

Eastbourne Local Plan

Infrastructure Delivery Plan

October 2019

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ABBREVIATIONS

BDUK	Building Digital UK (previously Broadband Delivery UK)
BMP	Beach Management Plan
BOA	Biodiversity Opportunity Area
CIL	Community Infrastructure Levy
CTLA	Community Transport for the Lewes Area
DCMS	Department of Digital, Culture and Sport
Defra	Department for Environment, Flood and Rural Affairs
DfT	Department for Transport
EBC	Eastbourne Borough Council
ESCC	East Sussex County Council
ESFRS	East Sussex Fire and Rescue Service
HE	Highways England
IDP	Infrastructure Delivery Plan
LEP	Local Enterprise Partnership
LTP	Local Transport Plan
NPFA	National Playing Field Association
NPPF	National Planning Policy Framework
Ofcom	Office of Communications
Ofgem	Office of Gas and Electricity Market
Ofsted	Officer for Standards in Education, Children's Services and Skills
Ofwat	Water Services Regulation Authority
ORR	Office of Rail and Road
RIS	Road Investment Strategy
SDNP	South Downs National Park
SDNPA	South Downs National Park Authority
SECamb	South East Coast Ambulance Service NHS Foundation Trust
SFRA	Strategic Flood Risk Assessment
SGN	Southern Gas Network
SMP	Shoreline Management Plan
SNCI	Site of Nature Conservation Interest
SRN	Strategic Road Network
UKPN	UK Power Network
WDC	Wealden District Council

INTRODUCTION

This Infrastructure Delivery Plan (IDP) has been produced to accompany the Eastbourne Local Plan. It is an essential part in the preparation of Development Plan Document and has been prepared in partnership with the various infrastructure providers. It will ultimately set out the key infrastructure that will be required to support the objectives, spatial strategy and the delivery of the Eastbourne Local Plan over the 20 years planning period from 2018 to 2038, identify where and at what time that the infrastructure is required, who is responsible for delivering it, the cost of provision (if known) and how these costs are expected to be funded.

WHY PRODUCE AN IDP?

The Local Plan will seek to deliver additional homes within Eastbourne Borough in the period between 2018 and 2038. This housing growth will create demand and add pressure on the borough's infrastructure through either taking up existing capacity or creating a requirement for investment in additional and improved infrastructure.

The National Planning Policy Framework (NPPF) required local planning authorities to work with other authorities and infrastructure providers to assess the quality and capacity of infrastructure for transport, water supply, wastewater, utilities, telecommunications, health social care, education, flood risk and coastal management. It is also expected that local plans would identify priority areas for infrastructure provision and ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.

PURPOSE OF THE REPORT

This version of the IDP supports the Issues and Options stage of the preparation of Local Plan (Autumn 2019). It is an essential background evidence document to achieve a comprehensive understanding of existing infrastructure capacity and provision of service across the Borough and to identify any existing deficiencies which are likely to be a significant constraint to new development. It is an important first step in establishing a more detailed delivery plan for the provision of additional facilities and services that will be needed to serve the Borough and the development proposed within it over the plan period.

This report is therefore the start and an ongoing process for the Council to identify the necessary physical, social and environmental infrastructure to enable future development in the Borough. The IDP is a 'living document' that will be updated as and when information becomes available through the preparation of the Local Plan and the plan period to ensure that it remains relevant and addresses changing circumstances.

WHAT IS INFRASTRUCTURE?

Infrastructure refers to 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 Eastbourne Borough experience a good quality of life.

There are three main types of infrastructure: physical, social and green infrastructure.

- (a) **Physical infrastructure** includes transport, utilities, and coastal and flood defences
- (b) **Social infrastructure** includes community services such as health, education, emergency services and leisure
- (c) **Green infrastructure** is a connected network of multifunctional greenspace, both urban and rural, that delivers a wide range of environmental, social and economic benefits, including promoting ecosystem services and improving quality of life.

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

PHYSICAL INFRASTRUCTURE	TRANSPORT	Trunk Road Capacity
		Local Road Capacity
		Rail Services
		Bus Services
		Community Transport
		Walking
		Cycling
		Parking
		Electricity
	UTILITIES	Gas
		Water Supply
		Sewerage
		Telecommunications
		Waste/Recycling
	COASTAL DEFENCES	
FLOOD DEFENCES		

SOCIAL AND COMMUNITY INFRASTRUCTURE	EDUCATION	Early Years and Childcare
		Primary Schools
		Secondary Schools
		Further Education
		Higher Education
		Adult Learning
		Indoor Sports/Leisure Facilities
	COMMUNITY FACILITIES	Community Centres/Meeting Hubs
		Cultural Facilities
		Libraries
		Place of Worship
		Burial Space
	HEALTHCARE FACILITIES	Primary Care
		Secondary Care
		Social Care
	EMERGENCY SERVICES	Fire and Rescue
		Police
Ambulance		

GREEN INFRASTRUCTURE	Outdoor Sport Facilities
	Outdoor Children's Play Areas
	Parks and Gardens
	Amenity Areas
	Allotments and Community Gardens
	Green Corridors
	Natural and Semi-Natural urban green Spaces
	Accessible Countryside
	Eastbourne Park

LOCAL CONTEXT

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INFRASTRUCTURE FUNDING MECHANISMS

Infrastructure can be funded through a variety of mechanisms. As far as possible, the IDP will identify the committed and potential funding for each of the infrastructure schemes. There are several key sources of funding that the planning system can influence.

COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) is a type of developer contribution. It is a planning based charge, introduced by the Planning Act 2008 as a tool for local authorities to help deliver infrastructure to support development in their area. It can be used to pay for a wide range of infrastructure required to support development.

The Eastbourne CIL Charging Schedule came into force on 1st April 2015 and requires £50 per square metre for dwellings (C3 Use Class), excluding residential apartments, and £80 per square metre for retail (A1-A5 Use classes).

The Planning Act 2008 (as amended) sets out a list of infrastructure that can be funded through the Community Infrastructure Levy (CIL). However, items not on this list do not necessarily fall outside the definition of infrastructure.

Section 216 Application

(2) In this section (except subsection (3)) and sections 216A(2) and 216B(2) “infrastructure” includes –

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities, and
- (f) open spaces.

Until the 2019 amendments to the CIL Regulations, charging authorities were required to set out a list, the Regulation 123 List, of those projects or types of infrastructure that it intends to fund, or may fund, through the levy. Section 106 contributions could not be sought for items included on the 123 List to avoid ‘double-dipping’.

The 2019 Regulations which came into force on 1st September 2019 removed the Regulation 123 in its entirety. The list is to be replaced by an annual infrastructure funding statement setting out which infrastructure they intend to fund and detail the different sources of funding.

Although the IDP may identify CIL as a funding source for specific project, it does not intend to set governance arrangements or determine how and when the CIL revenue will be spent. This is a matter for the Local Plan Steering Group and the Capital Programme Steering Group and subject to Cabinet’s approval.

This IDP or any subsequent updates will form part of the evidence base to justify an update to the CIL Charging Schedule in due course.

SECTION 106 PLANNING OBLIGATIONS

A planning obligation made under Section 106 of the Town and Country Planning Act 1990 is a developer contribution towards infrastructure to mitigate the impacts of a development proposal. Any contribution should meet the statutory test set out in section 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) and the policy test set out in paragraph 56 of the NPPF.

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

Until September 2019, restrictions on pooling contribution applied so that no more than S106 planning obligations could be entered for a specific project or type of infrastructure. The CIL (Amendment) Regulations 2019 removed that restriction.

This means that, subject to the above test, charging authorities can use funds from both the levy and section 106 planning obligations to pay for the same piece of infrastructure regardless of how many planning obligations have already contributed towards an item of infrastructure. This should reduce complexity and increase opportunities to address infrastructure requirements associated with individual planning applications where such activity had previously been constrained.

SECTION 278 HIGHWAY AGREEMENTS

A Section 278 highway agreement made under Section 278 of the Highways Act 1980 (as amended) is an agreement between a highway authority (in this case, East Sussex County Council) and a person who agrees to pay all or part of the cost of highways works.

PLANNING CONDITIONS

Planning conditions attached to a planning permission enable development proposals to proceed where it would otherwise have been necessary to refuse planning permission, by mitigating the adverse effects of development. This may include the provision of infrastructure. Planning conditions should meet the policy tests set out in the NPPF in that they are necessary, relevant to planning and to development to be permitted, enforceable, precise and reasonable in all other respects.

OTHER FUNDING SOURCES

There are other sources of funding that could be used to provide infrastructure. These include:

- Grants
- Growing Place Fund
- Local Growth Fund
- Lottery funding
- New Homes Bonus
- Private sector investment
- Regional Growth Fund
- Tax Incremental Funding

Eastbourne Borough Council will actively seek other funding opportunities to secure infrastructure.

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CROSS-BOUNDARY INFRASTRUCTURE

As part of the duty to co-operate, Eastbourne Borough Council consulted with East Sussex County Council (ESCC) and neighbouring authorities, Wealden Borough Council and the South Downs National Park Authority, on cross-boundary infrastructure needs. As detailed in the following section of this report, transport, flood defences, education and community facilities will require substantial joint working.

The Borough Council already works co-operatively with these authorities on areas of common interest and cross-boundary issues to ensure that these are effectively dealt with and opportunities are taken to work together where it is beneficial to do so.

INFRASTRUCTURE POSITION STATEMENT

This section is a broad audit of existing infrastructure within or serving the Borough. It has been prepared to help inform the Infrastructure Delivery Schedule and collate relevant information on individual services and responses received from service providers when questioned about their existing and future capacity to meet current need and future growth.

The Infrastructure Position Statement aims to identify:

- Existing infrastructure capacity and provision of services across the district
- The priorities and proposals of key services providers and other relevant organisations
- Existing deficiencies in infrastructure provision and where there are likely to be significant constraints on development

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PHYSICAL INFRASTRUCTURE

TRANSPORT

STRATEGIC ROAD NETWORK

Lead organisation

Highways England (HE) is a non-departmental public body, sponsored by the Department for Transport (DfT). It is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN) which covers motorways and major A roads (i.e. trunk roads). The SRN is a critical national asset and HE is responsible for operating, maintaining and improving it in the public interest. Its primary role is to deliver a better service for road users and support a growing economy.

Main sources of information

Circular 02/2013, DfT, 2013
Road Investment Strategy 2015-16 2019/20, DfT
Road Investment Strategy post 2020: planning ahead, DfT
Highways England Delivery Plan 2015-2020
South Coast Central Route Strategy, HE, 2017
Strategic Road network Initial Report, HE, 2017
Highways England Delivery Plan 2018-2019

Existing provision

Whilst there is no HE infrastructure within Eastbourne Borough's boundaries, it is important that cross boundary impacts of development are recognised as they will have a knock on effect on travel patterns into and out of Eastbourne.

Just north of Eastbourne, HE maintains the A27 and the A259 east of the A27/A259 junction at Pevensey which are key SRN routes access the Borough.

The A27 to the east of Lewes is heavily used and suffers from congestion, delays and below average journey times, with some drivers diverting to unsuitable local roads. Polegate junction is a key congestion hotspot and there are safety issues for pedestrian and cyclist at this location. Therefore a series of improvements of the SRN including in relation to noise will be essential to accommodate additional growth in the area including in the Borough.

Planned provision

HE announced a package of smaller scale interventions for the A27 east of Lewes in September 2017 following the inclusion of the scheme in the Road Investment Strategy (RIS) 2015-2020. It aims to address safety, capacity, sustainability and accessibility issues on this stretch of the A27 and will comprise:

- Capacity improvements at Polegate including two lanes in both directions from Cophall roundabout to enhance the A27/A2270 traffic signal junction
- Improved capacity at the Drusillas roundabout
- Safety improvements of Wilmington crossroads
- New shared use path along the A27 and a new path from Drusillas up to Berwick station
- New/upgraded crossing at Wilmington, Selmeston and Firle

Construction of the first tranche of the project is programmed to in in 2020 at the earliest.

Improvements to the A27/A22 junction are also underway to deliver new signalisation to address the capacity issues at this location. Should these measures prove to be ineffective, further road work will be required.

Future provision

Although these smaller scale improvements address some of the existing issues on the A27 between Lewes and Polegate in the short to medium term, they do not address these and future issues in the longer term particularly with significant housing and employment growth planned in the South Wealden area. Accordingly, funding from the RIS allocation was secured in May 2017 for a study to look at a new dual carriageway route between Lewes and Polegate. HE commissioned a study looking at these potential new route options which was completed in May 2018.

The study, which was an early stage investigation, recognised that there is a strong strategic case for an off-line improvement between Lewes and Polegate to address current problems and to facilitate housing and economic growth in the area. It identified that all the route options considered would bring significant economic benefits outweighing the dis-benefits.

The outcomes of the final study are being considered by DfT as part of the development of HE's RIS 2. The second RIS, which is expected to be published in autumn 2019, will set out investment that Government will be making on the SRN and that HE will be expected to deliver during the second road period between 2020 and 2025, as well as the strategic vision for the future of the SRN looking towards 2050.

Funding sources

The delivery of highway infrastructure on the SRN is funded through a blend of public and private funding sources. DfT's funds are allocated in the Road Investment Strategy (RIS) which currently covers the period 2015-2020. Announcements in relation to the RIS2 are expected in autumn 2019.

Where development impacts require physical improvements to the network, HE may seek developer contributions through section 278 rather than section 106 agreements or CIL.

MAJOR AND LOCAL ROAD NETWORKS

Lead organisation

East Sussex County Council (ESCC) is the highway authority for all adopted roads in the County other than the trunk roads. It is responsible for the maintenance, management and development of the highway network and decision of road adoption.

Main sources of information

Local Transport Plan 3 2011-2026, ESCC
Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC
South Wealden and Eastbourne Transport Study, ESCC, 2010
Movement & Access Strategy for Hailsham & Hellingly (MASHH), ESCC, 2012
Polegate Movement & Access Strategy (PMAS), ESCC, 2012/2015
Wealden Local Plan Transport Study 2018

Existing provision

There is a network of A and B routes and other streets running through the Borough. Traffic is predominantly bought in Eastbourne through the A259, the A2270 and the A22.

Further to consultation in early 2018, Government announced its final Major Road Network (MRN) in December 2018. The MRN comprises the most economically important 'A' class local authority managed roads which sit between the HE managed SRN and the local road network.

In Eastbourne, the following roads have been included in the MRN:

- A22 Eastbourne to Forest Row (including Golden Jubilee Way)
- A259 Eastbourne to county boundary with Brighton & Hove
- A2270/A2021 Polegate to Eastbourne town centre;
- A2280 Cross Levels Way and
- A2290 Lottbridge Drove (Eastbourne/South Wealden)

Key junctions and roads in the Borough, as other areas in East Sussex, are at stress. This is partly due to the need to upgrade the SRN serving the county in order to relieve the pressure on the local road network as well as the intensification of existing travel pattern over time. Consequently, these junctions and roads are likely to be sensitive to additional pressures arising from new development within and in areas surrounding the Borough.

Future provision

The WDC IDP highlights that the substantial proposed growth in the South Wealden area will have impacts on transport corridors into Eastbourne. There will inevitably be intensification of demand on the north/south highway corridors into Eastbourne, impacting particularly on the A2270, the A22 and Lottbridge Drove and Eastbourne Town Centre connections.

The cumulative impact of additional growth in Eastbourne and South Wealden, along with general background traffic growth, will result in a degradation of general highway operation conditions (e.g. increased delays, longer journey time, and more junctions at or approaching full capacity) in the South Wealden area by the end of the Local Plan period.

Although previously identified highway network improvements will ease, and in some case resolve, developing traffic issues (e.g. by providing capacity where it is needed), they will not be able to maintain the status quo. ESCC advised that the delivery of the Wealden Local Plan development will cause unacceptable transport consequences, including within the Borough, during the plan period unless the highway schemes identified within the WDC IDP are implemented.

Planned provision

Following consultation in autumn 2017, detailed designs for the first phase of the Hailsham – Polegate – Eastbourne Movement Access Corridor which focusses on the A2270/Polegate High Street/Wannock Road junction and the introduction of a bus lane along Eastbourne Road are currently being developed. The scheme, funded by Local Growth Fund monies, is programmed for delivery in 2020/21. Further phases of the Movement and Access Corridor have been developed to preliminary design stage, but remain unfunded, and will be consulted upon in future years. This will be supported by working with the local bus operator to introduce an express bus service between key trips attractors along the corridor linking the three towns.

Funding sources

Funding is available for the MRN through the National Roads Fund from early 2020's and the DfT guidance identifies the types of schemes that are eligible for funding:

- Bypasses or new alignments;
- Missing Links between existing stretches of the MRN or SRN;
- Widening of existing MRN roads;
- Major structural renewals on roads, bridges, tunnels and viaducts on MRN roads;
- Major junction improvements (eg. grade separation);
- VMS, traffic management and the use of smart technology and data to raise network performance;

- Packages of improvements which may include elements of safety, widening, junction improvements and new alignment.

DfT will provide funding between £20m and £50m, although the lower threshold will not be applied rigidly, and there is an expectation of a local contribution of at least 15% towards the scheme.

RAIL SERVICES

Lead organisation

Network Rail is responsible for operating and developing railway infrastructure. Therefore they are responsible for maintenance and investment in track, bridges, tunnels and viaducts, signalling systems, level crossing and rail station buildings.

The Department for Transport (DfT) has the overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services to Train Operating Companies. Train Operating Companies run passenger train services and lease and manage stations from Network Rail.

The Officer of Rail and Road (ORR) is a non-ministerial governmental department responsible for the economic and safety regulation of Britain's railways.

In Eastbourne, the stations are managed by GTR (Southern), which also operates all trains serving it.

Main sources of information

2018 Period Review Final Determination, ORR, 2018
 CP6 Route Settlement Document South East Route, ORR, 2018
 South East Route: Kent Area Route Study, Network Rail, 2018
 London and South Coast Rail Corridor Study, DfT, 2016
 Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC
 South East Route: Sussex Area Route Study, Network Rail 2015
 East Sussex Rail Strategy – 'Shaping Rail in East Sussex' and Action Plan, ESCC, 2013
 Local Transport Plan 3 2011-2026, ESCC
 London and South East Route Utilisation Strategy, Network Rai, 2011
 Sussex Route Utilisation Strategy, Network Rail, 2010

Existing provision

There are two train stations within the Borough at Eastbourne and Hampden Park.

The rail network in Eastbourne is served by two lines:

- The **East Coastway Route** (Ashford International to Brighton) and the **Marshlink Line** (Ashford International to Eastbourne) – operated by Southern Railway. This line provides connections to Gatwick and London via

Lewes/Brighton and to the Channel Tunnel Rail Link/High Speed 1 at Ashford International. In 2018, a new timetable was implemented and 2-car diesel trains between Brighton and Eastbourne were replaced with 4-car electric trains to resolve the overcrowding issues on the line. This resulted in the introduction of the 'Eastbourne overlap' with trains operating between Brighton – Hasting and Eastbourne – Ashford. This allows providing more frequent services, increased capacity for the most popular parts of the route and later evening services on parts of the network.

- The **London to Eastbourne/Hasting/Ore Line** – operated by Southern Railway. The service on this line operates 38 trains per week day in each direction, with on average two trains per hour.

Network Rail confirmed that there is spare capacity on the services serving the Borough to absorb further development.

It is important to ensure that stations are accessible via sustainable mode of transport through the provision of secure and reliable services and facilities to encourage and enable people needing/wishing to travel to the station to do so. Most bus services available in the Borough run past the Eastbourne Train Station. The Hampden Park station is also well served by public services. Both stations are equipped with bike racks allowing train users to cycle to the station and leave their bike in a secured location before travelling on the rail network.

However it is recognised that alternative mode of transport may not be suitable to all rail users. Therefore car parking at stations remain important, including identifying and addressing the impact of parking charges on commuters parking which impacts on local residents and other roads users.

Future provision

Through the Kent Route Study, Network Rail and local authorities are looking at the various options for delivering high speed rail services on the Marshlink Line by connecting it to the high speed services at Ashford International.

A 2017 study on the economic impact of high speed rail into East Sussex, commissioned by ESCC, Hasting Borough Council, Rother District Council and Eastbourne Borough Council, identified that high speed rail would be a potential game changer for the local economy and will:

- Transform connectivity and image for the area with reduced journey times;
- Support the growth in London and the South East with improved connectivity with the capital critical to economic prosperity; and
- Act as a catalyst for economic growth attracting investment and ensuring the area is a more desirable place to live and work leading to lower out-mitigation of skilled labour and in-mitigation of higher earners.

Taking into account all benefits assessed for East Sussex, the high speed rail service could provide economic benefits in the range of £711.2m GVA (£459.9 for East Sussex and £285.6m nationally in total over 30 year time horizon) and 1,290 jobs per annum once all benefits are realised.

Network Rail has previously identified an incremental approach to bringing forward the infrastructure work requires to enable High Speed Rail into East Sussex. The first phase focuses on the physical changes needed at Ashford West junction to enable the High Speed trains to run from the High Speed Rail link onto the Marshlink via Platform 2 at Ashford International. The second phase focuses on line speed improvements on the Marshlink and the third on providing the necessary (bi-mode) rolling stock.

Network Rail has completed the design work and associated business case work funded by the DfT and the local authorities, on the Ashford West junction. The work identified that whilst there is a deliverable solution, it is potentially cost prohibitive and the value for money is poor/medium.

However Network Rail have identified an alternative which involves taking out one of the freight lines between platforms 2 and 3 at Ashford and creating a new platform, as well as track alignment works at Ashford East junction. From their initial assessment, Network Rail has identified that the scheme is technically feasible which would provide wider capacity benefits at Ashford for domestic and high speed services.

In addition, Network Rail have commissioned a timetable study for the Marshlink which will consider the three timetabling scenarios – firstly with the Ashford East improvement and no improvements to the Marshlink; secondly with improvements to the Marshlink but not at Ashford; and finally with both improvements at Ashford and on the Marshlink. This work will be completed by early November 2019 and will help to identify the optimum package of interventions at Ashford and on the Marshlink which deliver the best balance of benefits relative to the infrastructure and running costs for running high speed rail services into East Sussex.

Informed by the work being undertaken on Ashford East and the timetabling study, Network Rail is currently developing a strategic outline business case (SOBC) to seek funding from DfT to develop a final single option for Ashford and the Marshlink infrastructure. It is expected this will be submitted to DfT by the end of 2019.

Notwithstanding the priorities in the Rail Strategy, the County Council will continue to lobby for further enhancements to rail services and infrastructure which serve the needs of East Sussex and Eastbourne.

Required provision to support the Local Plan

Network Rail has identified the need for a new road layout to enable the closure of the level crossing at Hampden Park Station. This will be particularly important if more housing is built in the area or to the east of the railway line.

Funding sources

The rail network is funded primarily by the DfT. Network Rail receives funding every five years for the maintenance and operation of the railway, and to deliver infrastructure priorities identified for investment on the rail network.

Where possible, Network Rail is encouraged to secure third party funding to increase DfT funding, including through franchise agreement with the Train Operating Companies, for the provision of the service.

Local authorities also have the ability to fund improvements to rail services and facilities, such as new stations, interchanges and improved access, where funding can be secured.

BUS SERVICES

Lead organisation

ESCC as the Local Transport Authority coordinates the bus network. ESCC is responsible for delivering highway measures including bus lay-bys, clearways, bus lanes, lighting and accessibility measures. ESCC is also responsible for the Real Time Passenger Information System (RTPI), along with supporting bus stop signs. Bus operators are able to provide their bus flag and are responsible for printed information at bus stops.

In terms of service provision, the key commercial providers in Eastbourne are Stagecoach and Brighton & Hove Buses. The community transport operator Cuckmere Buses also provides a number of local bus services around the Borough.

Main sources of information

Local Transport Plan 3 2011-2026, ESCC
Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC
Sustainability Report, Brighton and Hove Buses, 2018
Stagecoach Group Annual Report and Financial Statements 2019

Existing provision

The Borough is currently served by a number of commercial bus services, providing good daytime accessibility within the Borough and surrounding area, particularly to Polegate, Hailsham and Brighton. Services between Hailsham, Polegate and Eastbourne provide every 15 minutes Monday to Saturday daytime service and every 10 minutes service between Brighton and Eastbourne.

In addition, community transport operator Cuckmere Buses provides a number of local bus services in Eastbourne and immediate adjacent area. Whilst these enhance accessibility, they operate on limited days of the week with very limited evening services. This often places a barrier for using these services to access key services and limits transport choice.

ESCC's approach to bus services and bus service information is set out in the Local Transport Plan (LTP). The LTP identifies four Quality Bus Corridors in the Borough radiating out from the town centre to serve key areas of the town and South Wealden:

- A259 Seaside (Eastbourne Town Centre to Sovereign Harbour)
- A2021/A2270 Kings Drive (Eastbourne Town Centre to the District General Hospital/East Sussex College and Hailsham/Polegate)
- A259 Seaside to Langney Shopping Centre
- A259/A2270 Eastbourne to Old Town and Polegate/Hailsham including Eastbourne - Hailsham express bus service

In partnership with Stagecoach, the County Council continues to work on a range of initiatives to make bus travel more appealing and improve access to the Town Centre and key service destinations. Encouraging greater use of bus services, instead of car journeys, will improve the local environment and contribute to tackling climate change. Reduced traffic congestion and more bus passengers will also lead to improved bus services as their provision becomes more financially sustainable.

The most significant barrier to improving bus services in Eastbourne is worsening traffic congestion. Apart from delays suffered by bus users, this makes the operation of bus services less reliable and more expensive to provide as additional buses are needed to maintain the same frequency of service. Although measure to improve the operation and attractiveness of the bus network will be focusses on the Quality Bus Corridors, improvement to the connectivity within the whole bus network of Eastbourne and South Wealden will be required.

The promotion of bus services will be achieved by providing relevant, high quality passenger transport information in advance and at the time of journey, such as Real Time Passenger Information (RTPI). Providing information on where passengers can travel to, the time it will take, the frequency of service and the cost contributes to improving accessibility to key services. This in turn promotes social inclusion, and tackles climate change through the reduction in car trips.

Planned provision

Although measures to improve the operation and attractiveness of the bus network will be focussed on the Quality Bus Corridors, improvement to the connectivity within the whole bus network of Eastbourne and South Wealden will be required.

In order to provide greater accessibility on the key corridor between Hailsham, Polegate and Eastbourne, ESCC has been working with consultants on a feasibility study to improve movement and access for all road users, with an emphasis on access to public transport, cycling and walking. This includes proposals for improving bus journey times on the A2021/A2270. This is referred to as the Hailsham-Polegate-Eastbourne Movement & Access Transport (HPE MAC) scheme.

ESCC has secured £2.1m of Local Growth Funding through the Local South East Local Enterprise Partnership (LEP) towards Phase 1 (Willingdon area) of this project. The improvements are expected to be delivered by spring 2020 and options for additional funding to deliver the remaining four phases will be explored.

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 improvement through its Local Transport Plan capital programme. Other funding can come from developer contributions.

The Council will continue to work in partnership with ESCC, bus operators and other key partners to secure funding to improve both bus infrastructure and services.

COMMUNITY TRANSPORT

Lead organisation

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.

Organisations that operate community transport service in the Borough include Community Transport for the Lewes Area (CTLA) who runs Eastbourne Dial-a-Ride, Age Concern Eastbourne Shopping and Leisure Transport Service, Cuckmere Buses and St John Ambulance.

Main sources of information

Local Transport Plan 3 2011-2026, ESCC
Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC

Existing provision

ESCC currently funds a community transport services in Eastbourne on Tuesdays through to Fridays. It is operated by CTLA as there is no regular local community transport provider in the Eastbourne area providing door to door service. There is a low demand for the service. It is thought that this is due to the relatively comprehensive bus service network and availability of taxis in the Borough.

Age Concern Eastbourne Shopping and Leisure Transport Service provide rides to Sainsbury's at Hampden Park fortnightly on a Friday and organises leisure trips throughout the year.

Cuckmere Buses provides a bus service across the Borough with currently 10 lines in service and has been working in close proximity with the local communities to develop its network of local bus routes.

St John Ambulance provide a range of non-emergency patient transport services that support the NHS and social care organisation to deliver more effective discharge service and patient transport service.

Funding sources

Community transport schemes in Eastbourne are funded by ESCC. Developer contributions could also be a source of funding.

WALKING AND CYCLING

Lead organisation

ESCC is responsible for managing and maintaining footpath and rights of way. Eastbourne Borough Council is responsible for ensuring that the needs of pedestrians are considered in all new development schemes.

The maintenance of existing cycling infrastructure located alongside the highway, or the physical delivery of new cycling routes is the responsibility of ESCC. Eastbourne Borough Council is responsible for ensuring that cycling infrastructure is secured through the planning process, and for the delivery of off-road routes including those through existing parks and green spaces (Eastbourne Park linking Hampden Park to town centre via Bedfordwell road).

The South Downs National Park Authority is responsible for the South Downs Way.

Sustrans is the registered charity responsible for the creation, maintenance and promotion of the National Cycle Network (NCN).

Main sources of information

Cycling and Walking Investment Strategy, DfT, 2017
Local Transport Plan 3 2011-2026, ESCC
Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC
Eastbourne Cycling Strategy, ESCC, 2012

Existing provision

A Cycling Strategy for Eastbourne was originally adopted in 2012. The strategy identified a network of existing, programmed and proposed cycle routes around the Borough. At the point of adaptation Eastbourne benefited from a number of established cycling routes. The National Cycling Route 21 (NCR21) provides a largely off-road route from the Southern end of the Cuckoo Trail at Polegate to the seafront at the Sovereign Centre. Routes of the NCR21 gives access to various locations in the east of the town - Sovereign Harbour and Pevensey Bay, Lottbridge Drove and Shinewater Park/Langney - and across towards the District General Hospital and East Sussex College. Recreational cyclists can also enjoy a number of bridleways in the South Downs National Park to the west of the town. However the western side of the urban area of Eastbourne has very limited cycling infrastructure for urban utility cycle trips despite this area of town accommodating a number of schools, colleges and university campuses. The strategy aimed at providing a long term plan to address this issue.

Significant investment has been secured by the County Council through the South East Local Enterprise Partnership (SELEP) Local Growth Fund (£8.6m), development contributions and the County Council's Local Transport Plan to progress the development and deliver the new routes identified in the Cycling Strategy. The following cycling routes have now been delivered:

- **Horseway Way**
 - **Phase 1A** - Eastbourne Railway Station to Cavendish Place (constructed but not yet signed)
 - **Phase 2** – Ringwood Road to Lottbridge Drove
 - **Phase 3** – Lottbridge Drove to Langney Roundabout
- **King Edwards Parade Cycle Route** – constructed in 2013/14, this shared walking/cycling route runs between Bedes School and the Wish Tower.
- **University to Town Centre and Seafront** – signed, on-road cycle routes were introduced in 2014/15, funded by Local Sustainable Transport Fund.

Once fully completed, the Horseway Way, will provide a continuous cycling/walking route from Langney Roundabout to Eastbourne Railway Station, providing access between key residential, employment and retail areas.

New or upgraded pedestrian crossings have been provided at:

- **Victoria Drive** (three locations - near to Eldon Road, Green Street and Dacre Road) – pedestrian crossing improvements carried out in 2014 and 2019.
- **Kings Drive** (junction with Tutts Barn Lane) – zebra crossing upgraded to Puffin crossing in 2019.
- **Terminus Road** - A package of measures to improve the public realm, bus and rail integration, alongside improved access for pedestrians in Terminus

Road, Gildredge Road and Cornfield Road which supports the wider investment in the extension to The Beacon shopping centre.

Planned provision

The following cycling routes are underway:

- **Horseley Way Phase 1B** – Cavendish Place to Ringwood Road (construction likely 2020/21)
- **Eastbourne District General Hospital to Town Centre** (construction likely 2021/22)
- **Willingdon Drove** (construction likely 2020/21)
- **Langney to Sovereign Harbour** (construction likely 2020/21)

Further improvements to the walking infrastructure are planned at the following locations:

- **Friday Street** (pedestrian crossing, construction likely in 2019/20)
- **Eastbourne Town Centre Wayfinding**, delivery within 2020/21

To support improved movement and access within the key corridor of movement between Hailsham and Eastbourne, on the A22/A2270/A2021 corridor and the Cuckoo Trail, a package of measures referred to as the Hailsham, Polegate and Eastbourne Movement & Access Corridor (HPE MAC) is being developed to mitigate the impact of planned growth to and from both housing and employment, and to provide a significant change in access to sustainable travel choices. Phase 1 of the corridor, which focusses on the A2270/Wannock Road/Polegate High Street junction and the Eastbourne Road bus lane, was consulted upon in 2017, and is currently at detailed design. Construction is programmed for 2020/21.

This will be integrated alongside proposed additional improvements for Eastbourne town centre, especially to improve pedestrian access. Phase 1 of a transport study was undertaken in 2018 by the County Council. This adopted a 'citizen led' approach and involved intensive stakeholder engagement to identify transport infrastructure improvements within this area. This will build upon the existing work to transform public transport and pedestrian's access within Terminus Road alongside the development of the Beacon Shopping Centre.

In 2017, the County Council successfully secured £1.2m of funding through the Department for Transport Access Fund, to deliver a three year programme of cycling and walking initiatives, focused on the growth areas of Newhaven, Eastbourne & South Wealden and Bexhill/Hastings. The Active Access for Growth Programme is targeting those that are currently inactive, that are struggling to access work opportunities, with the aim to broaden employment and training horizons and support greater access to educational opportunities.

The Department for Transport published a national Cycling & Walking Investment Strategy (CWIS) in 2017. The overarching ambition of this strategy is to make cycling and walking the natural choice for shorter journeys, or as part of longer journeys by 2040. This document also encourages local authorities to consider developing Local Cycling & Walking Infrastructure Plans (LCWIP's).

ESCC is currently developing a county wide LCWIP, and this will be published for consultation by the end of 2019. This will integrate and update existing policies and strategies, including the Eastbourne Cycling Strategy. Therefore a list of schemes, indicating the opportunities to support access to key trip attractors within the town and beyond the borough will be consulted upon.

Future provision

The provision of infrastructure and initiatives to enable people to choose to cycle and walk for all or part of their journeys forms part of the wider integrated mobility options within the town, and the move towards a focus on planning for 'people' and the 'places' they both need and want to access.

There are significant need and opportunities for an expanded cycle network for short local journeys within Eastbourne, but also for longer journeys linking the Borough to South Wealden and providing access to the wider National Cycle Network (NCN). This is alongside measures to improve inclusive pedestrian access along specific corridors of movements and within the town centre.

Future schemes to support both cycling and walking are being developed as part of the development of ESCC LCWIP. These schemes will form part of the public consultation towards the end of 2019, and will be referred to in future iterations of the IDP.

Funding sources

The schemes and initiatives which will be identified and prioritised to support cycling and walking will be subject to both the availability and ability to secure funding by all partners. The opportunities are as follows:

- **Development Contributions** – financial contributions can be secured through section 106 agreements or CIL funds could be allocated against specific projects;
- **ESCC Local Transport Capital Programme**– for smaller transport improvements that help the local economy and cut carbon emissions by reducing congestion, improving road safety and improving access to jobs and services on foot, by bike or by public transport, which are in alignment with ESCC Local Transport Plan and its 5 year Implementation Plans;
- **Government Capital Funding Streams** – In order to deliver larger scale packages of cycling and walking schemes, as referred to above, ESCC has

been successful in securing Local Growth Funding from the SELEP. This funding programme will cease in 2021. There are likely to be new government capital transport infrastructure funding streams, which the Council, ESCC and other key partners will look to secure.

- **Revenue Funding** – The Council, ESCC and other key partners will look to seek and secure external funding, to support travel behaviour change programmes and road safety initiatives, which are likely to be available from the government in the future, and other national funding organisations.

PARKING

Lead organisation

ESCC is responsible for the management and control of on-street parking through Civil Parking Enforcement (CPE) which was introduced in Eastbourne in 2008.

Off-street parking is managed and maintained by Eastbourne Borough Council and private operators.

Main sources of information

Local Transport Plan 3 2011-2026, ESCC

Local Transport Plan Implementation Plan 2016/17-2020/21, ESCC

Existing provision

ESCC estimates that there are 2603 places of on-street parking some of which are subject to permit restrictions in particular in the town centre. Civil parking enforcement was introduced in Eastbourne in 2008 and has resulted in less traffic circulating around the road network which helps to reduce CO₂ emissions. Any surplus revenue generated from the parking scheme will be reinvested in transport improvements within the Borough.

Eastbourne Borough Council owns and manages 11 car parks in the Borough and manages concessionary permits for certain sites in Eastbourne.

The Eastbourne Parking Strategy was adopted in 2012 to look at the existing parking scheme and controls in and around the Town Centre and seafront as well as parking controls and facilities across the rest of the Borough. It analysed the projections for growth in Eastbourne and its wider catchment up to 2026 incorporating the plans for regeneration and redevelopment identified in the Town Centre Local Plan.

The study concluded that the current supply of on and off-street parking is sufficient to meet the future demand for parking outside the peak season (up to 2027). The additional demand for parking can be accommodated by the existing car parking stock, rather than require an extensive supply of additional parking in the town centre. It is noted however, that any significant changes to the parking supply could

have major ramifications on the attractiveness and therefore continued success of Eastbourne as a destination for retail, leisure and tourism.

Further work was undertaken to examine the provision of parking facilities when demand is highest within the peak period of July-August. It is recommended that any additional parking to serve the Town Centre is provided elsewhere in the Borough, alongside improved access by public transport, walking and cycling, to reduce the overall demand for parking.

Different pricing mechanisms can be an important means of balancing demand between on street and off-street car parking. On-going work on the Parking Strategy and its recommended initiatives will be taken forward in subsequent reviews of the IDP.

New developments will need to provide the appropriate level of parking provision, and this is currently outlined in planning guidance from East Sussex County Council (2017). Although it has not been formally adopted by the Council, the guidance is used as a material consideration in determining planning applications.

Funding sources

Parking is funded by ESCC, Eastbourne Borough Council and private operators.

UTILITIES

ELECTRICITY

Lead organisation

National Grid System Operator (NGESO) operates the national electricity transmission system across Great Britain. National Grid Electricity Transmission plc (NGET) owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. It manages the supply of electricity to meet the demand across the country by generating or transferring supplies of electricity from one region to another.

UK Power Networks (UKPN) operates and maintains the electricity distribution network. Local electricity suppliers 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.

The Office of Gas and Electricity Markets (Ofgem), supporting the Gas and Electricity Markets Authority, is the government regulator for the electricity and downstream natural gas markets in Great Britain.

Main sources of information

South Eastern Power Networks Business Plan (2015 to 2023), UK Power Networks Enabling the energy transition Annual Review 2017/18, UK Power Networks Electricity Ten Year Statement, National Grid, 2018
Long Term Development Statement South Eastern Power Networks, UK Power Networks, 2019

Future provision

Specific proposals within the Borough are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are as a result of overall regional demand growth rather than site specific development.

If new infrastructure is required in response to an increase in the demand across the local electricity distribution network, the operator, UK Power Networks, may request improvements to an existing National Grid substation or new grid supply point.

Funding sources

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. Ofgem can also offer financial allowances to UKPN for replacing overhead lines in sensitive areas, such as AONB, with underground cables.

GAS

Lead organisation

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system in England, Scotland and Wales.

Southern Gas Network (SGN) is the gas distribution network operator for South East England.

The Office of Gas and Electricity Markets (Ofgem), supporting the Gas and Electricity Markets Authority, is the government regulator for the electricity and downstream natural gas markets in Great Britain.

Main source of information

Gas Ten Year Statement 2018, National Grid
Long Term Development Statement 2018 Network Capacity, SGN
Annual Report & Financial Statements 2019, SGN

Planned provision

SGN have an ongoing main replacement programme of iron mains to polyethylene (PE) to increase the safety of the infrastructure as well as a project to increase capacity in the Town Centre, by moving low pressure source.

Future provision

New gas transmission developments are periodically required to meet increases in regional demand and changes in pattern of supply. Developments to the network occur as a result of specific connection requests. Generally, network developments to provide supplies to the local gas distributions network are as a result of overall regional demand growth rather than site specific developments.

Although there are currently no specific capacity issues in Eastbourne, each new development will require to be assessed both individually and also cumulatively along with any other developments in the area and, where necessary, reinforcement of the gas system (change in pipe size) may be required.

It should be noted that the medium pressure infrastructure towards the west side of the town centre may require reinforcement. This will depend on location and size of future development.

Funding

The main funding sources for gas supply are Ofgem and SGN. Some reinforcements are part funded by developers.

WATER SUPPLY

Lead organisation

South East Water is responsible for providing the Borough with a clean, safe supply of drinking water.

The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.

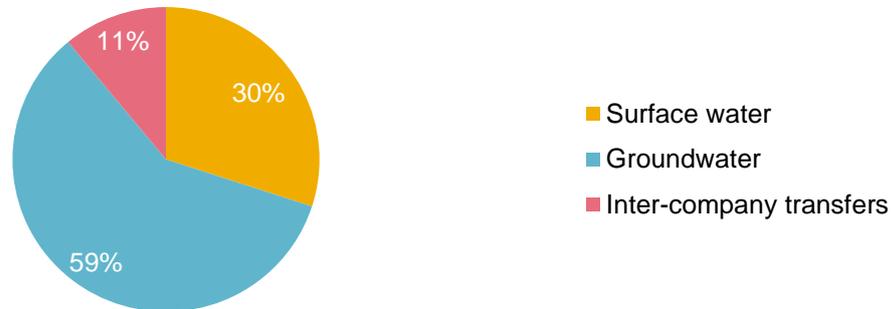
The Water Services Regulation Authority (Ofwat) is the body responsible for economic regulation of the privatised water and sewerage industry in England and Wales.

Main sources of information

2020 to 2025 Business Plan, South East Water
Revised Water Resources Management Plan 2020 to 2080, South East Water, 2019

Existing provision

Eastbourne Borough falls within 'Water Resource Zone 3' (WRZ3) Eastbourne which includes the key urban areas of Heathfield, Eastbourne and Bexhill. Clean water within WRZ3 is supplied as follows:



South East Water operates in an area classified as seriously water stressed and must therefore prepare a water resource management plan to ensure adequate provision to meet the demand of development.

Planned Provision

The Water Resource Management Plans sets out measures that will be implemented over a 60 year period to improve water efficiency and supply. Within WRZ3 Eastbourne, these measures are as follows:

2020-2025	Leakage reductions Water efficiency
2025-2045	Leakage reductions Water efficiency Expansion of Bewl water treatment works with improved transfer links to WRZ3 New Arlington Reservoir Improved connectivity within the zone
2045-2080	Leakage reductions Water efficiency

These requirements will be reviewed through the next iterations of the Water Resource Management Plan every 5 years.

Funding

The main funding sources for water supply include Ofwat, South East Water and developer contributions.

SEWERAGE

Lead organisation

Southern Water is responsible for sewerage and wastewater treatment across the Borough.

The Environment Agency is responsible for monitoring the operation of sewage and wastewater treatment works as well as setting limits on discharges to watercourses.

The Water Services Regulations Authority (Ofwat) is the body responsible for economic regulation of the privatised water and sewerage industry in England and Wales.

Main sources of information

Five-Year Business Plan 2020-2025, Southern Water, 2019
Five-Year Business Plan 2015 to 2020, Southern Water, 2013

Existing provision

Southern Water owns and operates Eastbourne Wastewater Treatment Works (WTW) and the 52 wastewater pumping stations throughout the Borough which help to convey the wastewater to the WTW.

The WTW treats wastewater arising from the whole of Eastbourne Borough and for an increasing number of properties in the South Wealden area. At September 2019, just over 6% of properties connected to Eastbourne WTW are within Wealden District. From other allocation in the Wealden Local Plan, over 650 additional dwellings will be connected to Eastbourne WTW.

Future provision

Based on current Southern Water design standards, Eastbourne WTW has capacity for over 10000 additional dwellings. In terms of local infrastructure needed to service individual developments, this will need to be planned for and delivered in tandem with developments as they come forward.

Southern Water outlined that capacity in the sewer network is variable and would be assessed in accordance with the provision of specific information such as housing numbers and location. Limited capacity is not considered a constraint to development as such, provided it is coordinated with the delivery of network reinforcement.

Funding sources

Funding for waste water treatment works provision or improvements come from the water rates charged. These are based on the 5 yearly water company price review carried out by Ofwat setting price caps based on the infrastructure improvements required to be delivered. The planning certainty of the future allocated sites will support this bidding process.

Reinforcement of the sewerage network that is required as a result of individual development is funded by developers through the new infrastructure charge.

Lead organisation

The Department of Digital, Culture, Media and Sport (DCMS) is responsible for broadband policy and delivery in areas where the private sector telecoms market is not delivering, or has no plans to deliver within the foreseeable future. Building Digital UK, previously Broadband Delivery UK, (BDUK) manages policy and delivery on behalf of the Department for Culture, Media and Sport. BDUK in East Sussex County is being led by ESCC.

The Office of Communications (Ofcom) is the UK government-approved regulatory and competition authority for the broadcasting, telecommunications and postal industries.

The broadband connection service in Eastbourne has been deregulated and there are several operators providing a broadband service from Eastbourne exchange.

Mobile Phone Operators provide mobile phone services in the Borough.

Main source of information

[eSussex](#)
[Building Digital UK](#)

Existing provision

The government's Superfast Broadband Programme run by BDUK aims to provide superfast broadband (speeds of 24Mbps or more), which now covers over 96% of UK premises, and universal access to basic broadband (speeds of at least 2Mbps).

It should be noted that BDUK and Ofcom have different speed standards. Ofcom defines superfast broadband as download speed of 30Mbps and above and that decent broadband connection should provide a download speed of at least 10Mbps.

In East Sussex, the programme is led by ESCC. The eSussex project was developed to improve connectivity by investing in infrastructure and is now progressing into its third phase.

- 1) Achieve 90% superfast broadband coverage by 2016 and at least 2Mbps for everyone – this was completed on time, in budget and on target
- 2) Achieve 95% superfast broadband coverage by the end of December 2017 – this was completed on time, on budget and having exceeded the target
- 3) Deliver superfast broadband to the hard-to-reach premises in the county

As part of the approach to reaching the final hard-to-reach premises, the Universal Service Obligation (USO) provides a legal right to request a decent broadband

connection up to a cost threshold of £3,400. It will be available to consumers and businesses from March 2020.

Superfast broadband coverage as per BDUK standards is accessible to 98.94% of properties within the Borough and all households receive broadband speed of at least 10Mbps.

Mobile phone service provision for voice or data is generally good in Eastbourne.

Funding sources

The provision of superfast broadband is funded by ESCC's capital programme and matched by DCMS funding together with a small investment by BT Group plc.

Mobile phone provision is generally delivered via the delivery programme of the main network operators.

WASTE/RECYCLING

Lead organisation

ESCC is the Waste Disposal Authority responsible for arranging the safe disposal of household and other waste collected by Eastbourne Borough Council. ESCC is also the Waste Planning Authority for the Borough.

The Environment Agency regulates waste management through a series of licences.

Main sources of information

Waste and Minerals Sites Plan, East Sussex, South Downs and Brighton & Hove, 2017

Waste and Mineral Plan, East Sussex, South Downs and Brighton & Hove, 2013

Existing provision

ESCC owns and operates the Household Waste and Recycling Site (HWRS) and limited waste transfer operations at the site as St Philips Avenue in Eastbourne. The HWRS is considered to appropriately serve the needs of the residents of the Borough.

Future provision

The provision of additional housing will result in an increase in waste and recycling in the Borough which will put additional pressure on the existing waste infrastructure.

The adopted Waste and Minerals Local Plan (WMLP), which incorporates the Waste and Minerals Plan and the Sites Plan, identifies sites which could be suitable for waste management purposes. Within the Sites Plan, there is the Schedule of Suitable Industrial Estates, which identifies numerous sites within Eastbourne and its

locality. On this basis, it is not considered that any of the 9 housing options proposed would be an issue in relation to the provision of new waste management facilities, should the need arise.

The WMLP is currently under review. It will look at future waste management capacity, as well as anticipated demand for aggregates and minerals to support future growth and development. Based on the calculations, it is not considered that either of housing options would affect the WMLP and that they can be accommodated in terms of an adequate supply of aggregates and minerals to facilitate development.

It should also be noted that 'non-waste' development should allow for the provision of waste management facilities and promote their good design.

Funding sources

Waste and recycling are funded by ESCC, Eastbourne Borough Council and the private sector (e.g. commercial waste producers, waste industry). Developer contributions could also be used.

FLOOD DEFENCES

Lead organisation

East Sussex County Council is the Lead Local Flood Authority, working in partnership with Eastbourne Borough Council in managing flood risk.

The Environment Agency (EA) is the relevant operating authority for flood defences on watercourses classified as 'main rivers' within the Borough.

Main sources of information

East Sussex Local Flood Risk Management Strategy Delivery Plan 2017-2018, ESCC, 2017

Eastbourne Area Surface Water Management Plan, ESCC, 2017

East Sussex Local Flood Risk Management Strategy 2016-2026, ESCC, 2016

East Sussex Preliminary Flood Risk Assessment, ESCC, 2011

Eastbourne Strategic Flood Risk Assessment, EBC, 2010

Existing provision

The EA maintains a complex system of control gates, pumping stations and outfall flaps to manage the drainage of fluvial flow from Eastbourne, and provide a barrier to tidal flow up the watercourses. It should be noted that some structures, such as Fence Bridge Gates, are located within Wealden District. EA has jurisdiction over the main river system within the Borough mainly in the north-east, with some flow originating from Wealden in the north, and returning to the east.

Parts of Eastbourne suffer from a high level of flood risk. This problem is particularly acute within Eastbourne Park which acts as a natural flood storage area. The Council's Strategic Flood Risk Assessment (SFRA) outlines the local flood risk issues, mapping flood zones and hazards across the town.

The EA shows a continued commitment to the Eastbourne Park Flood Storage Scheme, protecting the Willingdon Levels drainage catchment area from fluvial flooding. Up until the adoption of the Council's CIL Charging Schedule, financial contributions were sought from new development in the catchment area, providing options for the Council and EA to extend existing flood storage 'balancing' lakes, or develop alternative engineering solutions. Flooding contributions can sometimes be mitigated through Sustainable Drainage Systems (SuDS)

In order for the Eastbourne Park Flood Storage Scheme to remain effective, in addition to providing further infrastructure for the scheme, there is a need to review and update the operation and maintenance of the existing scheme infrastructure. ESCC was rewarded £175,000 by the Department for Environment, Food and Rural Affairs (Defra) to develop a Surface Water Management Plan (SWMP) for Eastbourne and the surrounding area.

The SWMP project is now complete and an action plan for Eastbourne has been prepared. Its SWMP focus relates to the urban areas of Eastbourne and Willingdon/Polegate (which are outside the Borough in Wealden District), whilst looking beyond this area to determine the sources of flood risk.

It will be the responsibility of the SWMP partners to take the necessary steps to take forward the action plan. Engineering solutions to ensure the delivery of the increased flood storage capacity has been confirmed in 2014 and any unspent S106 contributions will be used to help fund future infrastructure requirements.

Future provision

EA advised that further development of infrastructure would likely lead to an increase of surface water run-off into the watercourses, and would place additional strain on the structures which regulate water levels.

EA would be particularly concerned with development proposals within areas of Eastbourne Borough which fall within Flood Zones 2 & 3, as these areas could be subject to flooding in extreme events. These would need to be assessed in terms of vulnerability of development and resilience to flooding. Where possible, areas within Flood Zone 1 should be favoured for future development.

If a situation was to arise where there was no spare capacity either within watercourses, or for structures to regulate water levels sufficiently, then the Borough would be at greater risk of flooding. Consideration must be given to forecasts of increasing rainfall totals and sea-level rises in the future when considering further development.

Additional development have the potential to increase surface water run-off, and water usage, which all has the potential to reach main rivers, so SuDS should be encouraged where possible.

SuDS can reduce the impact of development on the environment by mimicking the natural process of surface water management. ESCC encourages all developments to use SuDS to manage flood risk and improve water quality, the local environment and wildlife habitats.

Funding sources

Flood defences are funded through capital funding, revenue funding and partnership funding including developer contributions.

COASTAL DEFENCES

Lead organisation

Eastbourne Borough Council as the coast protection authority manages 8.4km of the total 12.9km frontage of the Borough's coastline.

Main sources of information

Regional Beach Management Plan 2015: Eastbourne to Rye, EA, 2017
Beachy Head to Sesley Bill Shoreline Management Plan, 2006
South Foreland to Beachy Head Shoreline Management Plan, 2006
Cuckmere Haven to Redoubt Gardens Coastal Defence Strategy, 2003
Redoubt Gardens to Cooden Coastal Defence Strategy, 2003

Existing provision

The Council maintains 94 timber groynes, 3.65km of concrete seawalls and 0.9km of rock revetments along the 8.4km of the coastline within the Borough..

Coastal risk is managed through a three tier framework – Shoreline Managements Plans, Coastal Defence Strategies and individual capital schemes. The Council follows a programme of repairs and maintenance funded through the Council's revenue budget, as well as the Strategic Regional Coastal Monitoring Project.

Shoreline Management Plan

The purpose of Shoreline Management Plans (SMPs) is to provide a large scale assessment of the risks associated with coastal processes. It presents a policy framework to reduce those risks to people and development, and the historic and natural environment, in a sustainable way. These plans provide the basis of sustainable coastal defence policies and set objectives for the future management of the coastline.

Eastbourne is covered by two SMPs: the Beachy Head to Selsey Bill SMP and the South Foreland to Beachy Head SMP which covers most of the Borough's coastline. Originally overseen by the Department for Environment, Flood and Rural Affairs (Defra), the EA is now responsible for the delivery of SMPs under its Strategic Overview role.

The SMPs set out a 'hold the line' policy which will protect Eastbourne's developed coast to its existing level of defence.

Coastal Defence Strategies

Flooding and erosion are real risks facing people and their properties along the Eastbourne coastline. Within 100 years, as sea levels rise, it is predicted that several thousand homes in low lying areas will be at risk of flooding from a 1 in 200 chances event. In partnership with EA and others, the Council has produced strategic recommendations in order to manage current and future risks along this part of the Sussex coast.

There are two strategies covering the Eastbourne coastline: Cuckmere to Redoubt and Redoubt to Cooden. These strategies identify the schemes which are required in the foreseeable future. Subject to council consideration, they will be included within our Capital Programme and bids will be made to the EA for grant aid to fund the works.

Beach Management Plan

The mainly mixed sand and shingle beaches in Southeast England have become increasingly managed in order to maintain them in size and position as they often form the only defence against coastal flooding and erosion. The management of these beach volumes and their distribution along the coast is an essential part of Flood and Coastal Erosion Risk Management on the coast of Southeast England.

The Beach Management Plan (BMP) set out the implementation approaches for intervention and monitoring to maintain the beach where they provide an integral part of the sea defences between Eastbourne and the river Rother, in line with the 'hold the line' policies of the SMPs.

The Borough currently benefits from ongoing maintenance of the existing tidal flood defences and operation of the Eastbourne to Rye Beach Management Plan (BMP).

As part of their funding of flood defence schemes, Defra invites applications for Flood Defence Grant in Aid. These are grants to fund capital works schemes which help to mitigate against flooding. Local Authorities can submit forward programmes, known as "Medium Term Plans", on an annual basis in June, to apply for funding to cover flood defence capital works. Eastbourne Borough Council submits applications every year for ongoing Beach Management Works that are in accordance with the BMP.

Eastbourne has been successful on previous rounds of applications, securing funding for the Beach Management Works and steps are currently being taken to ensure that we have a robust and well prepared application in place for the continuation of this work.

A business case for a 5 year beach management scheme was submitted to the EA National Review Group in June 2011, and technical approval of the scheme has been secured. In 2012, the EA funded a £4.5m coastal protection scheme to import shingle to Eastbourne in order maintain the 'Standard of Protection' required.

Pevensey Coastal Defences

The Pevensey Coastal Defences from Sovereign Harbour, through Pevensey Bay, to Cooden Beach are managed by a Public Private Partnership (PPP) funded by Defra. Pevensey Coastal Defence Ltd (PCDL) was set up to manage and maintain these sea defences. PCDL is contracted and has funding to do this for 25 years. There are still 6 years left to run covering the period up to 2025.

Pevensey Coastal Defence Ltd is funded year on year to undertake its maintenance duties. They receive the money from EA, which is assured by Central Government through Defra. They have authority to undertake works as and when they are required. The types of work that the PCDL undertake are:

- ongoing surveys to monitor the frontage and identify if and where any maintenance is needed;
- mend any weaknesses in the defences to maintain its integrity; and
- maintain the defences (should a storm for example) result in a need for urgent repair work.

The required flood defence work will be achieved through beach replenishment – recycling existing beach material through the process of dumping or pumping shingle from elsewhere onto an eroding shoreline to replenish or widen the existing beach. The Council does not propose any new flood defences using specific mineral resources such as clay or chalk.

Funding sources

Coastal defences are funded through capital funding, revenue funding and partnership funding including developer contributions.

SOCIAL AND COMMUNITY INFRASTRUCTURE

EDUCATION

Lead organisation

The responsibility for education infrastructure provision is shared between organisations.

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.

Sixth forms, colleges and universities provide respectively further and higher education.

The Office for Standards in Education, Children's Services and Skills, Ofsted, is responsible for inspecting a range of educational institutions, including state school and some independent schools, up to and including further education institutions.

Assessment of education provision

To assist with fulfilling its duty, ESCC publishes an Education Commissioning Plan which sets out how ESCC, as strategic commissioner for education provision, seeks to meet the challenge of ensure there are sufficient places to meet the demand. It is a contextual document, providing the framework within which proposals for change may be brought forward. Any reviews of education provision undertaken by the Council and recommendations for school reorganisation (e.g. opening, closing, federating, amalgamating, enlarging or contracting of schools) will in part, be based on information contained in the plan.

Education Commissioning Plans are four years rolling plans updated every two years. Therefore, information contained in this section of the IDP is subject to change once newer versions are published. The current Plan covers the period 2017-2021 and will be reviewed later this year.

At this stage in the preparation of our Local Plan, ESCC was not able to provide a full response on likely education impacts and infrastructure requirements to 2038 until housing options have been refined and we are in a position to confirm a proposed housing trajectory. However, the current position for the Borough based on the falling birth rate in the town is included within the Education Commissioning Plan.

Main sources of information

Education Commissioning Plan 2017-2021, ESCC

Funding sources

ESCC receives basic need grant funding from the Education and Skills Funding Agency (ESFA) to help with the cost of providing additional early years, primary and secondary school places. The funding is based on annual submission to the ESFA of predicted numbers of pupils.

Other sources of funding are used to supplement the basic need funding, including ESCC's own capital programme and developer contributions.

The Young People's Learning Agency funds 16-19 education provision in further education colleges, sixth form colleges and independent providers.

The Higher Education Funding Council for England (HEFCE) distributes public funding for teaching and research at university and colleges in England.

EARLY YEARS AND CHILDCARE

Existing provision

There is a range of different early years providers in the District. Four primary schools have nursery facilities, with the remainder provided by the private, voluntary and independent sectors.

There are currently three separate government funded childcare schemes that offer free childcare for children aged two, three and four:

- 15 hours free childcare for 2-year-olds available for families in receipt of low-income benefits
- 15 hours free childcare for all 3 and 4-year olds
- 30 hours free childcare for 3 and 4-year-olds available for eligible families in work

The introduction of the 30 hour offer is likely to increase pressure on early years place in the Borough. 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.

Future provision

[Pending Information](#)

PRIMARY SCHOOLS

Existing provision

There are currently 19 primary schools in the Borough, six of which are infant schools and five are junior schools. There are also 2 all-through schools.

In recent years, 1,230 additional primary school places have been created in Eastbourne to address recent high levels of demand. These additional places have been provided through a mix of new schools, expansions of existing schools and temporary bulge classes

- 30 places at Motcombe Community School

- 60 places at Stafford Junior School
- 30 places at St Andrew's CE Infant School
- 30 places at Bourne Primary School
- 30 places at Pashley Down Infant School
- 210 places at The Haven CE/Methodist Primary School
- 90 places Langney Primary School
- 60 places at Tollgate Community Junior School
- 30 place at St Thomas a Becket Catholic Infant School
- 30 places at Shinewater Primary School
- 90 places at West Rise Community Infant School
- 120 places at West Rise Junior School
- 420 at the Cavendish School

Many Eastbourne pupils occupy places in primary schools in Wealden District, namely Polegate School, Willingdon Primary School, Hankham Primary School, Pevensey and Westham CE Primary School and Stone Cross School. All these schools are full or close to full. High levels of new housing (recent and planned) in Polegate and Stone Cross will put additional pressure on places at these schools. To help address this and ensure that children are able to attend their nearest local school, Polegate and Willingdon primary schools, which formed part of the Eastbourne admissions area, have their own community area. Alongside this, Polegate School has been expanded by one form of entry (30 places per year group). Admissions areas for Stone Cross and Hankham primary schools have also been combined.

Future provision

ESCC has no plan for further primary school places in the Borough. However the situation will be monitored and any future requirements reported in the Education Commissioning Plan and future versions of the IDP.

SECONDARY SCHOOLS

Existing provision

There are four secondary schools in the Borough and 2 all-through schools.

Since 2013/14, 740 new secondary school places have been created in Eastbourne mainly through the establishment of Gildredge House, but also through schools formally changing their Published Admission Numbers (PANs)

Future provision

ESCC has no plan for further secondary school places in the Borough. However the situation will be monitored as the preparation of the Eastbourne Local Plan

progresses and any future requirements reported in the Education Commissioning Plan and future versions of the IDP.

SPECIAL SCHOOL PLACES

Existing provision

There are three special schools in Eastbourne.

ESCC's forecasting model predicts future numbers of children with Education, Health and Care plans (EHCPs) for Special Education Needs and Disability (SEND) and numbers in maintained and independent non-maintained special schools.

Approximately a third of school-aged children with EHCPs are educated in maintained special schools/special academies with a further 8% in independent and non-maintained special schools.

If recent trends continue as they are, the total number of school aged children and young people in East Sussex with EHCPs will continue to rise with an increase proportion of children and young people required special school places.

Future provision

ESCC is taking action to manage these increases and particularly the demand for special school places and high cost independent placements. It is also working hard to encourage more children to be supported in their local mainstream schools.

ESCC is working closely with its current schools and potential new providers to develop a strategy for the provision of additional capacity. The strategy includes the development of new schools and a review of specialist facilities.

In Eastbourne a new free school, the Summerdown School, is due to open in September 2020 and will provide 84 places for pupils aged 5-16 with autism and speech language and communication needs. It will be funded by ESFA. Subject to approval by the Regional Schools Commissioner, it is intended for this new school to extend its offer to include 51 places for pupils with Profound and Multiple Learning Difficulties (PMLD) including 6 places for nursery age children. The cost of this project will be funded from ESCC's approved capital programme and is due to open in September 2020.

ESCC is currently investigating options for establishing a new 80 place Social Emotional and Mental Health (SEMH) free school for pupils aged 4-16 in the Eastbourne/Hailsham area. If approved, ESCC will fund the cost of building the new school from its approved capital programme, the indicative opening date is September 2020.

ESCC is also considering a strategy to develop more specialist facilities at mainstream school which would cater for a broad range of lower level SEND need

where pupil's requirements could be met in a specialist facility that includes appropriate access to mainstream provision.

FURTHER EDUCATION

Existing provision

East Sussex College, formed in March 2018 as a result of a merger between Sussex Coast College Hastings and Sussex Downs College, is the main source of further education provision for 16-19 years olds living in the Borough. The merged college has four campuses at Hastings, Eastbourne, Newhaven and Lewes. The College's Eastbourne campuses are accessed by student living in other Districts and Boroughs.

Plumpton College, as a specialist agricultural college, serves a very wide catchment area. Around 50% of its 16-19 year old students are residents outside East Sussex. The remaining students come from locations across the County and it is appropriate that all Districts and Boroughs IDPs record a share of any infrastructure requirements arising at the college.

Future provision

[Pending Information](#)

HIGHER EDUCATION

Existing provision

The Universities of Brighton and Sussex are significant in terms of being geographically close to the Borough and able to provide access to higher level provision.

Future provision

Both universities have proposals to extend and enlarge their campuses.

[Pending Information](#)

COMMUNITY FACILITIES

INDOOR SPORTS/LEISURE FACILITIES

COMMUNITY CENTRES/MEETING HUBS

Lead organisation

Community lead

Main sources of information

Community Facilities Assessment, EBC, 2019
Shaping Neighbourhoods - A Guide for Health, Sustainability and Vitality, Hugh Barton, Marcus Grant and Richard Guise, 2013

Existing provision

For the purpose of the Eastbourne Local Plan, a community centre is defined as a venue or meeting place that can be used or hired by the public or community organisation for meetings and events.

The traditional view of the 'Community Centre' is possibly the best and most basic example. However, these purpose built buildings make up a small amount of the provision within the Borough. Any room which may be hired for a community function, whether privately or publicly owned can be counted as a community facility.

In order to ensure that community has local accessibility to community facilities, the Council proposes a target standard for the maximum time that a resident should walk to access a community centre/meeting hub for 10 minutes, equivalent to a walking distance of 800 metres.

There are 65 facilities identified within the boundary of Eastbourne Borough. A further 3 facilities are within useable distance from the boundary. As there could be other facilities that have not been identified, this should be considered as a minimum level of provision.

Applying the walking distance standard to each community centre and mapping accessibility by neighbourhoods, the vast majority of properties within the Borough have access to at least an identified community centre/meeting hub and there is no obvious gap in the provision.

The areas of Meads (neighbourhood 11), Old Town (neighbourhood 4) and Ratton and Willingdon Village (neighbourhood 12) which are the closest to the boundary with the SDNP lack a 10-minute provision. Some residences around Langney Point (neighbourhood 8), Sovereign Harbour (neighbourhood 14) and Shinewater (neighbourhood 9) also do not have a 10-minute provision. The Town Centre (neighbourhood 1), the area most easily accessible by public transport, has a very rich provision. On the whole, easy accessibility to community centres/meeting hubs may be more relevant than blanket coverage of the area.

The buildings are generally quite old and not always equipped for modern needs. Only 5 facilities have been built in the last 20 years. A brand new community centre was built in Sovereign Harbour in 2019 and should be serving the public soon.

There is little official guidance on minimum standards for the provision of community centre. Best practice has been considered based on the 'Shaping Neighbourhoods' handbook which suggests that the catchment population required to sustain one

community centre in a neighbourhood is around 4,000 people. The current provision gives one community centre for 1,587 residents.

Funding sources

Funding for community centres and meeting hubs come from various sources.

CULTURAL FACILITIES

Pending Information

LIBRARIES

Lead organisation

ESCC is responsible for providing library and information services. However further to the Libraries Transformation Programme conducted by ESCC, community groups are getting involved to deliver this service.

Main sources of information

East Sussex Libraries The Way Forward Strategic Commissioning Strategy 2018/19 to 2022/23, ESCC

Existing provision

ESCC published a Library Strategic Commissioning Strategy as part of a wider Libraries Transformation Programme to review their library and information services. The objective of the programme is to deliver a modern and sustainable service considering the current and future needs for the county. It is designed to address the challenges the service faces, both in terms of resources available to deliver the service and reducing demand for libraries.

This programme resulted in major changes across the county for the library and information service. 7 of the 24 libraries managed by ESCC are now closed and the Mobile Library Service which included 88 stop locations is no longer provided.

Within Eastbourne Borough, this resulted in the Langney Library (neighbourhood 8) being closed down in May 2018. Although the need assessment showed high level of need in that area of the Borough, the proximity of Langney Library to alternative provisions in Hampden Park and Eastbourne Town Centre means that it is possible to meet needs. In addition, ESCC announced that part of the outreach programme for children and families would be delivered in Langney from the Shinewater Children's Centre.

Further to the closure of the Langney Library, a community group took the initiative to volunteer-run the library in a new unit in the Langley Shopping Centre and came

to an agreement with ESCC for an initial three-year deal to provide library stock, fixtures and fittings. The library is open 4 days a week.

There are two libraries within the Borough managed by ESCC. The library in Eastbourne Town Centre (neighbourhood 1) is open 6 days a week and the facilities at Hampden Park (neighbourhood 7) are open 5 days a week.

Planned provision

Changes to the layout and provisions in Eastbourne Library were made this year (2019/2020) to increase the space for computer user and create a Learning and Information Suite where customers can complete essential qualifications in Maths and English.

Further work is needed to support the targeted outreach program.

Future provision

While the core need for libraries remains, ESCC is seeing a reduction in customer visits and library members across the network as more individuals have access to information online from their own devices. Therefore having completed a high level assessment of the potential increase in residents from the possible developments, it is felt that the current provision would be sufficient to meet the related increased visits.

Should pockets of high need arise within the Borough, ESCC would operate targeted outreach programs such as working with Children's Centres or providing free teacher support.

Funding sources

The ten year capital improvement program is funded by ESCC capital fund and the application of S106 contributions where appropriate.

Outreach projects are currently funded by revenue or one-off funding support programs from external partners. As the outreach program is developed to target key areas of need and local improvements for residents, S106 and CIL funding will be explored.

PLACE OF WORSHIP

Pending Information

BURIAL SPACE

Lead organisation

Eastbourne Borough Council manages Eastbourne crematorium, Ocklynge cemetery and Langney cemetery.

Main sources of information

[Lewes and Eastbourne Councils website](#)

Existing provision

There are two cemeteries in Eastbourne Borough: Ocklynge Cemetery (neighbourhood 5) and Langney Cemetery (neighbourhood 8) and one crematorium (neighbourhood 8).

Pending Information

Future provision

Pending Information

Funding sources

Burial space is funded by Eastbourne Borough Council and the private sector.

RESIDENTIAL CARE (EXTRA CARE HOUSING AND SUPPORTED HOUSING)

HEALTHCARE FACILITIES

PRIMARY CARE (GPS, DENTISTS AND PHARMACIES)

Pending Information

SECONDARY CARE

Pending Information

SOCIAL CARE

Pending Information

EMERGENCY SERVICES

FIRE AND RESCUE

Lead organisation

East Sussex Fire and Rescue Service (ESFRS) provides the fire and rescue services for the City of Brighton and Hove and East Sussex.

Management of the service in the borough is coordinate by the Eastbourne Borough Commander, who is based in Eastbourne.

Main sources of information

Station Action Plan, ESFRS

Existing provision

The Borough is served by a 'day-crewed' fire station (i.e. personnel is on site ready to respond, as opposed to retained stations where the crew is not on site but within the locality and rush to the station to respond to emergencies). The station covers the Borough as well as the outlying villages and towns of Jevington, Polegate, Stone Cross, Willingdon, East Dean and parts of Westham.

Future provision

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.

Funding sources

Funding for the Fire Service comes from two principal sources:

- Precept: an amount of money collected by a Local Authority from individuals, via Council Tax, which goes towards the cost of funding the service
- Grant settlement: the remainder of funding comes from a Central Government grant settlement paid to each Fire Authority. Each Fire and Rescue Service negotiates its own grant according to size and demand on its services.

In addition, developers are required to contribute towards work 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.

POLICE

Lead organisation

Sussex Police serve East and West Sussex and the City of Brighton and Hove. The Sussex Police and Crime Commissioner is responsible for policing and crime across the Sussex Police area.

Main sources of information

Sussex Police & Crime Plan 2017/21, Sussex Police & Crime Commissioner 2018-22 Transformation Strategy, Sussex Police

Existing provision

At September 2019, Sussex Police employ almost 2,700 officers in active duty delivering policing to the residents of Sussex. These roles can be categorised into dedicated policing teams delivering neighbourhood policing; divisional policing delivering specialist services such as response roles and investigations; and Forcewide policing teams delivering specialist policing across the county such as firearms, major crime and counter terrorism.

The force also has over 2,200 support staff in either dedicated, divisional or Forcewide roles, including Police Community Support Officers (PSCOs) and a team of dedicated volunteers with over 400 Special Constables and around 180 Police Cadets. Policing involves a wide range of different functions, many of which are not visible to the public but are nonetheless an essential part of policing.

The Sussex Police Head Quarters is based in Lewes.

There are 2 Police Station in Eastbourne Borough on Grove Road and Hammonds Drive and a custody centre at Hammonds Drive. At the present, Eastbourne is served by 179 officers and 169 support staff.

Required provision to support the Local Plan

Sussex Police have indicated that the maximum additional population to be generated through the growth envisaged in the Local Plan will place further demand upon the existing level of policing for the area. Securing developer contributions for policing infrastructure will be essential to retain the level of policing that is currently offered in the Borough.

Sussex Police have undertaken an assessment of the implications of the maximum growth and the delivery of housing upon policing to extrapolate the future requirement to support growth. The following will be required:

- Capital start-up cost for 21 officers and 20 support staff
- 9 additional vehicle , including replacement after 4 years
- Capital cost for accommodating new personnel at Eastbourne Hammonds Drive premises
- Additional ANPR cameras (6 fixed and 8 mobile)
- Provision of new CCTV in Eastbourne Town Centre
- Additional space at Hammonds Drive custody centre

Funding sources

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

Police funding is divided into revenue and capital funding. The revenue funding stream related broadly to the day-to-day running costs of the Police Force. The

capital funding stream relates to the provision of additional buildings, information technology, vehicles, equipment and other infrastructure items required for assets.

Despite the recent increase in revenue from the Council Tax precept and additional investment from Central Government, Sussex Police have identified a growing funding gap. This is due to inflation and other cost pressures, meaning that the funding gap is likely to continue increasing.

Whilst national and local funding must continue to cover salary and maintenance costs, there is insufficient funding to provide the infrastructure required for officers to carry out their jobs effectively, Sussex Police consider that these infrastructure costs arising directly as a result of the development proposed and that funding for the police under developer contributions is necessary.

AMBULANCE

Lead organisation

Ambulance services within the Borough are provided by the South East Coast Ambulance Service NHS Foundation Trust (SECAmb). SECAmb operates over a wider geographical area covering Sussex, Surrey and Kent.

Main sources of information

Estates Strategy 2018-2023 'Overview', SECAmb
Five Year Strategic Plan 2017-2022, SECAmb

Existing provision

SECAmb has an Ambulance Station and an Ambulance Community Response Post (ACPR) in Eastbourne, as well as a vehicle Commissioning Centre. The Lewes ACPR is also considered relevant to the Borough.

SECAmb is implementing a new system of service delivery with the development of a 'hub and spoke' system with 'Make Ready Centre' (MCR's) acting as 'hubs' where ambulances are cleaned and restocked and where crew can and ACPR's acting as 'spokes' where crews rest between emergency calls, located in places where the crew can respond and get to people as quickly as possible. There is a MCR serving Eastbourne in Polegate, adjacent to the Cophall Roundabout.

SECAmb also works with Community First Responders (CFRs) from the local community. They are trained to respond to emergency calls within the local areas where they live and work, and are able to attend the scene of an emergency within a few minutes until an ambulance crew arrives.

Future provision

There is currently no spare capacity within the ambulance service for the Borough. SECamb is in the process of expanding staff and vehicle resources to meet the increased demand in particular in for the east Eastbourne area.

Required provision to support the Local Plan

The changing demand in Eastbourne has led to a deficit in the ambulance service as the ambulance station does not provide the correct location to respond from any longer. Therefore a new Ambulance Community Response Post (ACRP) for the east of the Borough will be essential to provide cover from an effective location.

Funding source

The majority of the Trust's funding comes from one key Accident and Emergency service level agreement with the region's Primary Care Trusts. The Patient Transport Service and Commercial Services are another source of income. Funding may be sought through developer contributions.

GREEN INFRASTRUCTURE

Main sources of information

Quantitative Open Space Assessment, EBC, 2019
 Eastbourne Open Space Assessment, EBC, 2007

Standards of provision

The best known standard for open space is that developed and defended by the National Playing Fields Association (NPFA) – the 'Six Acre Standard'. It is a minimum standard for outdoor playing space of 2.4 hectares (6 acres) per 1000 population, comprising 1.6 hectares (4 acres) for outdoor sport and 0.8 hectares (2 acres) for children's play. However, the standard has been criticised for being inflexible and not related to local needs.

The 2007 Open Space Assessment of the provision and the local needs in the Borough showed that despite a low provision compared to other local authorities, people were generally satisfied with open space, with the exception of provision for children and young people. The research suggested that the presence of vast areas of beach and downland surrounding Eastbourne compensate for any theoretical under-supply of open space within the town.

This study led to the adoption of the open space standards presented in the table below. National standards have also been included in the table for reference.

Table 1 Existing open space standards

Type	EBC adopted quantity standards (ha/1000 population)	National standards (ha/1000 population)
------	--	--

Parks and Gardens	0.75	0.8
Natural Areas	1	1.8
Amenity Areas	0.6	0.6
Play Areas	0.1	0.25
Allotments	0.2	
Sport pitches	1.5	1.6

OUTDOOR SPORT FACILITIES

Lead organisation

Eastbourne Borough Council

Sport England is a statutory consultee in the planning system. This means that local planning authorities are required to consult Sport on planning applications they receive which affect playing fields.

Existing provision

Although tennis courts and bowling greens are not always included within the Sport England definition of a playing pitch, they have been accounted for the purpose of this report.

Facilities such as tennis courts, football pitches, and bowling greens all cater for the population of the whole town, and as such are scattered in various locations across the Borough. A number of sporting facilities are generally grouped together on the same site. The requirement for changing facilities makes it more efficient to provide sporting facilities in one location, rather than providing a facility that is accessible to each neighbourhood. It is therefore relevant to look at the requirements and demands for sporting facilities at a Borough level.

There is a shortfall in the provision of playing pitches in the Borough with the level of provision of 1.31 hectares per 1000 population, compared with the local standard is 1.5 hectares per 1000 population. Of note, the provision of sport pitches has decreased by around 2 hectares since 2007 due to the development near the Old Hospital.

There is a reliance on local schools to provide outdoor facilities as the existing facilities are fully used. This secondary role for schools will be important in ensuring the Council can address the shortfall in provision but relies on effective management of school opening up facilities outside of school hours.

Future provision

To meet the Council's adopted standards (1.5ha/1000 population) by 2038, an additional 25.21 hectares of playing pitches will be required during the Plan period.

Funding sources

The provision of additional playing fields and sport pitches will be delivered in part (or wholly) through developer contributions collected through the Council's CIL. The reason for this is Eastbourne's limited number of large sites capable of accommodating on-site provision.

OUTDOOR CHILDREN'S PLAY AREAS

Lead organisation

The Council manages and maintains children's play area in the Borough. They can be defined as area designed primarily for play and social interaction involving children and young people, including playgrounds and skateboarding areas. Play grounds on school fields are not included because as they are not publicly accessible.

Existing provision

The provision of children's play space has increase from 5.43 hectares in 2007 to 5.91 hectares in 2019 as new areas were created in Hartfield Square and Holly Park.

There is a shortfall in the level of provision of children's play area in the Borough, with 0.06 hectares per 1000 population, when measured against the Council's adopted standards (0.1ha/1000 population) and national standards (0.25 ha/1000 population). The shortfall analysis indicates that there are very few children's playground facilities in the Town Centre, Upperton and Meads neighbourhoods. There are also deficiencies in the Ratton and Sovereign neighbourhoods.

Future provision

To meet the Borough's adopted standards, an additional 4.76 hectares of children's play area will need to be provided by 2038. As land is limited in the Borough, the potential to maximise efficiency and use through the sharing of facilities is encourages. Imaginative and flexible design of facilities will create spaces which have multi-functional uses, for instance new children's play space could be located on an unused part of a playing field.

Funding sources

Outdoor children's play area can be provided on-site as part of the development or developer contributions may be sought to secure fund for off-site provision.

PARKS AND GARDENS

Lead organisation

The Council maintains and manages parks and gardens in the Borough. They can be defined as traditional managed public and accessible parks and gardens with

high opportunities for informal recreation and community events. It includes seaside promenades for public recreational use but excludes private gardens and school and university parks and gardens.

Existing provision

The provision of parks and gardens has increased from 68.56 hectares in 2007 to 92.66 hectares in 2019. This is mainly due to the inclusion of cemeteries and the seaside promenade in parks and gardens.

The current provision of parks and gardens in the Borough is above the Council's adopted standards (0.75ha/1000 population) and national standards (0.8ha/1000 population)

Future provision

There are sufficient parks and gardens to meet the future needs to 2038.

Funding sources

[Pending Information](#)

AMENITY AREAS

Lead organisation

Amenity areas are most commonly found in housing areas. It includes information recreation spaces and green spaces, with a primary purpose for providing opportunities for informal activities close to home or work and enhancing the appearance of residential and other areas. Therefore Eastbourne Borough Council is responsible for ensuring that amenity areas are secured through the planning process.

Existing provision

Amenity areas have increased from 42.53 hectares in 2007 to 51.69 hectares in 2019. However the increase is mainly due to the review of the existing classification, with previous natural areas becoming amenity areas. A new amenity area has also been provided near the Sovereign roundabout.

There is a shortfall in the level of provision of amenity areas in the Borough, with 0.5 hectares per 1000 population, when measured against the national and Council's adopted standards (0.6ha/1000 population).

Future provision

To meet the Council's standards, an additional 12.29 ha of amenity areas will need to be provided to 2038.

Funding

Pending Information

ALLOTMENTS AND COMMUNITY GARDENS

Lead organisation

Eastbourne Allotments and Gardens Society (EAGS) manages the allotments across the Borough on behalf of Eastbourne Borough Council.

Existing provision

EAGS manages 1,178 allotments over 13 sites on behalf of the Council. The maintenance, provision and enhancement of allotments are critical in order to support the delivery of green networks between areas of open space. Along with providing land to grow produce they also act as important areas of biodiversity and attract abundance of wildlife.

The provision of allotments has increased from the 2007 position from 17.59 hectares to 21.28 hectares following the extension of existing allotment areas in Hampden Park (Bodiam Crescent), Roselands/Bridgemere (Churchdale) and Upperton (Gorrington Road). The current provision of allotment in the Borough meets the standards (0.2ha/1000 population).

It was identified that in order to meet demand for new allotment provision the standard size for allotment plots should be reduced within the existing allotment sites. Existing allotment users and people on the waiting list mainly required a 5 rod (0.0125ha) size plot as opposed to the standard size of 10 rods plot. The reconfiguration of allotment sites allows for extra plots to be provided and would meet the demand identified on existing waiting list. EAGS is continuing to actively subdivide plots as they are being handed back, so plot numbers will continue to increase in future years.

Future provision

Based on the population projection for the Plan period and the Councils set provision standards, there will be a need for an additional 0.7 hectares to 2038.

There may be opportunities on larger residential development sites to integrate allotment land within the development, and this will be assessed on a site by site basis, once planning applications are submitted.

Funding sources

Pending Information

NATURAL AND SEMI-NATURAL URBAN GREEN SPACES

Lead organisation

Pending Information

Existing provision

There is currently 181.63 hectares of natural areas in the Borough including beaches and Eastbourne Park which largely exceeds the Council's adopted standards of 0.6ha per 1000 population.

Future provision

The level of natural areas within the Borough will satisfactorily provide for the needs of the Eastbourne population to 2038, although accessibility of these areas would need to be investigated further.

Funding sources

Pending Information

EASTBOURNE PARK

Lead organisation

Pending Information

Existing provision

Eastbourne Park, also known as Eastbourne Marshes, is an identified Biodiversity Opportunity Area (BOA). BOAs identify the most important areas of wildlife conservation in Sussex, where targeted conservation action will have the greatest benefit to wildlife. The main aim with BOAs is to restore biodiversity at a landscape scale through the maintenance, restoration and creation of Biodiversity Action Plan (BAP) priority habitats. Two other BOAs fall within the Borough boundary: Seaford to Eastbourne Downs and the Pevensey Levels.

The BOA designation provides further flood management benefits and wetland biodiversity for Eastbourne Park.

The Environment Agency, in partnership with the Sussex Wildlife Trust and Sussex Biodiversity Partnership, has identified the need to improve and protect the value of Eastbourne Marches, enhancing the green infrastructure associated with its habitats, making them more resilient to development pressures and climate change.

Future provision

A supporting Supplementary Planning Document provides detailed policy guidance for the future development of Eastbourne Park. The types of infrastructure and

initiatives required to deliver improvements to Eastbourne Park are identified in the Eastbourne Park SPD and include:

- A wetland visitor centre and educational resource centre which would require funding from an external partner or organisation;
- An improved cycle and pedestrian network across Eastbourne Park;
- A continued commitment to the Eastbourne Park Flood Storage Scheme;
- Opening areas of open space for recreational use including sports pitches and children's play space;
- An increased provision of allotment land;
- Landowners and tenants are encouraged to undertake environmental stewardship to deliver effective environmental management of land in Eastbourne Park. Grants are available for environmental improvements from DEFRA but landowners have to show they are proactive with agreed objectives.

Funding sources

Pending Information

GREEN CORRIDORS

Lead organisation

Pending Information

Existing provision

The creation of a green network across the Borough consisting of a number of wildlife corridors would encourage the migration of species as a consequence of climate change. It would also help to link together the Borough's three BOAs, the Borough's Site of Nature Conservation Interest (SNCIs) and the coastal strip. Six green networks corridors have been identified:

- Hampden Park North West Corridor
- Shinewater Park Corridor
- Langney North East Corridor
- Langney Sewer Corridor
- Crumbles Sewer Corridor
- Horsey Sewer Corridor

Funding sources

Improvements to the green network will be sought through developer contributions, enhancing and maintaining the identified green corridors.

ACCESSIBLE COUNTRYSIDE

Pending Information

TOWN CENTRE

Pending Information

DRAFT

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 identify the costs, funding timescale 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 is at an early stage of preparation. It has been collated in close consultation with infrastructure providers. It reflects the information provided when we consulted them from August 2019 but does not at this stage establish the totality of additional infrastructure that will be required the Local Plan.

DRAFT

PHYSICAL INFRASTRUCTURE

TRANSPORT

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	LOCAL PLAN		
										Importance to Strategy Critical Important Desirable	Risk to delivery High Medium Low	Alternatives and/or other mitigations
MULTI-MODAL SCHEMES												
	Delivery of the Hailsham Polegate Eastbourne Movement Access Corridor (HPE MAC)	Improvements for public transport users, cyclists and pedestrians and increase capacity at existing signalised junctions		Lead: ESCC Partner: EBC WDC	Phase 1 Willingdon £2.1 Phase 2 Kings Drive & 3 Old Town £4.5m Phase 4 Polegate & 5 Hailsham £2.5m Costs subject to change with design work	Developer contributions Local Growth Fund funding of £2.1m secured in 2016/2017	All existing and future development within South Wealden and Eastbourne	Phase 1 – Detailed Design Preliminary design stage for improvements as part of the HPE MAC package. Part of Phase 1 (Willingdon) and consultation undertaken in September 2017 and approved to progress to detailed design in June 2018. Final design and TROs programmed for completion by end of 2019 Phases 2-5 – Preliminary Design Preliminary design stage for improvements carried out by consultants for ESCC. No consultation undertaken to date on Phases 2-5.	Short	Critical	Medium Further funding required	None
STRATEGIC ROAD NETWORK												
	Strategic Road Network: safety, capacity, sustainability and accessibility	Improvements to A27 east of Lewes To mitigate congestion and achieve acceptable operating conditions		Lead: HE	£75 m	RIS	All development in the Borough and South Wealden area not yet permitted. It will also support built and already committed development.	Detailed design	Short to medium term	Critical	Medium	N/A
	Strategic	Improvements to		Leads:	Circa	Developer	All development	Feasibility Design	Varies	Critical	Medium	N/A

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	LOCAL PLAN		
										Importance to Strategy Critical Important Desirable	Risk to delivery High Medium Low	Alternatives and/or other mitigations
	Road Network: additional capacity	A22/A27 junction: signals at Cophall Roundabout To achieve acceptable operating conditions		HE ESCC Partners: EBC WDC	£1.2-2m	contributions Existing developer contributions Local Growth Fund funding of £1m secured in 2016/2017	in the Borough and South Wealden area not yet permitted. It will also support built and already committed development.	Scheme				
	Strategic Road Network: additional capacity	Improvements to A22/A27 junction: south-to-west tern slip on the southern approach		Lead: HE ESCC Partners: EBC WDC	Unknown	None	All development in the Borough and South Wealden area not yet permitted. It will also support built and already committed development.	None	Medium	Critical	Medium	This project should only be considered if the signals improvements (REF) and improvements to A27 east of Lewes (REF) prove to be inadequate
MAJOR AND LOCAL ROAD NETWORKS												
RAIL SERVICES												
	Rail network: safety	New road layout to enable the closure of the level crossing at Hampden Park Station		Lead: Network Rail	Unknown	Developers contributions	All development in the Hampden Park area not yet permitted. It will also support built and already committed development					
BUS SERVICES												
	Bus services: connectivity	High frequency limited stop Express bus service between Hailsham and Eastbourne via Polegate		Lead: ESCC Partner: Commercial Buss operating companies EBC WDC	Overall cost estimate circa £1m Capital cost £50k in Hailsham and ongoing funding	Developer contributions from EBC and WDC ESCC LTP capital programme Commercial Bus operating companies	All development in Hailsham, Polegate, Willingdon and Eastbourne	Feasibility/ Preliminary Design Transport modelling and preliminary design work has been undertaken as art of HPE MAC to deliver the physical alterations for the improved bus services.	Medium	Critical Large amounts of development in South Wealden and Eastbourne are dependent on this scheme	Medium Potential difficulty in achieving political consensus on recommendations of Bus Corridor study could impact on ability to implement service. Further	None

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										Importance to Strategy Critical Important Desirable	Risk to delivery High Medium Low	Alternatives and/or other mitigations
											funding required	
CYCLING												
	Cycling: improved connectivity and accessibility	Horseley Way Phase 1B – Cavendish Place to Ringwood Road		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a
	Cycling: improved connectivity and accessibility	Eastbourne District General Hospital to Town Centre		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a
	Cycling: improved connectivity and accessibility	Willingdon Drove		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a
	Cycling: improved connectivity and accessibility	Langney to Sovereign Harbour		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a
WALKING												
	Walking: improved connectivity and accessibility	Friday street – pedestrian crossing		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a
	Walking: improved connectivity and accessibility	Eastbourne Town Centre Wayfinding		ESCC			All existing and future development in the Borough	Committed scheme	Short term	Important	Low	n/a

SOCIAL AND COMMUNITY INFRASTRUCTURE

COMMUNITY FACILITIES

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	LOCAL PLAN		
										Importance to Strategy Critical Important Desirable	Risk to delivery High Medium Low	Alternatives and/or other mitigations

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	Importance to Strategy Critical Important Desirable	LOCAL PLAN	
											Risk to delivery High Medium Low	Alternatives and/or other mitigations
LIBRARIES												
	Library services: pocket of high need	Targeted outreach program		ESCC	Unknown	Developer contributions	None dependent but will benefit all development in targeted area	Ad hoc	When and if need arise	Desirable	Low	None

EMERGENCY SERVICES

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	Importance to Strategy Critical Important Desirable	LOCAL PLAN	
											Risk to delivery High Medium Low	Alternatives and/or other mitigations
POLICE												
	Police services: capital cost of staff provision	Provision of 21 officers and 20 support staff		Sussex Police	£9,767 per officer £3,146 per support staff	Developer contributions	None dependant but all development in the Borough would benefit	Required further personnel have been identified	Dependent on phasing of development	Desirable Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.	Medium: CIL money would be bid for against other infrastructure	None
	Police services: increase fleet of vehicle	Provision of 9 vehicles, including replacement after 4 years		Sussex Police	£336,123	Developer contributions	None dependant but all development in the Borough would benefit	Required equipment has been identified	Dependent on phasing of development	Desirable Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent	Medium: CIL money would be bid for against other infrastructure	None

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	Importance to Strategy Critical Important Desirable	LOCAL PLAN	
											Risk to delivery High Medium Low	Alternatives and/or other mitigations
										upon them.		
	Police services; capital cost of premises	Provision of additional premises		Sussex Police	Hammonds Drive premises £869,309	Developer contributions	None dependant but all development in the Borough would benefit	Required additional office capacity has been identified	Dependent on phasing of development	Desirable Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.	Medium: CIL money would be bid for against other infrastructure	None
	Police services: ANPR cameras	Provision of 6 fixed site ANPR cameras and 8 mobile ANPR cameras		Sussex Police	Fixed £4,800 per camera Mobile £10,000 per camera	Developer contributions	None dependant but all development in the Borough would benefit	Required equipment has been identified	Dependent on phasing of development	Desirable Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.	Medium: CIL money would be bid for against other infrastructure	None
	Police services: CCTV	Provide IP cameras in Eastbourne Town Centre		Sussex Police	£4,750 per camera	Developer contributions	None dependant but all development in the Borough would benefit	Recommended equipment has been identified	Dependent on phasing of development	Desirable Improvements important to the provision of police services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them.	Medium: CIL money would be bid for against other infrastructure	None
	Police services: additional capacity at custody centre	Provision of increased space at Hammonds Drive custody centre		Sussex Police	£83,400 Est. portion for the Borough	Developer contributions Other	None dependant but all development in the Borough would benefit	Required additional capacity identified. Feasibility study underway.	Medium term	Desirable Improvements important to the provision of police services to meet the	Medium: CIL money would be bid for against other infrastructure	None

Reference	Service and issue	Output	Justification	Lead Body, partners and supporting bodies	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output Short term < 5 yrs Medium term 5 to 10 yrs Long term > 10 years	Importance to Strategy Critical Important Desirable	LOCAL PLAN	
											Risk to delivery High Medium Low	Alternatives and/or other mitigations
										needs of the existing and future residents, but delivery of strategy is not dependent upon them.		
AMBULANCE												
	Ambulance services	Provision of an Ambulance Community Response Post in the east area of the Borough		SECAmb	Unknown	Unknown	None dependant but all development in the Borough would benefit	Ongoing search	Unknown	Desirable Improvements important to the provision of ambulance services to meet the needs of the existing and future residents, but delivery of strategy is not dependent upon them	Medium	None

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APPENDIX 1 – LIST OF INFRASTRUCTURE PROVIDER

The Council sent out an Infrastructure questionnaire in August 2019 to several infrastructure providers operating across the Borough in order to collect information of standards of provision and infrastructure requirements for the Plan Period (up to 2038). These infrastructure providers were:

- Age Concern Eastbourne Shopping and Leisure Transport Service
- Bexhill Community Bus
- Brighton & Hove Bus and Coach Company
- British Telecom
- Community Transport for the Lewes Area
- Compass Travel
- Cuckmere Buses
- Department for Transport
- East Sussex College
- East Sussex County Council
- Eastbourne Dial-a-Ride
- Eastbourne, Hailsham and Seaford Clinical Commissioning Group
- EE
- Environment Agency
- Govia Thameslink Railway
- Highways England
- National Grid UK
- Natural England
- Network Rail
- Pevensey and Cuckmere Water Management Alliance
- Plumpton College
- SGN
- South Downs National Park Authority
- South East Coastal Ambulance Service
- South East Water
- Southern Water
- Sport England
- St John Ambulance
- Stage Coach
- Sussex Police
- Sustrans
- UK Power Networks
- University of Sussex
- University of Brighton