision in Lewes town, Seaford and the rural north of the District.</p> <p>There are 546 residential care places and 406 nursing care</p>

	<p>places in the District, a lower than average provision compared with England as a whole. The majority of places are located in Lewes and the coastal towns. There is generally a lack of rural provision, although 137 nursing care places are located in Ditchling Parish.</p> <p>The District currently has no specialist self contained accommodation for older people with learning disabilities or dementia. However, the extra care scheme at Peacehaven can accommodate people with low level dementia and several of the residential and nursing homes can accommodate dementia sufferers or people with learning disabilities or mental health issues.</p> <p>ESCC is investing in the development of supported housing by:</p> <ul style="list-style-type: none"> • Provision of capital contribution to RSL partners where County Council sites are being used. • A capital funding programme to support any funding from the Homes and Communities Agency to allow RSL partners to develop housing which meets specialist needs and requirements; • A team of Housing Commissioners focusing on the assessment of supported housing needs, commissioning and delivery of new specialist housing schemes and making best use of existing housing for people with support needs; • A strategic housing needs database to record and report on the level and type of supported housing needed in different local areas within the county. <p>The delivery programme will deliver a total of 235 supported homes and 100 private homes across 17 sites in East Sussex, including 35 units in Lewes town and 9 units in Seaford</p>
Funding Sources	The Homes and Communities Agency, Registered Social Landlords, ESCC, developer contributions
Key Issues	<p>The East Sussex Sustainable Community Strategy identifies supporting older and vulnerable people to live safely in their own homes and communities as a priority. The emphasis is on helping people to meet their care and support requirements in their own homes, and ESCC Adult Social Care Department is working with other agencies to promote a range of personal and community services.</p> <p>The Joint Commissioning Strategy for Older People sets out the need for more intensive home care and for sheltered housing schemes and extra care housing that will help to reduce reliance on residential care. In order to help deliver this, and to meet the demographic challenges over the next 15 years, the relevant agencies need to develop a range of innovative and flexible ways of providing housing care and support to those living outside sheltered housing.</p>

Summary/Role of Local Plan and IDP

The Local Plan will need to provide for a mix of housing over the plan period, with particular regard to the accommodation needs of specific groups.

DRAFT

Emergency Services

Emergency Services: Fire and Rescue	
Overview of Lead Organisations	<p>East Sussex Fire and Rescue Service (ESFRS) provides the fire and rescue service for the City of Brighton & Hove and East Sussex.</p> <p>Management of the service in the District is coordinated by the Lewes Borough Commander, based in Lewes town.</p>
Main Sources of Information	<ul style="list-style-type: none"> • Medium Term Plan 20013/14 – 2017/18 • Rural Review October 2010
Existing and Planned Provision	<p>The District is served by two 'day-crewed' fire stations at Lewes and Newhaven and two 'retained' fire stations at Barcombe Cross and Seaford. Lewes Fire Station is relocating to a new site at North Road in Lewes town.</p>
Funding Sources	<p>Funding for the fire service comes from two principal sources:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>
Key Issues	<p>ESFRS has indicated that the level of new development proposed in the District is considered unlikely to have a significant impact on fire and rescue services, although increased congestion on the highway network may have an impact on incident response times.</p> <p>Developers will need to ensure that suitable access is available for fire and rescue services and that sufficient water in terms of volume and pressure is available for fire-fighting.</p>
Summary/Role of Local Plan and IDP	<p>ESFRS has not identified any specific issues in relation to the fire and rescue service as a consequence of the policies and proposals in the Local Plan. However, the District Council will continue to work in partnership with ESFRS to ensure the successful relocation of Lewes Fire Station to its new site.</p>

Emergency Services: Police	
Overview of Lead Organisations	Sussex Police covers the whole of East and West Sussex. The Sussex Police & Crime Commissioner is responsible for policing and crime across both counties.
Main Sources of Information	<ul style="list-style-type: none"> • Sussex Police & Crime Plan 2013/17 • Sussex Police Station Review • Sussex Police Estates Strategy 2013-18 • East Sussex Joint Strategic Needs & Assets Assessment 2016 – Area Summary for Lewes District
Existing and Planned Provision	<p>The Sussex Police Headquarters is located in Lewes town and there are police stations at Lewes, Newhaven, Peacehaven and Seaford.</p> <p>There are no capital plans to increase police estate within the District, although there are proposals to rationalise the Police HQ in Lewes town through the redevelopment and possible long-term disposal of the site.</p> <p>The Lewes District Community Safety Partnership is made up of statutory and non-statutory organisations required by the Crime and Disorder Act 1998 to work together to reduce crime and disorder for the benefit of the community. Its Action Plan for 2016/7 seeks to tackle the priorities set out in the East Sussex Safer Communities Plan.</p>
Funding Sources	Central Government (Revenue Support Grant and Home Office Grant), Police Precept from Council Tax, and the Community Safety Grant.
Key Issues	<p>The District's crime rate has been falling in recent years and there were 36 crimes recorded per 1000 residents in 2016. This figure is significantly lower than the figures for both East Sussex and England & Wales.</p> <p>Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. Planning has a key role in ensuring the creation of well-designed places where people feel safe and secure and where crime, or the fear of crime, does not undermine the quality of life or community cohesion.</p>
Summary/Role of Local Plan and IDP	Sussex Police has not identified any specific issues in relation to policing as a consequence of the Local Plan proposals. However, designing out crime and designing in community safety should be central to the planning and delivery of all new development in order to contribute to the creation of safe, sustainable communities.

Emergency Services: Ambulance	
Overview of Lead Organisations	The South East Coast Ambulance Service NHS Trust (SECAmb)
Main Sources of Information	South East Coast Ambulance Service NHS Trust Five Year Strategic Plan 2017-22
Existing and Planned Provision	There is one ambulance stations in the District located in Lewes town. Other ambulance stations are located in Brighton, Burgess Hill, and Haywards Heath. In addition, there are community response posts providing facilities for ambulance staff at Newhaven, Peacehaven and Seaford.
Funding Sources	The majority of the Trust's funding comes from one key A&E service level agreement with the region's Primary Care Trusts. The Patient Transport Service and Commercial Services were the other sources of income.
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and provides non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities). It covers a large geographic area of 3,600 square miles, including Brighton & Hove, East Sussex, West Sussex, Kent, Surrey and North East Hampshire.</p> <p>'Taking Healthcare to the Patient' (the Bradley report 2005) seeks to transform the service from focusing primarily on resuscitation, trauma and acute care towards becoming a mobile health resource for the whole NHS. This includes providing an increasing range of other services alongside improving the speed and quality of the service provided to patients in emergencies.</p> <p>An increase in population will place greater demand on the ambulance service. Historically, communities who perceive that they are medically underserved have turned to the ambulance service as their entry point to the NHS. Increased road congestion may also increase response times and additional community response posts may be required if clinical outcomes are to be maintained and improved.</p>
Summary/Role of Local Plan and IDP	The South East Coast Ambulance Service NHS Trust has not identified any specific issues in relation to ambulance services as a consequence of the Local Plan proposals and there are currently no plans for the development of existing or new facilities in the District.

Emergency Services: Flood Defences

Overview of Lead Organisations	East Sussex County Council is the Lead Local Flood Authority, working in partnership with Lewes District Council in managing flood risk. The Environment Agency is the relevant operating authority for flood defences on the River Ouse and the River Cuckmere and their principal tributaries.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex Local Flood Risk Management Strategy 2016-2026 • East Sussex Preliminary Flood Risk Assessment 2011 • Lewes District Strategic Flood Risk Assessment 2009 (SFRA) • Cuckmere & Sussex Havens Catchment Flood Management Plan 2009 • River Ouse Catchment Flood Management Plan 2008
Existing and Planned Provision	<p>The Environment Agency (EA) maintains a complex system of watercourses, control structures, pumping stations and flood defences, mostly on the floodplain of the Rivers Ouse and the Cuckmere estuary.</p> <p>In Lewes town, the EA has completed new flood defence works at Malling Brooks, Cliffe and Landport following flooding from the Ouse in 2000. The Agency intends to maintain the embankments along the Ouse and build them higher as tidal river levels rise over time.</p> <p>In Newhaven, the EA is constructing new flood defences along both banks of the Ouse to the Harbour mouth to provide a 1-in-200-year standard of protection, taking into accounts the effects of climate change. The scheme is scheduled for completion in 2019.</p> <p>Options for flood risk management in the Cuckmere estuary are still under consideration by the Agency and the Cuckmere Estuary Partnership.</p>
Funding Sources	Environment Agency, ESCC, Lewes District Council, developer contributions
Key Issues	<p>Significant areas of the District are at risk from flooding by the River Ouse and its principal tributaries. Serious flooding was experienced in October 2000, underlining the vulnerability of the District to such events. The areas at risk are shown in the Strategic Flood Risk Assessment for the District.</p> <p>Climate change is likely to lead to an increase in both the likelihood and the severity of flooding as the amount of extreme climatic events is projected to increase and river/sea levels are projected to rise. Failure to maintain or to provide adequate flood defences could lead to extensive damage to and possible loss of property.</p> <p>The Catchment Flood Management Plans provide an overview</p>

	<p>of flood risk in the relevant catchment area and set out the Environment Agency's preferred strategy for sustainable flood risk management over the next 50 -100 years.</p> <p>The Environment Agency actively promotes the use of sustainable drainage techniques for the regulation and remediation of surface water run-off and to mitigate the loss of natural drainage patterns. It recommends that, where ground conditions are suitable, developments should consider these alternatives to more traditional drainage methods.</p>
Summary/Role of Local Plan and IDP	The Local Plan will provide the policy framework to ensure that flood risk is further minimised and that the adverse effects of climate change are mitigated.

Emergency Services: Coastal Defences	
Overview of Lead Organisations	<p>Lewes District Council has coastal protection responsibility for 9.7km of the District's 14.5km coastline.</p> <p>The Environment Agency is the relevant operating authority for Seaford Beach and Cuckmere Haven.</p> <p>Newhaven Port & Properties is the relevant operating authority for Newhaven Harbour and the mouth of the Ouse, which they maintain for navigation purposes.</p> <p>Southern Water is responsible for the sea defences that protect its Portobello Works and long sea outfall.</p>
Main Sources of Information	<ul style="list-style-type: none"> • Brighton to Newhaven Coastal Management Implementation Plan 2017 • Ouse to Seaford Head Coastal Defence Strategy 2014 • Beachy Head to Selsey Bill Shoreline Management Plan 2006 • Saltdean to Newhaven/West Breakwater Coast Defence Strategy 2003
Existing and Planned Provision	<p>2.8km of the chalk cliff frontage in Peacehaven and Telscombe is defended against erosion by coastal defences, comprising concrete walls and 19 groynes. These defences are the responsibility of Lewes District Council, and the groynes were last upgraded in 2011. In addition, the District Council carries out remedial cliff stabilisation works when necessary.</p> <p>At Seaford Beach, the Environment Agency carries out an annual programme of beach recycling and re-profiling and, when necessary, recharge to maintain its integrity. The Agency also carries out any necessary emergency works following storm events.</p>

	<p>Most undefended coastal frontages in Lewes District comprise undeveloped open cliff tops, such as Seaford Head and the area between Newhaven Harbour and Peacehaven.</p> <p>Shoreline Management Plans, produced by the Environment Agency and the relevant local authorities provide the basis for long term policies along the coast, and set objectives for the future management of the shoreline. Coastal Defence Strategies focus on a shorter length of coastline within the Shoreline Management Plan area, refining the general policy into recommendations for future methods of coastal protection.</p> <p>The policies for the coast in Lewes District are set out in the Beachy Head to Selsey Bill Coastal Management Plan, which recommends individual approaches for separate units as follows:</p> <ul style="list-style-type: none"> • The Seaford Head unit and Telscombe Cliffs unit: no active intervention i.e. no investment will be made to provide or maintain defences. • The Newhaven Harbour to Peacehaven Heights unit: no active intervention for the first 50 years and then managed realignment. • The Peacehaven unit and Saltdean to Rottingdean unit: hold the cliff base for the first 50 years and thereafter to monitor and manage • The Seaford and the Newhaven Harbour and River Ouse units: hold the line for the next 100 years • The Cuckmere Haven unit: managed realignment for the first 50 years (allowing the coastline to retreat in a controlled way) and then no active intervention thereafter. • The Seaford (Tide Mills) to Newhaven Harbour unit: no active intervention for the first 20 years and thereafter managed realignment.
<p>Funding Sources</p>	<p>Environment Agency, Lewes District Council, Newhaven Port & Properties</p>
<p>Key Issues</p>	<p>The District's coastline is an important environmental, economic and recreational resource. However, a considerable length of the coast has been developed with much of its frontage consequently defended against erosion and/or flood risk. This represents a considerable investment both in terms of built assets and economic activity.</p> <p>The impacts of climate change, including increased storminess and frequency of extreme events, combined with a continued trend of rising sea levels and insufficient sediment supply, is the major issue for the future of coastal defences. Without continued investment in coastal protection measures, the District's coastline will be at increased risk of erosion and/or inundation from the sea.</p> <p>However, although a vital necessity in some locations, the policy</p>

	<p>of 'holding the line' works against the dynamic nature of coastal processes. A range of responses, based upon the principle of risk management rather than defence, will be pursued by shoreline management agencies in the future and where coastal defence measures are required, damage to environmental and biodiversity assets should be avoided and opportunities sought for environmental enhancement.</p> <p>It will be important for the Council to work in partnership with other organisations to identify opportunities for, and ensure that development does not prejudice options for managed realignment, significantly affect sediment inputs and transport, lead to an increase in flood risk or preclude the delivery of sustainable flood risk management solutions in the future.</p>
<p>Summary/Role of Local Plan and IDP</p>	<p>The Local Plan will provide the policy framework to mitigate the causes and effects of climate change and to ensure that future risks to property through coastal erosion and/or flooding are minimised.</p>

Utilities

Utilities: Electricity	
Overview of Lead Organisations	<p>National Grid owns and maintains the national electricity transmission network, providing electricity supplies from generating stations to local distribution companies.</p> <p>UK Power Networks (UKPN) operates and maintains the electricity distribution network that comprises overhead lines and cables at 132,000 volts and below across South East of England.</p> <p>Local electricity suppliers, such as EDF Energy, pay UKPN to transport their customer's electricity. Independent operators can own and operate a network within a new development but will still connect to the UKPN network via a metered circuit breaker.</p>
Main Sources of Information	South Eastern Power Network's Long Term Development Statement 2015.
Existing and Planned Provision	<p>National Grid's electricity transmission network operates at a strategic level, providing electricity supplies from generating stations to local distribution companies. If there are significant demand increases across a local distribution network area then the local network distribution operator may seek reinforcements at an existing substation or grid supply point.</p> <p>It is unlikely that the distribution of new housing growth in the District will create a capacity issue for the National Grid given the scale of the electricity transmission network. UKPN has confirmed that forecasting load growth across the majority of the electricity network has been adjusted to reflect the current downturn in the economy, with very low growth levels indicated over the next few years.</p> <p>Investment of infrastructure ahead of need is prevented by the regulator (OFGEM), which views such investment as risky, inefficient and not in the best interests of customers as a whole.</p>
Funding Sources	<p>Replacement and maintenance of the network is funded by UKPN's development programme. Developers are required to meet the costs of connection to the network in accordance with current industry regulations.</p> <p>OFGEM can also offer financial allowances to UKPN for replacing overhead lines in sensitive areas, such as AONB, with underground cables.</p>
Key Issues	No capacity constraints in terms of electricity infrastructure have been identified at regional level through the evidence submitted on the South East Plan. The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory

	<p>powers and by agreement with the relevant parties.</p> <p>Rural areas of Lewes District are more susceptible to intermittent power cuts due to the electricity being transported by overhead lines which are vulnerable to extreme weather. UKPN has several initiatives to minimise interruptions, such as tree cutting and placing cables underground in risk areas. All new properties will be connected via underground cables to avoid future problems.</p> <p>Improvements in technology mean that the nature of supplies could move to more localised distributed generation through a mix of local renewable resources and installations, such as Combined Heat and Power schemes.</p>
Summary/Role of Local Plan and IDP	The Local Plan identifies the location, scale and timing of development in order to inform the investment programmes of the electricity companies.

Utilities: Gas	
Overview of Lead Organisations	National Grid owns and operates the high pressure gas transmission network in the UK. Southern Gas Networks is the gas distribution network operator for South East England.
Main Sources of Information	National Grid Long Term Development Plan 2015
Existing and Planned Provision	<p>The existing network is adequate to serve current needs. The demands forecast for the next 10 years show a decrease of approximately 0.45% per annum, partly due to increased efficiency of homes and businesses. Peak demands are also forecast to fall.</p> <p>Southern Gas Network (SGN) advises that currently there are no capacity issues in the District. However, any new development will need to be assessed both individually and cumulatively to identify if any reinforcement of the network is required. SGN requires firm site locations and potential phasing of sites to enable accurate analysis to be done to identify where reinforcements are required.</p> <p>Southern Gas Networks have an ongoing mains replacement programme to decommission iron gas mains which may involve significant investment in the District in future.</p>
Funding Sources	OFGEM, Southern Gas Networks
Key Issues	Nationally the focus seems to be moving towards exploring alternatives to gas, in particular moving towards distributed generation. However, if more capacity is required, reinforcements to the network can be made to whatever extent is required.

	Gas networks are considered to be a dynamic system where the demand can rise and fall dependant on new connections over the plan period, therefore whilst there may be capacity now this may change and will need to be monitored through regular contact with SGN.
Summary/Role of Local Plan and IDP	The Local Plan identifies the location, scale and timing of development in order to inform the future SGN investment programme.

Utilities: Water	
Overview of Lead Organisations	South East Water and Southern Water supply drinking water to Lewes District. The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.
Main Sources of Information	<ul style="list-style-type: none"> • South East Water Water Resources Management Plan 2014 • Southern Water Water Resources Management Plan 2014 • Water Resources Strategy – Regional Action Plan for Southern Region 2009 (Environment Agency) • River Basin Management Plan: South East River Basin District 2009 (Environment Agency)
Existing and Planned Provision	<p>Water companies in the UK have a statutory duty (under the Water Industry Act 1991) to maintain the security of their water supplies and as part of this duty are required to produce Water Resource Management Plans. These Plans set out forecasts of supply and demand over a 25 year horizon, and explain how companies intend to provide sufficient water to meet their customers need whilst also protecting the environment. Plans are formally reviewed every five years.</p> <p>SE Water supplies the majority of Lewes District which falls within 'Water Resource Zone 2' (WRZ2) where there is currently a supply-demand balance deficit, i.e. the available water supply is inadequate to meet the demand.</p> <p>In WRZ2, SE Water's Water Resource Management Plan anticipates that the following demand management measures and new water resource schemes are necessary to cater for the water supply needs of current and future development and the protection of the environment:</p> <p><u>2015 - 2020</u> Leakage reductions Water efficiency strategy Inter-zonal transfers Improvements to existing treatment works Forest Row and Coggins Mill groundwater schemes</p>

2020 - 2030

Leakage reductions
Water efficiency strategy
Peacehaven water re-use scheme
Inter-zonal transfers

2030 – 2040

Leakage reductions
Water efficiency strategy
Inter-zonal transfers

Southern Water supplies the south-western corner of the District, including Lewes town and Telscombe Cliffs, which falls within the 'Sussex Brighton Water Resource Zone' (SBWRZ) where there is a supply-demand balance deficit if no intervention is taken to meet demand. This Zone is entirely supplied from chalk groundwater sources, which can be very vulnerable to drought events.

Southern Water has identified the following schemes in the SBWRZ to maintain the supply demand balance and ensure that water resources are available to meet demand from new development:

- Universal metering
- Asset improvement schemes for groundwater sources (7.25 Ml/d peak and average)
- Optimisation of inter-zonal transfers from Sussex Worthing

The Environment Agency sets out its objectives for the local water environment in the South East River Basin Management Plan, which covers a wide area sub-divided into nine separate catchment areas. Lewes District falls largely within the Adur and Ouse catchment, but is also partially within the Cuckmere and Pevensey Levels catchment.

Adur and Ouse Catchment

Currently 8% of 307 km of assessed river water bodies within this catchment are achieving good status and the aim is to increase this to 21% by 2015. Around 6% of river length is not yet assessed.

Obstruction to fish passage in the Ouse is a major problem, especially during prolonged periods of low river flow. Groundwater quality in the Brighton Chalk is at risk of deterioration from nitrates and pesticides, and another concern is the impact of abstraction on streams fed by the Brighton Chalk aquifer. There are also issues with the quality of effluent from some wastewater treatment works and problems of diffuse pollution.

	<p>The key actions proposed by the Environment Agency for this catchment are:</p> <ul style="list-style-type: none"> • Improve sewage works at 20 locations • Modify abstraction licenses to ensure no adverse impact on SSSIs • Address barriers to fish passage • Enhance habitat at priority locations • Address diffuse pollution from agriculture • Target pollution prevention campaigns around industrial areas • Improve road drainage to avoid ground or surface water pollution • Ensure that invasive non-native species do not establish in the Ouse • Investigate sources of poor water quality in several waters <p><i>Cuckmere and Pevensey Levels Catchment</i></p> <p>Currently 20% of the length of assessed river within this catchment is at good status or potential and the aim is to increase this to 36% by 2015. Around 19% of river length is not yet assessed.</p> <p>There are major pressures from new development and rising household demand. Groundwater quality is at risk of deterioration, mainly from the use of pesticides and nitrates in agriculture and nitrogen levels associated with sewage effluent discharges.</p> <p>The key actions proposed by the Environment Agency for this catchment are:</p> <ul style="list-style-type: none"> • Improve sewage works at 15 locations • Improve habitats in priority waters, including the river Cuckmere, and reduce diffuse pollution from agriculture • Restore the Cuckmere estuary to a tidal floodplain over the next 15 years
Funding Sources	OFWAT, Southern Water, South East Water, Developer contributions
Key Issues	<p><u>Water resources</u></p> <p>Water resource planning is not undertaken on a District basis. The majority of water resources are linked and it is possible for the water companies to move water around the region. Hence, it cannot be argued that any one location within the District is more constrained than another in terms of the availability of water.</p> <p>However, the Environment Agency has identified the whole of the South East as an area of 'serious water stress'. This is</p>

	<p>defined as an area where the demand for water is a high proportion of the water available, which can lead to serious stress on the water environment.</p> <p>The main challenges in terms of securing sustainable amounts of water are over abstraction, modifications and structures that change flow, and reductions in supply arising from climate change. The South East River Basin District relies heavily upon groundwater for drinking water and for sustaining wetlands.</p> <p>Ensuring that there are sustainable levels of water is the responsibility of many sectors including water companies and the Environment Agency. Resources are finely balanced between meeting the demands of existing abstractions and the need to protect river flows to meet environmental requirements.</p> <p>The Local Plan will need to demonstrate that it has complied with the Water Framework Directive by ensuring that any new development does not result in the deterioration of water quality and that opportunities are taken to enhance and improve the water bodies, e.g. by incorporating sustainable drainage systems, investigation and remediation of contaminated land, inclusion of green infrastructure and other sustainable development techniques.</p> <p><u>Water distribution system</u></p> <p>The existing system works under pressure which allows flexibility in the provision of new mains required to serve new development. The water companies have not identified any overriding constraints that may prevent development taking place in the District. However, it is likely that new investment will be required to serve the new development proposed in the District.</p> <p>Southern Water has advised that the North Street and Eastgate areas in Lewes town cannot be connected directly to the nearest water main because of insufficient capacity. The developers of these sites would therefore need to requisition a connection to a point further away where there is sufficient capacity. New or improved water mains may also be required.</p>
<p>Summary/Role of Local Plan and IDP</p>	<p>The Local Plan identifies the location, scale and timing of development in order to provide evidence for the periodic review of prices carried out by OFWAT. OFWAT generally agrees to fund the strategic investment required to service new development provided that there is planning certainty i.e. an adopted Core Strategy. The water companies seek funding through the periodic review process to provide additional water resources and mains capacity. The last periodic review was in 2014.</p> <p>The water companies have limited powers to prevent connections to the water system. This is the case even where there is insufficient capacity in the water mains, which may</p>

	<p>result in unacceptable levels of service to existing customers (e.g. poor water pressure). Site specific policies will therefore be needed to ensure new development connects to the water distribution system at the nearest point of adequate capacity. To this end, the water companies will need the opportunity to carry out site specific assessments when the precise locations and scale of development have been refined.</p> <p>This approach is in accordance with OFWAT's view that improvements which are required to local infrastructure as a result of new development should be funded by that development. It ensures that the cost is passed to those who directly benefit from it, and reduces the burden on existing customers, who would otherwise have to pay through increases in general charges.</p>
--	---

Utilities: Sewerage	
Overview of Lead Organisations	Southern Water is the statutory sewerage undertaker for the District. The Environment Agency is responsible for monitoring the operation of sewage and waste water treatment works as well as setting limits on discharges to watercourses.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex County Council and Brighton & Hove City Council Waste Water Management Study • Southern Water Business Plan 2015-2020 • Creating A Better Place: Planning for Water Quality in the South East (Environment Agency 2006)
Existing and Planned Provision	With the completion of the new combined Waste Water Treatment and sewage recycling centre in Peacehaven in 2013, all catchments within East Sussex and Brighton & Hove are now covered by modern waste water treatment plants which meet EU wastewater treatment standards. Improvements to the Neaves Lane WWTW at Ringmer are planned to be completed by 2020.
Funding Sources	Ofwat/Southern Water/Developer contributions
Key Issues	<p>Southern Water is not permitted to discharge treated effluent from waste water treatment works in excess of the consent provided by the Environment Agency or to breach imposed quality standards. Southern Water has not identified any overriding constraints that may prevent development taking place in the District, provided that investment is made in the technology, and potentially associated land, to increase the capacity of treatment works.</p> <p>In order to achieve funding to undertake such works, Southern Water bids for funding through OFWAT. This is called the periodic review of charges process. Reviews take place every</p>

	<p>five years, with the next review in 2019. The location, scale and timing of development must be known before funding can be sought, although there is a mechanism in place to fund, in exceptional circumstances, unexpected works to accommodate unexpected demand that has not been allocated funding through the associated periodic review.</p>
<p>Summary/Role of Local Plan and IDP</p>	<p>The Local Plan identifies the location, scale and timing of development in order to provide evidence for the periodic review of prices carried out by OFWAT. OFWAT generally agrees to fund the strategic investment required to service new development provided that there is planning certainty.</p> <p>Southern Water has limited powers to prevent connections to the sewerage system. This is the case even where there is insufficient capacity in the sewers, which may result in unacceptable levels of service to existing customers, such as sewer flooding. Site specific policies are needed to ensure that new development connects to the sewerage system at the nearest point of adequate capacity.</p>

Utilities: Telecommunications

<p>Overview of Lead Organisations</p>	<p>The Department of Culture Media and Sport (DCMS) is responsible for broadband policy and delivery. Broadband Delivery UK (BDUK) manages policy and delivery on behalf of the Department for Culture, Media and Sport.</p>
<p>Main Sources of Information</p>	<ul style="list-style-type: none"> • Digital Britain (BIS/DCMS 2009) • East Sussex Local Economic Assessment 2011 • ESCC Broadband Report 2011 • E-Sussex Local Broadband Plan 2012
<p>Existing and Planned Provision</p>	<p>Around 74% of adults in Lewes District are estimated to have daily internet connection. This compares with 69% in East Sussex and 77% in the South East (Source: CACI 2010). Access to the internet is greatest in Chailey & Wivelsfield ward where an estimated 85% of adults have access to a daily internet connection. Levels are lower along the coast, particularly in Peacehaven.</p> <p>Around 90% of all internet connections in the UK are broadband, but the availability of broadband across the district is varied. There are quite large areas with very poor broadband accessibility, including Ditchling, Rodmell and Southease.</p> <p>The quality of business broadband coverage also varies across the District. Most areas have poor coverage (defined as access to speeds of 0.5- 2 Mb/sec), although better coverage (speeds of 4+ Mb/sec) is available in the area stretching between Seaford and Tarring Neville, and reasonable coverage (speeds of 2-4 Mb/sec) is available in the area stretching between</p>

	<p>Saltdean and Falmer.</p> <p>ESCC have produced with partners a Local Broadband Plan. The plan is committed to achieving the Broadband Delivery UK (BDUK) target of 90% superfast coverage (24mbps or above) and at least 2mbps (the universal service commitment) to the remaining 10% by 2015. The overall aim to provide superfast broadband, with speeds of 100 mbps, to everyone in East Sussex by 2017.</p> <p>Most mobile phone operators' coverage is good in the populated areas of the district, although some unpopulated rural areas have no service.</p>
Funding Sources	<p>East Sussex and Brighton and Hove have been allocated £10.64m from the £530m of Government funding being distributed by BDUK across the country. This will be added to ESCC investment of £15 million, amounting to almost £26 million to help the county improve broadband speeds.</p>
Key Issues	<p>Broadband can not only boost business productivity by allowing them to do things more quickly, but could also provide the foundations for the next generation of businesses to thrive as well as facilitating faster, more flexible service provision for residents. Almost two-thirds of businesses in England view ICT and Broadband Infrastructure as important to their competitiveness (source: IPSOS MORI (2008) National Business Survey).</p> <p>Improved broadband not only enables people to access a wider range of services, but allows those outside of Lewes District to access goods and services from local businesses. Improving broadband connectivity and speed is therefore essential to strengthening the business base of the District. It will also increase opportunities for home working, resulting in less traffic congestion at peak times and a reduction in carbon emissions.</p> <p>The mobile phone network is under expansion with more base stations required as part of the programme to enhance the infrastructure for the existing mobile generation (2G) and create a new network for 3G. New base stations are required as each cell can only support a finite number of mobile phone calls at any one time.</p> <p>Mobile phone operators publish roll-out plans every year identifying existing and proposed base stations, but these do not give a clear indication of long-term spatial requirements. The companies responsible for telecommunications services will normally be able to provide the infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan needs to encourage investment in communications technology that increases access to goods and</p>

	services without increasing the need to travel and this should be taken into account in identifying future transport needs.
--	---

Utilities: Waste/Recycling	
Overview of Lead Organisations	East Sussex County Council (ESCC) is the Waste Disposal Authority responsible for arranging the safe disposal of household and other waste collected by Lewes District Council. The Environment Agency regulates waste management through a series of licenses.
Main Sources of Information	<ul style="list-style-type: none"> • East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan 2017 • East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013 • East Sussex and Brighton & Hove Waste Local Plan 2006 • East Sussex Municipal Waste Management Strategy 2006 • Lewes District Sustainable Waste Management Strategy 2005
Existing and Planned Provision	<p>There are 26 permitted waste management sites in Lewes District, the majority of which are small waste transfer stations and scrap metal yards.</p> <p>The Newhaven Energy Recovery Facility has the capacity to recover 210,000 tonnes per annum of non-hazardous, non-inert waste. MDJ Light Brothers (Cliffe Industrial Estate, Lewes) and Rabbits (North Quay, Newhaven) are other facilities within the district that are significant at a sub-regional scale.</p> <p>Sites are allocated in the saved Waste Local Plan for waste management uses at North Quay, Newhaven.</p> <p>The District Council operates 130 mini recycling centres, via 2,500 tonnes of waste are collected and recycled annually. It also operates a kerbside recycling scheme, which collects fortnightly across the district.</p>
Funding Sources	ESCC, Lewes District Council, and the private sector (e.g. commercial waste producers, waste industry)
Key Issues	<p>Lewes District produces less municipal waste per household than other local authorities in East Sussex and also compares favourably with West Sussex and Kent authorities. However, the majority of waste in the district arises from the construction industry and commercial and industrial activities.</p> <p>ESCC aspires to achieve higher recycling rates, recover materials and energy where recycling cannot be achieved or afforded, and reduce land disposal to a minimum.</p> <p>The Waste and Minerals Plan, which was adopted in February 2013, addresses the broad issues and options. Matters of detail,</p>

	including the precise locations of sites for all types of waste development, are addressed by the Waste and Minerals Sites Plan.
Summary/Role of Local Plan and IDP	Planning applications for waste activity within the district are determined by ESCC or the South Downs National Park Authority, as the waste planning authorities for the area.

DRAFT

Green Infrastructure

Green Infrastructure	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Natural England, Town and Parish Councils
Main Sources of Information	<ul style="list-style-type: none"> • Lewes District Outdoor Playing Space Study 2014 • South Downs Access Network and Accessible Green Space Study 2014 • East Sussex Strategic Open Space Study 2011 • East Sussex Environmental Strategy 2011 • Lewes District Play Strategy 2007 • An Open Space Strategy for Newhaven • Lewes District Informal Recreational Space Study 2005 • Lewes District Outdoor Playing Space Review 2004
Existing and Planned Provision	<p>The District's green infrastructure comprises:</p> <ul style="list-style-type: none"> • Outdoor sports facilities • Children's play space • Parks and gardens • Amenity green space • Allotments • Cemeteries and churchyards • Green corridors • Natural and semi-natural urban green space • Accessible countryside in urban fringe areas <p><u>Existing Provision</u></p> <p><i>Outdoor sports facilities:</i> 122 playing pitches, which equates to one pitch for every 681 adults. 105 of these pitches are available for community use. However, the quality of these pitches varies across the District, and changing facilities are often inadequate. Deficiencies have also been identified in the provision of specific sports facilities in individual locations, with particular shortfalls in cricket pitches and junior football pitches in Lewes, Newhaven and Seaford.</p> <p>One six-lane floodlit athletics track based at Priory School in Lewes town.</p> <p>71 tennis courts, 16 of which are floodlit.</p> <p>Eight bowls greens.</p> <p><i>Children's play space:</i> All the towns and the majority of villages are provided with equipped play spaces. However, there is a significant shortfall in the level of provision of equipped and informal children's play space across the District when measured against the Council's adopted standards. The largest deficiency is in Seaford.</p>

	<p><i>Formal parks/gardens:</i> provision of one or two parks in all the towns, with the exception of Newhaven, totalling 20.15 ha.</p> <p><i>Amenity greenspace:</i> mainly provided in association with housing areas, but includes village greens.</p> <p><i>Allotments:</i> 14.35 ha across the District, although the majority of provision is in the towns. There is a shortfall of allotments in Peacehaven.</p> <p><i>Cemeteries and churchyards:</i> 22 ha across the District</p> <p><i>Green corridors:</i> e.g. Juggs Lane between Lewes and Kingston village, the Newhaven to Bishopstone cycleway through the Ouse Estuary Nature Reserve, and the Ouse Valley Walk.</p> <p><i>Natural and semi-natural urban green space:</i> includes woodland, scrub, grassland and wetland. Only 21% of the District's population has access to 2ha Accessible Natural Greenspace (ANG) within 300m of home, which is one of the standards recommended by Natural England. However, 67.5% has ANG provision within 2km of home.</p> <p><i>Accessible countryside:</i> represented by local nature reserves, open access downland, woodland, beach and cliff top. Generally adequate provision across the District,</p> <p><u>Planned Provision</u></p> <p>£2m has been secured for the future provision of improvements to outdoor play space provision in Lewes town, Newhaven, Peacehaven/Telscombe, Seaford, Ditchling, Newick and Wivelsfield.</p>
Funding Sources	Lewes District Council, South Downs National Park Authority, Environment Agency, Natural England, Sport England, DEFRA, Forestry Commission, Developer contributions.
Key Issues	<p>Green infrastructure performs a wide range of functions, including:</p> <ul style="list-style-type: none"> • conservation and enhancement of biodiversity, including mitigating the potential impacts of new development • increasing recreational opportunities, including access to the countryside and supporting healthy living • creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage • improved water resource and flood management • Making a positive contribution to combating climate change through adaptation and mitigation of impacts • sustainable transport, education and crime reduction • production of food

	<p>The provision of access to high quality, well-designed green infrastructure therefore needs to be a central part of the planning process. This will involve working in partnership with a wide range of agencies and organisations at both local and sub-regional level.</p> <p>Whilst access to green infrastructure in Lewes District is generally adequate or good, there are localities where there is a shortfall in provision compared to identified needs. Most of the towns, for example, are deficient in terms of children’s equipped play areas and access to natural and semi-natural green space.</p> <p>New housing development within 7km of the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) is dependent upon the provision and management of Suitable Alternative Natural Greenspace (SANG). This is due to the likely significant impact upon the integrity of the Ashdown Forest and principally effects new development in Newick Parish.</p> <p>Opportunities therefore need to be assessed for new or enhanced green infrastructure assets and how they can be delivered. Multi-functional green space is the key to achieving value for money, by planning, creating and managing areas to produce multiple public and environmental benefits, sharing resources between sites and combining investment from different sources</p>
<p>Summary/Role of Local Plan and IDP</p>	<p>The Local Plan provides the vision and broad spatial plan for green infrastructure, consistent with the Sustainable Community Strategy vision.</p>

Section B: Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule sets out the key items of additional infrastructure that are considered necessary to deliver the Local Plan and identifies the costs, funding, timescales for delivery and responsibilities for provision. Over time, the Schedule will also provide a monitoring tool against which progress and delivery can be assessed.

The Schedule has been prepared in close consultation with infrastructure providers and reflects the latest position in a dialogue that has been ongoing since early 2010. At this stage, it does not establish the totality of additional infrastructure that will be required to support the Local Plan but focuses on those critical elements of infrastructure without which it would be impossible to deliver the overall spatial strategy. These are as follows:

Local highway and accessibility improvements

The Council worked in partnership with Highways England and ESCC (the local transport authority) to review highway issues and identify and evaluate potential transport approaches and measures to support the delivery of housing and business growth in the Local Plan period to 2030. The resulting transport reports¹ conclude that a number of transport interventions would be required to deliver the Local Plan's spatial strategy.

In Lewes town and Ringmer, the planned development needs to be supported by a package of transport measures to mitigate congestion and increase highway capacity, including:

- Improvements to the A26/B2192 (Earwig Corner) and A26 Malling Hill/Church Lane junctions
- Changes to traffic management and the one-way system in the town centre, including the junction of Phoenix Causeway and Eastgate Street
- Walking and cycling infrastructure, linking the planned development into existing networks and providing sustainable access to jobs and services

In Newhaven and Peacehaven, the planned development needs to be supported by a range of transport measures to mitigate congestion and increase highway capacity, including:

- Junction improvements on the Newhaven town centre ring road
- Improvements to the A259/A26 junction in Newhaven, A259/Sutton Avenue junction in Peacehaven and A259/Telscombe Cliffs Way junction in Telscombe

¹ 'Lewes District Core Strategy - Options For Development: County Council Position Statement in relation to Transport' (ESCC 2011) and 'New Housing in Peacehaven & Newhaven: Impacts on the A259 west of Peacehaven and on Newhaven ring road, and consequences for housing numbers' (ESCC 2012)

- Demand management measures on the A259 corridor, focussed on maximising bus use
- Improvements to bus infrastructure and the walking and cycling network

Education provision

ESCC has provided information on the need for the additional early years, primary, secondary and special school places to support the planned housing growth in the Local Plan.

Early years provision: The 30 hour offer is likely to significantly increase pressure on places. ESCC will monitor the situation and work with providers to ensure the early years and childcare market is well-placed to meet this pressure.

Primary school provision: ESCC has not identified any shortfalls in places over the Local Plan period. However, the situation will be monitored and any future requirements reflected in subsequent versions of the IDP

Secondary school provision: ESCC plans to provide up to 450 additional places in Newhaven and Peacehaven in the period to 2030. ESCC is working with Seahaven Academy and Peacehaven Community School to ensure the additional places can be delivered across the area in a timely manner. ESCC aim to deliver the additional places in phases as they are needed. The first phase is the proposed expansion of Seahaven Academy by one form of entry (150 additional places) by September 2020.

Special school provision: ESCC is proposing to establish SEN provision in a designated facility on the junior site of Peacehaven Heights Primary School during the 2018/19 academic year. The new facility would accommodate 8 to 10 pupils with a primary need of Autism Spectrum Disorder (ASD), although pupils may present with a complex range of need that would be accommodated by the facility.

Future education infrastructure requirements will be subject to review as new information on pupil/child number forecasts becomes available².

Waste Water Treatment

Southern Water is not permitted to discharge treated effluent from waste water treatment plants in excess of the consents provided by the Environment

² ESCC's Education Commissioning Plan (ECP) sets out how ESCC, as strategic commissioner for education provision, seeks to ensure there are sufficient places to meet demand. The current ECP, covering the period 2017-2021, can be viewed at: https://www.eastsussex.gov.uk/media/10955/educationcommissioningplan2017-21_final.pdf

Agency, or to breach imposed quality standards. At the Neaves Lane Waste Water Treatment Works, Ringmer, there is limited headroom available in the current Environment Agency discharge consent to accommodate new development. However, funding has been secured from OFWAT to increase the capacity of the waste water treatment works as part of the Environment Agency's National Environment Programme. Completion is anticipated in spring 2020. Southern Water has not identified any constraints to development elsewhere in terms of wastewater treatment capacity, although the need for investment at other wastewater treatment plants may be identified over the plan period.

Flood Defences

Much of Lewes town is at risk of flooding from the River Ouse. This currently affects the strategic site allocation at North Street (Spatial Policies 2 & 3). The future development of this site for mixed uses, including 415 homes, will therefore need to include the early provision of new flood defences to the appropriate standard required by the Environment Agency.

Suitable Alternative Green Space (SANG)

Under the provisions of the Habitats Directive and Habitat Regulations, the Council is required to consider the potential impacts of the Local Plan on sites designated as Special Areas of Conservation (SAC), Special Protection Areas (SPA) or Ramsar sites. It has been established that new residential development within 7km of the Ashdown Forest SAC/SPA is likely to increase the levels of recreational use within the Forest and have an adverse impact upon ground nesting birds.

The necessary provision for Suitable Alternative Natural Greenspace (SANG) to help mitigate the impact of new residential development on the Ashdown Forest SAC and SPA has been delivered on 11.8ha of land north of Western Road, Newick. The SANG has a capacity to mitigate the impact of 600 dwellings, which exceeds the level of housing growth identified for Newick over the Local Plan period.

However, all development proposals that result in a net increase of one or more dwellings within 7km of the Ashdown Forest will be required to contribute towards the future management and monitoring of the SANG to ensure that it continues to be effective in providing the necessary mitigation in relation to the Ashdown Forest. Such development will also be required to contribute towards the implementation of the Strategic Access Management and Monitoring Strategy (SAMMS) for the Ashdown Forest.

Outdoor Playing Space

Housing development cumulatively contributes to towards the community's need for outdoor playing space. In settlements with identified deficiencies or

shortfalls in outdoor playing space, new residential development will therefore be required to contribute to the provision of additional outdoor playing space, either directly or through financial contributions towards improvements to existing provision elsewhere in the locality. Deficiencies in the provision of both outdoor sports facilities for youth and adult use and children's play space when measured against the Council's adopted standards is a particular issue in all the towns and many of the villages within the district.

Schedule format

The Schedule follows a template that has been agreed by all the local authorities in East Sussex to provide consistency across the county. For ease of presentation, each item of infrastructure has been 'coded' as follows:

- Service and issue to be addressed
- Output – the location, nature and brief description of the scheme
- Justification – the objective, policy or site allocation that the scheme helps to deliver and supporting evidence of need
- Lead body – the main delivery agency plus any supporting partners
- Cost – the actual or estimated cost of delivering the scheme
- Funding arrangements – anticipated sources of funding and projected funding streams
- Planned development that depends on the output – the level or areas of development that result in the need for the scheme
- Scheme status – whether the scheme is conceptual, options are under investigation, detailed design or committed
- Timeframe – whether the scheme is going to be delivered in the short term (within 5 years), medium term (between 5 to 10 years), or long term (more than 10 years)
- Importance to strategy -how critical the scheme is to the delivery of the strategy and development sites.
- Risk to delivery of output -the degree of risk that the scheme will not be delivered.
- Alternatives – alternative strategies if there is a high risk of the scheme not being delivered.

In terms of the importance to its delivery of the Core Strategy, the Schedule categorises each item of infrastructure as follows:

Critical - The infrastructure is critical to the delivery of planned development, as well as the overall spatial strategy objectives, and should be prioritised at the appropriate stage in relation to implementation of the Plan.

Important - The infrastructure proposed is required to support the planned development as well as the overall Plan objectives and community needs, but does not need to be prioritised.

Desirable - The infrastructure proposed is not required to support significant development taking place but will facilitate the delivery of the overall Plan objectives.

The Schedule also includes an assessment of the likely risk of the infrastructure items not proceeding. The definitions of risk are:

High - Fundamental constraints are attached to the delivery of the scheme, e.g. there is no clear mechanism to secure funding, a site has not been identified, possible land/site assembly issues.

Medium - Some constraints attached to the delivery of the scheme, e.g. there is a clear mechanism identified to secure funding but planning and/or other consents are required for the scheme to proceed.

Low – There is high degree of certainty about deliverability, i.e. costs are known and funding is secured or there is a robust mechanism identified to secure funding, the scheme has wider political and community support, and/or there is a statutory duty to provide the required infrastructure at the same time as the development.

Conclusions

The Infrastructure Delivery Schedule demonstrates that there is a reasonable prospect that these critical elements of infrastructure will be delivered within the timescales necessary to support growth in a planned and sustainable manner. However, continued engagement with all stakeholders will be essential to ensure that any changes to spending programmes or shorter term planning periods of essential service providers can be addressed in future revisions of the IDP. A consistent shortfall in infrastructure provision will involve a re-assessment of local plan policies or the mechanisms that deliver infrastructure and will bring about a change where necessary.

Lewes District Infrastructure Delivery Schedule – November 2018

	Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe of delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
										Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
										Critical	Important	Desirable	High	Medium	Low	
TRANSPORT																
A	Non-strategic road network: additional capacity	Lewes town: Improvements to A26 / B2192 junction (Earwig Corner). Necessary to mitigate congestion and achieve acceptable operating conditions	Spatial Policies 3, 4 & 6 Core Policy 13 Lewes Town Transport Study 2011 Transport Position Statement 2011 Local Transport Plan 2011 – 2026 Interdependency with Scheme B	Lead: Developers Partners: ESCC, LDC, SDNPA, Wealden District Council	£200,000-£300,000 for traffic signals (estimate)	<u>Actual:</u> Developer contributions (Land north of Bishops Lane)	All development in Ringmer, the North Street and Old Malling Farm developments, and other development in the Lewes town centre. Development in Uckfield (Wealden District) will also be expected to contribute towards the scheme.	Detailed design	Short: The actual timing of delivery will depend upon the timing of development coming forward both in terms of need and funding.	Critical A large amount of development is dependent upon output to reduce congestion and ensure reliable journey times.	Medium Options for solution are limited as land is constrained Still subject to public consultation Coordination required with other interrelated schemes	Roundabout – considered in the 1990s. Such a proposal would require considerable land-take, lighting and have a potentially detrimental impact on the South Downs National Park				
B	Non-strategic road network: additional capacity	Lewes town: Improvements to A26 Malling Hill / Church Lane junction. Necessary to mitigate congestion and increase highway capacity and prevent use of Church Lane / Mayhew Way / Brooks Rd as alternative to Malling Hill.	Spatial Policies 3, 4 & 6 Core Policy 13 Lewes Town Transport Study 2011 Transport Position Statement 2011 Local Transport Plan 2011 – 2026 Interdependency with Scheme A	Lead: ESCC, Partners: LDC, SDNPA, Wealden District Council	£150,000 for signals linked to Scheme A above. (estimate)	<u>Actual:</u> None <u>Potential:</u> Developer contributions, ESCC	All development in Ringmer, the North Street and Old Malling Farm developments, and other development in the Lewes town centre. Development in Uckfield (Wealden District) will also be expected to contribute towards the scheme.	Options Design work completed in 2013/14 to assess traffic signals at the junction	Short: The actual timing of delivery will depend upon the timing of development coming forward both in terms of need and funding.	Critical A large amount of development is dependent upon output to reduce congestion and ensure reliable journey times.	Medium Still subject to public consultation Coordination required with other interrelated schemes	None identified				

	Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe of delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
										Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
										Critical	Important	Desirable	High	Medium	Low	
C	Non-strategic road network: additional capacity	Lewes town: Improvements to A277/A275 junction (Prison Crossroads).	Spatial Policies 3 & 4 Core Policy 13 Lewes Town Transport Study 2011 Transport Position Statement 2011 Local Transport Plan 2011 – 2026	Lead: ESCC Partners: LDC, SDNPA	Not known	<u>Actual:</u> None <u>Potential:</u> Developer contributions, ESCC	All development in Lewes would be supported but not dependent. To be considered as part of the overall assessment of the sites when planning applications are submitted	Concept	Short/Medium	Desirable Some improvements have been made to improve right turning onto A275 and Winterbourne Hill from the A277 in order to improve junction capacity and traffic flow through the junction	High Limited options due to constraints on highway boundary and adjacent land	None identified.				
D	Non-strategic road network: additional capacity	Lewes town: Improvements to town centre traffic management and one-way system, including the junction of Phoenix Causeway and Eastgate Street. Necessary to mitigate traffic congestion, increase highway capacity and improve conditions for pedestrians and cyclists.	Spatial Policy 3 Core Policies 9 & 13 Lewes Town Transport Study 2011 Transport Position Statement 2011 Local Transport Plan 2011 – 2026 North Street Quarter Traffic Modelling 2013	Lead: Developer Partners: ESCC, LDC, SDNPA	£2-3m (estimate)	<u>Actual:</u> None <u>Potential:</u> Developer contributions,	Development at the North Street Quarter and adjacent Eastgate area, Lewes.	Feasibility design.	Short	Critical Should be implemented as part of development at North Street Quarter and adjacent sites	Medium	None identified				
E	Walking and cycling infrastructure - improved connectivity and accessibility	Lewes town: Pedestrian and cycle infrastructure improvements to help achieve connectivity and accessibility in new developments	Spatial Policies 3 & 4 Core Policies 9 & 13 Local Transport Plan 2011 – 2026	Lead: ESCC Partners: LDC, SDNPA	£200,000 for Regional Cycle Route 90 (estimate) Further work needed to establish costs of other measures	<u>Actual:</u> Developer contributions (£72,000 held) Bids for external funding <u>Potential:</u> Developer Contributions ESCC	All development in Lewes would be supported but not dependent	Detailed design of Regional Cycle Route 90 consulted upon in 2013. Other measures dependent on planning conditions and S106 agreements for individual	Short to long term	Important To ensure that sustainable access is provided at every site	Medium	None identified				

	Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe of delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
										Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
										Critical	Important	Desirable	High	Medium	Low	
								sites								
F	Non-strategic road network: improved connectivity and accessibility	Newhaven: Phase 1a of a new road from the A259 to land owned by Newhaven Port & Properties (Port Access Road) Necessary to provide improved accessibility to Newhaven Port.	Spatial Policy 1 Core Policy 4 Draft Policy E1 Newhaven Transport Study Transport Position Statement 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026 Newhaven Port Master Plan	Lead: Developer / ESCC	£23m (estimate)	<u>Actual:</u> £13.2m ESCC capital programme, £10m Local Growth Fund,	Phase 1a of the new road will support the expansion and modernisation of Newhaven Port, in accordance with Core Policy 4 and Draft Policy E1	Detailed design. Completion estimated by 2020.	Short/Medium	Critical Further expansion of Newhaven Port is dependent upon the road	Low Still subject to planning consent.	None identified				
G	Non-strategic road network: additional capacity	Newhaven: Junction improvements on A259, including the town centre ring road and the A26 junction. Necessary to mitigate congestion and improve accessibility to the town centre	Spatial Policies 2, 7 & 8 Core Policy 13 Newhaven Transport Study 2011 Transport Position Statement 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026 Newhaven Ring Road transport modelling assessment 2013	Lead: ESCC	£0.8m (estimate)	<u>Actual:</u> None <u>Potential:</u> ESCC, Local Growth Fund, Developer contributions	All development in Newhaven contributes to the need for and would benefit from these measures Development at Harbour Heights is dependent on the South Way/South Road junction improvement on the town centre ring road Development at Peacehaven will benefit	Preliminary designs for the town centre ring road. Feasibility studies for remaining A259 junction improvement (Phase 2 of the Port Access Road)	Short/Medium	Critical A large amount of development is dependent upon these measures, including the Harbour Heights development	Medium Still subject to public consultation	Encourage sustainable travel and improve management of the current network.				
H	Strategic and non-strategic road network: additional	A259 Corridor: Demand management measures	Spatial Policies 2, 7 & 8 Core Policies 9 &	Lead: ESCC	Phase 2 bus corridor measures	<u>Actual:</u> None <u>Potential:</u> Developer	All development in Newhaven and Peacehaven is dependent on an	Preliminary design consulted upon in 2013	Short	Critical A large amount of development is	Medium Still subject to public	None identified				

	Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe of delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
										Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
										Critical	Important	Desirable	High	Medium	Low	
	capacity and improved environment	focussed on encouraging greater use of public transport including Phase 2 of bus corridor on A259 Increased frequency of bus services on the A259 and on feeder routes serving the residential areas of Peacehaven Cycle route alongside A259 between Peacehaven and Newhaven	13 Newhaven Transport Study 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026		£400,000 Increased frequency of bus services: £120,000 p/a per additional bus	contributions (£13,200 agreed), ESCC	increased frequency of bus services on the A259. Development in Peacehaven is also dependent on feeder services in the Peacehaven area. Development at Newhaven Harbour Heights is also dependent on enhanced bus connections to the west from the site and the town generally			dependent upon these measures	consultation					
I	Non-strategic road network: additional capacity	Peacehaven: Improvements to the A259/ Telscombe Cliffs Way and A259/Sutton Avenue junctions. Necessary to achieve acceptable operating conditions, particularly for buses.	Spatial Policies 2, 7 & 8 Core Policy 13 Newhaven Transport Study 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026	Lead: ESCC	£300,000 (estimate)	<u>Actual:</u> None <u>Potential:</u> Developer contributions, ESCC	All development in Newhaven and Peacehaven	Concept	Short	Critical A large amount of development is dependent upon these measures	Medium Still subject to public consultation	None identified				
J	Walking and cycling infrastructure - improved connectivity and	District-wide: Provision of pedestrian and cycle facilities within all new developments,	Spatial Policy 2 Core Policies 9 & 13 Local Transport	Lead: ESCC Partners: LDC, SDNPA, Sustrans,	Not known	<u>Actual:</u> Developer contributions (£351,000 held)	All new development in Lewes district	Concept Further progress dependent on planning	Varies At the time of construction of each strategic development site	Important To ensure that sustainable access is provided at every strategic site	Low					

	Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe of delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
										Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
										Critical	Important	Desirable	High	Medium	Low	
	accessibility	including suitable links to town centres and education, employment and leisure opportunities.	Plan 2011 – 2026	local cycle groups		Potential: ESCC, LDC, developer contributions (£131,000 currently agreed)		conditions and S106 agreements for individual sites								
K	Bus facilities	District wide: Provision new or improved, DDA compliant bus infrastructure and waiting facilities on current or new routes serving new development, including Real Time Passenger Information (RTPI) at key stops	Spatial Policy 2 Core Policies 9 & 13 Local Transport Plan 2011 – 2026 Passenger Transport Strategic Commissioning strategy 2014 Linked, in part, to increased frequency in bus services on A259 identified at Scheme H	Lead: ESCC Partners: Bus operators, LDC	RTPI: £12,000 per sign	Actual: Developer contributions (£12,500 held plus £36,300 agreed for RTPI, and £265,000 agreed for other bus facilities and services). Potential: ESCC Developer contributions	Bus facilities: All development in Lewes district	Facilities dependent on funding or planning conditions on individual sites	Varies At the time of first occupation of each development	Critical To ensure that sustainable travel options are available at all development sites	Medium		Encourage sustainable travel and improve management of the current network.			

Lewes District Infrastructure Delivery Schedule – November 2018

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						
									Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
									Critical	Important	Desirable	High	Medium	Low	
EDUCATION															
Secondary School Provision															
Secondary school places – additional capacity	Newhaven & Peacehaven 450 new secondary places (11-16) through expansion of existing schools	Spatial Policy 2 Education Commissioning Plan 2017-2021	ESCC	c.£4.5m	Government grant, ESCC capital programme and developer contributions	Residential development in Newhaven, Peacehaven and Telscombe. It will also support built and committed residential developments.	ESCC is working with secondary schools in the area to deliver the additional places in phases as required.	Short term Initial places required from 2019/20	Critical Without the provision of additional capacity there will be insufficient places to meet demand from development	High Subject to options appraisal, agreement of solutions and planning permission	Options have been explored and a strategy agreed				
Special Educational Needs (SEN)															
Special educational needs – additional capacity	Peacehaven New SEN provision in a designated facility at Peacehaven Heights Primary School	Education Commissioning Plan 2017-2021	ESCC	n/a	n/a	Education Commissioning Plan 2017-2021	Statutory notice period	Short term It is planned to open the new facility during the 2018/19 academic year subject to determination of the statutory notice.	Critical Without the provision of a new SEN facility there will be insufficient capacity to meet demand for specialist provision in the area.	Medium Subject to determination of statutory notice	Options have been explored and a strategy agreed				
Further & Higher Education															
Higher education provision	Sussex University 43,000 sq m of additional teaching and research space	Core Policy 4 University of Sussex Campus Masterplan 2013	University of Sussex	TBC	University of Sussex.	N/A	Committed scheme	Medium term	Desirable	Low	N/A				
	Sussex University 3,550 sq m extension to the Sussex Innovation Centre	Core Policy 4 University of Sussex Campus Masterplan 2013	University of Sussex	TBC	University of Sussex	N/A	Committed scheme	Medium term	Desirable	Low	N/A				

Lewes District Infrastructure Delivery Schedule – November 2018

Service & issue	Output Overall plus scheme location/description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
UTILITIES															
Wastewater Treatment	Ringmer: Works to increase treatment capacity at Neaves Lane WWTW	Spatial Policies 2 & 6 All the development sites in Ringmer and Broyleside would drain to Neaves Lane WWTW where there is limited headroom in the existing Environment Agency discharge permit to accommodate new development	Southern Water, Environment Agency, ESCC (Waste Planning Authority)	Unknown	Southern Water	Residential development at Ringmer & Broyle Side	Committed scheme (est. completion April 2020)	Short term	✓					✓	None identified
Sewerage Infrastructure	Lewes town: New and/or improved sewerage to increase capacity	Spatial Policy 3 The proposed North Street/Eastgate development in Lewes cannot be connected directly to the nearest sewer due to inadequate capacity.	Southern Water	Unknown	Developer	The delivery of 415 dwellings, business, retail and leisure uses at the North Street Quarter and adjacent Eastgate area, Lewes	Concept	Short term	✓					✓	None identified
Water supply	Lewes town: New and/or improved water mains to increase capacity	Spatial Policies 2 & 3 The proposed North Street/Eastgate development cannot be connected directly to the nearest water main due to inadequate capacity.	Southern Water	Unknown	Developer	The delivery of 415 dwellings, business, retail and leisure uses at North Street Quarter and adjacent Eastgate area, Lewes	Concept	Short term	✓					✓	None identified

Lewes District Infrastructure Delivery Schedule – November 2018

Service & issue	Output Overall plus scheme location/description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
EMERGENCY SERVICES															
Fire & Rescue Services	Lewes town: New fire station and ambulance response base	Spatial Policy 3 Core Policies 4 & 7	LDC	£6.25m (estimate)	Coast to Capital LEP: £2m One Public Estate Initiative: £90,000 LDC Developer contributions	The relocation of Lewes Community Fire Station is necessary to enable the delivery of the North Street Quarter development	Detailed design	Short term	✓				✓		None identified
Flood Defences	Lewes town: The provision of new flood defences at North Street and Eastgate	Spatial Policy 3 Core Policies 4 & 12	Developer, Environment Agency, ESCC.	£1.28m (estimate)	Developer contributions	The delivery of 415 dwellings, business, retail, leisure and other uses at the North Street Quarter and adjacent Eastgate area	Committed	Short term	✓				✓		None identified
Flood Defences	Newhaven: The provision of improved flood defences along the banks of the River Ouse between north Newhaven and the Harbour mouth	Core Policies 4 & 12	Environment Agency, ESCC, Coast to Capital LEP, South East LEP	£18m	Flood & Coastal Risk Management Grant in Aid (FCRMGiA), Coast to Capital LEP, South East LEP	The provision of improved flood defences will address one of the key barriers to growth in the town, protecting homes, businesses and enabling private sector investment to be brought forward.	Committed	Short term		✓			✓		None identified
Coastal Defences	Newhaven to Seaford: Improved coastal defences	Core Policies 4 & 12	Environment Agency, ESCC, Newhaven Port & Properties	£2m (estimate)	FCRMGiA, Developers	The provision of improved flood defences will address one of the key barriers to growth in the town, protecting homes, businesses and enabling private sector investment to be brought forward.	Options	Short term		✓			✓		None identified

Lewes District Infrastructure Delivery Schedule – November 2018

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
GREEN INFRASTRUCTURE															
Suitable Alternative Natural Green Space (SANG) Management Plan	The provision of SANG is required for all housing development within 7km of the Ashdown Forest Special Protection Area/Special Area of Conservation.	The Local Plan Part 1 Habitat Regulations Assessment. Spatial Policy 2 Core Policy 10 Draft Policy DM24	LDC	£20,000 p.a.	Developer contributions	All housing development within 7km of the Ashdown Forest	Committed scheme	Ongoing	✓					✓	None identified
Ashdown Forest Access Management & Monitoring Strategy	The strategy is needed to manage and monitor the impact of visitors on the Ashdown Forest SPA/SAC	The Core Strategy Habitat Regulations Assessment. Spatial Policy 2 Core Policy 10 Draft Policy DM24	LDC, , Wealden, Tandridge, Mid Sussex District Councils, Tunbridge Wells BC, Natural England, and Conservators of Ashdown Forest	£1,170 per dwelling	Developer contributions	All housing development within 7km of the Ashdown Forest	Committed scheme	Ongoing	✓					✓	None identified
Outdoor sports facilities for youth and adult use	Lewes town: Additional provision to meet the needs generated by new housing	Spatial Policies 3 & 4 Core Policies 7 & 8 Saved Policy RE1 Lewes District Outdoor Playing Space Study 2014	LDC SDNPA Lewes TC	£975,200 (estimate)	Developer contributions	All housing development in Lewes town	Concept	Short to Long Term	✓					✓	None identified
Outdoor sports facilities for youth and adult use	Newhaven: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 7 Core Policies 7 & 8 Draft Policies NH01, NH02, DM15	LDC Newhaven TC	£1.57m (estimate)	Developer contributions	New housing development in Newhaven.	Concept	Short to Long Term	✓					✓	None identified

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		Lewes District Outdoor Playing Space Study 2014													
Outdoor sports facilities for youth and adult use	Peacehaven & Telscombe: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 8 Core Policies 7 & 8 Draft Policy DM15 Lewes District Outdoor Playing Space Study 2014	LDC Peacehaven TC Telscombe PC	£867,930 (estimate)	Developer contributions	New housing development in Peacehaven and Telscombe.	Concept	Short to Long Term	✓					✓	None identified
Outdoor sports facilities for youth and adult use	Seaford: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policy DM15 Lewes District Outdoor Playing Space Study 2014	LDC Seaford TC	£331,570 (estimate)	Developer contributions	New housing development in Seaford.	Concept	Short to Long Term	✓					✓	None identified
Outdoor sports facilities for youth and adult use	Barcombe: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policies DM15, BA01, BA02, BA03 Lewes District Outdoor Playing Space Study 2014	LDC Barcombe PC	£29,260 (estimate)	Developer contributions	New housing development in Barcombe.	Concept	Short to Long Term	✓					✓	None identified
Outdoor sports facilities for youth and adult use	Chailey: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policies DM15, CH01, CH02, CH03 Lewes District Outdoor Playing Space Study 2014	LDC Chailey PC	£39,010 (estimate)	Developer contributions	New housing development in Chailey.	Concept	Short to Long Term	✓					✓	None identified
Outdoor sports facilities for	Wivelsfield: Additional provision to meet	Spatial Policies 2 & 5	LDC Mid Sussex DC	£399,830 (estimate)	Developer contributions	New housing development in Wivelsfield.	Concept	Short to Long Term	✓					✓	None identified

Service & issue	Output Overall plus scheme location/description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
youth and adult use	the needs generated by new housing	Core Policies 7 & 8 Draft Policies DM15, BH01 Lewes District Outdoor Playing Space Study 2014	Wivelsfield PC												
Children's play space	Lewes town: Additional provision to meet the needs generated by new housing.	Spatial Policies 3 & 4 Core Policies 7 & 8 Saved Policy RE1 Lewes District Outdoor Playing Space Study 2014	LDC SDNPA Lewes TC	£1.84m (estimate)	Developer/ Developer contributions	New housing development in Lewes town	Concept.	Short to Medium term	✓					✓	None identified
Children's play space	Newhaven: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 7 Core Policies 7 & 8 Draft Policies DM15, NH01, NH02 Lewes District Outdoor Playing Space Study 2014	LDC Newhaven TC	£2.962m (estimate)	Developer/ Developer contributions	New housing development in Newhaven	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Peacehaven & Telscombe: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 8 Core Policies 7 & 8 Draft Policy DM15 Lewes District Outdoor Playing Space Study 2014	LDC Peacehaven TC Telscombe PC	£1.638m (estimate)	Developer/ Developer contributions	New housing development in Peacehaven and Telscombe	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Seaford: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policy DM15 Lewes District Outdoor Playing	LDC Seaford TC	£625,600 (estimate)	Developer/ Developer contributions	New housing development in Seaford	Concept	Short to Medium term	✓					✓	None identified

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		Space Study 2014													
Children's play space	Barcombe: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policies DM15, BA01, BA02, BA03 Lewes District Outdoor Playing Space Study 2014	LDC Barcombe PC	£55,200 (estimate)	Developer/ Developer contributions	New housing in Barcombe Cross	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Chailey: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policies DM15, CH01, CH02, CH03 Lewes District Outdoor Playing Space Study 2014	LDC Chailey PC	£73,600 (estimate)	Developer contributions	New housing in Chailey Parish	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Ditchling: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Saved Policy RE1 Lewes District Outdoor Playing Space Study 2014	LDC, SDNPA, Ditchling PC	£36,800 (estimate)	Developer contributions	New housing in Ditchling	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Newick: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policy DM15 Lewes District Outdoor Playing Space Study 2014	LDC Newick PC	£184,000 (estimate)	Developer/ Developer contributions	New housing in Newick	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Plumpton: Additional provision to meet the needs generated by new housing	Spatial Policy 2 Core Policies 7 & 8 Draft Policy DM15	LDC Plumpton PC	£92,000 (estimate)	Developer/ Developer contributions	New housing in Plumpton Green	Concept	Short to Medium term	✓					✓	None identified

Service & issue	Output Overall plus scheme location/description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	Local Plan						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		Lewes District Outdoor Playing Space Study 2014													
Children's play space	Ringmer: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 6 Core Policies 7 & 8 Draft Policies DM15, RG01 Lewes District Outdoor Playing Space Study 2014	LDC Ringmer PC	£607,200 (estimate)	Developer/ Developer contributions	New housing in Ringmer	Concept	Short to Medium term	✓					✓	None identified
Children's play space	Wivelsfield: Additional provision to meet the needs generated by new housing	Spatial Policies 2 & 5 Core Policies 7 & 8 Draft Policies DM15, BH01. Lewes District Outdoor Playing Space Study 2014	LDC Mid Sussex DC Wivelsfield PC	£754,400 (estimate)	Developer/ Developer contributions	New housing in Wivelsfield	Concept	Short to Medium term	✓					✓	None identified