



Lewes District Council

Local Plan: Defining our policies and early site allocation proposals

Interim Infrastructure Delivery Plan (IDP)

January 2025

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Introduction

This *Interim Infrastructure Delivery Plan* (IDP) has been produced to accompany the further Regulation 18 (*Defining our Policies and Early Site Allocation Proposals*) Consultation on the Lewes District Local Plan to 2040. The IDP sets out the key infrastructure that may be required to support the objectives and spatial strategy of the emerging Local Plan and identifies where and at what time that infrastructure is expected to be required, who is responsible for delivering it, the cost of the provision, where known, and how these costs might to be funded.

While the IDP is intended to be a 'live' document that will be periodically reviewed and modified throughout the development of the Local Plan and as new evidence becomes available, at this stage it seeks to identify where infrastructure may be required and where deficits in provision exist as informed by the evidence available to the Council today.

The Draft IDP is being published alongside the further Regulation 18 consultation document to give members of the public an opportunity to view the types of infrastructure that may be required in support the Local Plan and to give relevant stakeholders/providers a further opportunity to inform the IDP in respect of their own specific infrastructure areas/responsibilities.

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 the area experience a good quality of life. The delivery of the right levels and types of infrastructure is essential to support the objectives of increased housing provision, economic growth, and the creation of successful, sustainable communities.

For the purposes of this document, the definition of key infrastructure groups, and the types of facilities and services within each group, is set out in Table 1 below.

Table 1: Infrastructure Groups

Infrastructure Group	Infrastructure Type
Transport	Strategic (Trunk) Road Network Capacity
	Local Road Capacity
	Rail Services
	Bus services including Community Transport
	Active Travel (walking, cycling, micromobility)
Utilities	Water Supply
	Wastewater
	Gas
	Electricity
	Telecoms and Broadband Provision
Flood Water Management	Renewable Energy
	Fluvial/ Surface Water
Education	Coastal
	Early years and childcare
	Primary Schools
	Secondary Schools

Infrastructure Group	Infrastructure Type
	SEN Provision
	Post 16 Education
Health	Health Care
Emergency Services	Ambulance
	Fire Brigade
	Police
Specialist Housing	Affordable Housing
	Supported Housing
	Self-Build Plots
Public Services	Cultural Infrastructure
	Libraries
	Waste and Recycling
Community Infrastructure	Burial Grounds
	Allotments and Community Gardens
	Community Meeting Space
	Children's Play Areas
	Outdoor Sports Facilities
	Indoor Leisure Facilities
Green Infrastructure	Parks, Gardens and Amenity Green Spaces
	Accessible Natural Green Space
	SANG (Suitable Alternative Natural Green Space)
	Green and River Corridors
	Biodiversity Net Gain

Affordable housing has now been included within the IDP. The provision of affordable housing is an essential and costly element of social and community infrastructure and has now been included in the schedule to ensure that the cost of delivery is captured in the assessment of the deliverability of the Plan.

Why produce an IDP?

In the period between 2020 and 2040, Lewes District is expected to accommodate the development of approximately 12,000 additional homes within the plan area under the government's Standard Method for assessing housing need. This housing growth will create demands and pressures on existing infrastructure through the utilisation of any existing spare capacity and may also create a requirement for additional or improved infrastructure. The plan area consists of the parts of the district outside of the South Downs National Park (SDNP). A separate IDP produced by the Park Authority covers those parts of the district within the National Park.

Para. 35 of the National Planning Policy Framework (NPPF, 2024) finds that Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan. Local plans are also expected to identify priority areas for infrastructure provision and to ensure that there is a reasonable prospect that planned infrastructure can be delivered in a timely manner.

This Interim IDP seeks to scope the national policy requirements and facilitate a common understanding and partnership approach to infrastructure requirements and provision between the local planning authority, service providers, developers and local communities. Previous iterations of the IDP provided the foundation upon which Lewes District Council prepared for the implementation

of its Community Infrastructure Levy (CIL) and the replacement local plan may require changes to the CIL Charging Schedule in the future.

Cross Boundary Infrastructure

Much of the infrastructure required to deliver the development set out in the Local Plan will be located within the plan area. However, some facilities or services may cross boundaries or be delivered by several providers or support development in more than one area. The Council will continue to work closely and seek to strengthen its relationships with partner organisations that also have an interest in cross-boundary issues. It is anticipated that the organisations set out in Table 2 (below) will contribute to the evolution of the IDP alongside other service providers as necessary.

Table 2: Organisations Expected to Contribute to the IDP

Organisation	Infrastructure Responsibility
East Sussex County Council	Local and Major road network, education, refuse and recycling, libraries, rights of way, co-ordination of bus services.
West Sussex County Council	Local and Major road network, education, refuse and recycling, libraries, rights of way, co-ordination of bus services.
South Downs National Park (SDNP) Authority	Co-ordination of infrastructure delivery in the authority area.
Brighton & Hove City Council	
Mid-Sussex District Council	
Wealden District Council	
Town and Parish Councils	Local infrastructure including play and open spaces, bus shelters, allotments, community halls. Responsible for allocation of Community CIL funding.
Natural England	Green Space, SANG
Environment Agency	Water quality, Flooding and Coastal Management
National Highways	Strategic Road Network (e.g. A27, A26 south of Beddingham, A23/M23)
Newhaven Port and Properties	Local Road Network, Coastal Management
South-East Water	Water supply
Southern Water	Water supply, Wastewater Management
UK Power Networks	Electricity supply connections and flow management
SGN (Scotia Gas Networks)	Gas supply connections and flow management
Broadband Delivery UK	Broadband services
Telecoms Providers	Telephone services
NHS England South	NHS Services Overview
Sussex Health and Care ICS (Integrated Care Service)	ICS replaced CCG in 2022 and oversee delivery of NHS services.
PCN (Primary Care Network) Covering Plan Area	PCN are groups of primary medical services operating in small areas. Individual practices within the PCN may operate a number of surgeries. They are co-ordinated by the ICS.
Foundry Healthcare Lewes PCN	Foundry Healthcare Lewes: School Hill (Lewes)
	Foundry Healthcare Lewes: River Lodge (Lewes)
	Foundry Healthcare Lewes: St Andrew's (Lewes)
	Foundry Healthcare Lewes: Anchor Field (Ringmer)
Greater Wealdon PCN	Bird-in-Eye Surgery (Uckfield)
	Buxted Medical Centre (Uckfield)

Organisation	Infrastructure Responsibility
	Wealdon Ridge Medical Partnership (Newick and Chailey)
	The Meads Surgery (Uckfield)
High Weald PCN	Ashdown Forest Health Centre (Ashurstwood)
	Beacon Surgery (Crowborough)
Seaford PCN	Old School Surgery (Seaford)
	Seaford Medical Practice (Seaford)
The Havens PCN	Chapel Street Surgery (Newhaven)
	Quayside Medical Practice (Newhaven)
	HavensHealth (Peacehaven)
Deans and Central Brighton PCN	Saltdean and Rottingdean Medical Practice (Saltdean)
Commercial bus operating companies	Commercial bus services
Wave Leisure Trust Ltd. operate leisure centres across East Sussex.	Downs Leisure Centre (Seaford)
	Peacehaven Leisure Centre (Peacehaven)
	Lewes Leisure Centre (Lewes)
	Seahaven Swim and Fitness Centre (Newhaven)
	Ringmer Swimming Pool (Ringmer)
	Seaford Head Swimming Pool (Seaford)
Active Sussex	Ensure that sports access is inclusive across Sussex.
East Sussex Fire and Rescue Service	Emergency and critical fire and rescue services.
Sussex Police	Peacehaven Police Office and Seaford Police Station are located within the district. Officers based in Uckfield, Burgess Hill and Brighton may also respond.
The South-East Coast Ambulance Service NHS Trust	Emergency and critical care health services. Advice and signposting to non-emergency provision.
Royal National Lifeboat Institution (RNLI)	Charity carrying out rescues on the coast and at sea.

Structure of the document

The IDP is presented in two sections:

The **Infrastructure Position Statement**, which identifies existing infrastructure provision and assesses its capacity to support growth.

The **Infrastructure Delivery Schedule**, which sets out the critical items of infrastructure that are considered necessary to support the plan and, where possible, identifies costs, funding sources and the organisation responsible for the provision of the infrastructure item.

Section A: Infrastructure Position Statement

The Infrastructure Position Statement comprises a broad audit of existing infrastructure within and serving the plan area. It has been prepared to help inform the Infrastructure Delivery Schedule and collates relevant information on individual services from published information sources and the emerging Local Plan evidence base. As work on the emerging plan progresses, engagement with infrastructure providers will be undertaken and the IDP will be updated with further information as it becomes available.

The Infrastructure Position Statement aims to identify:

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

Transport

Strategic Road Network

Transport: Trunk Road Network	
Overview of Lead Organisations	National Highways, on behalf of the Secretary of State for Transport, is responsible for operating, maintaining and improving the strategic road network (SRN). Its primary role is to deliver a better service for road users and support a growing economy.
Main Sources of Information	<p>National Highways Delivery Plan - 2020 to 2025</p> <p>DfT Road Investment Strategy 2 (RIS 2) - 2020 to 2025</p> <p>DfT Road investment Strategy 3 (RIS 3): Strategic Road Network Initial Report Consultation Document – May 2023</p> <p>Circular 01/2022 December 2022</p> <p>Lewes District Local Plan Shared Transport Evidence Base (STEB): Interim Assessment and Mitigation Strategy – June 2023</p>
Key Issues	<p>The 2017 South Coast Central Route Strategy developed by National Highways identified that congestion and high traffic volumes were the principal problems on the SRN in the area.</p> <p>The A27 runs east/ west through the district and is the key strategic route along the Sussex coast. The A26 south of Beddingham is also part of the SRN in the district and links the non-strategic A259 Coast Road (at Newhaven) with the A27. The A26 also provides connectivity between Lewes and Uckfield and to the northern border of the county with Tunbridge Wells.</p> <p>Both capacity and congestion affect the A27 through the district. Junction capacity issues at the A27/A26 Beddingham Roundabout junction were identified by National Highways South Coast Central Route Strategy but no alleviation measures were suggested. Junction capacity at the A27/A26 Beddingham and A27/A26 Southerham Roundabouts were also identified by the STEB under both the local plan growth options tested; both in isolation and cumulatively with growth planned by other local plans.</p> <p>The STEB also identifies that there is potential for impacts on the flow of traffic on the A27 at the A27 Lacy's Hill Junction as a result of local plan growth.</p>
Existing and Planned Provision	<p>Capacity improvements and sustainable transport measures on the A27: East of Lewes Package, undertaken through the RIS2 programme completed in June 2023. This included improvements to the junctions at Polegate, Wilmington and Drusilla's roundabout near Berwick. Extra lanes to increase capacity, junction layout changes and new lighting and crossings to improve traffic flow and safety were also included. Phase two created a new path for walkers, cyclists and, in some places, horse riders between Firle and Polegate which tied in with the existing footway/cycleway alongside the A27 from Firle to Lewes.</p> <p>Further improvements to the A27 through the Lewes to Polegate package between Lewes and Eastbourne has dualled the road south of the Cophall Roundabout to the A27/A2270 junction at Polegate, aimed at</p>

	alleviating congestion. Further active travel proposals alongside the scheme are anticipated.
Funding Sources	<p>The East of Lewes Improvements funded by the RIS2 (Road Investment Strategy) are now complete.</p> <p>RIS2 identified that further work would be undertaken on developing options for the A27 between Lewes and Polegate as a potential pipeline scheme for construction in the RIS3 period (2025 to 2030).</p> <p>NH published their Strategic Road Network Initial Report in May 2023 along with the supporting route reports, including the South Coast Central Initial Report that covers East Sussex. The reports indicate that the A27 Lewes to Polegate will slip to become RIS4 (2030 to 2035) pipeline projects. This follows on from the Secretary of State for Transport's announcement in March 2023 that the development and potential delivery of the majority of RIS3 pipeline schemes across the country would slip due to a combination of inflation pressures, supply chain disruption post-Covid and the situation in Ukraine all driving-up construction costs, and therefore having an impact on the Government's capital roads investment programme.</p> <p>Where development impacts require physical improvements to the network, National Highways may seek developer contributions through Section 278 or Section 106 agreements. ESCC may seek developer contributions through Section 278 or Section 106 agreements.</p>
Summary/Role of Local Plan and IDP	Anticipated increases in road traffic volumes highlight the need for the Local Plan to promote effective long-term measures to manage and reduce car traffic. The Council will work in partnership with National Highways and East Sussex County Council to pursue common transport goals, including potential trunk road junction improvements and, infrastructure improvements to enable more people to walk, wheel and cycle.

Local Road Network

Transport: Local and Major Road Network	
Overview of Lead Organisations	East Sussex County Council (ESCC) is the local highway authority, responsible for the provision and maintenance of most of the highway infrastructure within the plan area. This includes the Major Road Network which is defined by Government as the most economically important A class roads managed by local highway authorities.
Main Sources of Information	<p>Strategies</p> <p>TfSE Transport Strategy 2020 TfSE - Strategic Investment Plan (2023) East Sussex Local Transport Plan 4 2024 - 2050 (LTP4) LTP4 Investment Plan West Sussex Local Transport Plan 2022-2036 Brighton & Hove Local Transport Plan 2015 - 2030</p> <p>Studies and assessments</p> <p>Lewes Town Transport Study (2011) Newhaven Transport Study (2011) Newhaven Transport Study (2011) A27 Corridor Feasibility Study (2015) Newhaven Port Access Road Business Case (2018) TfSE - South Central Radial Study (2021) TfSE - Outer Orbital Area Study (2021) Newhaven Port Freight Assessment (2022) Lewes District Local Plan Shared Transport Evidence Base (STEB): Interim Assessment and Mitigation Strategy – June 2023</p>
Key Issues	<p>The A26 north from Lewes and A272 are part of the Major Road Network within Lewes District. The A26 provides the north/south connection from the A27 and A22 SRN and is itself part of the SRN south of the A27. The A272 provides the northern parts of the district with links to the rest of East Sussex to the east and with Mid Sussex to the west.</p> <p>The A259 Coast Road, also part of the Major Road Network, links the coastal towns in the district and continues on to Eastbourne to the East, and Brighton to the West.</p> <p>The A275 provides an alternative north/south connection linking the coastal towns and north-western villages with the town of Lewes.</p> <p>ESCC in partnership with the district and borough councils in East Sussex has developed an East Sussex County Wide Transport Model. This will be used to assess the impacts of the plan in future. Prior to this a Shared Transport Evidence Base (STEB) spreadsheet modelling approach was developed to ensure that the impact of the early options for the local plan were assessed. The STEB reported in June 2023 and draws on the findings of the previous studies undertaken.</p> <p>The STEB identifies critical junction and highway capacity issues associated with two development scenarios assessed. This provides a good indication that the improvements identified are likely to need to be provided under whichever development scenario is adopted by the local</p>

Transport: Local and Major Road Network

plan, albeit with some adjustments to the timings and severity of impacts anticipated. Considering mitigations proposed in terms of modal shift, the following junctions are likely to require enhancement due to the development associated with the plan. Without enhancement, the level of impact anticipated may pose a risk to the operability of the network.

Ref	Junction	Corridor
L1	A26/B2192 Earwig Corner	A26
L2	A26/Church Lane	A26
L3	Snail RBT	A26
L4	Southerham RBT	A27
L5	A259 Brighton Rd/South Way/A259 Lewes Rd	A259
L6	A259 Newhaven Swing Bd/South Way/North Way	A259
L14	A272/A275 (S) RBT	A275
L15	A272/A275 (N) RBT	A275
L18	B2116/A275	A275
L19	A275/A2029	A275
L23	A2029 High St/ Station St	A2029
L24	A2029 High Street/B2193	A2029
L25	Phoenix Causeway A2029/East St A2029	A2029
L26	A2029 Malling St /A2029 Phoenix Causeway	A2029
L29	A259/Telscombe Cliffs Way	A259 - CIL
L31	Beddingham RBT	A27
L32	Lacys Hill/A27	A27
L33	B2192/B2124	B2192
L34	Church Hill/B2192	B2192

West Sussex Local Transport Plan

The West Sussex Local Transport Plan (2022-36) identifies capacity issues for the largest heavy goods vehicles on the A272 east of the A24. It intends to remove part of the A272 from the Primary Route Network and associated signing as a priority action during the period 2022 to 2027. Funding requirements and sources are not identified for this work.

Existing and Planned Provision

The Newhaven Port Access Road, McKinley Way, was completed and opened to traffic in late February 2022 and provides a direct link between the A259 to the port across Mill Creek bypassing the town centre.

ESCC Scheme at A272 Gold Bridge, Goldbridge Road, Newick – Vehicles over 7.5 tonnes are being diverted from the A272 to the A22 via Wych Cross due to insufficient strength in the bridge. Works are required to improve strength to allow HGV movements.

ESCC Scheme at A259 Exceat Bridge, replacement bridge works to be carried out. Construction expected to start in 2025. Existing bridge will remain open during the construction phase. Funded by Central Government Levelling Up Fund.

Appendix B of the ESCC LTP4 identifies a list of schemes (including those relating to the local road network) for delivery in the period to 2050 and is available to view here: <https://www.eastsussex.gov.uk/roads->

Transport: Local and Major Road Network	
	<p>transport/transport-planning/local-transport-plan/local-transport-plan-4/tp4-strategy/appendix-b-list-of-schemes-presented-in-theme-maps</p> <p>The list is accompanied by a series of thematic plans. There are 4 themes in total. Consultation and dialogue with (among other) ESCC will inform the Infrastructure Delivery Schedule in due course and including details of funding sources for specific schemes and timescales for delivery of schemes pertaining to the plan-area specifically and when these matters are better understood.</p>
Funding Sources	<p>Local Transport Plan schemes are funded from various sources. Currently there are capital allocations from central government for highway maintenance and small integrated transport and safety schemes. Neither allocation is ring-fenced so can be spent according to County Council priorities. Whilst revenue from controlled parking can be used to fund transport improvements, any surplus revenue is used in East Sussex to provide supported bus services and fund concessionary fare schemes.</p> <p>Funding to deliver transport infrastructure has previously been secured from the South-East LEP or Coast to Capital LEP, following the submission of business cases. However, LEP's ceased in April 2024</p> <p>Government intermittently announces extra funding through both allocation and competitive bidding processes for specific areas of spend. The Housing Infrastructure Fund and Levelling Up Fund are two recent examples.</p> <p>Local authorities also receive Formula Grant from the Department for Communities and Local Government which can be spent on local priorities, including transport.</p> <p>Development contributions are secured to fund transport improvements or services to mitigate the negative impacts of development on transport networks and ensure that development is supported by the appropriate infrastructure. Where development impacts require physical improvements to the local highways network, ESCC may seek development contributions through Section 278 or Section 106 agreements and may also gather contributions through CIL.</p>
Summary/Role of Local Plan and IDP	<p>An integrated approach to transport provision is needed to ensure that existing congestion is managed, and new development is located in sustainable locations with access to active travel networks to enable more people to walk, wheel and cycle and have access to public transport to support healthy lifestyles and reduces car dependency. The Council will work in partnership with ESCC and other partners to agree joint transport priorities in order to achieve these outcomes.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial</p>

Transport: Local and Major Road Network	
	strategy and (among other) the transport related infrastructure requirements for the Local Plan.

Rail Services

Transport: Rail Services	
Overview of Lead Organisations	<p>The Department for Transport has overarching strategic and financial responsibilities for railways and awards the franchises for passenger rail services.</p> <p>At present, Network Rail is responsible for maintenance and investment in track, signalling systems, bridges and tunnels. Train Operating Companies (TOCs) run passenger train services and lease and manage stations from Network Rail. The launch of the new public body Great British Railways (GBR), anticipated during autumn 2024, is expected to integrate the railways and deliver passenger-focused travel with simpler, modern fares and reliable services. GBR will take over Network Rail responsibilities although it is unclear how franchises will be managed at this point.</p> <p>The Office of Rail and Road (ORR) regulate the rail industry's health and safety performance, and hold Network Rail and High Speed 1 to account, and make sure that the rail industry is competitive and fair. The ORR are accountable to Parliament and the public.</p> <p>The current TOC in Lewes District is Southern (part of Govia Thameslink Railway).</p> <p>A number of Freight Operating Companies (FOCs) operate in the district.</p>
Main Sources of Information	<p>DfT London and South Coast Rail Corridor Study (2017)</p> <p>TfSE Strategic Investment Plan for the South East (2023)</p> <p>TfSE Rail Thematic Plan (2023)</p> <p>East Sussex Local Transport Plan 4 2024 – 2050</p> <p>LTP4 Investment Plan</p> <p>East Sussex Rail Strategy and Action Plan (2013)</p> <p>East Sussex Rail Development Strategy (under development)</p> <p>West Sussex Local Transport Plan 2022-2036</p> <p>Newhaven Port Freight Assessment (2022)</p>
Key Issues	<p>Rail travel is a particularly important form of transport in the district for both commuters and tourists.</p> <p>TfSE Rail Thematic Plan, LTP4 and the current Rail Development Strategy notes that east to west rail connectivity is poor in East Sussex and that rail capacity is insufficient to accommodate the needs of long-distance and local passengers as well as rail freight customers.</p>
Existing and Planned Provision	<p>The Brighton Main Line Improvement Project forms part of a £300m government-funded programme along the London to Brighton corridor. This investment will be focussed on the sections of route between Three Bridges and Brighton/Lewes and aims to improve performance and boost infrastructure resilience on the railway.</p> <p>A 2008 study (led by Network Rail and East Sussex County Council) on the feasibility of reinstating the Lewes to Uckfield line concluded that there was no economic case for the project at that time. The DfT led London and South Coast Rail Corridor study (2017) concluded that there</p>

Transport: Rail Services

was a poor business case for reopening the line. However, the wider economic benefits were not considered as part of this study. Following the completion of this study, TfSE and Network Rail now support the development of a business case for the reopening of the line as outlined in the TfSE 2023 SIP. This is also supported by ESCC. The reopening of the Uckfield - Lewes Wealden Line requires both traction and capacity enhancements and reconfiguration at Lewes. The LTP4 and its Investment Plan also identify the reopening of the Lewes - Uckfield rail route, and it will be included within the emerging updated East Sussex Rail Strategy.

Further Newhaven Port Capacity and Rail Freight Interchange upgrades are recommended by the Newhaven Port Freight Assessment (2022) and are included within the TfSE 2023 SIP. This work will increase capacity by lengthening the sidings to allow 26 wagon trains while interchange improvements will allow an increase from 7 to 10 trains per day. The LTP4 and its Investment Plan also identify rail freight opportunities at Newhaven Port. Newhaven Port are in the process of developing a new Port Masterplan which will include consideration of freight (on rail) opportunities for the next 20 years.

The Thameslink project delivered improvements to capacity along the route to London and station improvements for connections at London Bridge completed during 2019 with an increase to 20 trains per hour to the core London stations. Thameslink services serve stations along the Brighton Main Line. Whilst no Thameslink services operate into Lewes District, interchange opportunities onto Thameslink services exist with Southern services which serve Newhaven, alongside services to Eastbourne which call at Plumpton, Cooksbridge, Lewes and Glynde stations. Improved stopping services in recent years at stations such as Cooksbridge increase accessibility to rail travel for rural communities.

Re-signalling of the Lewes to Seaford branch line was carried out in 2019 which increased the number of trains that can use the diversionary route for London–Brighton services via Lewes to three trains per hour. Track, switches and crossings at Southerham junction were also renewed as part of the project.

Newhaven receives aggregates traffic, and transports ash from the Veolia Energy Recovery Facility for re-use in areas around London. Newhaven Marine Aggregates Terminal was completed during 2020 and provides capacity for 7 trains per day consisting of 20 wagons.

Improvements to Wivelsfield Station in Burgess Hill (West Sussex) were completed during 2023. It was recently announced that Wivelsfield has also secured funding to make the station fully accessible. Wivelsfield lies on the edge of the East Sussex boundary, on the edge of Lewes District, and therefore is the local station for some of our local communities.

Appendix B of LTP4 identifies a list of schemes (including those relating to the rail) for delivery in the period to 2050 and is available to view here: <https://www.eastsussex.gov.uk/roads-transport/transport-planning/local->

Transport: Rail Services	
	<p>transport-plan/local-transport-plan-4/ltp4-strategy/appendix-b-list-of-schemes-presented-in-theme-maps</p> <p>The list is accompanied by a series of thematic plans. There are 4 themes in total. Consultation and dialogue with (among other) ESCC will inform the Infrastructure Delivery Schedule in due course and including details of funding sources for specific schemes and timescales for delivery of schemes pertaining to the plan-area specifically and when these matters are better understood.</p>
Funding Sources	<p>Funding is primarily allocated by the DfT through Network Rail. However, this will change with the introduction of the new Great British Railways organisation anticipated in autumn 2024.</p> <p>Development contributions to contribute to the improvements to rail services and ancillary facilities may also be collated by local authorities. For example to deliver secure, covered cycle parking facilities at stations to reduce reliance on the private car.</p> <p>ESCC contributes towards local transport improvements to rail stations (such as walking and cycling infrastructure and part funded cycle parking infrastructure in conjunction with the TOCs).</p> <p>TfSE bids/leverage to fund rail improvements are also anticipated.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan seeks to make best use of public transport and active travel opportunities. The use of rail services by residents and visitors and freight movements supports the overall policy position of minimising use of the private car. However, the Council has a limited role in determining the outcome of investment decisions on the rail network. Partnership working with TfSE and the East Sussex County Council will be the principal way in which the Local Plan can support the delivery of new rail infrastructure. The Local Plan proposes to continue to oppose development that would significantly prejudice the reinstatement of the former Lewes to Uckfield railway line.</p>

Bus Services

Transport: Bus Services	
Overview of Lead Organisations	<p>The framework for the provision of bus services in East Sussex, including Lewes District, is set out in a Enhanced Partnership Plan (EPP). This is a high-level statutory agreement between ESCC as the Local Transport Authority (LTA) and all the main operators of bus services in East Sussex. The EPP sets out the objectives for improving bus services, subject to available funding, based on the East Sussex Bus Service Improvement Plan (BSIP). The actions to achieve the EPP objectives are set out in the supporting Enhanced Partnership Scheme.</p> <p>Only a limited number of bus services in the Lewes area are provided on a commercial basis. These being routes to and from Brighton (run by Brighton & Hove Bus Company and its subsidiary Metrobus, and a new service introduced in May 2023 by Stagecoach). The vast majority of bus routes, and the communities they serve, are reliant upon funding from ESCC.</p> <p>ESCC as the Local Transport Authority has a statutory duty to secure additional bus service provision where it considers the public transport needs of the local population would otherwise not be met. The ESCC Strategic Commissioning Strategy for Public Transport explains how additional bus services are secured to meet the needs of the local population.</p> <p>ESCC is responsible for delivering highway measures including bus lay-bys, bus stop clearways, bus lanes, lighting and accessibility measures. ESCC is also responsible for the Real Time Passenger Information System (RTPI), including displays at bus stops. Bus operators are able to provide their bus flag and are responsible for printed information at bus stops.</p> <p>Bus shelters are provided by Parish and Town Councils.</p>
Main Sources of Information	<p>Local Transport Plan 4 (LTP4) 2024-2050 LTP4 Investment Plan ESCC Bus Service Improvement Plan (BSIP) (2021) East Sussex Enhanced Partnership Plan (EPP) (2022) East Sussex Enhanced Partnership Scheme (2024) Bus Back Better: National Bus Strategy for England (2021)</p>
Key Issues	<p>The existence of nearly all bus services in the area is reliant on the ability of ESCC to be able to continue funding their provision, either through its own funding (which is under significant pressure due to competing priorities, inflationary costs and insufficient Government grant allocations), or through its successful BSIP bid to Government (funding for which is currently only until March 2026).</p> <p>Cuckmere Buses also provide some community bus services, with the help of Parish and Town Council funding. However, community bus</p>

	<p>operators are struggling to attract volunteers to maintain and ideally expand their services.</p> <p>Providing bus services in predominantly rural areas is very challenging due to demand being lower and more dispersed.</p> <p>Where there are higher demand flows, on the A259 coastal strip and the A26 corridor, the biggest challenge is traffic congestion. Bus operators and the LTA are incurring greatly increased costs in having to provide more bus and driver resources to maintain bus schedules to try to take account of worsening traffic delays. An unreliable bus service is detrimental to efforts to improve bus use.</p> <p>Since the Covid pandemic the commercial viability of bus services has greatly reduced. This is due to reduced numbers of fare paying passengers through changes to travel habits, along with significantly higher bus operating costs resulting in increased wages (due to industry wide shortages of drivers and mechanics). As a result, the cost to ESCC in funding bus services which are not commercially viable has risen sharply.</p>
Existing and Planned Provision	<p>Most of the services run on a commercial basis offer attractive frequencies:</p> <ul style="list-style-type: none"> • Up to 9 buses per hour on the A259 linking East Saltdean, Telscombe Cliffs, Newhaven and Seaford with Brighton, and up to six per hour linking these towns to Eastbourne, • Up to 4 buses per hour between North Peacehaven and Brighton, • Up to 3 per hour between Lewes and Uckfield, and up to 2 per hour between Lewes, Crowborough and Tunbridge Wells. <p>Stagecoach offers an hourly service linking Seaford and Newhaven with the Universities, and Metrobus an hourly service linking Wivelsfield with Brighton, Hassocks, Burgess Hill, Haywards Heath and Crawley.</p> <p>Approximate Monday to Saturday daytime frequencies of ESCC funded services are:</p> <ul style="list-style-type: none"> • Lewes town services – generally twice hourly, • Seaford town service – generally twice hourly, • Lewes-Chailey-Newick – hourly, • Uckfield-Maresfield-Newick-North Chailey-Princess Royal Hospital-Haywards Heath – hourly, • Lewes-Barcombe – 2 hourly, • Lewes-Kingston-Rodmell-Piddinghoe-Newhaven – 2 hourly, • Lewes-Plumpton Green-Wivelsfield Green-Princess Royal Hospital-Haywards Heath – 2 hourly, • Lewes-Glynde-Firle-Alfriston-Eastbourne – 3 per day, • Newhaven-South Highton town service – 3 per day, • Lewes Village Rider linking the communities of Westmeston, Ditchling, East Chiltington with Lewes, Burgess Hill and Hassocks – between 3 per day and twice per week. <p>ESCC's successful bid to UK Government for support for its BSIP resulted in funding from June 2023 until March 2026 to provide a</p>

number of improved bus services in Lewes District. These have included:

- Increasing the Monday to Saturday daytime frequency of the North Peacehaven-Brighton service from 3 per hour to 4 per hour,
- A new hourly bus route linking Heathfield, Framfield, Uckfield, Lewes and Brighton,
- Doubling of the Monday to Saturday daytime frequency between Lewes, Crowborough and Tunbridge Wells to twice hourly, plus an improved evening service,
- A new bus route linking Eastbourne, Hailsham, Laughton, Ringmer, Lewes and Brighton, running every 30 minutes Monday to Saturday daytime (plus hourly evenings and Sundays between Hailsham and Brighton),
- A more frequent Lewes town bus service,
- A new Saturday service on the route between Lewes, Plumpton Green, Wivelsfield Green, Princess Royal Hospital and Haywards Heath,
- An improved service on the Village Rider serving Ditchling, Westmeston and East Chiltington,
- New Sunday bus services for Newick, North Chailey, South Chailey, Cooksbridge, Offham, Kingston, Rodmell and Piddinghoe.

Importantly, BSIP funding has provided the new 'FlexiBus' demand responsive service, which offers pre-booked journey opportunities for most of Lewes District. The service is available 7am to 7pm on Mondays to Saturdays for journeys not linked by conventional bus routes within specific zones and key destinations outside. Bookings can be made by phone, app or online. BSIP funding for FlexiBus currently runs until April 2025.

ESCC, in line with its BSIP and East Sussex Partnership Scheme, delivers on a range of initiatives to make bus travel more appealing and improve access to the Town Centre and key service destinations. These include lower fares initiatives using funding from UK Government, publicity and additional real time sign provision, plus other bus stop improvements.

Accessible and good quality bus stop facilities for passengers are a key component to attracting greater bus use. Provision of bus shelters which are in a good state of repair, with seating and lighting, are important components of the journey experience.

	<p>ESCC's detailed approach to bus services is set out in the BSIP. Relevant to Lewes District it identifies two main bus corridors for investment in new bus priority highways infrastructure to improve the reliability and attractiveness of services, leading to greater passenger growth and more commercial bus service provision. These being the A259 between Eastbourne and Brighton and the A27/A26 between Brighton and Tunbridge Wells. UK Government BSIP funding will deliver new bus lanes on the A259 new bus Lanes in the Eastbourne town centre, Denton and Peacehaven areas (in addition to the existing Peacehaven-Rottingdean bus lanes and the lane also proposed on Brighton seafront by Brighton and Hove City Council). Buses will also be provided with signal priority at traffic lights.</p> <p>The new BSIP (2024) proposes further improvements to bus services, including increases in the Peacehaven Area, a new direct bus link from south west Newhaven to Brighton (funded through development), and new evening and Sunday provision between Uckfield, Maresfield, Newick, North Chailey, Princess Royal Hospital and Haywards Heath. Crucially it also calls on further BSIP funding from Government to provide for the continuation of existing bus services, including those improved from July 2023 using the first BSIP funding allocation.</p> <p>The 2023 TfSE SIP supports the development of a "Sussex Coast Mass Rapid Transit" priority bus route along the A259. In addition, it identifies the A272 bus route improvements as a priority scheme.</p> <p>Appendix B of LTP4 identifies a list of schemes (including those relating to the bus services/enhancements) for delivery in the period to 2050 and is available to view here: https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/local-transport-plan-4/ltp4-strategy/appendix-b-list-of-schemes-presented-in-theme-maps</p> <p>The list is accompanied by a series of thematic plans. There are 4 themes in total. Consultation and dialogue with (among other) ESCC will inform the Infrastructure Delivery Schedule in due course and including details of funding sources for specific schemes and timescales for delivery of schemes pertaining to the plan-area specifically and when these matters are better understood.</p>
Funding Sources	<p>ESCC provides revenue funding, through competitive tendering, for services not run by operators on a commercial basis. Revenue funding is not secure due to cuts in UK Government grant funding to local authorities and uncertainty over future levels of support to ESCC, including after the end of its current allocation of BSIP funding. ESCC will continue to work with bus operators to identify ways of improving the commercial viability of services, to reduce reliance on uncertain future public funding sources.</p> <p>Other important sources of funding include UK Government Bidding opportunities when they occur. In particular, ESCC has been working in partnership with operators to submit bids for zero emission buses in the Eastbourne area but so far has not been successful in securing funding.</p>

	<p>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.</p> <p>Developers may also contribute through CIL levied by LDC, through S106 developer contributions and by direct supply of planned infrastructure improvements as part of their development. Town and Parish Councils may choose to fund improvements to bus shelters.</p>
Summary/Role of Local Plan and IDP	<p>It is imperative that new developments are in appropriate locations to maximise the ability of bus services to offer sustainable travel solutions that are also financially viable in terms of cost of provision. This additionally requires specific and detailed consideration of estate design so to minimise walking routes to existing or new bus stops.</p> <p>The Local Plan can help to improve access by public transport by ensuring that new development contributes to bus infrastructure and funds new routes or services to support development.</p> <p>The emerging Local Plan policies will seek to improve accessibility and widen transport choices through requiring, as far as possible, all new developments to be served by an attractive choice of transport modes, including public transport, cycle routes, bridleways, and footpaths.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy and (among other) the transport related infrastructure requirements for the Local Plan.</p>

Active Travel

Transport: Active Travel (Walking, wheeling and cycling)	
Overview of Lead Organisations	<p>ESCC is responsible for managing and maintaining footpaths, public rights of way and some cycle paths. The South Downs National Park Authority is responsible for the South Downs Way.</p> <p>Sustrans creates and maintains the National Cycle Network. Route 2 traverses the district along the coast linking Portsmouth to Dover while Regional Route 90 traverses the national park and links Brighton and Polegate via Lewes.</p>
Main Sources of Information	<p>DfT Cycling & Walking Strategy 2 – 2023 DfT Gear Change – A bold vision for walking and cycling - 2020 TfSE Strategic Investment Plan for the South-East (2023) TfSE Active Travel and Micromobility Thematic Plan (2023) East Sussex Local Transport Plan 4 (LTP4) 2024-2050 East Sussex LPT4 Investment Plan Local Cycling and Walking Infrastructure Plan (LWCIP) (2020) – due to be updated in 2025 East Sussex CC Rights of Way Improvement Plan (RoWIP) 2007-2017</p>
Key Issues	<p>Walking, wheeling or cycling for everyday journeys, provides one of the most inclusive ways of enabling people to integrate more physical activity into their daily lives alongside reducing car trips for short local journeys or as part of longer journeys. The existing active travel networks are limited, therefore there are considerable opportunities to improve cycling, wheeling and walking infrastructure in this part of the county for short local journeys and as part of longer journeys.</p>
Existing and Planned Provision	<p>The Egret's Way shared walking and cycling path linking Newhaven and Lewes is under construction. Funding and landowner consent for the final Phase 6 is under investigation. The initial five phases have received a total of £250,000 of CIL funding from LDC alongside funding from other sources.</p> <p>Funds have been secured to improve pedestrian crossing facilities in Chailey.</p> <p>ESCC LWCIP prioritises the following schemes for implementation in the district: A259 Newhaven – Pevensy Multi Modal Corridor Scheme</p> <p>Avis Road - Newhaven (Multi - Modal) Scheme Egrets Way – Phases, 6 and 7.</p> <p>TfSE's SIP highlights the achievement of a Sussex Coast active travel corridor along the A259 as a key priority in the district. This will be a multi-million package of investments and interventions along the coast.</p> <p>LTP4 also identifies active travel enhancements and rural and market town connectivity for active travel modes. It is anticipated that the LCWIP update due in 2025 will contain further details on the potential schemes for delivery.</p>

	<p>Appendix B of LTP4 identifies a list of schemes (including those relating to Active Travel) for delivery in the period to 2050 and is available to view here: https://www.eastsussex.gov.uk/roads-transport/transport-planning/local-transport-plan/local-transport-plan-4/ltp4-strategy/appendix-b-list-of-schemes-presented-in-theme-maps</p> <p>The list is accompanied by a series of thematic plans. There are 4 themes in total. Consultation and dialogue with (among other) ESCC will inform the Infrastructure Delivery Schedule in due course and including details of funding sources for specific schemes and timescales for delivery of schemes pertaining to the plan-area specifically and when these matters are better understood.</p>
Funding Sources	<p>ESCC Capital Grant for integrated transport schemes (including active travel)</p> <p>Levelling Up Fund Allocation</p> <p>CIL</p> <p>Development Contributions</p> <p>Active Travel England</p> <p>Other Government funding sources</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan can help to improve inclusive walking, wheeling and cycling infrastructure by ensuring that new development is permeable, links to existing active travel networks, bus stops and railway stations and provides new routes within and alongside development where possible. Developer contributions to the provision of safe walking, wheeling and cycling routes for new residents may also be collated in accordance with emerging and adopted policies.</p> <p>The emerging Local Plan policies will seek to improve connectivity, and widen transport choices, through requiring, as far as possible, all new developments to be served by an attractive choice of transport modes, including public transport, cycle routes, bridleways, and footpaths.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy and (among other) the transport related infrastructure requirements for the Local Plan.</p>

Utilities

Water Supply

Utilities: Water	
Overview of Lead Organisations	South-East Water and Southern Water supply treated water to businesses and residents of the plan area. The Environment Agency is responsible for ensuring compliance with the Water Framework Directive that aims to protect and enhance the water environment.
Main Sources of Information	<ul style="list-style-type: none">▪ South East Water Water Resources Management Plan (WRMP) 2020-80,▪ Southern Water Water Resources Management Plan (WRMP) 2020-70,▪ South East River Basin District River Basin Management Plan: 2022 (Environment Agency),▪ LDC Water Cycle Study – March 2023,▪ Water Resources South East Regional Plan – August 2024.
Key Issues	<p>Water resource planning is undertaken within a water resources region which encompasses a number of water resources and supply companies. The majority of water resources are linked, and water companies may move water around the region or trade resources inter-regionally. The Environment Agency has identified the whole of the South East as an area of 'serious water stress'. This is defined as an area where the demand for water is a high proportion of the water available, which can lead to serious stress on the water environment. Resources are finely balanced between meeting the demands of existing abstractions and the need to protect river flows to meet environmental requirements.</p> <p>The main challenges in terms of securing sustainable amounts of water are over abstraction, modifications and structures that change flow, and reductions in supply arising from climate change. The South East relies heavily upon groundwater for drinking water and for sustaining wetlands.</p> <p>Water Resources South East (WRSE) is an alliance of the six water companies that cover the South East region of England and they published their new Regional Plan, in August 2024. It identifies preferred locations for building reservoirs, desalination plants and identifies the level of abstraction and trading that is required for the region to have enough water in the period 2025 to 2075. While individual water companies may set different priorities within their service area, the twenty-five year WRMP needs to be in conformity with the regional water resources plan and are expected to be formally reviewed every five years.</p> <p>One way in which the water companies differ is the way in which they intend to implement leak reductions and water efficiency savings. For example, the regional dry year water efficiency target is 110 l/h/d by 2050. South East Water intends to introduce the water efficiency standard of 144 l/h/d by 2025 reducing to 110l/h/d by 2050 while Southern Water intends to meet the 110l/h/d regional conditions by 2045.</p> <p>South-East Water supplies the majority of the plan area. A revised WRMP was published by South-East Water during 2024. During the WRMP period it is anticipated that demand will be met through a programme of water efficiency, leak reduction and intraregional water company transfers. Post 2040 it is intended to supplement these measures with inter-regional water</p>

	<p>transfers and a wastewater recycling facility at Peacehaven Brighton WWTW linked to the Arlington reservoir. There is also potential for a new reservoir at Broyle Place identified by the South-East Regional Plan.</p> <p>Southern Water supplies Seaford and Telscombe and some properties to the east of Peacehaven. A revised WRMP is currently being developed by Southern Water, which is expected to be finalised during 2024/25. During the WRMP period it is anticipated that demand will be met through a programme of water efficiency, leak reduction and inter-regional water company transfers. In the period to 2040 it is anticipated that aquifer storage and recovery will be implemented together with the completion of a transfer pipeline, which will strengthen connections between North Sussex and the Worthing and Brighton areas. Post 2040 further inter and intraregional transfers are anticipated. A desalinisation plant is anticipated along the Sussex Coast.</p>
Existing and Planned Provision	<p>A new reservoir is required in the East Sussex Area. The Water Resources South-East (WRSE) Regional Plan identifies a second reservoir at Arlington in Wealdon District as the preferred option with completion anticipated circa 2040. An alternative location at Broyle Place to the east of Broyle Side within LDC was also assessed.</p> <p>Water recycling – wherein water from a wastewater treatment works (WWTW) that previously discharged to the sea is discharged back into the supply via a storage location – was assessed by the WRSE Regional Plan for application at the Peacehaven Brighton WWTW via the Arlington reservoir/s post 2041.</p> <p>A desalination plant is required in the Sussex Brighton water resource area. The preferred option of a plant at Shoreham Harbour has now been discounted. A new location for the plant is being sought.</p> <p>The existing water supply system works under pressure which allows flexibility in the provision of new mains required to serve new development. No overriding constraints that may prevent development taking place in the plan area are anticipated. However, it is likely that new connection investment will be required to serve the new development proposed by the Local Plan, particularly to ensure pressure sufficient for fire-fighting.</p>
Funding Sources	<p>OFWAT, Southern Water, South-East Water, Developer contributions</p> <p>Water companies plan the level of investment required to meet demand from new development through the water industry's price review process. Business plans are prepared by the water companies for five-year periods coinciding with the WRMP; these business plans are scrutinised by Ofwat. Customer prices are determined through this process and fund the water company's investments over the WRMP period.</p> <p>The water companies have limited powers to prevent connections to the water system. This is the case even where there is insufficient capacity in the water mains, which may result in unacceptable levels of service to existing customers (e.g. poor water pressure). Improvements which are required to local infrastructure as a result of new development should be funded by that development in accordance with Ofwat principles. This ensures that the cost is passed to those who directly benefit from it, and reduces the burden on existing customers, who would otherwise have to pay through increases in general charges. In addition, an "Infrastructure Charge" is usually levied on developments to cover the cost of any network reinforcement works that are necessary prior to the connection to a new water supply or wastewater</p>

	connection. It also covers the costs incurred by the water company in reinforcing its supply network to cope with the additional demand placed upon it by new connections.
Summary/Role of Local Plan and IDP	<p>The Local Plan identifies the location, scale and timing of development in order to provide evidence for the periodic review of prices carried out by OFWAT. OFWAT generally agrees to fund the strategic investment required to service new development provided that there is planning certainty through an adopted plan. The water companies seek funding through the periodic review process to provide additional water resources and mains capacity. The last periodic review was during 2019.</p> <p>The emerging local plan will require new development to minimise water consumption and demonstrate that consumption will not exceed 110l/h/d (emerging policy W3). Site specific policies will be needed to ensure new development connects to the water distribution system at the nearest point of adequate capacity. To this end, the water companies will need the opportunity to carry out site specific assessments when the precise locations and scale of development have been refined.</p>

Waste Water Capacity

Utilities: Sewerage	
Overview of Lead Organisations	Southern Water is the statutory sewerage undertaker for the plan area. The Environment Agency is responsible for monitoring the operation of sewage and waste water treatment works as well as setting limits on discharges to watercourses.
Main Sources of Information	Southern Water Five-year Business Plan 2020 - 25 Southern Water Drainage and Wastewater Management Plan (DWMP) for the Adur and Ouse River Basin Catchment - 2023 Southern Water DWMP Strategic Context – 2023 Adur and Ouse DWMP Investment Needs Appraisal - 2023 LDC Water Cycle Study Scoping – May 2023
Key Issues	<p>Southern Water is not permitted to discharge treated effluent from wastewater treatment works in excess of the environmental permit provided by the Environment Agency or breach imposed quality standards. However Southern Water has limited powers to prevent connections to the sewerage system; even where there is insufficient capacity in the sewers or at a treatment works. This may result in unacceptable levels of service to existing customers, such as sewer flooding.</p> <p>Unpleasant odours sometimes arise as a result of treatment processes that occur at Wastewater Treatment Works (WWTWs). Sensitive receptors, such as residential development, need to be separated from WWTWs.</p> <p>Capacity at several WWTW exceeds 80% of the existing permit capacity. These include Newhaven East, Goddards Green, Neaves Lane – Ringmer, Wivelsfield and Cooksbridge although it should be noted that the primary source of flows at Goddards Green and Wivelsfield lie within Mid Sussex.</p> <p>Where capacity in the sewage network and WWTW is limited, network reinforcement will be required.</p>
Existing and Planned Provision	<p>The Peacehaven and Brighton WWTW was upgraded during 2013. Although the WWTW primarily serves development in Brighton, development in Saltdean, Telscombe and Peacehaven is also served. Further upgrades to the sewers leading to the WWTW are indicated by the DWMP Investment Needs Appraisal during the 2030 to 2035 AMP 9 schedule of works. This may be linked to water reuse at the plant in the period from 2040.</p> <p>Capacity improvements to the Neaves Lane WWTW at Ringmer were completed during 2020. Further capacity improvements are anticipated to be required by the DWMP Investment Needs Appraisal during the 2025 to 2030 AMP 8 schedule of works.</p> <p>Both capacity improvements and sewer upgrades are identified as necessary within the area served by the Newhaven East WWTW by the DWMP Investment Needs Appraisal during the 2030 to 2035 AMP 9 schedule of works.</p>
Funding Sources	Southern Water through Ofwat

	<p>Funding for works identified as necessary by the DWMP Investment Needs Appraisal are prioritised for funding by Southern Water but have not yet been approved for funding by Ofwat. Extensions to WWTW may be planned and funded through the Investments Needs Appraisal Process but site specific proposals through the local plan are needed to understand where upgrade will be required.</p> <p>Developer payments towards connections and local sewer works will be sought directly by Southern Water.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan will inform Southern Water's investment planning. It will provide the planning certainty required to support investment proposals to Ofwat, the water industry's economic regulator.</p> <p>Policies are needed to ensure that new development connects to the sewerage system at the most appropriate point and to ensure that local infrastructure, such as on-site sewers, will be delivered by the development.</p>

Gas

Utilities: Gas	
Overview of Lead Organisations	National Grid owns and operates the high pressure gas transmission network in the UK. Scotia Gas Networks (SGN) is the gas distribution network operator for South East England. The plan area lies within the South East Local Distribution Zone (LDZ).
Main Sources of Information	SGN Long Term Development Statement – 2024
Key Issues	<p>Gas networks are dynamic systems where demand can rise and fall dependant on customer requirements, new connections to the system over time and the weather.</p> <p>New homes add relatively little to gas demand as there are relatively few new homes, compared to the total number of existing homes. Also, the heat demands of new homes are generally considerably lower due to better building standards and more efficient boilers. The impact of the Future Homes Standards and the move away from new gas fired boiler installations has not been factored into the forecast but is expected to reduce demand in the longer term. Thermal efficiencies introduced through building regulations have been factored into forecasts.</p> <p>Where new connections are required to service a new development the size and scale of the project would need to be assessed to understand whether there is a need for local reinforcement of the gas network to support the maintenance of operational pressures both individually and cumulatively. This can only be assessed once site specific allocations are proposed.</p> <p>SGN participates in the national 30 year programme to decommission iron gas mains within 30m of buildings and replace them with plastic pipe. This safety programme also helps to reduce leakage in the network leading to efficiencies. The programme is scheduled to be completed in 2034. The replacement of pipes involves significant disruption where the works are taking place but also represents a significant investment in the gas supply infrastructure.</p>
Existing and Planned Provision	<p>SGN operates the gas networks in the plan area. This includes the gas pipeline and maintaining the network to ensure pipes are in an efficient state to deliver gas safely. SGN are responsible for connections to residential and business premises as well as services such as alterations and disconnections.</p> <p>SGN has a statutory duty to develop and maintain an efficient and co-ordinated transmission system of gas. New gas infrastructure developments are periodically required to meet increases in demand and changes in patterns of supply.</p>
Funding Sources	Scotia Gas Networks

	Commercial charging for connection.
Summary/Role of Local Plan and IDP	The Local Plan helps to identify the anticipated location, scale and timing of development in the plan area to help inform the SGN demand forecasting and investment programme.

Electricity

Utilities: Electricity	
Overview of Lead Organisations	<p>National Grid owns and maintains the national electricity transmission network, providing electricity supplies from generating stations to local distribution companies.</p> <p>UK Power Networks (UKPN) operates and maintains the electricity distribution network that comprises overhead lines and cables up to 132,000 volts across the South-East of England.</p> <p>Electricity supply companies pay UKPN to transport their customer's electricity. Independent operators can own and operate a network within a new development but will still connect to the UKPN network via a metered circuit breaker.</p>
Main Sources of Information	<p>South-Eastern Power Network's Long Term Development Statement 2022</p> <p>National Grid Website: Little Horsted National Grid ET</p>
Key Issues	<p>The companies responsible for energy supplies are normally able to provide the required infrastructure to serve new development through exercising their statutory powers and by agreement with the relevant parties.</p> <p>Rural areas of Lewes District are more susceptible to intermittent power cuts due to the electricity being transported by overhead lines which are vulnerable to extreme weather.</p>
Existing and Planned Provision	<p>National Grid's electricity transmission network operates at a strategic level, providing electricity supplies from generating stations to local distribution companies. If there are significant demand increases across a local distribution network area, then the local network distribution operator may seek reinforcements at an existing substation or grid supply point.</p> <p>Planned improvements to the network are being carried out to establish a new grid supply point near Little Horsted. This will be connected to UK Power Networks' Lewes substation via new underground electricity cables. The planned works will support the reliability of the network where overhead power lines were due for renewal. The works in the area will allow the removal of 72 overhead electricity pylons in the Ringmer area of East Sussex and are scheduled for completion during autumn 2025.</p> <p>Several initiatives to minimise interruptions, are in place by UKPN including tree maintenance and placing cables underground in risk areas. All new properties will be connected via underground cables to avoid future problems.</p> <p>Improvements in technology mean that the nature of supplies could move to more localised distributed generation through a mix of local renewable resources and installations, such as Combined Heat and Power schemes.</p>

Funding Sources	<p>Replacement and maintenance of the network is funded by UKPN's development programme. Developers are required to meet the costs of connection to the network in accordance with current industry regulations.</p> <p>OFGEM may also offer financial allowances to UKPN for replacing overhead lines with underground cables in sensitive areas.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan identifies the location, scale and timing of development in order to inform the investment programmes of the electricity companies.</p>

Telecoms

Utilities: Telecommunications	
Overview of Lead Organisations	Broadband Delivery UK (BDUK) manages policy and delivery of telecom services including broadband. Formerly part of the Department for Culture, Media and Sport, the team moved to the Department for Science, Innovation and Technology (DSIT) during February 2023.
Main Sources of Information	DCIS - Project Gigabit DCIS - Wireless Infrastructure Strategy Ofcom - Connected Nations Summer 2023 Update E-Sussex - Website
Key Issues	<p>The availability of Gigabit ready full fibre services is limited to approximately 55% of premises, which is significantly lower than the UK average of 74% of premises. Further investment in full fibre services will be required over the plan period.</p> <p>5G coverage at approximately 27% in rural areas and 36% across the district. It is anticipated that further 5G masts will be required in the district. As of April 2022, new ground-based mobile masts up to 30 metres in non-protected areas and up to 25 metres in protected areas (such as conservation areas and national parks) are permitted. Extensions to existing masts up to 2m width and 25 in unprotected areas also form permitted development.</p> <p>The Government's Wireless Infrastructure Strategy sets out a policy framework committed to extending 4G coverage to 95% of the population and delivering standalone 5G coverage to all populated areas in the UK by 2030. This is likely to necessitate the replacement of existing 4G masts with 5G masts and the installation of new 5G masts across the country.</p>
Existing and Planned Provision	<p>Overall fixed broadband coverage across Lewes District is good, however there remain areas both along the coast and within the Low Weald where speeds below the industry Superfast standard of 24MBps are regularly experienced. Overall superfast coverage was estimated at 98% of premises as of May 2023.</p> <p>Mobile data and voice coverage in the district is good, with availability for at least one network at 100% for indoor voice and data coverage as measured by Ofcom in April 2023. 4G coverage is at 100% for at least one network across the district, with 95% coverage in rural areas.</p> <p>Planned provision for fixed broadband services under the Project Gigabit programme aims to bring a further 61,000 homes and businesses superfast broadband capability.</p>
Funding Sources	BDUK awarded supplier Cityfibre a £100 million contract to provide around 52,000 hard-to-reach premises in East and West Sussex with access to gigabit-capable broadband. The contract was signed in January 2024.

	Further funding for fixed broadband services may become available through the Shared Rural Network and the ongoing Project Gigabit voucher scheme.
Summary/Role of Local Plan and IDP	The Local Plan will need to ensure that development is supported by full fibre broadband capability. In addition, telecoms infrastructure proposals will need to be directed to commercially appropriate locations in accordance with national policies and the health, landscape impact and design considerations set out in the plan and emerging policy IC3 particularly.

Renewable Energy

Utilities: Renewable Energy	
Overview of Lead Organisations	LDC ESCC
Main Sources of Information	LDC Climate Change Study - 2023 LDC Renewable Energy Study - 2023
Key Issues	<p>Decarbonisation of power supplies is necessary to help address Climate Change. The generation of electricity through micro and strategic scale generation can help to achieve this. For the district to become carbon neutral by 2030, energy demands need to be reduced, and energy generation needs to be switched to renewable energy sources.</p> <p>Large scale wind and solar generation may have impacts on the landscape.</p>
Existing and Planned Provision	<p>The total installed renewables capacity of Lewes District was 44.3MW as at year end 2022. The capacity is almost equally attributable to PV capacity of 18.1MW and municipal solid waste capacity of 19MW. The remainder of the capacity comprises landfill gas, sewage gas and onshore wind.</p> <p>The Renewable Energy Study (2023) identified that there is potential for renewables generation in the plan area from 40MW of installed wind power turbines and between 201 and 228MW of ground mounted solar PV. Additional capacity is identified for roof mounted PV.</p> <p>It is proposed that the emerging Local Plan will identify strategic sites for renewable energy generation and require the incorporation of on-site PV as part of new development.</p>
Funding Sources	Energy companies, National Grid, developer direct provision.
Summary/Role of Local Plan and IDP	<p>All proposals for new development and residential development through conversion or change of use, are required to provide renewable energy generation at a building scale through installation of solar PV, unless it is shown this is not technically or financially feasible (emerging policy CC4).</p> <p>Proposals for renewable and low carbon energy generation and distribution networks, including community-led schemes, and small-scale localised generation, will be supported subject to compliance with emerging policy CC5 and other policies contained within the emerging Local Plan.</p>

Flood Water Management

Fluvial/Surface Water Flooding

Fluvial/Surface Water Flooding	
Overview of Lead Organisations	East Sussex County Council is the Lead Local Flood Authority, working in partnership with Lewes District Council in managing flood risk. The Environment Agency is responsible for managing flood risk from main rivers, including the Ouse and the Uck, and including principal tributaries.
Main Sources of Information	<p>Lewes District Strategic Flood Risk Assessment (SFRA) - 2009</p> <p>Cuckmere & Sussex Havens Catchment Flood Management Plan - 2009</p> <p>River Ouse Catchment Flood Management Plan - 2008</p> <p>East Sussex Local Flood Risk Management Strategy 2016-2026</p> <p>East Sussex Preliminary Flood Risk Assessment – 2011 (Updated 2017)</p> <p>Peacehaven, Newhaven and Seaford Surface Water Management Plan - 2014</p> <p>ESCC Guide to Sustainable Drainage in East Sussex – 2014</p> <p>Newhaven Flood Alleviation Scheme – 2018</p> <p>LDC SFRA Update – Anticipated completion Winter 2024/25.</p>
Key Issues	<p>Significant areas of the district are at risk from flooding by the River Ouse and its principal tributaries. Serious flooding was experienced in October 2000, underlining the vulnerability of the plan area to such events. Surface water flooding is also a particular issue for the district.</p> <p>Climate change is likely to lead to an increase in both the likelihood and the severity of flooding as the amount of extreme climatic events is projected to increase and river/sea levels are projected to rise. Failure to maintain or to provide adequate flood defences could lead to extensive damage to and possible loss of property.</p> <p>The Catchment Flood Management Plans provide an overview of flood risk in the relevant catchment area and set out the Environment Agency's preferred strategy for sustainable flood risk management over the next 50 -100 years.</p> <p>The Environment Agency (EA) actively promotes the use of sustainable drainage techniques for the regulation and remediation of surface water run-off from developed areas and to mitigate the loss of natural drainage patterns. SuDS are a requirement for development and the LLFA advises LDC on their use in terms of major planning applications/development.</p>
Existing and Planned Provision	<p>The EA maintains a complex system of watercourses, control structures, pumping stations and flood defences within the plan area, mostly on the floodplain of the River Ouse.</p> <p>In Newhaven, the EA has completed new flood defences along both banks of the Ouse to the Harbour mouth to provide a 1-in-200-year standard of protection, taking into accounts the effects of climate change.</p>

Funding Sources	Environment Agency, Lewes District Council, developer contributions.
Summary/Role of Local Plan and IDP	<p>The Local Plan will provide the policy framework to help to minimise flood risks and help to mitigate increased incidence of flooding as a result of climate change. The emerging Local Plan Policy directs development away from areas with the highest flood risk from any source. Developments in areas of potential flood risk will need to demonstrate, through site specific flood risk assessments, that the proposed development is safe and resilient or adaptive to flooding.</p> <p>The plan will ensure that flood risk will not be increased elsewhere as a result of development and that suitable surface water management measures are incorporated into new development in order to manage surface water. The incorporation of SuDS will be prioritised.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Coastal Flood Management

Coastal Flood Management	
Overview of Lead Organisations	<p>Lewes District Council has coastal protection responsibility for 9.7km of the district's 14.5km coastline. The Environment Agency is the relevant operating authority for Seaford Beach and Cuckmere Haven.</p> <p>Newhaven Port & Properties is the relevant operating authority for Newhaven Harbour and the mouth of the Ouse, which they maintain for navigation purposes. Southern Water is responsible for the sea defences that protect its Portobello Works and long sea outfall.</p>
Main Sources of Information	<p>Saltdean to Newhaven/West Breakwater Coast Defence Strategy - 2003</p> <p>Beachy Head to Selsey Bill Shoreline Management Plan (SMP) - 2006</p> <p>Ouse to Seaford Head Coastal Defence Strategy - 2014</p> <p>Brighton to Newhaven Coastal Management Implementation Plan – 2017</p> <p>Newhaven Flood Alleviation Scheme – 2018</p>
Key Issues	<p>The coastline is an important environmental, economic and recreational resource. However, a considerable length of the coast has been developed with much of its frontage consequently defended against erosion and/or flood risk. This represents a considerable investment both in terms of built assets and economic activity.</p> <p>The impacts of climate change, including increased storminess and frequency of extreme events, combined with a continued trend of rising sea levels and insufficient sediment supply, are the major issue for the future of coastal defences. Without continued investment in coastal protection measures, the coastline will be at increased risk of erosion and/or inundation from the sea.</p> <p>However, although a vital necessity in some locations, the policy of 'holding the line' works against the dynamic nature of coastal processes. A range of responses, based upon the principle of risk management rather than defence, will be pursued by shoreline management agencies in the future and where coastal defence measures are required, damage to environmental and biodiversity assets should be avoided and opportunities sought for environmental enhancement.</p> <p>It will be important for the Council to work in partnership with other organisations to identify opportunities for and ensure that development does not prejudice options for managed realignment, significantly affect sediment inputs and transport, lead to an increase in flood risk or preclude the delivery of sustainable flood risk management solutions in the future.</p>
Existing and Planned Provision	<p>2.8km of the chalk cliff frontage in Peacehaven and Telscombe is defended against erosion by coastal defences, comprising concrete walls and 19 groynes. These defences are the responsibility of Lewes District Council, and the groynes were</p>

	<p>last upgraded in 2018. A capital maintenance programme of these defences is likely to be required in the short to medium term. In addition, the District Council carries out remedial cliff stabilisation works when necessary.</p> <p>At Seaford Beach, the Environment Agency carries out an annual programme of beach recycling and re-profiling and, when necessary, recharge to maintain its integrity. The Agency also carries out any necessary emergency works following storm events.</p> <p>Southern Water is currently reviewing the need for an upgrade to the sea defences that protect the Portobello Works.</p> <p>In Newhaven, the EA completed new flood defences along both banks of the Ouse to the Harbour mouth in 2021 to provide a 1-in-200-year standard of protection, taking into account the effects of climate change.</p> <p>Most undefended coastal frontages in the plan area comprise the undeveloped open cliff tops between Newhaven Harbour and Peacehaven. Shoreline Management Plans, produced by the Environment Agency and the relevant local authorities provide the basis for long term policies along the coast, and set objectives for the future management of the shoreline. Coastal Defence Strategies focus on a shorter length of coastline within the Shoreline Management Plan area, refining the general policy into recommendations for future methods of coastal protection.</p> <p>The policies for the coast in the plan area are set out in the Beachy Head to Selsey Bill Coastal Management Plan, which recommends individual approaches for separate units as follows:</p> <ul style="list-style-type: none"> ▪ The Telscombe Cliffs unit: no active intervention i.e. no investment will be made to provide or maintain defences. ▪ The Newhaven Harbour to Peacehaven Heights unit: no active intervention for the first 50 years and then managed realignment. ▪ The Peacehaven unit and Saltdean to Rottingdean unit: hold the cliff base for the first 50 years and thereafter to monitor and manage. ▪ The Seaford and the Newhaven Harbour and River Ouse units: hold the line for the next 100 years ▪ The Seaford (Tide Mills) to Newhaven Harbour unit: no active intervention for the first 20 years and thereafter managed realignment.
Funding Sources	Environment Agency, Lewes District Council, Newhaven Port & Properties, Developer Contributions.
Summary/Role of Local Plan and IDP	The Local Plan will provide the policy framework to mitigate the causes and effects of climate change and to ensure that future risks to property through coastal erosion and/or flooding are minimised.

Education

General

ESCC has a statutory duty to ensure there are sufficient early years, primary, secondary and special school places to meet current and future demand. 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.

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

Early Years Provision

Education: Early Years Provision	
Main Sources of Information	ESCC Childcare Sufficiency Duty - 2024
Key Issues	<p>ESCC's Childcare Sufficiency Duty is a statutory report which outlines how ESCC plans to secure enough childcare places, as far as is reasonably practicable, for parents and carers who are working, studying, or training for employment. The Childcare Sufficiency Duty 2024 was approved for publication in March 2024. It is updated annually.</p> <p>All children aged three and four are entitled to 15 hours free early education / childcare per week (or 570 hours over 38 weeks of the year). Some two-year-olds are also entitled to the 15 hours free provision where there are additional needs. Working families are entitled to an additional 15 hours of provision, provided earnings criteria are met.</p> <p>From April 2024, the government introduced new early years funding streams for children aged two of working families. This will be extended to children from 9 months old from September 2024.</p>
Existing and Planned Provision	<p>There are a range of different early years providers in Lewes District. Eleven primary schools have nurseries, with the remainder provided by the private, voluntary and independent sectors.</p> <p>To assess the supply and demand for childcare places, ESCC compares current known capacity with predicted demand. This takes account of factors such as births, housing growth and patterns of inward and outward migration.</p> <p>Current early years forecasts indicate that there is a shortfall of places across Lewes District. The introduction of funding for children aged 9 months old from September 2024 will place pressure on the availability of places especially in Ditchling, Chailey and Newick where there is little spare capacity. The situation will be monitored, and any future requirements reported in the Childcare Sufficiency Duty and future versions of the IDP.</p>

Education: Early Years Provision	
	ESCC will work with schools/providers in the district to increase the number of early years places where appropriate to support future demand.
Funding Sources	Private funding, government grant, ESCC capital programme and development contributions.
Summary/Role of Local Plan and IDP	<p>The Local Plan will seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded facilities. Developer contributions may be sought where existing childcare provision can be supplemented to support the anticipated childcare requirements of a development.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Primary Education

Education: Primary Schools	
Main Sources of Information	ESCC School Organisation Plan 2023 to 2027
Key Issues	In line with the falling birth rate in the district, ESCC anticipates that intakes into primary schools in the area will generally fall away until towards the end of the decade.
Existing and Planned Provision	<p>There are 26 state-funded primary schools in the district, 11 of which have nursery provision.</p> <p>ESCC has no plans for further primary school places in the district at this time. However, the situation will be continually monitored and any future requirement for more school places will be reported in the School Organisation Plan and future versions of the IDP.</p>
Funding Sources	Government grant, ESCC capital programme and development contributions.
Summary/Role of Local Plan and IDP	<p>The Local Plan will seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded provision. Developer contributions may be sought where existing education provision needs to be supplemented to support the anticipated child yield of a development.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Secondary Education

Education: Secondary Schools	
Main Sources of Information	ESCC School Organisation Plan 2023 to 2027
Key Issues	Year 7 intakes to secondary schools across the district peaked in 2023/24. There is currently sufficient capacity to meet in-area demand for places, but cross-border demand will continue to see most schools at, or close to, capacity.
Existing and Planned Provision	<p>There are six state-funded secondary schools in the district.</p> <p>ESCC has no plans for further secondary school places in the district at this time. However, the situation will be continually monitored and any future requirement for more school places will be reported in the School Organisation Plan and future versions of the IDP.</p>
Funding Sources	Government grant, ESCC capital programme and development contributions.
Summary/Role of Local Plan and IDP	<p>The Local Plan will seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded provision. Developer contributions may be sought where existing education provision needs to be supplemented to support the anticipated child yield of a development.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Specialist Education Provision

Education: Specialist Provision	
Main Sources of Information	ESCC School Organisation Plan 2023 to 2027
Key Issues	<p>The overall numbers of children and young people aged 4 to 25 with an Education, Health and Care Plan (EHCP) has been rising steeply. Over the next four years, ESCC forecasts that overall numbers of school aged children with EHCPs will grow by around 32%, to stand at approximately 4,900.</p> <p>The number of children and young people identified with autism is growing year on year. There are no signs of this trend abating, and autism diagnoses look like being the biggest driver of rising EHCP numbers in the coming years. There has also been a post Covid upturn in the number of plans being issued with a primary need classification of Speech Language and Communication Needs (SLCN) and Social Emotional and Mental Health (SEMH).</p>
Existing and Planned Provision	<p>There is one special school in the district. Three primary schools and two secondary schools have specialist facility provision.</p> <p>In recent years, ESCC has taken action to address the increasing demand for special school and specialist facility places and manage the high cost of placements in non-maintained independent schools. Since 2020, new specialist facility provision has been opened in three mainstream schools in the district.</p> <p>ESCC is exploring opportunities for more special school provision to meet the increasing need for places across East Sussex. Where appropriate, ESCC would also like to see more children and young people with EHCPs supported in their local mainstream schools where a child's needs could be met in a specialist facility that includes suitable access to mainstream provision and is considering opportunities to establish new specialist facilities in mainstream primary and secondary schools.</p> <p>Requirements will be reported in the School Organisation Plan and future versions of the IDP.</p>
Funding Sources	Government grant, ESCC capital programme and development contributions.
Summary/Role of Local Plan and IDP	<p>The Local Plan will seek to ensure that education provision meets the needs of communities, particularly where new housing development creates a need for new or expanded provision. Developer contributions may be sought where existing education provision needs to be supplemented to support the anticipated child yield of a development.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B)</p>

	and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).
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Post 16 Education

Education: Post 16 Education	
Overview of Lead Organisations	<p>East Sussex College Plumpton College Seaford Head School DFN Project Search Dv8 Brighton Bexhill College Hailsham Community College Heathfield Community College Team Domenica Sussex University Brighton University</p>
Main Sources of Information	Careers East Sussex service
Key Issues	<p>Sussex University is primarily located within the City of Brighton & Hove, but a small part of the campus falls within Lewes District. Brighton University has three campuses which are entirely located within the City of Brighton & Hove. Its Falmer campus is located immediately adjacent to the administrative boundary of Lewes District.</p> <p>The universities make a major contribution to the economic, social and cultural life of the area. They have a combined annual expenditure of around £250 million, employ approximately 5,000 staff and maintain important links with the local business community through initiatives such as the Sussex Innovation Centre and the University of Brighton ProfitNet programme.</p>
Existing and Planned Provision	<p>East Sussex College has campuses in Newhaven, Eastbourne, Lewes and Hastings. The college offers further education to 16–19-year-olds, apprenticeships and adult provision in all curriculum areas. The college also offers some Higher Education courses including Foundation Degrees in partnership with the University of Brighton.</p> <p>Plumpton College is a land-based specialist college serving a wide catchment area. Approximately 50% of its 16–19-year-old students are resident outside East Sussex. The college offers higher level courses in a range of agricultural, veterinary and land-based fields.</p> <p>The Universities of Brighton and Sussex are both geographically close to the district and able to provide access to higher level provision. Both universities have ongoing programmes to extend and enlarge their campuses.</p>

Funding Sources	<p>The Higher Education Funding Council for England (HEFCE) distributes public funding for teaching and research at universities and colleges in England.</p> <p>The Young People's Learning Agency funds 16-19 education provision in further education colleges, sixth form colleges and independent providers.</p> <p>CIL may be used to fund sub-regional post 16 provision.</p>
Summary/Role of Local Plan and IDP	<p>The Local Plan will need to ensure that policies to support the provision of suitable premises for education and training are included within the plan.</p>

Healthcare

Health Primary and Acute Care	
Overview of Lead Organisations	<p>Reorganisation of the NHS during 2022 has created a Sussex Health and Care Integrated Care Service (ICS), managed by the Sussex Health and Care Integrated Care Board (ICB). The ICB is a partnership between the NHS and local government organisations. These organisations have replaced the Clinical Commissioning Groups (CCGs). The transformation process has meant that limited information regarding plans for healthcare is available at this time as forward plans are being developed.</p> <p>At the more local level, Primary Care Networks (PCN) have been retained. PCN are groups of medical practices, GP surgeries, health care centres and pharmacies that work together to ensure people within their area can access non-acute medical treatment.</p> <p>NHS Trusts continue to operate hospitals and secondary care facilities. These are directly funded by the NHS. Residents of the plan area are likely to access the services of two NHS Trusts: University Hospitals Sussex NHS Foundation Trust and the East Sussex Healthcare NHS Trust.</p>
Main Sources of Information	<p>PCN Websites</p> <p>NHS Trust Websites</p> <p>Sussex ICS: Improving Lives Together Ambition to reality: Our Shared Delivery Plan 2023</p> <p>Lewes District Local Housing Needs Assessment (LHNA) – May 2023</p>
Key Issues	<p>The LHNA found that the population of Lewes district has an older bias compared to the population of comparison geographies and is ageing. Ageing of the population is expected to continue with a 40.6% increase in the number of older households (aged 65+) over the plan period. The coastal towns have a greater proportion of the older population aged 65-84 while the rural Low Weald has the greatest proportion of the oldest households aged 85+.</p> <p>The Sussex ICS Shared Delivery Plan identifies that the need for mental health services has grown exponentially in recent years, with the Covid 19 pandemic contributing to a rapid rise in emotional distress, depression and anxiety, with many individuals still facing lengthy waits for assessment and treatment. The plan also identifies that there is an increasing need for autism and learning disabilities diagnostic and care facilities and makes a commitment to end out of area care placements.</p> <p>A key element of the delivery plan is ensuring parity of access to services across the ICS area, both for primary and acute patient care.</p>
Existing and Planned Provision	<p>Existing provision in the plan area consists of GP practices and clinics operated as outreach services by the hospital trusts.</p> <p>University Hospitals Sussex NHS Foundation Trust operates hospitals in West Sussex that serve the plan area while East Sussex Healthcare NHS Trust operates those in East Sussex. Both NHS Trusts work together to provide services at the Uckfield Community Hospital to the north east of the plan area. The University Hospitals Sussex serves the Lewes Victoria Hospital in Lewes. The University Hospital Sussex Trust operates a</p>

	<p>number of outreach clinics within the plan area which include the following services:</p> <p>Denton Island Children and Family Centre, Newhaven Newhaven Polyclinic, Newhaven Seaford Health Centre, Seaford.</p> <p>The following Primary Care Networks (PCN) cover GP practices that operate surgeries that are most likely to serve residents of the plan area:</p> <table border="1"> <tr> <td rowspan="4">Foundry Healthcare Lewes PCN</td><td>Foundry Healthcare Lewes: School Hill (Lewes)</td></tr> <tr> <td>Foundry Healthcare Lewes: River Lodge (Lewes)</td></tr> <tr> <td>Foundry Healthcare Lewes: St Andrew's (Lewes)</td></tr> <tr> <td>Foundry Healthcare Lewes: Anchor Field (Ringmer)</td></tr> <tr> <td rowspan="4">Greater Wealdon PCN</td><td>Bird-in-Eye Surgery (Uckfield)</td></tr> <tr> <td>Buxted Medical Centre (Uckfield)</td></tr> <tr> <td>Wealdon Ridge Medical Partnership (Newick and Chailey)</td></tr> <tr> <td>The Meads Surgery (Uckfield)</td></tr> <tr> <td rowspan="2">High Weald PCN</td><td>Ashdown Forest Health Centre (Ashurstwood)</td></tr> <tr> <td>Beacon Surgery (Crowborough)</td></tr> <tr> <td rowspan="2">Seaford PCN</td><td>Old School Surgery (Seaford)</td></tr> <tr> <td>Seaford Medical Practice (Seaford)</td></tr> <tr> <td rowspan="3">The Havens PCN</td><td>Chapel Street Surgery (Newhaven)</td></tr> <tr> <td>Quayside Medical Practice (Newhaven)</td></tr> <tr> <td>HavensHealth (Peacehaven)</td></tr> <tr> <td>Deans and Central Brighton PCN</td><td>Saltdean and Rottingdean Medical Practice (Saltdean)</td></tr> </table> <p>As at 2018, accommodation for a Doctor's Surgery within the Village Hall at Plumpton Green was made available.</p>	Foundry Healthcare Lewes PCN	Foundry Healthcare Lewes: School Hill (Lewes)	Foundry Healthcare Lewes: River Lodge (Lewes)	Foundry Healthcare Lewes: St Andrew's (Lewes)	Foundry Healthcare Lewes: Anchor Field (Ringmer)	Greater Wealdon PCN	Bird-in-Eye Surgery (Uckfield)	Buxted Medical Centre (Uckfield)	Wealdon Ridge Medical Partnership (Newick and Chailey)	The Meads Surgery (Uckfield)	High Weald PCN	Ashdown Forest Health Centre (Ashurstwood)	Beacon Surgery (Crowborough)	Seaford PCN	Old School Surgery (Seaford)	Seaford Medical Practice (Seaford)	The Havens PCN	Chapel Street Surgery (Newhaven)	Quayside Medical Practice (Newhaven)	HavensHealth (Peacehaven)	Deans and Central Brighton PCN	Saltdean and Rottingdean Medical Practice (Saltdean)
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Funding Sources	<p>NHS England CIL – Capital Improvements to Healthcare Facilities</p>																						
Summary/Role of Local Plan and IDP	<p>The Local Plan identifies the location, scale and timing of development in order to inform the investment programmes of the health authorities. The Council will seek to continue working in partnership with healthcare providers to facilitate the provision of additional and reconfigured health care facilities to meet the anticipated primary care needs of local communities.</p> <p>The Council will continue to work with NHS Trusts to identify any future requirements that may arise to ensure that adequate services are maintained.</p>																						

Emergency Services

Ambulance

Emergency Services: Ambulance	
Overview of Lead Organisations	The South East Coast Ambulance Service NHS Trust (SECAMB)
Main Sources of Information	Saving Lives, Serving our Communities – Our Trust Strategy 2024-2029.
Key Issues	<p>The Trust responds to 999 calls from the public, urgent calls from health professionals and provides non-emergency patient transport services consisting of pre-booked patient journeys to and from healthcare facilities. It covers a large geographic area including Brighton & Hove, East Sussex, West Sussex, Kent, Surrey and North East Hampshire.</p> <p>An increase in population will place greater demand on the ambulance service. Historically, communities who perceive that they are medically underserved have turned to the ambulance service as their entry point to the NHS. Increased road congestion may also increase response times and additional community response posts may be required if clinical outcomes are to be maintained and improved.</p>
Existing and Planned Provision	<p>There are no ambulance stations in the plan area. Ambulance stations serving the plan area are located in Lewes town, Burgess Hill and Haywards Heath. In addition, there are Make Ready Stations in Falmer and Polegate. There are two Ambulance Community Response Posts (ACRP) in the plan area. These are located in Newhaven, Saltdean and Seaford. The northern part of the plan area is also served by the ACRP in Uckfield.</p> <p>No planned provision has been identified.</p>
Funding Sources	The majority of the Trust's funding comes from the NHS, with the Patient Transport Service and Commercial Services supplementing this funding.
Summary/Role of Local Plan and IDP	The Local Plan helps to identify the anticipated location, scale and timing of development in the plan area to help inform the NHS demand forecasting and investment programmes. CIL may contribute to the provision of facilities.

Fire and Rescue

Emergency Services: Fire and Rescue	
Overview of Lead Organisations	East Sussex Fire and Rescue Service (ESFRS)
Main Sources of Information	Medium Term Financial Plan ESFRS Annual Plan 2024-25
Key Issues	<p>ESFRS covers a large geographic area which is divided into a west, central and east group of fire stations. The plan area is served by fire stations in the west group which serves the City of Brighton & Hove and Lewes District. The service is co-ordinated from the headquarters in Lewes town.</p> <p>It is anticipated that increased congestion on the highway network could have a detrimental impact on incident response times.</p> <p>Developments need to be designed to ensure that suitable access is available for fire and rescue services. Co-ordination with water service providers is needed to ensure that sufficient volume and pressure of water is available for fire-fighting.</p>
Existing and Planned Provision	<p>There are eight fire stations in the west group. These are concentrated within Brighton and Hove. Within the plan area there are fire stations at Newhaven, Seaford and Barcombe Cross. A further fire station is located within Lewes town.</p> <p>The fire stations at Newhaven and Lewes are crewed during the day, seven days per week and served by on-call firefighters at night. The fire-stations at Barcombe and Seaford are retained fire stations and are crewed by on-call firefighters.</p> <p>Major projects include the creation of an Engineering Workshop in Newhaven. ESFRS expect this investment, and other measures will reduce the day to day running costs of their Estate. Government grants and income from the Community Infrastructure levy fund (CIL), along with other money ESFRS have and are planning to put aside are funding some of the Capital Asset Strategy, nevertheless the Authority is expected to require new borrowing from 2024/25, the first since January 2008.</p>
Funding Sources	<p>Funding for the fire service comes from two principal sources. The precept is collated from householders via council tax and contributes to the cost of funding the service. Further funding is allocated through a central government grant settlement with each fire service negotiating on the basis of its size and demands for services. CIL may contribute to the provision of facilities such as the aforementioned Engineering Workshop in Newhaven.</p> <p>Developers are required to work with the water service authorities to ensure that works are carried out to ensure the provision of adequate access and supply of water for fire fighting.</p>
Summary/Role of Local Plan and IDP	The Local Plan helps to identify the anticipated location, scale and timing of development in the plan area to help inform the ESFRS demand forecasting and investment programmes.

Police

Emergency Services: Police	
Overview of Lead Organisations	Sussex Police cover East and West Sussex. The Sussex Police & Crime Commissioner is responsible for policing and crime across both counties.
Main Sources of Information	Sussex Police & Crime Plan 2021/24 (the new 24/28 Plan is anticipated to be launched by 31 st March 2025 at the latest).
Key Issues	<p>The district continues to be a relatively low crime area with an overall crime rate of 55 per 1000 population in Lewes District in 2022/23. There has been an increase in crime associated with the operation of both the commercial and evening economies over previous years, with increased anti-social behaviour and an increase in shoplifting. These trends are reflected nationally.</p> <p>Section 17 of the Crime and Disorder Act 1998 requires all local authorities to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder. The Lewes District Community Safety Partnership is made up of statutory and non-statutory organisations required by the Crime and Disorder Act 1998 to work together to reduce crime and disorder for the benefit of the community.</p> <p>The local community safety priorities are updated each year and those set out for 2023/24 are listed below:</p> <ul style="list-style-type: none"> ▪ Promoting safe and welcoming spaces to help reduce crime and anti-social behaviour ▪ Tackling the incidence of hate crime, domestic and sexual abuse ▪ Reducing the incidence of serious violence and knife crime ▪ Addressing the impact of organised crime on local communities ▪ Lowering levels of anti-social driving on the Borough's roads. <p>Planning has a key role in ensuring the creation of well-designed places where people feel safe and secure and where crime, or the fear of crime, does not undermine the quality of life or community cohesion.</p>
Existing and Planned Provision	<p>Police stations in the plan area are located within Peacehaven and Seaford. Further police stations that are likely to serve residents are located within Uckfield, Burgess Hill and Haywards Heath. The Sussex Police Headquarters is located in Lewes.</p> <p>Local Policing is organised into 3 divisions, each comprising Neighbourhood Policing Teams (NPTs) based within district teams. NPTs provide community engagement, foot patrols and assist local and partnership problem-solving. NPTs are led by a District Commander and comprise sergeants, police officers and PCSOs. These work with youth, licensing and enforcement officers. Also, investigators, specialists, and police staff within divisions and across Sussex Police support NPTs to protect communities and catch criminals.</p>
Funding Sources	Central Government (Revenue Support Grant and Home Office Grant), Police Precept from Council Tax, the Community Safety Grant.

Summary/Role of Local Plan and IDP	Designing out crime and designing in community safety are central to the planning and delivery of all new development in order to contribute to the creation of safe, sustainable communities. In addition, the policies in the plan will help to ensure that the operation of the night time economy is able to support safe communities.
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Specialist Housing

Affordable Housing

Affordable Housing	
Overview of Lead Organisations	LDC
Main Sources of Information	LDC Local Housing Needs Assessment (LHNA) - 2023
Key Issues	<p>The affordability of homes to rent to those with lower quartile incomes was found to be very poor in the plan area by the LHNA. The affordability of “affordable rent” products was also found to be unaffordable to those with lower quartile incomes. There is a pressing need to increase the supply of “social rent” homes in the district to address the needs of those who cannot afford to rent in the open market.</p> <p>Providing homes for social rent is more expensive to Registered Providers of Social Housing (RPs). The developer’s sale cost to the RPs is dependent on the size of the property and build cost of the unit. Consequently, a reduced social rent may not offer the return on the investment that an RP needs to service the cost of purchase. More homes are being offered as affordable rent as a result. Generally social rents are between 50 to 60% of the market rent while affordable rents are set at 80% of the market rent.</p> <p>Affordable home ownership products seek to allow people who cannot afford to buy in the open housing market an opportunity to buy a reduced cost property (low-cost market housing such as First Homes) or a share in a property for which they rent the remainder from a Registered Provider of Social Housing (shared-ownership). The very high house prices in the district mean that those with median household incomes are unable to buy entry level, lower quartile priced homes. This gives rise to a very high “need” for affordable home ownership products.</p> <p>Development viability means that some developments will be unable to meet the affordable housing contribution target set out in policy. In addition, there are likely to be circumstances where a partial unit is required in a policy compliant application. To ensure that affordable housing contributions are maximised it is necessary to operate a “commuted sum” scheme wherein contributions from a site can still contribute to affordable housing need elsewhere in the plan area.</p>
Existing and Planned Provision	<p>Provision from general development</p> <p>The adopted policy position seeks a 40% contribution of affordable housing from all developments comprising 10 or more homes. The contribution is expected to comprise 25% affordable home ownership products and 75% rented tenures. The policy does not stipulate which rented tenure.</p> <p>The emerging policy position (Policy H3) seeks to continue the 40% overall contribution. The policy approach also endorses the use of commuted sum payments as an alternative to direct provision on site to</p>

	<p>ensure that affordable housing is provided where it is most needed across the district.</p> <p>Affordable Housing Schemes Direct provision of 100% affordable housing schemes by RPs has become increasingly common. These types of development are either purchased in their entirety by RPs or commissioned by RPs acting as developers. The higher costs associated with such schemes mean that they are often only offered for affordable home ownership (shared ownership/rent to buy) and affordable rent.</p> <p>In addition, the council also acts as a developer to bring forward affordable housing.</p>
Funding Sources	Developer Contributions, Homes and Communities Agency, Registered Providers of Social Housing, LDC
Summary/Role of Local Plan and IDP	The Local Plan will need to ensure that an appropriate mix of affordable housing is secured over the plan period.

Self-build Plots

Self- Build Plots	
Overview of Lead Organisations	LDC
Main Sources of Information	LDC Self and Custom Housebuilding Register
Key Issues	<p>Government policy requires that local planning authorities give permission to sufficient plots to meet the needs of those households registered on their Self Build Register.</p> <p>The register is operated by the council and monitored to ensure that persons on the register are still looking for suitable development plots. The register is divided into two parts. Part 1 consists of those have a local connection to the district while Part 2 contains all persons that apply. The requirement to permission sufficient plots applies to all those on Part 1 of the register although the number of total applicants to the register acts as evidence of demand in the district.</p> <p>It can be difficult for prospective self-builders to find suitable plots of land at an affordable price.</p>
Existing and Planned Provision	<p>Since the duty to keep a register was first introduced in 2015, the need for self build plots has been satisfied through the use of windfall development sites. The number of self build completions is monitored with reference to the number of people that claim exemption from CIL. There may be some self-builders who do not claim the exemption.</p> <p>Over the plan period, it is anticipated that windfall development sites will still contribute to the need for self build plots.</p>
Funding Sources	Developer Contributions
Summary/Role of Local Plan and IDP	The Local Plan will need to ensure a sufficient number of self build plots are granted permission over the plan period.

Supported Housing

Supported Housing

Overview of Lead Organisations	ESCC Adult Social Care																																																																																			
Main Sources of Information	East Sussex Sustainable Community Strategy – 2008 to 2026 East Sussex Joint Strategic Needs Assessment - 2024 East Sussex Adult Social Care Strategy – 2023 East Sussex Care Choices Directory – Accessed online October 2023 East Sussex 1Space Directory – Accessed online October 2023																																																																																			
Key Issues	<p>The East Sussex Sustainable Community Strategy identifies supporting older and vulnerable people to live safely in their own homes and communities as a priority. The emphasis is on helping people to meet their care and support requirements in their own homes, and ESCC Adult Social Care Department is working with other agencies to promote a range of personal and community services.</p> <p>The East Sussex Adult Social Care Strategy identifies six key priorities. Priority 4 is “A suitable home” which commits ESCC to co-ordinating the information, advice and support people receive to live in homes suitable. In addition, ESCC commits to working with partners and residents to promote the safe accommodation and support available to people at risk of abuse using a range of channels and methods.</p> <p>The Joint Commissioning Strategy for Older People sets out the need for more intensive home care and for sheltered housing schemes and extra care housing that will help to reduce reliance on residential care. In order to help deliver this, and to meet the demographic challenges over the next 15 years, the relevant agencies need to develop a range of innovative and flexible ways of providing housing care and support to those living outside sheltered housing.</p>																																																																																			
Existing and Planned Provision	<p>A total of 1,694 specialist homes for older persons have been identified in the plan area. These are located primarily within the coastal towns with provision concentrated in Seaford. There is very little specialist provision in the Low Weald villages both in terms of affordable and market older persons housing.</p> <table><tr><th>Older Persons Development</th><th>Units</th><th>Market/ RSL</th><th>Tenure</th><th>Care on Site</th><th>Location</th></tr><tr><td>Dumbrells Court</td><td>34</td><td>Market</td><td>Leasehold</td><td>No</td><td>Ditchling</td></tr><tr><td>St George’s Park</td><td>240</td><td>Market</td><td>Leasehold</td><td>Yes</td><td>Ditchling</td></tr><tr><td>Essex Mews</td><td>21</td><td>Market</td><td>Leasehold</td><td>No</td><td>Newhaven</td></tr><tr><td>Ellis Gordon House</td><td>46</td><td>RSL</td><td>Rent</td><td>No</td><td>Newhaven</td></tr><tr><td>Neills Close</td><td>32</td><td>RSL</td><td>Rent</td><td>No</td><td>Newhaven</td></tr><tr><td>Rathan Court</td><td>27</td><td>RSL</td><td>Rent</td><td>No</td><td>Newhaven</td></tr><tr><td>Newick Scheme</td><td>26</td><td>RSL</td><td>Rent</td><td>No</td><td>Newick</td></tr><tr><td>Homecoast House</td><td>34</td><td>Market</td><td>Leasehold</td><td>No</td><td>Peacehaven</td></tr><tr><td>Neville Lodge</td><td>31</td><td>Market</td><td>Leasehold</td><td>No</td><td>Peacehaven</td></tr><tr><td>Cavell Avenue</td><td>36</td><td>RSL</td><td>Rent</td><td>No</td><td>Peacehaven</td></tr><tr><th>Older Persons Development</th><th>Units</th><th>Market/ RSL</th><th>Tenure</th><th>Care on Site</th><th>Location</th></tr><tr><td>Dorothy House</td><td>17</td><td>RSL</td><td>Rent</td><td>Yes</td><td>Peacehaven</td></tr></table>						Older Persons Development	Units	Market/ RSL	Tenure	Care on Site	Location	Dumbrells Court	34	Market	Leasehold	No	Ditchling	St George’s Park	240	Market	Leasehold	Yes	Ditchling	Essex Mews	21	Market	Leasehold	No	Newhaven	Ellis Gordon House	46	RSL	Rent	No	Newhaven	Neills Close	32	RSL	Rent	No	Newhaven	Rathan Court	27	RSL	Rent	No	Newhaven	Newick Scheme	26	RSL	Rent	No	Newick	Homecoast House	34	Market	Leasehold	No	Peacehaven	Neville Lodge	31	Market	Leasehold	No	Peacehaven	Cavell Avenue	36	RSL	Rent	No	Peacehaven	Older Persons Development	Units	Market/ RSL	Tenure	Care on Site	Location	Dorothy House	17	RSL	Rent	Yes	Peacehaven
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	Downland Estate	43	RSL	Rent	No	Peacehaven
	Southdown Avenue / Arundel Road	23	RSL	Rent	No	Peacehaven
	St Davids Court	36	RSL	Rent	No	Peacehaven
	Downlands Court	41	RSL	Rent and Shared Ownership	Yes	Peacehaven
	Delves House	56	Market	Leasehold	No	Ringmer
	Vicarage Close	15	Market	Leasehold	No	Ringmer
	Mill Road & Close	31	RSL	Rent	No	Ringmer
	Homeridge House	75	Market	Leasehold	No	Saltdean
	Meridian Court	34	RSL	Rent	No	Saltdean
	Eversley Court	51	Market	Leasehold	Yes	Seaford
	Homeshore House	48	Market	Leasehold	No	Seaford
	Hometye House	43	Market	Leasehold	No	Seaford
	Merryfield Court	32	Market	Leasehold	No	Seaford
	Pondsyde Court	32	Market	Leasehold	No	Seaford
	Stratheden Court	75	Market	Leasehold	No	Seaford
	Strawlands (Under Construction)	10	Market	Leasehold	No	Seaford
	Croft Court	15	Market	Leasehold and Rent	No	Seaford
	Hortsley	38	Market	Leasehold and Rent	No	Seaford
	Falfield	9	Market	Rent	No	Seaford
	Martlett House	40	RSL	Rent	No	Seaford
	Ashleigh Glegg House	30	RSL	Rent	No	Seaford
	Cheneys Lodge	35	RSL	Rent	No	Seaford
	Churchill House	23	RSL	Rent	No	Seaford
	Coldstream House	22	RSL	Rent	No	Seaford
	Mitchell House	38	RSL	Rent	No	Seaford
	Old Ben Homes	40	RSL	Rent	No	Seaford
	Seaford House	27	RSL	Rent	No	Seaford
	Gradwell Park	65	Market	Leasehold	No	South Chailey
	Grantham Close	37	Market	License	No	South Chailey
	Guinness Court	20	RSL	Rent	No	South Heighton
	Iveagh Crescent	20	RSL	Rent	No	South Heighton
	Havenside Court	20	Market	Leasehold	No	Telscombe
	Sussex House	26	RSL	Rent	No	Telscombe
	For older people, there are 489 residential care places and 385 nursing care places in the plan area. Provision is concentrated within the coastal towns and in Seaford in particular. Again, there is little provision for care home beds in the villages in the Low Weald.					

	<table><tr><th>Care Home Name</th><th>Beds</th><th>Nursing</th><th>Location</th></tr><tr><td>St Rita's Care Home</td><td>60</td><td>Yes</td><td>Ditchling</td></tr><tr><td>St Clare's Care Home</td><td>60</td><td>Yes</td><td>Ditchling Common</td></tr><tr><td>Webb House</td><td>22</td><td>No</td><td>Newhaven</td></tr><tr><td>Nightingales</td><td>22</td><td>No</td><td>Newick</td></tr><tr><td>Cliff Court</td><td>18</td><td>No</td><td>Peacehaven</td></tr><tr><td>Fairlight Manor</td><td>19</td><td>No</td><td>Peacehaven</td></tr><tr><td>Roclyns Rest Home</td><td>19</td><td>No</td><td>Peacehaven</td></tr><tr><td>The Maples</td><td>24</td><td>No</td><td>Peacehaven</td></tr><tr><td>Holm Lodge Residential Home</td><td>26</td><td>No</td><td>Ringmer</td></tr><tr><td>Lime Tree House Residential Care Home</td><td>30</td><td>No</td><td>Ringmer</td></tr><tr><td>Parris Lawn</td><td>62</td><td>Yes</td><td>Ringmer</td></tr><tr><td>Crowborough Lodge</td><td>31</td><td>No</td><td>Saltdean</td></tr><tr><td>Abundant Grace Nursing Home</td><td>67</td><td>Yes</td><td>Seaford</td></tr><tr><td>Beachlands Care Home Ltd</td><td>29</td><td>No</td><td>Seaford</td></tr><tr><td>Blatchington Manor</td><td>43</td><td>No</td><td>Seaford</td></tr><tr><td>Burdyke Lodge</td><td>21</td><td>No</td><td>Seaford</td></tr><tr><td>Claremont House Rest Home</td><td>19</td><td>No</td><td>Seaford</td></tr><tr><td>Clifden House Dementia Care Centre</td><td>54</td><td>No</td><td>Seaford</td></tr><tr><td>Freshford Cottage Nursing Home</td><td>20</td><td>Yes</td><td>Seaford</td></tr><tr><td>Nova House</td><td>30</td><td>No</td><td>Seaford</td></tr><tr><td>Port Manor Care Home</td><td>66</td><td>No</td><td>Seaford</td></tr><tr><td>Seaford Head Retirement Home</td><td>16</td><td>No</td><td>Seaford</td></tr><tr><td>Threeways</td><td>45</td><td>Yes</td><td>Seaford</td></tr><tr><td>Westerleigh</td><td>31</td><td>Yes</td><td>Seaford</td></tr><tr><td>Haven Care Home</td><td>40</td><td>Yes</td><td>Telscombe</td></tr></table>	Care Home Name	Beds	Nursing	Location	St Rita's Care Home	60	Yes	Ditchling	St Clare's Care Home	60	Yes	Ditchling Common	Webb House	22	No	Newhaven	Nightingales	22	No	Newick	Cliff Court	18	No	Peacehaven	Fairlight Manor	19	No	Peacehaven	Roclyns Rest Home	19	No	Peacehaven	The Maples	24	No	Peacehaven	Holm Lodge Residential Home	26	No	Ringmer	Lime Tree House Residential Care Home	30	No	Ringmer	Parris Lawn	62	Yes	Ringmer	Crowborough Lodge	31	No	Saltdean	Abundant Grace Nursing Home	67	Yes	Seaford	Beachlands Care Home Ltd	29	No	Seaford	Blatchington Manor	43	No	Seaford	Burdyke Lodge	21	No	Seaford	Claremont House Rest Home	19	No	Seaford	Clifden House Dementia Care Centre	54	No	Seaford	Freshford Cottage Nursing Home	20	Yes	Seaford	Nova House	30	No	Seaford	Port Manor Care Home	66	No	Seaford	Seaford Head Retirement Home	16	No	Seaford	Threeways	45	Yes	Seaford	Westerleigh	31	Yes	Seaford	Haven Care Home	40	Yes	Telscombe
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	<p>There is some specialist provision for vulnerable people in the district. While there is good provision for older people, including those with dementia and physical disabilities, provision for younger vulnerable people is more limited.</p> <p>The East Sussex Care directory identifies sixteen care homes that offer accommodation for people with learning disabilities and/or autism and twelve of these are suitable for younger vulnerable people. There is only one listing in the plan area for accommodation with people with drug or alcohol misuse problems, albeit this appears to be more focussed on older person's care. The East Sussex Space Directory lists all accommodation offers for vulnerable people. The directory lists one home in Newhaven offering supported accommodation for young single mothers. There is one home listed in Newhaven offering supported accommodation to homeless young people (Age 16-25). There are no homes listed for those fleeing domestic violence or those with drug or alcohol misuse problems within the plan area. There is provision in Lewes town for those fleeing domestic violence.</p>																																																																																																								
Funding Sources	The Homes and Communities Agency, Registered Social Landlords, ESCC, developer contributions.																																																																																																								

Summary/Role of Local Plan and IDP	<p>The Local Plan will need to provide for a mix of housing over the plan period, with particular regard to the accommodation needs of specific groups.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>
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Public and Cultural Services

Cultural Infrastructure

Cultural Infrastructure	
Overview of Lead Organisations	LDC ESCC
Main Sources of Information	Web search
Key Issues	Cultural facilities in the plan area are limited.
Existing and Planned Provision	Museums in the plan area include Seaford Museum of Natural History, Newhaven Museum, Chailey Windmill & Museum of Local Artefacts and Ditchling Museum of Art and Craft. While the latter has paid staff members, the rest of the museums are run entirely by volunteers.
Funding Sources	CIL/LDC/ ESCC/ Development Contributions/ Arts Council England
Summary/Role of Local Plan and IDP	The local plan will need to ensure that cultural infrastructure such as public art and museums are supported by development.

Libraries

Community: Libraries	
Overview of Lead Organisations	East Sussex County Council is responsible for providing library and information services.
Main Sources of Information	East Sussex Libraries: The Way Forward 2022/23 to 2027/28 and technical appendices.
Key Issues	<p>Libraries are a statutory service and contribute to national and local priorities such as improving literacy, education, skills and training. The physical infrastructure that people can use (e.g. library buildings and the services available within them), the digital services that people can access online without having to visit the library, such as reserving and renewing items, downloading e-Books and e-Magazines, and accessing online reference materials and information resources, and outreach services such as the home library service and delivery in community settings.</p> <p>The service has four key priorities:</p> <ul style="list-style-type: none"> • improving child and adult literacy and numeracy, • supporting the economy, • better health and wellbeing, • increasing digital inclusion, • The range of services delivered from help to support these key priorities above include key activities to combat loneliness and isolation (Reading Friends, conversation groups etc). <p>Although Ringmer Village Library was closed during 2018, alongside the mobile library service, an increase in investment in the digital library</p>

	and free reservations has supported access to library resources and stock in the Ringmer area.
Existing and Planned Provision	<p>There are three libraries operated by East Sussex County Council within the plan area at Seaford, Newhaven and Peacehaven. Libraries that are likely to serve residents of the plan area are also located within Lewes, Seaford, Uckfield, Hailsham, Hassock, Burgess Hill, Eastbourne and Haywards Heath.</p> <p>East Sussex Libraries offers a free home delivery service for people in poor health, disabled people and those with caring responsibilities. The service is predominantly delivered by volunteers.</p> <p>Ringmer Village Library has been retained by the local community and is operated from a space in Ringmer Village Hall. The expansion of Ringmer Library is eligible for CIL funding.</p> <p>East Sussex Library buildings has benefited from a £12.1m investment in major refurbishments over the past ten years. This was undertaken partially to ensure that library buildings were compliant with equalities legislation for accessibility for all service users. Annual maintenance costs for the seventeen East Sussex library buildings are estimated at £241k per annum.</p>
Funding Sources	<p>ESCC CIL Development Contributions</p>
Summary/Role of Local Plan and IDP	<p>The local plan should ensure that library services meet the needs of communities, particularly where new housing development creates a need for the provision of expanded facilities.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Waste and Recycling

Utilities: Waste/Recycling	
Overview of Lead Organisations	<p>East Sussex County Council (ESCC) is the Waste Disposal Authority responsible for arranging the safe disposal of household and other waste collected by Lewes District Council.</p> <p>The Environment Agency regulates waste management through a series of licenses. LDC is responsible for street cleanliness including provision and maintenance of street bins.</p>
Main Sources of Information	<p>East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan 2013</p> <p>East Sussex, South Downs and Brighton & Hove Waste and Minerals Sites Plan 2017</p> <p>East Sussex, South Downs and Brighton & Hove Waste and Minerals Revised Policies (2024)</p> <p>East Sussex Joint Waste Strategy – 2014 to 2025</p> <p>LDC Litter and Fly-tipping Reduction Strategy 2022 – 2027</p> <p>Emerging East Sussex, South Downs and Brighton & Hove Waste and Minerals Plan.</p>
Key Issues	<p>Lewes District produces less municipal waste per household than other local authorities in East Sussex and also compares favourably with West Sussex and Kent authorities. However, the majority of waste in the district arises from the construction industry and commercial and industrial activities.</p> <p>ESCC aspires to achieve higher recycling rates, recover materials and energy where recycling cannot be achieved or afforded, and reduce land disposal to a minimum.</p> <p>The Waste and Minerals Plan 2013 addresses the broad issues and options. Matters of detail, including the precise locations of sites for all types of waste development, are addressed by the Waste and Minerals Sites Plan 2017. The emerging replacement Waste and Minerals Plan has been subject to examination and the report on the examination and main modification documents were published in April 2024. No further waste or recycling sites are proposed in the plan area at the present time, although a number of strategic waste sites are safeguarded around North Quay, Newhaven.</p> <p>Incidences of littering and fly tipping in the district are managed by LDC. There are known litter and fly tipping hotspots within the district.</p>
Existing and Planned Provision	<p>The majority of the waste sites in the plan area are small waste transfer stations and scrap metal yards.</p> <p>The Newhaven Energy Recovery Facility has the capacity to recover 210,000 tonnes per annum of non-hazardous, non-inert waste. Rabbits (North Quay, Newhaven) is another facility within the Plan area that is significant at a sub-regional scale.</p> <p>Sites are allocated in the saved Waste Local Plan for waste management uses at North Quay, Newhaven.</p>

	<p>Household waste is collected fortnightly. This includes a kerbside recycling service. A green waste collection service is also offered to residents at a cost of £70 per annum.</p> <p>Volunteer litter picking schemes are operated by many of the town and parish council with support from LDC.</p>
Funding Sources	ESCC, Lewes District Council, and the private sector (e.g. commercial waste producers, waste industry).
Summary/Role of Local Plan and IDP	<p>Planning applications for waste activity within the district are determined by ESCC as the waste planning authority for the area.</p> <p>ESCC has advised LDC that their Officers, across their service areas, will review the Infrastructure Delivery Schedule (part B) and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).</p>

Community

Burial Grounds

Burial Grounds	
Overview of Lead Organisations	Lewes District Council manages cemeteries in Lewes and Seaford. Newhaven Town Council manages Newhaven cemetery.
Main Sources of Information	https://www.lewes-eastbourne.gov.uk/cemeteries-and-crematorium
Key Issues	<p>None identified. Both Seaford and Newhaven cemeteries have good capacity and space for expansion.</p> <p>Church burial grounds often have very limited capacity.</p> <p>Woodland burial is becoming increasingly popular. A small commercial woodland burial area is located near Clayton to the south of Hurstpierpoint outside the plan area in Mid Sussex district and a local authority run ground is located to the south of Woodingdean in Brighton and Hove.</p> <p>There are no crematoria in the plan area. The Eastbourne crematorium is located adjacent to the Langley Cemetery in Eastbourne. The Woodvale Crematorium is located within the Lewes Road Cemetery in Brighton and Hove.</p>
Existing and Planned Provision	<p>There are two cemeteries within the plan area at Seaford and Newhaven. Seaford cemetery includes a Muslim burial area to meet the specific burial requirements of the Muslim community.</p> <p>Cemeteries and churchyards cover approximately 22 ha across the district.</p>
Funding Sources	Lewes District Council and possibly private sector/joint provision.
Summary/Role of Local Plan and IDP	The provision of additional land for burial, if required, will be addressed in the Local Plan.

Allotments and Community Gardens

Allotments and Community Gardens	
Overview of Lead Organisations	Lewes District Council Town and Parish Councils
Main Sources of Information	Lewes District Open Space Strategy - 2020
Key Issues	<p>Food security was identified as an area of concern by respondents to the local plan issues and options consultation.</p> <p>LDC run allotments in the plan area have had long waiting lists since 2017. Consequently, the waiting lists have been closed to new applicants for a number of years.</p> <p>The Lewes District Open Space Strategy identifies that there is a need for more provision of Allotments, Community Gardens and City Farms across the district in order to meet the anticipated population growth to 2030. Using a standard for provision of 'allotments, community gardens and city farms' of 0.2 hectares per 1,000 people as used by the Open Space Strategy would imply a projected deficiency in provision of 0.04 hectares per 1,000 people to 2030.</p>
Existing and Planned Provision	<p>Across the district the Open Space Strategy identified 17.33 Ha of Allotments, Community Gardens and City Farms.</p> <p>Within the plan area, LDC operates allotments in Barcombe Cross, Ringmer, Ditchling and Newhaven. Seaford and Peacehaven Town Councils operate allotments within their administrative areas. Allotments were also identified in North Chailey, Glynde, Cooksbridge, Newick, Plumpton Green, South Highton, east of Ditchling Common by the Open Space Strategy; these are predominantly operated by Town and Parish Councils.</p> <p>The following settlements are not served by Allotments or Community Gardens:</p> <ul style="list-style-type: none"> ▪ Barcombe ▪ Broyleside ▪ Chailey Green ▪ East Chiltington ▪ South Chailey incl South Street ▪ West Wivelsfield ▪ Wivelsfield Green ▪ Wivelsfield <p>While no new allotments are currently planned in the plan area, application LW/22/0517: Hurst Farm, Hurstwood Lane, Haywards Heath (comprising an extension to Haywards Heath on a cross border site with Mid Sussex) includes allotments which will be within Wivelsfield Parish. It is not clear, at this stage, which local authority/parish council will manage the nominations to these proposed allotments should the application be approved.</p>
Funding Sources	CIL, direct provision by developers.

Summary/Role of Local Plan and IDP	The provision of additional land for allotments is guided by the emerging local plan which anticipates that new community food growing space may form part of the open space provision that is required to be provided on larger residential developments and in accordance with emerging policy HW6. Developers will be expected to engage with town and parish councils to extend and improve existing community food growing spaces.
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Community Meeting Space

Community: Community Meeting Space	
Overview of Lead Organisations	Community meeting spaces are funded and run by a wide range of organisations, including town and parish councils, churches, community groups and charities.
Main Sources of Information	Web searches focussed on town and parish council websites during October 2023.
Key Issues	<p>Community facilities contribute to the sustainability of communities. A community centre may host residents meeting, pre-school groups, adult education classes, social gatherings and a wide range of other activities that address the social and recreational needs of local people. The provision of community centres at a local level increases their accessibility for residents and reduces the need to travel. Active centres can help to raise the quality of life through contributing to community cohesion, reducing isolation and creating opportunities for information sharing and participation in community activities.</p> <p>The need for new or improved community facilities can be identified from neighbourhood/parish plans and audits of existing facilities, or consultation with community groups. However, the provision of community facilities will need to expand and adapt to serve the needs of any new population. There is also a need to protect community centres from development unless there are exceptional circumstances, such as re-provision of a centre in an alternative location.</p> <p>The adopted Local Plan Part 1 used a rate of provision for community facilities that 1,500 new dwellings require 750 m2 of additional community space equivalent to 0.5 m2 per dwelling. While it is unlikely that new community centres will be necessary to support the development in the Local Plan, the rate of provision acts as a guide to the level of extension of existing centres that may be required. Improvements and refurbishments of existing centres may also support new development to enhance the capacity of centres to serve their communities.</p> <p>A number of the community centres in the plan area would benefit from refurbishment, while some have been updated in recent years. Where centres are provided by faith organisations it is likely that the organisation would support any required updates. Where centres are provided and managed by community groups development in the community would be expected to contribute to improvements and/or extensions to the centre to support the development through developer contributions or through CIL. CIL funding has been used for improvements to Newick, Ringmer and Wivelsfield village halls.</p>
Existing and	Community centres have been identified in a number of the settlements in the plan area. It is anticipated that development in the community would contribute

Planned Provision	to the extension and/or upgrade to the provision of community centres in the community affected.		
	Settlement	Meeting Space	Managing Organisation
	Barcombe	Barcombe Sports Pavilion	Barcombe Parish Council
	Barcombe Cross	Barcombe Village Hall	Barcombe Village Hall Association
	Chailey Green	Chailey Parish Hall	Chailey Parish Council
	Cooksbridge	Beechwood Hall	Beechwood Hall
	Ditchling	Pavilion - Ditchling Recreation Ground	Ditchling Pavilion Sports Club
	Newhaven	Meeching Hall	Newhaven Town Council
	Newhaven	Denton & Mount Pleasant Social Centre	Newhaven Town Council
	Newhaven	Lewes Road hut, Robinson Road	Newhaven Town Council
	Newhaven	Eastside Social Centre	Newhaven Town Council
	Newhaven	Hillcrest Community Centre	Hillcrest Community Centre Association
	Newhaven	Shakespeare Hall	Wave Leisure
	Newhaven	Summerhayes Wellbeing Centre	Southdown
	Newick	Newick Community Centre	Newick Parish Council
	Newick	Newick Village Hall	Newick Village Hall Management Committee
	Newick	Newick Sports Pavilion	Newick Sports Pavilion Management Committee
	Peacehaven	Community House, Meridian Centre	Peacehaven Town Council
	Peacehaven	The Hub	Peacehaven Town Council
	Plumpton Green	Plumpton Village Hall	Plumpton Parish Council
	Plumpton Green	Plumpton Cricket Pavilion	Plumpton Parish Council
	Plumpton Green	Scout Hall	Plumpton Scouts
	Ringmer	Ringmer Community College	Ringmer School
	Ringmer	Ringmer Village Hall	Ringmer Village Hall Association
	Ringmer	Goldsborough Hall (Scout Hut)	Ringmer Scouts
	Seaford	The Clubhouse	St James Trust
	Seaford	The Sutton Hall, Downs Leisure Centre	Wave Leisure
	Seaford	Claremont WI Hall	Women's Institute Seaford
	Seaford	Mecread Youth Centre	Seaford Town Council

	South Heighton	South Heighton Village Hall	South Heighton Village Hall Association
	Telscombe	Telscombe Civic Centre	Telscombe Town Council
	Telscombe	Telscombe Parish Hall	Telscombe Parish Hall Association
	Wivelsfield Green	Wivelsfield Village Hall	Wivelsfield Village Hall Association
	Wivelsfield Green	Wivelsfield Sports Pavilion	Wivelsfield Village Hall Association
Funding Sources	Various including CIL and developer contributions		
Summary/ Role of Local Plan and IDP	<p>In order to promote sustainable communities, it is important that the Local Plan protects existing community facilities and enables further provision where a clear need exists.</p> <p>Policy IC4 of the emerging Local Plan is clear that the loss of a community facility would be considered acceptable only in exceptional circumstances and sets out the criteria that would need to be satisfied to justify this.</p>		

Children's Play Areas

Children's Play Areas

Community: Children's Play Areas	
Overview of Lead Organisations	Children's play areas are run by town and parish councils and LDC.
Main Sources of Information	Lewes District Open Space Strategy - 2020 LDC – Green and Blue Infrastructure Study – May 2024 Web searches focussed on town and parish council websites during October 2023
Key Issues	<p>Children's play areas contribute to the sustainability of communities. A play area not only contributes to children's health and wellbeing but also helps to foster community cohesion by providing a space for informal social interactions.</p> <p>The need for new or improved play areas can be identified from neighbourhood/parish plans and audits of existing facilities, or consultation with community groups. However, the provision of children's play areas will need to expand and adapt to serve the needs of any new population. There is also a need to protect existing play areas from development unless there are exceptional circumstances, such as re-provision of a play area in an alternative location.</p> <p>The Open Space Strategy 2020 identifies a rate of 0.25 ha per 1,000 population for equipped and designated children's play space as optimal and identifies the rate of provision for each town and parish in the district. The study found that the rate of provision for children's play spaces was somewhat below the idealised rate with a deficit of 0.23 ha per 1,000 population across the district which was expected to continue with population increase over the plan period based on achievement of the optimal rate of provision by new development. Parishes that had deficits in equipped play space in 2020 are as follow:</p> <ul style="list-style-type: none"> ▪ A deficit of 0.24 Ha per thousand population in Barcombe Parish ▪ A deficit of 0.24 Ha per thousand population in Chailey Parish ▪ A deficit of 0.16 Ha per thousand population in Ditchling Parish ▪ A deficit of 0.16 Ha per thousand population in Newhaven ▪ A deficit of 0.17 Ha per thousand population in Newick Parish ▪ A deficit of 0.17 Ha per thousand population in Peacehaven ▪ A deficit of 0.14 Ha per thousand population in Plumpton Parish ▪ A deficit of 0.17 Ha per thousand population in Ringmer Parish ▪ A deficit of 0.22 Ha per thousand population in Seaford. ▪ A deficit of 0.18 Ha per thousand population in Telscombe ▪ A deficit of 0.01 Ha per thousand population in Wivelsfield Parish <p>Addressing these deficits needs to be managed in such a way that the play spaces are substantial enough that their ongoing management and use benefits the whole community, not just the particular development. This means that it may be more appropriate for non-strategic developments to contribute to the provision of play space in the area through CIL rather than each development including a small, equipped play area with limited provision for different age groups.</p> <p>The Open Space Strategy also identified that a number of the play spaces were of poor or average quality. This could mean that the play spaces would benefit</p>

	<p>from the replacement of equipment, resurfacing of the play surface or expansion of the play area.</p> <p>Since the Open Space Strategy audit was undertaken there has been some provision of new play areas in the district alongside refurbishment of some play areas. CIL funding has been used for improvements to and provision of play areas in Barcombe, Chailey Green, Ringmer and Seaford and South Heighton.</p> <p>Upgrades to the play areas have been identified as necessary by community survey in Ditchling.</p>																																																																					
Existing and Planned Provision	<p>Play areas have been identified in a number of the settlements in the plan area. It is anticipated that development in the community would contribute to the extension and/or update to the provision of play areas in the community affected to ensure that the level of provision does not decrease as a result of the development and, where possible, enhancements or new provision ensure that 0.25 hectares per thousand population is achieved.</p> <table><tr><th>Settlement</th><th>Play Area</th><th>Managing Organisation</th></tr><tr><td>Barcombe</td><td>Barcombe Play Area</td><td>Barcombe Parish Council</td></tr><tr><td>Chailey Green</td><td>Platinum Jubilee Playground</td><td>Chailey Parish Council</td></tr><tr><td>Cooksbridge</td><td>Beechwood Hall Play Area</td><td>Beechwood Hall</td></tr><tr><td>Ditchling</td><td>Long Park Corner Play Area</td><td>Lewes District Council</td></tr><tr><td>Ditchling</td><td>Ditchling Recreation Ground Play Area</td><td>Ditchling Pavilion Sports Club</td></tr><tr><td>East Chiltington</td><td>Hollycroft Field Play Area</td><td>East Chiltington Parish Council</td></tr><tr><td>Hamsey</td><td>Beechwood Hall Play Area</td><td>Beechwood Hall</td></tr><tr><td>Newhaven</td><td>Fort Road Play Area</td><td>Lewes District Council</td></tr><tr><td>Newhaven</td><td>Avis Road Play Area</td><td>Lewes District Council</td></tr><tr><td>Newhaven</td><td>Lewes Road Recreation Ground Play Area</td><td>Newhaven Town Council</td></tr><tr><td>Newhaven</td><td>Valley Road Play Area and Parkour</td><td>Newhaven Town Council</td></tr><tr><td>Newhaven</td><td>East Side Play Area</td><td>Lewes District Council</td></tr><tr><td>Newhaven</td><td>Denton Recreation Ground Play Area</td><td>Newhaven Town Council</td></tr><tr><td>Newick</td><td>Newick Recreation Ground Play Area</td><td>Newick Parish Council</td></tr><tr><td>Peacehaven</td><td>Centenary Big Park</td><td>Peacehaven Town Council</td></tr><tr><td>Plumpton Green</td><td>Plumpton Green Play Area</td><td>Plumpton Parish Council</td></tr><tr><td>Ringmer</td><td>Ringmer Village Green Play Area</td><td>Ringmer Parish Council</td></tr><tr><td>Ringmer</td><td>The Forges Play Area</td><td>Lewes District Council</td></tr><tr><td>Ringmer</td><td>Skate Park at Fingerpost Field Recreation Ground</td><td>Ringmer Parish Council</td></tr><tr><td>Seaford</td><td>Salts Play Area</td><td>Seaford Town Council</td></tr><tr><td>Seaford</td><td>Play Area at Chalvington Field Recreation Ground</td><td>Seaford Town Council</td></tr><tr><th>Settlement</th><th>Play Area</th><th>Managing Organisation</th></tr></table>	Settlement	Play Area	Managing Organisation	Barcombe	Barcombe Play Area	Barcombe Parish Council	Chailey Green	Platinum Jubilee Playground	Chailey Parish Council	Cooksbridge	Beechwood Hall Play Area	Beechwood Hall	Ditchling	Long Park Corner Play Area	Lewes District Council	Ditchling	Ditchling Recreation Ground Play Area	Ditchling Pavilion Sports Club	East Chiltington	Hollycroft Field Play Area	East Chiltington Parish Council	Hamsey	Beechwood Hall Play Area	Beechwood Hall	Newhaven	Fort Road Play Area	Lewes District Council	Newhaven	Avis Road Play Area	Lewes District Council	Newhaven	Lewes Road Recreation Ground Play Area	Newhaven Town Council	Newhaven	Valley Road Play Area and Parkour	Newhaven Town Council	Newhaven	East Side Play Area	Lewes District Council	Newhaven	Denton Recreation Ground Play Area	Newhaven Town Council	Newick	Newick Recreation Ground Play Area	Newick Parish Council	Peacehaven	Centenary Big Park	Peacehaven Town Council	Plumpton Green	Plumpton Green Play Area	Plumpton Parish Council	Ringmer	Ringmer Village Green Play Area	Ringmer Parish Council	Ringmer	The Forges Play Area	Lewes District Council	Ringmer	Skate Park at Fingerpost Field Recreation Ground	Ringmer Parish Council	Seaford	Salts Play Area	Seaford Town Council	Seaford	Play Area at Chalvington Field Recreation Ground	Seaford Town Council	Settlement	Play Area	Managing Organisation
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	Seaford	Play Area at Crouch Gardens	Seaford Town Council
	Seaford	Play Area at Downs Leisure Centre	Wave Leisure
	Seaford	Play Area at Raymond Close	Seaford Town Council
	Seaford	Play Area at Walmer Recreation Ground	Lewes District Council
	South Chailey	Millbrooks Children's Play Area	Lewes District Council
	South Highton	The Hollow Play Area	South Highton Parish Council
	Telscombe	Robert Kingan Playground	Telscombe Town Council
	Telscombe	Chatsworth Park North Playground	Telscombe Town Council
	Telscombe	Chatsworth Park South Playground	Telscombe Town Council
	Wivelsfield Green	Wivelsfield Recreation Ground Play Area	Wivelsfield Parish Council
Funding Sources	Various including CIL and developer contributions		
Summary/ Role of Local Plan and IDP	<p>In order to promote sustainable communities, it is important that the Local Plan protects existing play spaces and enables further provision where a clear need exists. The Local Plan will be clear that the loss of a community facility would be considered acceptable only in exceptional circumstances and will set out the criteria that would need to be satisfied to justify this (see emerging Policy IC4).</p> <p>The emerging Local Plan policy HW5 (Outdoor Playing Space) seeks accessibility standards for equipped and designated children's play space of 400m (5-minute walk).</p>		

Outdoor Sports Facilities

Outdoor Sports Facilities	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Town and Parish Councils
Main Sources of Information	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020
Key Issues	<p>In order to meet the need for outdoor sports facilities in the district the following additional provision is anticipated as assessed by the 2020 Playing Pitch Needs Assessment:</p> <p>12 MES Grass Pitches (Football) 11.5 MES Grass Pitches (Rugby) 1 MES Grass Pitch (Hockey) 2 Artificial Grass Pitches (NB Need for grass pitches may be reduced due to AGP provision)</p> <p>In addition, female rugby changing facilities are required at current facilities and upgrades to ancillary sports facility buildings are required at a number of sites.</p>
Existing and Planned Provision	<p>There are 51 football sites in the district. The quality of the existing football provision was assessed as adequate by the 2020 Playing Pitch Needs Assessment. Improvements to Ringmer Football Club provision have been secured via CIL Funding.</p> <p>There are 20 rugby sites in the district. The quality of grass pitch provision is standard, with two pitches at Manwaring Robertson Field and The Salts Rec requiring improved maintenance. One of the Senior pitches at Stanley Turner Ground does not have adequate drainage which affects the site's carrying capacity.</p> <p>There are two hockey sites within the Lewes District at Falmer Sports Complex and Southdown Sports Club.</p> <p>There are currently three full sized and one small sided 3G facilities, and two full sized and two small sand based facilities in the district. The facility at Peacehaven Community School is not available for community use.</p> <p>There are 28 cricket pitches in the district. The quality of cricket provision across the study area was assessed as adequate by the 2020 Playing Pitch Needs Assessment.</p> <p>There are no community accessible athletics facilities in the plan area. Provision is at Lewes Leisure Centre.</p> <p>Stoolball capacity is adequate within the district.</p> <p>There are 77 outdoor tennis courts across 20 sites in the district. There are 27 floodlit courts present across the district. Improvements to 3 Courts at Salts Recreation Ground in Seaford were completed in 2022 and received CIL funding. Improvements to 3 Courts at Newhaven Fort Road Recreation Ground is anticipated under a current CIL bid.</p>

	There are 7 bowling greens in the district.
Funding Sources	LDC, ESCC, Sport England, Town and Parish Councils, CIL, Developer contributions.
Summary/Role of Local Plan and IDP	<p>The emerging policy HW5 (Outdoor Playing Space) proposes the following accessibility standard in respect of new residential development:</p> <ul style="list-style-type: none"> • All residents of the new development will be within 1,200m (15-minute walk) of outdoor sports provision.

Indoor Leisure Facilities

Community: Indoor Sports/Leisure Facilities									
Overview of Lead Organisations	Lewes District Council Wave Leisure Trust Ltd Active Sussex								
Main Sources of Information	LDC Built Indoor Facilities Strategy - 2020								
Key Issues	<p>The majority of the indoor sports halls and leisure facilities in the plan area are not accessible to the public during school hours due to their location in educational establishments; there are community use agreements in place to provide access. There is a severe deficit in “pay and play” facilities that are open to the public. This deficit is primarily accommodated through the community use agreements, but this is not a substitute for “pay and play” provision. In the coastal one, particularly around Peacehaven, there is a deficit in both community accessible and “pay and play” facilities.</p> <p>Outside of the plan area, facilities in Lewes town and Uckfield which include swimming pools, and at Falmer are most likely to be used by residents. The swimming pool at Ringmer closed in December 2022.</p>								
Existing and Planned Provision	Indoor sports and leisure facilities were identified by the LDC Built Indoor Facilities Strategy in the locations set out below. No planned provision has been identified at this time.								
	Site	Facility Elements							
		Sports Halls (2BC+)	Activity Halls	Health & Fitness Suites	Indoor Swimming Pools	Indoor Bowls	Tennis Courts	Squash Courts	Netball Courts
	Chailey School Sports Hall	1							1
	Ditchling Recreation Ground		1						
	Plumpton College, Ditchling	1		1					1
	St Georges Retreat, Wivesfield				1				
	Wivelsfield Primary School		1						
	Wivelsfield Village Hall & Green		1						
	Denton Island Indoor Bowls Club, Newhaven					1			
	Peacehaven Golf Club, Newhaven			1					
	Seahaven Academy	1							1
	Seahaven Swim & Fitness Centre			1	2				
	Shakespeare Hall, Newhaven		1						
	Peacehaven Heights Primary School		1		1				
	Peacehaven Leisure Centre	1		1				3	1
	Bowden House School, Seaford		1						
	Chyngton Primary School, Seaford		2		1				
	Cradle Hill Community Primary, Seaford		2						

Green Infrastructure

Parks, Gardens, Amenity Green Space and Accessible Natural Green Space

Parks, Gardens, Amenity Green Space and Accessible Natural Green Space	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Town and Parish Councils
Main Sources of Information	Lewes District Open Space Strategy – 2020 Lewes Green and Blue Infrastructure Study – May 2024
Key Issues	<p>The Open Space Strategy 2020 identified that there is a good amount of Accessible Natural Green Space (ANG) in the district. However, this overall provision of ANG conceals deficiencies in some areas. The provision of amenity green space in the district overall was found to be slightly above the recommended rate of 0.6Ha of provision per 1000 population but is projected to be at a 0.02Ha deficit by 2030. This overall provision conceals deficits in some areas at present. In addition, there were deficits in the provision of parks and gardens across the district in 2020. The rate of provision was somewhat below the ideal provision of 0.8 Ha per 1000 population.</p> <p>The Open Space Strategy separates informal open space into parks and gardens, amenity green space and accessible natural green space. Deficits in informal open space provision can be particularly problematic in some rural areas where residents, despite being surrounded by “open countryside”, may face a lengthy walk on roads without pedestrian provisions in order to access public open space.</p> <p>The study identified a deficit in the provision of informal, accessible open space in all three categories in the parishes of Barcombe, Hamsey and Newick and the town of Seaford. Deficits in the provision of open space within two categories were identified in the parishes of Ditchling, East Chiltington, Plumpton and Ringmer.</p> <p>Where development is proposed where the increase in population may lead to a deficit in open space provision, it may be necessary for some of the development site to contribute to open space provision or for provision to be made elsewhere in the settlement to ensure that the rate of provision does not decrease. The provision of accessible open space has benefits not only for the mental and physical health of the population but also means that habitats in the vicinity of settlements are not eroded through over-use by the surrounding population.</p>
Existing and Planned Provision	<p>The Open Space Strategy identifies the informal open spaces in the district.</p> <p>Provision of public open space is planned in association with the development at Broyle Gate Farm, Ringmer (Ref: LW/21/0937).</p> <p>The Lewes Green & Blue Infrastructure Study (May 2024) recommends that the District prepare a GBI Strategy and Action Plan and this will can inform future provision and the Infrastructure Delivery Schedule in due course.</p>
Funding Sources	Lewes District Council, Natural England, DEFRA, Forestry Commission, developer contributions.

Summary/Role of Local Plan and IDP	<p>The Local Plan will seek to ensure that the provision of open space is addressed by residential development proposals as essential infrastructure.</p> <p>The Open Space Strategy (2020) recommends that the existing amount of open space should be protected, and that both quantitative and qualitative considerations should be taken into account in determining proposals that involve loss of open space and this has been reflected in the emerging local plan (Policy IC4).</p>
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Suitable Alternative Natural Green Space (SANG)

SANG	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Natural England
Main Sources of Information	Lewes District Open Space Strategy - 2020 LDC Green & Blue Infrastructure Study (May 2024).
Key Issues	New residential development within 7km of the Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) is dependent upon the continued management of Suitable Alternative Natural Greenspace (SANG). This is due to the likely significant impact upon the integrity of the Ashdown Forest. The need to identify SANG principally effects new development in Newick Parish.
Existing and Planned Provision	<p>The necessary provision for Suitable Alternative Natural Greenspace (SANG) to help mitigate the impact of new residential development on the Ashdown Forest SAC and SPA has been delivered on 11.8ha of land north of Western Road, Newick. The SANG at Reedens Meadow in Newick was assessed as having a capacity to mitigate the impact of 600 dwellings, which exceeds the level of housing growth identified for Newick over the adopted Local Plan period. A further assessment of the development level which Reedens Meadow currently support, and the capacity to support further development is required.</p> <p>However, all development proposals that result in a net increase of one or more dwellings within 7km of the Ashdown Forest will be required to contribute towards the future management and monitoring of the SANG to ensure that it continues to be effective in providing the necessary mitigation in relation to the Ashdown Forest. Such development will also be required to contribute towards the implementation of the Strategic Access Management and Monitoring Strategy (SAMMS) for the Ashdown Forest.</p>
Funding Sources	Lewes District Council, South Downs National Park Authority, Environment Agency, Natural England, Sport England, DEFRA, Forestry Commission, Developer contributions.
Summary/Role of Local Plan and IDP	The emerging Local Plan includes a policy requirement that development within 7km of Ashdown Forest consider the specific qualities of the Ashdown Forest and contributes to mitigation measures where necessary, (emerging Policy NE1: Protecting the Natural Environment).

Green and Blue Infrastructure Network

GBI Network	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Natural England, Town and Parish Councils
Main Sources of Information	Adur and Ouse Catchment Management Plan – 2019 Lewes District Open Space Strategy - 2020 East Sussex Environment Strategy 2020 LDC Water Cycle Scoping Study - 2023 LDC – Green and Blue Infrastructure Study – May 2024
Key Issues	<p>Green and Blue infrastructure performs a wide range of functions including:</p> <ul style="list-style-type: none"> Conservation and enhancement of biodiversity, including mitigating the potential impacts of new development Making a positive contribution to combating climate change through adaptation and mitigation of impacts Improved water resource and flood management Production of food Increasing recreational opportunities, including access to the countryside and supporting healthy living Creating a sense of place and opportunities for greater appreciation of valuable landscapes and cultural heritage Sustainable transport, education and crime reduction <p>The provision of and access to high quality, well-designed green and blue infrastructure will involve working in partnership with a wide range of agencies and organisations at both local and sub-regional level.</p> <p>The Lewes District Open Space Strategy found that there was 547ha. of natural and semi-natural green space in the district in 2020.</p> <p>The LDC Green and Blue Infrastructure Study describes the existing GBI, and summarises the opportunities and challenges for protection, creation, maintenance and enhancement of GBI in the area covered by Lewes District Council (LDC) as planning authority. The study forms part of the evidence for Lewes District's new Local Plan.</p> <p>The Water Cycle Study notes that there is significant potential for Nature Based Solutions to Flooding and Water Management in the plan area. These opportunities could help to reconnect existing habitats and create new habitats.</p>
Existing and Planned Provision	<p>The opportunities and challenges for protection, creation, maintenance and enhancement of GBI has recently been updated in respect of the Green and Blue Infrastructure Study (May 2024).</p> <p>The Lewes Green & Blue Infrastructure Study (May 2024) recommends that the District prepare a GBI Strategy and Action Plan and this will can inform future provision and the Infrastructure Delivery Schedule in due course.</p>
Funding Sources	Lewes District Council, South Downs National Park Authority, Environment Agency, Natural England, Sport England, DEFRA, Forestry Commission, Developer contributions.

Summary/Role of Local Plan and IDP	<p>Ensuring that networks of green and blue infrastructure (will be identified on the policies/or a separate map and/or within the forthcoming Local Nature Recovery Strategy), are protected and enhanced where appropriate and in accordance with emerging policies NE1 & NE2.</p>
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Biodiversity Net Gain

Green Infrastructure	
Overview of Lead Organisations	Lewes District Council, East Sussex County Council, Natural England, Town and Parish Councils
Main Sources of Information	East Sussex Green Infrastructure Study East Sussex Strategic Open Space Study 2011 East Sussex Environmental Strategy 2011 LDC Biodiversity Study – November 2023 LDC Climate Change Study – November 2023 LDC Green and Blue Infrastructure Study – May 2024.
Key Issues	<p>Biodiversity net gain (BNG) is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures.</p> <p>BNG became mandatory (10%) for major developments from 12 February 2024. BNG become mandatory for minor sites on 2 April 2024 and is expected to extend to Nationally Significant Infrastructure Projects, from late November 2025.</p> <p>It is anticipated that off site BNG will be required for some sites and suitable locations for this will need to be identified.</p>
Existing and Planned Provision	BNG requirements have now been enacted and are applicable unless exemptions apply.
Funding Sources	Lewes District Council, Environment Agency, Natural England, DEFRA, Forestry Commission, Developer contributions.
Summary/Role of Local Plan and IDP	Emerging policy NE3 (Protecting the Natural Environment) specifies that new developments will be required to achieve a minimum of 10% biodiversity net gain. Proposals for major development must achieve a minimum of 20% biodiversity net gain, unless economic unviability demonstrated.

Section B: Infrastructure Delivery Schedule

Note on Format

The Schedule follows a template that was originally agreed by East Sussex local authorities to provide consistency across the county. Each item of infrastructure has been categorised as follows:

Output	The location, nature and brief description of the scheme
Justification	The objective, policy or site allocation that the scheme helps to deliver and supporting evidence of need
Lead Body	The main delivery agency plus any supporting partners
Cost	The actual or estimated cost of delivering the scheme
Funding arrangements	Anticipated sources of funding and funding streams
Development in Local Plan which depends on Output	The level or areas of development that result in the need for the scheme
Status	Whether the scheme is conceptual, options are under investigation, detailed design or committed
Timeframe for Delivery of Output	Whether the scheme is going to be delivered in the short term (within 5 years), medium term (between 5 to 10 years), or long term (more than 10 years)
Importance to Local Plan	How critical the scheme is to the delivery of the strategy and development sites.
Risk to Delivery of Output	The degree of risk that the scheme will not be delivered.
Alternatives and Delivery Notes	Alternative strategies if there is a high risk of the scheme not being delivered and delivery notes.

In terms of the importance to its delivery of the emerging local plan, the schedule categorises each item of infrastructure as follows:

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

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

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

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

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

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

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

Conclusions

This Draft Infrastructure Delivery Schedule demonstrates that there is likely to be a need for high level of investment to support growth in the plan area. As the Local Plan develops the need for the infrastructure outlined as necessary will be refined so that LDC can understand which elements can be met by the development proposed by the plan.

ESCC has advised LDC that their Officers, across their service areas, will review the following Infrastructure Delivery Schedule and specifically those areas for which they have direct responsibilities for, once further work on the local plan has been undertaken, i.e., transport modelling/Sustainability Appraisal that will further inform the spatial strategy (emerging policy SDS1).

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding	Development in Local Plan which depends on output	Scheme Status	Timeframe for delivery of output	Importance to Local Plan	Risk to delivery of scheme	Alternatives/other mitigations and Delivery notes
							Concept, Options, Detailed Design, Committed Scheme	Short: 0 to 5 years Medium: 5 to 10 years Long: 10 years+	Critical Importance Desirable	High Medium Low	
1 TRANSPORT											
Strategic Road Network: Additional capacity and alleviation of congestion	A27: Capacity improvements and alleviation of congestion East of Lewes Scheme	Adopted Core Strategy Policies 7, 9 and 13	Highways England	Unknown	RIS2		Committed Scheme	Short	Critical	Completed 2023	The two schemes are complementary and further investigations are ongoing regarding the detailed design.
	A27: Capacity improvements and alleviation of congestion through the Lewes to Polegate Scheme	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	Highways England	Unknown	RIS2 RIS3 Potential: Developer contributions	The STEB modelling indicates that the east/west A27 corridor is likely to be impacted by all Local Plan growth, both in isolation and cumulatively with other districts.	Committed Scheme	Short: Anticipated completion spans the RIS2 and RIS3 periods	Critical	Low	
	A27: New roundabout to replace Lacy's Hill right priority junction.	South Coast Central Route Strategy (2017)	None Identified at Present	Unknown	Potential RIS3 Potential Developer Contributions		Concept	Medium Delivery dependent upon timing of development both in terms of need and funding.	Important	High	Funding may be achieved through the RIS3 Lewes to Polegate Scheme.

	A27: Falmer Junction Improvements	TfSE South Central Radial Study (2021)	TfSE	Unknown	Unknown		Concept	Long: Strategic Outline Business Case to be worked up by TfSE	Important	High	TfSE supports this improvement alongside bus and mass transit options for the A27 route.
	A26: Capacity improvements to junction with A27 at Beddingham and Southerham Roundabouts	TfSE Outer Orbital Radial Study (2021) STEB (2023) TfSE Strategic Investment Plan for the South East (2023)	None Identified at Present	Unknown	Potential RIS3 Potential Developer Contributions		Concept	Medium: Delivery dependent upon timing of development both in terms of need and funding.	Critical	High	Funding may be achieved through the RIS3 Lewes to Polegate Scheme.
Non-strategic road network: additional capacity and alleviation of congestion	A275/A2029: Potential signalisation of junction	Adopted Core Strategy Policies 7, 9 and 13 Emerging Policy IC1: Infrastructure Provision	None Identified at Present	Unknown	Potential Developer Contributions from schemes in Chailey and Newick	The STEB modelling indicates that the north south A275 corridor is likely to be impacted by all Local Plan growth options, both in isolation and cumulatively with other districts.	Concept	Medium: Delivery dependent upon timing of development both in terms of need and funding.	Important	High	STEB suggests that link capacity will be exceeded under local plan growth options.
	Northern Villages/ A275 Corridor A272/A275 (S) Roundabout: Replacement with Signals	Emerging Policy IC6: Sustainable transport and movement	None Identified at Present	Unknown	Potential Developer Contributions from schemes in the north of the district.		Concept	Medium: Delivery dependent upon timing of development both in terms of	Critical	High	STEB suggests that link capacity will be exceeded under local plan growth options.

		STEB (2023)						need and funding.			
	A272/A275 (N) Roundabout: Replacement with Signals			Unknown			Concept	Medium: Delivery dependent upon timing of development both in terms of need and funding.	Critical	High	STEB suggests that link capacity will be exceeded under local plan growth options.
	B2116/A275: Potential signalisation of junction		None Identified at Present	Unknown			Concept	Medium: Delivery dependent upon timing of development both in terms of need and funding.	Desirable	High	STEB suggests that existing delays at the junction would be exacerbated by local plan growth options.
	Gold Bridge Newick: Strengthening Works	Adopted Core Strategy Policies 7, 9 and 13 Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	ESCC	Unknown	ESCC CIL	None- Potential in combination risks to the Ashdown Forest SAC due to diversion.	Concept	Short	Critical	Medium	Diversion takes HGVs into close proximity of the SAC. Weight limit of 7.5t in operation.
	Ditchling and Ditchling	Adopted Core	ESCC	£18,163 (actual) for	S106	None - Possible cumulative risks	Concept	Short	Desirable	Completed	

	Common: Transport measures	Strategy Policies 7, 9 and 13		Feasibility Study		with Mid Sussex growth				2022	
		Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement		Unknown	CIL Potential Developer Contribution £252,731 S106 monies retained by ESCC	None - Possible cumulative risks with Mid Sussex growth	Concept	Unknown	Desirable	Low	
Non-strategic road network: additional capacity and alleviation of congestion North Eastern Villages/ B2192 Corridor	A22 Hailsham to Uckfield Enhancements	TfSE South Central Radial Study (2021) TfSE Strategic Investment Plan for the South East (2023)	DfT, TfSE, ESCC	Part of £850m MRN Scheme Pipeline	DfT, TfSE, Potential CIL	None – Possible cumulative risks with Wealdon growth.	Options	Medium Term	Desirable	High	
	B2192/B2124 Junction	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	None Identified at Present	Unknown	Potential Developer Contributions from schemes at Ringmer and Broyle Side	None – Possible cumulative risks with Wealdon growth.	Concept	Long: Delivery dependent upon timing of development both in terms of need and funding.	Desirable	High	STEB suggests that capacity will not be exceeded under local plan growth options but further junction modelling of combined impacts may suggest mitigations.
	Church Hill/B2192 Junction	movement STEB (2023)	None Identified at Present	Unknown	Potential Developer Contributions from schemes at	None – Possible cumulative risks	Concept	Long: Delivery dependent upon	Desirable	High	STEB suggests that capacity will not be exceeded under local plan growth

					Ringmer and Broyle Side	with Wealdon growth.		timing of development both in terms of need and funding.			options but further junction modelling of combined impacts may suggest mitigations.
Non-strategic road network: additional capacity and alleviation of congestion Lewes Area	A26 Lewes to Uckfield: Junction Enhancements	TfSE South Central Radial Study (2021) TfSE Strategic Investment Plan for the South East (2023)	TfSE ESCC	Unknown	Unknown	Development to the north and northeast of the district	Concept	Long Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	The scheme may incorporate specific junction improvements identified along the route by the STEB.
	A26/B2192 Earwig Corner: Signalisation with Pedestrian Crossing	Adopted Core Strategy Policies 7, 9 and 13. Emerging Policy IC1: Infrastructure Provision	Developer Led Partners: ESCC, LDC, SDNPA, Wealden District Council	£200,000-£300,000 (estimate) for traffic signals	Developer contributions: Land north of Bishops Lane	All development in villages to the north of the district. Development in Lewes town (South Downs National Park) and Uckfield (Wealden District) will also be expected to contribute towards the scheme.	Detailed design.	Short Term. The junction has now been converted from a priority give-way to signals with pedestrian crossing facilities.	Critical:	Completed 2023	Development at Ringmer is dependent on output to reduce congestion and ensure reliable journey times. Roundabout – considered in the 1990s. Such a proposal would require considerable land-take, lighting and could have a potentially detrimental impact on the SDNP
		Emerging Policy IC6: Sustainable transport and movement Lewes Town Transport Study (2011)	ESCC	Unknown	Potential Developer Contributions from schemes in the north of the district.		Concept	Medium Term Delivery dependent upon timing of development both in terms of	Critical	High	

	STEB (2023)						need and funding.			
	<p>A26/Church Lane: Fully signalising Junction to co-ordinate with Earwig Corner and improve through flow.</p> <p>Adopted Core Strategy Policies 7, 9 and 13.</p> <p>Emerging Policy IC1: Infrastructure Provision</p> <p>Emerging Policy IC6: Sustainable transport and movement</p> <p>Lewes Town Transport Study 2011</p> <p>2023 STEB</p>	<p>Lead: ESCC,</p> <p>Partners: LDC, SDNPA, Wealden District Council</p>	£150,000 (estimate)	Potential Developer Contributions from schemes in the north of the district.	<p>All development in villages to the north east of the district.</p> <p>Development in Lewes town (South Downs National Park) and Uckfield (Wealden District) will also be expected to contribute towards the scheme.</p>	Initial design work completed in 2013/14	<p>Medium Term</p> <p>Delivery dependent upon timing of development both in terms of need and funding.</p>	Critical	High	
	<p>A2029 High St/ Station St: Signaling changes and upgrade</p> <p>Adopted Core Strategy Policies 7, 9 and 13.</p> <p>Emerging Policy IC1: Infrastructure Provision</p>	None identified	Unknown	Potential Developer Contributions from schemes in the north of the district, Lewes and Uckfield.	Potential development to the north and northeast of the district is likely to be dependent on the scheme.	Concept	<p>Medium Term</p> <p>Delivery dependent upon timing of development both in terms of need and funding.</p>	Important	High	Capacity improvements unlikely to be feasible though upgrade of the signals and timings could improve through flow as identified by the STEB.
	<p>A2029 High Street/B2193: Signaling</p> <p>Emerging Policy IC6: Sustainable transport</p>	None identified	Unknown	Potential Developer Contributions from schemes in	Potential development to the north and northeast of the	Concept	<p>Medium Term</p> <p>Delivery dependent</p>	Important	High	Capacity improvements unlikely to be feasible though

	changes and upgrade	and movement 2023 STEB			the north of the district, Lewes and Uckfield.	district is likely to be dependent on the scheme.		upon timing of development both in terms of need and funding.			upgrade of the signals and timings could improve through flow as identified by the STEB.
	A26 / A2029 “Snail” Roundabout: Signalising to improve through flow.		None identified	Unknown	Potential Developer Contributions from schemes in the north of the district, Lewes and Uckfield.	Potential development to the north and northeast of the district is likely to be dependent on the scheme.	Concept	Medium Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	None identified. Limited potential for increasing capacity due to single carriageway through Cuilfail tunnel. Signal improvements identified by the STEB
	Phoenix Causeway A2029/East St A2029: Changes to improve through flow		None identified	Unknown	Potential Developer Contributions from schemes in the north of the district, Lewes and Uckfield.	Potential development to the north and northeast of the district is likely to be dependent on the scheme.	Concept	Long Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	Option to signalise the south bound traffic movement on the A2029 (W) arm identified by the STEB.
	A2029 Malling St /A2029 Phoenix Causeway: Changes to improve through flow		None identified	Unknown	Potential Developer Contributions from schemes in the north of the district, Lewes and Uckfield.	Potential development to the north and northeast of the district is likely to be dependent on the scheme.	Concept	Long Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	Options to add a third flared lane on the eastern approach or consider conversion to signals and integrate with A26 Snail roundabout option as part of wider traffic management

											identified by the STEB.
	A26 Lewes to Newhaven: Realignment and Junction Enhancements	TfSE South Central Radial Study (2021) TfSE Strategic Investment Plan for the South East (2023) Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	TfSE ESCC	Unknown	Unknown	Development across the plan area.	Concept	Long Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	The scheme may incorporate specific junction improvements identified along the route by the STEB.
Non-strategic road network: additional capacity and alleviation of congestion Newhaven Area	Newhaven Port Access Road: Phase 1a of a new road from the A259 to land owned by Newhaven Port & Properties	Adopted Core Strategy Policies Spatial Policies 1, 4 and E1 Newhaven Transport Study (2011)	Lead: Developer / ESCC	£23m (estimate)	<u>Actual:</u> Total £23.2m £13.2m ESCC capital programme £10m Local Growth Fund	Phase 1a of the new road will support the expansion and modernisation of Newhaven Port, in accordance with Core Policy 4 and the employment site allocated by Policy E1	Detailed design. Estimated completion in Summer 2020.	Short	Critical	Completed 2020	

		ESCC Transport Position Statement 2011									
		ESCC Transport Advice Note 2012									
		Local Transport Plan 2011 – 2026									
		Newhaven Port Master Plan									
	A259 Newhaven Swing Bridge/South Way/North Way:	Newhaven Transport Study (2011)	ESCC	Unknown	Actual: Unknown	Development in the coastal towns and development along the A259 Corridor	Detailed design.	Short	Critical	Completed 2023	Upgrade of signal equipment at South Way section of the Ring Road completed by ESCC.
	Junction improvements on A259, including the town centre ring road and the A26 junction. Signalisation to improve through flow	Adopted Core Strategy Policies 2, 7, 9 and 13. Newhaven Transport Study 2011 Newhaven Ring Road transport	ESCC	£0.8m (estimate)	Total Actual Spend: £1.04m CIL: £300,000 S106: £67,640 ESCC: £672,000	All development in Newhaven contributes to the need for and would benefit from these measures. Development at Harbour Heights is dependent on	Committ ed Scheme	Short/Medi um	Critical	Completed 2022	

	modelling assessment 2013 Local Transport Plan 2011 – 2026				the South Way/South Road junction improvement on the town centre ring road Development at Peacehaven will benefit.					
	Core Policy 7 Spatial Policy 7: Land at Harbour Heights	Developer ESCC	Unknown	Developer Contributions Harbour Heights	Development at Harbour Heights	Concept	Short	Critical	Low	Developer proposes establishing and contributing to a South Road Improvement Fund. See planning application LW/23/0380.
	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement STEB 2023 Brighton-Eastbourne-Pevensey (South Coast) MRN corridor study (TfSE study	TfSE/ESCC	Unknown	Unknown – Potential TfSE funding Potential CIL Potential Developer Contributions	Development in the coastal towns and development along the A259 Corridor is likely to exacerbate existing congestion at the junction.	Concept	Long Term Delivery dependent upon timing of development both in terms of need and funding.	Important	High	Further improvements suggested by the STEB to include signalisation of the southbound traffic on the A259 North Way arm of the junction. £356,963 Retained by ESCC for A259 improvements between Newhaven and Brighton. Circa £315k LDC retained S106 monies for which Newhaven Ring Road junction improvements are eligible.

		dependent upon SIP agreement)									
	A259 Brighton Rd/South Way/A259 Lewes Rd: Restrictions on kerbside activities during peak hours	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement STEB 2023 Brighton-Eastbourne-Pevensey (South Coast) MRN corridor study (TfSE study dependent upon SIP agreement)	TfSE/ESCC	Unknown	Unknown – Potential TfSE funding Potential CIL	Development in the coastal towns and development along the A259 Corridor is likely to exacerbate existing congestion at the junction but through flow is expected to be within junction capacity for the plan period.	Concept	Medium Term	Important	Low	Suspension of peak hour kerbside activities suggested by the STEB. Further improvements to signals possible.
Non-strategic road network: additional capacity and alleviation of congestion Seaford Area	A259 Exceat Bridge: Replacement Bridge Works	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	ESCC	Unknown	ESCC Levelling Up Fund		Committed Scheme	Short	Critical	Low	Works anticipated from April 2024 with Completion in Dec 2025. Cycle lane anticipated on the new bridge by the LCWIP Strategy.

		Local Transport Plan 2011-2026									
		LCWIP Strategy (2020)									
Non-strategic road network: additional capacity and alleviation of congestion Peacehaven Area	A259/Sutton Avenue Junction: Signal changes to improve through flow	Core Strategy Spatial Policies 2, 7 & 8 and Core Policies 7,9 and 13 Newhaven Transport Study 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026	Lead: ESCC	£300,000 (estimate)	Actual: £300,000 (CIL)	All development in Newhaven and Peacehaven	Committed Scheme	Short	Critical	Completed 2022	None identified
	A259/Telscombe Cliffs Way Junction: Signal changes to improve through flow	Core Strategy Spatial Policies 2, 7 & 8 and Core Policies 7,9 and 13	Lead: ESCC/Developer	£300,000 (estimate)	Actual: £300,000 (CIL)	All development in Newhaven and Peacehaven	Committed Scheme	Short	Critical	Medium	Further signal upgrade work to be undertaken. While the scheme parameters have been finalised there have been delays due to changes in scope of works carried out by

		Newhaven Transport Study 2011 ESCC Transport Advice Note 2012 Local Transport Plan 2011 – 2026									different parties since the CIL Bid.
	A259/ Telscombe Cliffs Way/ Sutton Avenue Junction: Further improvements	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement STEB 2023	Unknown	Unknown	<u>Unknown</u>	Development in Newhaven and Peacehaven	Concept	Long	Important	High	Further improvements to the junction to align with BSIP indicated by the STEB.
Parking	Electrical Vehicle Chargepoints	Emerging Policy IC7: Parking Standards [and EVCP]	LDC ESCC	Unknown	Developer Direct Provision	Plan wide development	Concept	Varies	Important	Low	Provision of chargepoints in excess of the requirements of building regulations.
Rail Services	Newhaven Marine Aggregates Terminal	Adopted Core Strategy Policy 13	Network Rail	Unknown	Network Rail Newhaven Port Authority Brett Aggregates		Committed Scheme	Short	Important	Completed 2020	Current rail terminal handles 7 trains per day. Scope to increase to 10 trains per day. Train length limited by sidings to 20 wagons.
	Newhaven Port Capacity and Rail Freight Interchange Upgrades	Newhaven Port Freight Assessment (2022)	Network Rail TfSE	Unknown		Supporting Economic Growth. Increasing the length of the rail	Concept	Long	Desirable	High	

		TfSE Strategic Investment Plan for the South East (2023)				sidings at South Quay would allow longer 26 wagon trains to service the port, increasing capacity.					
		Emerging Policy IC1: Infrastructure Provision									
		Emerging Policy IC6: Sustainable transport and movement									
	Wivelsfield Station Improvements		West Sussex County Council	Unknown	West Sussex County Council		Committed Scheme	Short	Important	Completed 2023	Note that parking at the station is extremely limited.
	Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements	LPP2 Policy DM37 Emerging Policy IC1: Infrastructure Provision	Network Rail TfSE	Unknown	TfSE London to Sussex Coast Rail Reinstatement package		Concept	Long	Desirable	High	An earlier 2008 study on the feasibility of reinstating the Lewes to Uckfield line concluded that there was no economic case for works. TfSE and Network Rail now supporting development of the business case as outlined in the SIP.
	Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes	Emerging Policy IC6: Sustainable transport and movement Emerging Policy IC8: Former Lewes to	Network Rail TfSE	Unknown	TfSE London to Sussex Coast Rail Reinstatement package	Development in the plan area depends upon achieving modal shift to public transport, including rail.	Concept	Long	Desirable	High	

		Passenger Transport Strategic Commissioning strategy 2014								
	Community Transport: Provision of minibus for Lewes Area	Spatial Policy 2 Core Policies 7, 9 & 13 Local Transport Plan 2011 – 2026	CTLA Bus Operator	£30,000	CIL	Lewes Area including villages in the Low Weald	Committed Scheme	Short	Important	Completed 2019/20
	Community Transport: Provision of Flexibus DDRT for Zone 1			Unknown	CIL	Development in Beddingham, Firle and Glynde parishes outside the SDNP.	Committed Scheme	Short	Important	Low
	Community Transport: Provision of DDRT Flexibus for Zone 2	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	Lead: ESCC Supporting: CTLA Bus Operators	Unknown	CIL	Development in Barcombe, Chailey, Ditchling, East Chiltington, Hamsey, Newick, Plumpton, Ringmer, St John Without, Streat, Westmeston and Wivelsfield parishes outside the SDNP.	Committed Scheme	Short	Important	Low Changes to DDRT Zones proposed by the BSIP with a new Zone 5 covering the Low Weald and Zone 6 covering the Coastal Towns including inside the SDNP.

	Mobility Hub: Plumpton Station	Emerging Policy IC1: Infrastructure Provision	ESCC	Unknown	CIL Developer Contributions development in the Low Weald	All development in the plan area is dependent on achieving a modal shift to public transport which the hubs will support.	Concept	Short to Medium	Important	Medium	Proposed mobility hubs will connect rail, bus and DDRT services. \$106 £265,000 collated for other bus facilities and services could contribute dependent on bid by ESCC.
	Mobility Hub: Glynde Rail Station		ESCC	Unknown			Concept	Short to Medium	Important	Medium	
	Mobility Hub: Lewes Bus Station	Emerging Policy IC6: Sustainable transport and movement	ESCC	Unknown	Developer Contributions development in the Low Weald		Concept	Short to Medium	Important	Medium	
	Mobility Hub: Peacehaven Telscombe Cliffs Way	East Sussex Bus Service Improvement Project (BSIP) (2021)	ESCC	Unknown	CIL Developer Contributions Peacehaven and Telscombe		Concept	Short to Medium	Important	Medium	
	Mobility Hub: Newhaven, South Way		ESCC	Unknown	CIL Developer Contributions Newhaven		Concept	Short to Medium	Important	Medium	
	Mobility Hub: Newhaven, Lower Place	East Sussex Enhanced Partnership Scheme (2022)		Unknown			Concept	Short to Medium	Important	Medium	
	Mobility Hub: Seaford Rail Station		ESCC	Unknown	CIL Developer Contributions Seaford		Concept	Short to Medium	Important	Medium	
	Mobility Hub: Seaford High Street			Unknown			Concept	Short to Medium	Important	Medium	
Bus Services: Route Improvements	A259 Newhaven to Seaford (Station Approach): Improvements between Newhaven and Seaford, including Buckle Bypass (from east of Hill Rise junction to 30mph gateway)	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement East Sussex Bus Service	ESCC	Unknown	CIL BSIP Fund	All development in the plan area is dependent on achieving a modal shift to public transport which the bus route improvements will support.	Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25

		Improvement Project (BSIP) (2021)									
		East Sussex Enhanced Partnership Scheme (2022)									
	A259 Newhaven Town Area: Newhaven Town Centre Ring Road – virtual bus priority at traffic signals	Emerging Policy IC1: Infrastructure Provision	ESCC		CIL BSIP Fund		Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25
	A259 Newhaven Town Area: Bus Lane/ infrastructure on A259 in and on approaches to Newhaven	Emerging Policy IC6: Sustainable transport and movement			CIL BSIP Fund		Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25
	A259 Newhaven Town Area: Reconfiguration of the bus stop provision at Denton Corner (A259 Denton roundabout)	East Sussex Bus Service Improvement Project (BSIP) (2021)			CIL BSIP Fund		Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25
	Newhaven: Traffic Light Bus Priority Measures	East Sussex Enhanced Partnership Scheme (2022)	ESCC				Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25

	Newhaven: Shuttle Bus service linking Harbour Heights to town centre and rail station	Core Policies 7,9 and 13 Spatial Policy 7: Land at Harbour Heights	Developer ESCC	Unknown	Developer Contributions	Development at Harbour Heights	Concept	Medium	Critical	Low	Proposed shuttle service to be provided by the developer. See planning application LW/23/0380.
	A259 Peacehaven to Saltdean: Increased enforcement of existing bus priority	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement East Sussex Bus Service Improvement Project (BSIP) (2021) East Sussex Enhanced Partnership Scheme (2022)	ESCC		CIL BSIP Fund		Options	Short to Medium	Critical	Low	Anticipated completion in BSIP High Level Programme of 2024/25
	Bus Priority Route Alongside A259 Phase 2 of bus corridor on A259	Adopted Core Strategy Spatial Policies 2, 7 & 8 Adopted Core	Lead: ESCC	Phase 2 bus corridor measures £400,000 Increased frequency of bus services:	Developer contributions (£13,200 agreed), ESCC	All development in Newhaven and Peacehaven is dependent on an increased frequency of bus services on the A259.	Preliminary design consulted upon in 2013	Short	Critical	Medium	None identified

	Increased frequency of bus services on the A259 and on feeder routes serving the residential areas of Peacehaven	<p>Strategy Policies 7, 9 & 13</p> <p>Emerging Policy IC1: Infrastructure Provision</p> <p>Emerging Policy IC6: Sustainable transport and movement</p> <p>Newhaven Transport Study 2011</p> <p>ESCC Transport Advice Note 2012</p> <p>Local Transport Plan 2011 – 2026</p>		£120,000 p/a per additional bus		<p>Development in Peacehaven is also dependent on feeder services in the Peacehaven area.</p> <p>Development at Newhaven Harbour Heights is also dependent on enhanced bus connections to the west from the site and the town generally</p>					
	A26: Newhaven Area Rural Bus Service Corridor Enhancements	Emerging Policy IC1: Infrastructure Provision	ESCC TfSE	Unknown	CIL Potential Developer Contributions	All development in the plan area is dependent on achieving a modal shift to public transport which the improvements will support.	Concept	Long	Desirable	High	
	A26: Lewes to Royal Tunbridge Wells Rural Bus Service Corridor Enhancements	Emerging Policy IC6: Sustainable transport	ESCC TfSE	Unknown	CIL Potential Developer Contributions		Concept	Long	Desirable	High	

	A272 Corridor: Rural Bus Service Enhancements	and movement TfSE Strategic	ESCC TfSE	Unknown	CIL Potential Developer Contributions		Concept	Long	Desirable	High	
	Sussex Coast Mass Rapid Transit	Investment Plan for the South East (2023)	TfSE	£440 to 450m (2020 estimate)	TfSE/ DfT		Concept	Long	Desirable	High	Local improvements to bus corridor along A259.
	A27 Falmer to Polegate: Bus Stop and Layby Improvements		National Highways TfSE	Unknown	RIS2 RIS3		Committed Scheme	Short: Anticipated completion spans the RIS2 and RIS3 periods	Important	Low	Delivery anticipated alongside the A27 Lewes to Polegate improvements
Active Travel Infrastructure: Local	Harbour Heights Newhaven: Main Access Road Cycle Path	Core Policies 7, 9 and 13 Spatial Policy 7: Land at Harbour Heights	Developer ESCC	Unknown	Developer Contributions	Development at Harbour Heights	Concept	Medium	Critical	Low	Proposed cycle path alongside main access road within the scheme. See planning application LW/23/0380.
	Avis Road - Newhaven (Multi - Modal) Scheme	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement ESCC LCWIP (2020)	ESCC	Unknown				Short to Medium	Important	Medium	
	Egrets Way Lewes to Newhaven:	Emerging Policy IC1:	ESCC The Egrets	Unknown	CIL £300,000 Spent		Committed	Short	Important	Completed 2023	

	Phase 5 Newhaven to Piddinghoe	Infrastructure Provision	Way Project		£50,000 Allocated		Scheme				
	Egrets Way Lewes to Newhaven: Phase 6: Lewes to Rodmell	Emerging Policy IC6: Sustainable transport and movement			Potential Developer Contributions CIL		Committ ed Scheme	Short	Important	Low	Scheduled completion in early 2025.
	Egrets Way Lewes to Newhaven: Phase 7 Piddinghoe to Deans Farm	ESCC Local Cycling and Walking Infrastructure Plan (2020)					Detailed Design	Short to Medium	Important	Low	
	Chailey: Pedestrian Crossing Improvements	Core Policies 7 and 13 Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement	ESCC	Unknown	£149,931 S106 retained by ESCC Potential Developer Contributions CIL	Development expected to impact the A275 corridor.	Concept	Short	Desirable	Low	Collated funds awaiting bid by ESCC for allocation. Eligible schemes include Lewes cycling network improvements, walking and cycling improvements in Seaford and walking improvements in Chailey
	District Wide: Provision of pedestrian and cycle facilities within all new developments linking to existing	Core Policies 7, 9 and 13 Local Transport Plan 2011 – 2026	Lead: ESCC Partners: LDC, Sustrans,	Unknown	Circa £315k in LDC retained S106 monies Developer Contributions	All new development to improve connectivity and accessibility	Concept	Varies	Critical	Low	

	services and infrastructure.	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement Emerging Policy IC11: Public Rights of Way	local cycle groups		CIL						
PROW	Public Rights of Way	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC9: Public Rights of Way	ESCC	\$106 £24 per dwelling	Developer Contributions CIL	Plan area	Varies	Varies	Important	Low	
Active Travel Infrastructure: Strategic	Sussex Coast Active Travel	TfSE Strategic Investment Plan for the South East (2023)	TfSE	Estimate £300m	Unknown	All development in the plan area is dependent on achieving a modal shift to active travel which the improvements will support.	Concept	Long	Important	High	Strategic scheme to co-ordinate upgrades to the walking and cycling network alongside the A259.
	A259 Newhaven – Pevensey Multi Modal	Emerging Policy IC1: Infrastructure Provision	ESCC	Unknown			Options	Short to Medium	Important	Medium	

	Corridor Scheme	Emerging Policy IC6: Sustainable transport and movement ESCC LCWIP (2020)									
	A259 Exceat Bridge: Cycle Lane	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement LCWIP Strategy (2020)	ESCC	Unknown	ESCC		Options	Short	Important	Medium	Bridge replacement anticipated in Dec 2025. Cycle lane not funded by bridge works Levelling Up fund allocation.
Active Travel: Micromobility Infrastructure	Docking and Charging Stations	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC6: Sustainable transport and movement Emerging Policy IC7: Parking	TfSE	Unknown	Unknown	All development in the plan area is dependent on achieving a modal shift to active travel which the improvements will support.	Concept	Long	Important	High	E Bikes and Scooter charging infrastructure aligned with the Sussex Coast Active Travel infrastructure.

		Standards [and EVCP]									
		TfSE Strategic Investment Plan for the South East (2023)									
2 UTILITY SERVICES											
Water Supply	Water Supply: Connections	Emerging Policy IC1: Infrastructure Provision	South East Water Southern Water	Varies.	Developer direct payment	Plan Area	Concept	Varies	Critical	Low	Developers are directly billed by the Water Supply Company for connecting to the water mains.
	Water Supply: Infrastructure Charge	Emerging Policy IC2: Water Supply and Wastewater Management									
		Policy W3: Water efficiency in new developmen t	South East Water Southern Water	Varies.	Developer direct payment	Plan Area	Concept	Varies	Critical	Low	Developers are directly billed by the Water Supply Company for the infrastructure charge which supports water supply network integrity.
		WRMP Southern Water WRMP South East Water									
	Desalination Plant: Options	Emerging Policy IC1:	Southern Water	Unknown	Southern Water	Plan area	Concept	Long	Important	Medium	Options for locating a desalinisation plant along the

		Infrastructure Provision									Sussex Coast within the Southern Water supply area are sought. The area of search includes the coast between Saltdean and Peacehaven.
	Arlington Reservoir	Emerging Policy IC2: Water Supply and Wastewater Management		Unknown	South East Water Ofwat	Plan area	Options	Long	Critical	Medium	Preferred option of a second reservoir at Arlington (Wealdon District). Alternative option for a reservoir at Broyle Place (LDC) discounted at present.
	Peacehaven Brighton WWTW: Water Recycling at Arlington	Emerging Policy W2: Protection of water resources and water quality Emerging Policy W3: Water efficiency in new development LDC Water Cycle Study – 2023 The Revised Draft Regional Plan Water Resources South East – August 2023	South East Water	Unknown	Southern Water South East Water Ofwat	Plan area	Options	Long	Important	High	Options for water recycling from this WWTW to the Arlington reservoir from 2040
	Peacehaven Brighton	Emerging Policy IC1:	Southern Water	Share of circa £10.4m	Southern Water Ofwat	Development in Saltdean,		Long	Critical	Medium	Programme cost includes

	WWTW: Sewer Rehabilitation to the north of Saltdean	Infrastructure Provision	ESCC			Telscombe and Peacehaven.		2035 to 2040 (AMP 9 to 10)			Rottingdean and Woodingdean pipe replacement works.
	Peacehaven Brighton WWTW: Capacity Improvements at South Coast Road	<p>Emerging Policy IC2: Water Supply and Wastewater Management</p> <p>Emerging Policy W2: Protection of water resources and water quality</p> <p>Emerging Policy W3: Water efficiency in new development</p> <p>LDC Water Cycle Study – 2023</p> <p>Adur and Ouse DWMP 2023</p> <p>Peacehaven Brighton DWMP Investment</p>	<p>Southern Water Brighton and Hove DC ESCC?</p>	Circa £2.82m	Southern Water Ofwat ESCC? Brighton and Hove DC	Development in Saltdean, Telscombe and Peacehaven.	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	Medium	<p>Note that the majority of the wastewater treated at this WWTW is generated within Brighton and Hove. Woodingdean and Rottingdean. The scheme aims to upsize sections of local sewers and storage tanks to accommodate flows from future development across this WWTW network.</p>

		Needs Appraisal Adur and Ouse DWMP 2023									
	Goddards Green WWTW: Capacity Improvements	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC2: Water Supply and Wastewater Management	Southern Water	Unknown	Southern Water Potential Developer Contributions (Mid Sussex)	Development to the east of Burgess Hill	Concept	Short	Critical	High	Note that the majority of the wastewater treated at this WWTW is generated within Burgess Hill. Current capacity exceeds 80% of DWF permit.
	Wivelsfield WWTW: Capacity Improvements	Emerging Policy W2: Protection of water resources and water quality	Southern Water	Unknown	Southern Water Potential Developer Contributions (Mid Sussex)	Development to the east of Burgess Hill	Concept	Short	Critical	High	Note that the majority of the wastewater treated at this WWTW is generated within Burgess Hill. Current capacity exceeds 100% of DWF permit.
	Newick WWTW	Emerging Policy W3: Water efficiency in new development	Southern Water	Unknown	Southern Water	Development at Newick	No works required at present	Long	Critical	High	Capacity exists for circa 930 additional dwellings in accordance with DWF permit under existing l/h/d.
	Chailey WWTW	LDC Water Cycle Study – 2023	Southern Water	Unknown	Southern Water	Development at Chailey	No works required at present	Long	Critical	High	Capacity exists for circa 800 additional dwellings in accordance with DWF permit under existing l/h/d.
	Barcombe New WWTW	Adur and Ouse	Southern Water	Unknown	Southern Water Potential Developer	Development at Barcombe and	No works required	Long	Critical	High	WWTW also serves Lewes and cross boundary

		DWMP 2023 LDC Water Cycle Study – 2023 Adur and Ouse DWM			Contributions (SDNP & LDC)	Barcombe Cross	at present				consideration of capacity will be required. Existing l/h/d are lower than the Southern Water 118l/h/d target and commensurate with the emerging PO Policy. Capacity exists for a maximum of 650 additional dwellings under the current DWF permit.
	Barcombe Church WWTW		Southern Water	Unknown	Southern Water	Development at Barcombe and Barcombe Cross	No works required at present	Long	Critical	High	Capacity for a maximum of circa 100 further dwellings exists.
	Neaves Lane, Ringmer WWTW: Capacity Improvement 2		Southern Water ESCC	Unknown	Southern Water	Residential development at Ringmer & Broyle Side	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	Medium	Identified capacity for a further 237 dwellings with current DWF permit under existing l/h/d. Additional capacity may exist for 691 dwellings with current DWF permit subject to implementation of a 118l/h/d efficiency measure. Emerging Policy anticipates a maximum of 110l/h/d
	Neaves Lane, Ringmer WWTW: Capacity Improvements 1	Spatial Policies 2 & 6	Southern Water ESCC	Unknown	Southern Water		Committ ed scheme	Short	Critical	Comple ted 2020	

	Smallholding Ringmer WWTW	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC2: Water Supply and Wastewater Management	Southern Water	Unknown	Southern Water	Residential development to the north of Ringmer	No works required at present	Long	Critical	High	There is capacity for circa 800 dwellings at current l/h/d but it is unlikely that development at Ringmer would be able to connect to this WWTW that lies to the west of the A26 at the Old Uckfield Road.
	Hamsey WWTW	Emerging Policy W2: Protection of water resources and water quality	Southern Water	Unknown	Southern Water	Residential development at Hamsey	No works required at present	Long	Critical	High	Capacity for a maximum of circa 100 further dwellings exists.
	Cooksbridge WWTW: Capacity Improvements	Emerging Policy W3: Water efficiency in new development LDC Water Cycle Study – 2023	Southern Water	Unknown	Southern Water Potential Developer Contributions	Development at Cooksbridge	Concept	Medium	Critical	High	Current capacity exceeds 80% of DWF permit. There is potential for a very limited number of additional dwellings under the current permit although there may be capacity for circa 130 dwellings under the 118 l/h/d requirement. Highlighted as potentially requiring upgrade post 2050 under Core Strategy Requirements.
	Highbridge East Chilmington WWTW	Adur and Ouse DWMP 2023	Southern Water	Unknown	Southern Water	Development at Plumpton/Plumpton Green	No works required at present	Long	Critical	High	Capacity for a maximum of circa 100 further dwellings exists.

	Stamford Buildings Firle WWTW	LDC Water Cycle Study – 2023 Adur and Ouse DWM	Southern Water	Unknown	Southern Water	Development at Glynde and Firle	No works required at present	Long	Critical	High	Capacity for a maximum of circa 100 further dwellings exists.
	Newhaven East WWTW: Sewer Rehabilitation Works	Emerging Policy IC1: Infrastructure Provision	Southern Water	Share of £1.31m	Southern Water Ofwat	Development in Newhaven and Seaford	Concept	Short to Medium 2025 to 2030 (AMP 8)	Critical	Medium	Phase 1 targets sewer bursts and collapses in Newhaven, Seaford and Lewes
		Emerging Policy IC2: Water Supply and Wastewater Management	Southern Water ESCC?	£4.46m	Southern Water Ofwat ESCC?	Development in Newhaven and Seaford	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	Medium	Phase 2 targets potential renewal or relining where groundwater infiltration may occur.
	Newhaven East WWTW: Capacity Improvements for planned new development	Emerging Policy W2: Protection of water resources and water quality	Southern Water	£2.13m	Southern Water Ofwat	Development in Newhaven and Seaford	Detailed Design	Medium to Long 2030 to 2035 (AMP 9)	Critical	Medium	Current discharge capacity exceeds 80% of DWF Permit. Identified capacity for a further 149 dwellings as at May 2023.
	Newhaven East WWTW: Capacity Improvements	Emerging Policy W3: Water efficiency in new development Adur and Ouse DWMP Newhaven East DWMP Investment	Southern Water	£8.49	Southern Water Ofwat ESCC?	Development in Newhaven and Seaford	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	Medium	Investment to separate or attenuate excess rainwater in sewer network using Sustainable Drainage Systems (SuDS) to reduce risk of flooding.

		Needs Appraisal Adur and Ouse DWMP									
Gas	New Connections	Core Policy 7 Emerging Policy IC1: Infrastructure Provision	SGN	Unknown	Developer billing by SGN	All residential development requires connection to gas mains.	Concept	Varies	Critical	Low	
	Iron Gas Main Replacement	SGN Long Term Development Statement – 2022 HEFCE Iron Gas Main Replacement Programme	SGN HEFCE	Unknown	SGN	All iron gas mains within 30m of a building are expected to be replaced by 2034.	Committed Scheme	Varies	Critical	Low	
Electricity	New Connections	Core Policy 7 Emerging Policy IC1: Infrastructure Provision	UK Power Networks	Unknown	Developer billing by UK Power Networks	All residential development requires connection to electricity network.	Concept	Varies	Critical	Low	
	Pylon Replacement and Upgrade	UKPN Development Proposals – 2023	UK Power Networks	Unknown	UKPN	Development in the Low Weald	Concept	Long	Important	Medium	5 Year programme does not anticipate further district upgrades.
		Little Horsted Upgrade - Planning Application Wealdon DC Ref		£42m for installation	UKPN	All development supplied via connection to the Lewes Sub-Station	Committed Scheme	Short	Critical	Low	Anticipated completion in Autumn of 2025

		WD/2021/07 33/ MAJ									
Renewable Energy	Renewable Energy Generation	Emerging Policy CC5 – Renewable Energy Generation	Energy Companies	Unknown	Energy Companies Possible Government funding	All development	Concept	Medium	Important	Medium	Emerging policy identifies locations for renewable energy generation.
	Solar PV Requirement	Emerging Policy CC4 – Solar PV, Storage and Demand Management	LDC	Unknown	Developer Direct Cost	All development	Concept	Varies	Important	Medium	Subject to scheme viability. Emerging policy requires PV generation to be maximised in all schemes.
Telecoms and Broadband Provision: Fixed Broadband	Full Fibre (Gigabit Ready) Broadband Network	Emerging Policy IC1: Infrastructure Provision Emerging Policy IC3: Digital Infrastructure and Communications Project Gigabit	DSIT Ofcom Network Providers	Unknown	£100.6m shared between East and West Sussex.	Rural parts of the district.	Options	Short	Critical	Low	Contract awarded February 2024.
Telecoms and Broadband Provision: Mobile Services	Mobile Signal: 5G Mast Network Upgrades	Emerging Policy IC3: Digital Infrastructure and Communications	DSIT Ofcom Network Providers	Unknown	Network Providers	All development in the plan area will be expected to access good 5G coverage from 2030		Varies	Important	Low	

		DSIT: Wireless Infrastructur e Strategy 2023									
FLOOD WATER MANAGEMENT											
Fluvial/ Surface Water	Newhaven East WWTW: Flood Alleviation	Adur and Ouse DWMP Newhaven East DWMP Investment Needs Appraisal	Southern Water	Circa £8.49m	Southern Water ESCC?	Southern Water Ofwat ESCC?	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	High	Potential schemes to increase attenuation and storage of excess rainfall to reduce sewer flooding.
	Peacehaven Brighton WWTW: Flood Alleviation	Adur and Ouse DWMP Peacehaven Brighton DWMP Investment Needs Appraisal	Southern Water	Circa £35.67m	Southern Water Brighton and Hove DC? ESCC?	Southern Water Ofwat Brighton and Hove DC? ESCC?	Concept	Medium to Long 2030 to 2035 (AMP 9)	Critical	High	
SUDS	Integrated sustainable drainage in development	ESCC Guide to Sustainable Drainage in East Sussex – 2014 SFRA – 2009 and emerging Core Policy 12 Flood Risk, Coastal	LDC	Varies	Developer direct provision	All development is required to integrate surface water management into the scheme where possible.	Concept	Varies	Critical	Low	Where connections to the sewer system are required as an alternative to SUDs this should not be to the detriment of existing users.

		Erosion, Sustainable Drainage and Slope Stability Emerging Policy W1: Flood risk and flood management									
Coastal	Newhaven Flood Alleviation Scheme	East Sussex Local Flood Risk Management Strategy 2016-2026	Environment Agency	Circa £18m	Environment Agency Coast to Capital LEP South East LEP Network Rail Developer Contributions	Development in the coastal towns and particularly Newhaven	Committed Scheme	Short	Critical	Completed 2021	
	Peacehaven Sea Defences: Capital Maintenance	The Brighton to Newhaven Coastal Implementation Plan (2016)	Environment Agency Southern Water	Unknown	EA Southern Water	Development in the coastal towns	Options	Short to Medium	Critical	High	
4 EDUCATION											
Education Provision	District Wide Education Provision	Core Strategy Policy 7 Emerging Policy IC1: Infrastructure Provision	ESCC	Varies	Circa £400k Education Contributions S106 retained by LDC	All development in the plan area	Concept	Varies	Critical	Low	Retained funds awaiting bid by ESCC for eligible projects.
Early Years Provision	District Wide Early Years Provision	Core Strategy Policy 7	ESCC	S106 New Nursery - £958 per	CIL Developer Contributions	All development in the plan area		Varies	Critical	Medium	

		Emerging Policy IC1: Infrastructure Provision		house and £144 per flat	ESCC Capital Grant						
	Ditchling Early Years Provision: Additional Places	ESCC: Childcare Sufficiency Duty (2023)		S106 Nursery Extension - £164 per house, £25 per flat	CIL Developer Contributions ESCC Capital Grant	Development in the Low Weald		Short	Critical	Medium	Shortfall of places from 2022/23 to 2024/25 due to closure of a private setting in the area. A significant amount of current demand may be coming from out of area.
	Newick Early Years Provision: Additional Places			S106 Nursery Extension - £164 per house, £25 per flat	CIL Developer Contributions ESCC Capital Grant	Development in the Low Weald		Short	Critical	Medium	Shortfall of places anticipated from 2022/23.
	Wivelsfield Early Years Provision: Additional Places			Unknown	CIL Developer Contributions ESCC Capital Grant	Development in the Low Weald	Committed Scheme	Short	Critical	Completed 2023	Approval given for Wivelsfield Primary School to lower its age range and offer early years places from September 2023.
Primary School places		Core Policy 7		£357,295	Developer Contributions	Development in the Low Weald, particularly northern villages of Wivelsfield and Wivelsfield Green	Committed Scheme	Short	Critical	Completed 2022	Wivelsfield Primary School expanded with a bulge year reception intake in 2022. Further expansion may be avoided on opening of the delayed Hurst Farm Primary School in Mid Sussex.
		Emerging Policy IC1: Infrastructure Provision		Unknown	Potential development contributions Haywards Heath and northern villages in the Low Weald		Concept	Short	Critical	Low	
	Wivelsfield Primary School Expansion	ESCC School Organisation Plan 2022 to 2026	ESCC								
	Primary School Provision: Low Weald	Core Policy 7 Emerging Policy IC1:	ESCC	None	N/A	Development in the Low Weald	Concept	Varies	Critical	Low	No additional capacity requirements identified to 2026 based on Core

		Infrastructure Provision ESCC School Organisation Plan 2022 to 2026									Strategy allocations and extant permissions as at 2022. Review required based on Local Plan development.
	Primary Provision Newhaven: Additional capacity for one form of entry	Core Policy 7 Emerging Policy IC1: Infrastructure Provision ESCC School Organisation Plan 2022 to 2026	ESCC	S106 - £3402 per house and £513 per flat	CIL/Developer Contributions ESCC Government Grant	Development in Newhaven	Concept	Medium	Critical	Low	Potential requirement for additional reception class from 2026 based on Core Strategy allocations and extant permissions as at 2022. Capacity in other coastal towns may be used to compensate for deficit.
	Primary School Provision: Coastal Towns	Core Policy 7 Emerging Policy IC1: Infrastructure Provision ESCC School Organisation Plan 2022 to 2026	ESCC	None	N/A	Development in Coastal Towns	Concept	Medium	Critical	Low	Excess capacity exists within the primary schools at Peacehaven, Saltdean and Seahaven. ESCC working with schools to manage surplus capacity.
Secondary School Places	Seahaven Academy Expansion: 30 Places	Core Policy 7 Education Commissioning Plan 2017-2021	ESCC	£4.75m	£2.25m CIL Developer contributions: £519,342	Residential development in Newhaven, Peacehaven and Telscombe.	Committed Scheme	Short term	Critical	Completed 2021	Expansion of Seahaven Academy in Newhaven from 6 to 7 form entry.

					DfE Basic Need Grant ESCC capital programme						
	Secondary School Provision: Coastal Towns	Core Policy 7 Emerging Policy IC1: Infrastructure Provision ESCC School Organisation Plan 2022 to 2026	ESCC	\$106 £3607 per house and £541 per flat Circa £5m for single form entry expansion	CIL/Developer Contributions Government grant ESCC	Residential development in the coastal towns	Concept	Medium	Critical	Low	Capacity exists to 2026 albeit there are pressures on places at all secondary schools in the coastal towns. ESCC working with schools to manage additional capacity requirements. Review required based on Local Plan development.
	Chailey Secondary School: Improvements	Core Policy 7	DfE	£272,111	DfE	Residential development in the Low Weald	Committed Scheme	Short term	Important	Completed 2020	There is surplus capacity at King's Academy Ringmer following closure of the sixth form. Chailey School is operating within the 5% capacity margins with some potential for surplus in future. Review required based on Local Plan development.
	Secondary School Provision: Low Weald	Emerging Policy IC1: Infrastructure Provision ESCC School Organisation Plan 2022 to 2026	ESCC	Unknown	CIL Government grant ESCC capital programme Developer contributions	Residential development in the Low Weald	Concept	Long	Critical	Low	
Special Educational Needs (SEN) Places	Peacehaven: 20 place SEN provision facility at Peacehaven Heights Primary School	Core Policy 7 Education Commissioning Plan 2017-2021	ESCC	Unknown	ESCC capital programme	Education Commissioning Plan 2017-2021	Committed Scheme	Short term	Critical	Completed Jan 2022	Existing provision in the plan area is limited to the facility at Peacehaven Heights Primary School. Need for places is expected to increase as the

	SEN Provision: District Wide	Core Policy 7 Emerging Policy IC1: Infrastructure Provision ESCC School Organisation Plan 2022 to 2026	ESCC	Unknown	CIL Government grant ESCC capital programme Developer contributions	All development across the district	Concept	Medium	Critical	Low	need for specialist provision has increased and provision is sought within pupil's communities.
Post 16 Education Provision	Additional post 16 education and training places	Core Policy 7 Emerging Policy IC1: Infrastructure Provision DfE Securing developer contributions for education (2023)	East Sussex College	Unknown	CIL DfE	All development across the district	Concept	Varies	Important	Medium	Post 16 education and training is directly funded by DfE but CIL contributions may supplement sub-regional provision.
			Plumpton College	Unknown			Concept	Varies	Important	Medium	
			Seaford Head School	Unknown			Concept	Varies	Important	Medium	
			DFN Project Search	Unknown			Concept	Varies	Important	Medium	
			Dv8 Brighton	Unknown			Concept	Varies	Important	Medium	
			Bexhill College	Unknown			Concept	Varies	Important	Medium	
			Hailsham Community College	Unknown			Concept	Varies	Important	Medium	
			Heathfield Community College	Unknown			Concept	Varies	Important	Medium	
			Team Domenica	Unknown			Concept	Varies	Important	Medium	

5 HEALTH											
Acute Health Care	University Hospitals Sussex – A&E Services	Core Policy 7	Sussex Health and Care ICS	Unknown	NHS England Developer Contributions	All development in the plan area.	Concept	Unknown	Important	Low	Sussex ICS Delivery Plan will determine improvements to healthcare facilities.
	East Sussex Healthcare - A&E Services	Emerging Policy IC1: Infrastructure Provision		Unknown			Concept	Unknown	Important	Low	
	Lewes Victoria Hospital - Urgent Treatment Centre	ICS Financial Strategy and Delivery Plan (anticipated publication Sept 23)		Unknown			Concept	Unknown	Important	Low	
	Uckfield Community Hospital – Minor Injuries Unit			Unknown			Concept	Unknown	Important	Low	
Hospital Improvements	Royal Sussex County Hospital, Brighton	Core Policy 7	Sussex Health and Care ICS	Unknown	NHS England CIL	All development in the plan area	Concept	Unknown	Important	Low	Sussex ICS Delivery Plan will determine improvements to healthcare facilities.
	Royal Alexander Childrens Hospital, Brighton	Emerging Policy IC1: Infrastructure Provision		Unknown			Concept	Unknown	Important	Low	
	Princess Royal Hospital, Haywards Heath	ICS Financial Strategy and Delivery Plan (anticipated publication Sept 23)		Unknown			Concept	Unknown	Important	Low	
	Lewes Victoria Hospital, Lewes			Unknown			Concept	Unknown	Important	Low	
	Eastbourne General Hospital, Eastbourne			Unknown			Concept	Unknown	Important	Low	
	Uckfield Community Hospital, Uckfield			Unknown			Concept	Unknown	Important	Low	
Primary Care Network Improvements	Greater Wealdon PCN	Core Policy 7	Sussex Health and Care ICS	Unknown	NHS England Developer Contributions	Development in the northern villages of the Low Weald	Concept	Unknown	Important	Low	Recent merge between Newick and Chailey practices.

	High Weald PCN	Emerging Policy IC1: PCN Infrastructure Leads Provision	Unknown	CIL	Development in the north western villages in the Low Weald	Concept	Unknown	Important	Low		
	Seaford PCN – Extension/ Redevelopment or new premises				Development in Seaford	Options	Short	Critical	High	Plan to create a Seaford Medical Hub shelved during 2020. PCN requires additional practice space. No options identified at present.	
	The Havens PCN – Relocation of Chapel Street and Quayside Medical Practice				Development in Newhaven and Peacehaven	Options	Short	Critical	High	Proposed expansion of Chapel Street surgery shelved due to cost. Proposed high street relocation to co-locate the two surgeries.	
	Deans and Central Brighton PCN				Development in Saltdean	Concept	Unknown	Important	Low		
	Foundry Healthcare Lewes PCN – Expansion of Anchor Road Surgery				Development in the Low Weald	Concept	Unknown	Important	Low	Limited capacity for surgery expansion due to redevelopment of the surrounding site for housing; albeit there is small area of green space to the east.	
6 SPECIALIST HOUSING											
Accessible and Adaptable Homes	Meeting M4(2) Accessibility Standards	LDC LHNA 2023 Emerging Policy H1: Meeting	LDC	Circa £525 per house Circa £925 per flat	Developer direct provision	Plan wide	Concept	Varies	Important	Low	

		Housing Needs									
Affordable Housing	Social Rented Homes	LDC LHNA 2023 Emerging Policy H3: Affordable Housing	LDC	40% of open market value per unit (extant policy position) not exceed 35% of open market value (emerging policy H3 position).	Developer Contributions Registered Provider Grant Funding	Plan wide	Concept	Varies	Critical	Medium	Percentage cost indicates cost to Registered Provider to purchase from developer.
	Affordable Rented Homes	LDC LHNA 2023 Emerging Policy H3: Affordable Housing	LDC	40% of open market value per unit (extant policy position) not exceed 65% (emerging policy H3 position).	Developer Contributions Registered Provider Grant Funding	Plan wide	Concept	Varies	Critical	Medium	Percentage cost indicates cost to Registered Provider to purchase from developer.
	Shared Ownership Homes	LDC LHNA 2023 Emerging Policy H3: Affordable Housing	LDC	70% of open market value per unit (extant policy position) not exceed 65% (emerging policy H3 position).	Developer Contributions Registered Provider Grant Funding	Plan wide	Concept	Varies	Critical	Medium	Percentage cost indicates cost to Registered Provider to purchase from developer.
	First Homes	LDC LHNA 2023 Emerging Policy H3: Affordable Housing	LDC	50% of open market value per unit	Developer direct provision	Plan wide	Concept	Varies	Critical	Medium	Policy approach is 50% discount on open market costs.
Self Build Plots	Serviced Plots for Self Builders	LDC Self and Custom Build Register	LDC	25-40% of GDV per plot	Developer direct provision	Plan wide	Concept	Varies	Important	Medium	Percentage cost indicates cost to Self Builders to purchase from developer.

		Emerging Policy H1: Meeting Housing Needs									
Extra Care: Older Persons	Extra Care Accommodation: Coastal Towns	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers Developer direct provision	Coastal Towns	Concept	Long	Desirable	Medium	Further extra care accommodation may be needed in the coastal towns towards the end of the plan period.
	Care Home Places: Coastal Towns	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers Developer direct provision	Coastal Towns	Concept	Long	Desirable	Medium	Further care home accommodation may be needed in the coastal towns towards the end of the plan period.
	Care Home Nursing Places: Coastal Towns	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers Developer direct provision	Coastal Towns	Concept	Long	Important	Medium	Further nursing care accommodation is likely to be needed in the coastal towns towards the end of the plan period.
	Extra Care Accommodation: Low Weald	LDC LHNA 2023 Emerging Policy H4:	ESCC	Unknown	Registered Providers Developer direct provision	Low Weald	Concept	Medium to Long	Important	Medium	Further extra care accommodation is likely to be needed in the Low Weald in

		Specialist Accommodation for Vulnerable People									the medium to long term.
	Care Home Places: Low Weald	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers Developer direct provision	Low Weald	Concept	Medium to Long	Important	Medium	Further care home accommodation is likely to be needed in the Low Weald in the medium to long term.
	Care Home Nursing Places: Low Weald	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers Developer direct provision	Low Weald	Concept	Medium to Long	Important	Medium	Further nursing care accommodation is likely to be needed in the Low Weald in the medium to long term.
Extra Care: Vulnerable Adults	Supported Accommodation: Domestic Violence	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Short	Important	Medium	Further accommodation for those fleeing Domestic Violence is required in the plan area.
	Supported Accommodation: Drug and Alcohol Misuse	LDC LHNA 2023 Emerging Policy H4: Specialist	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Short	Important	Medium	There is currently no provision for supported accommodation for those with drug and/or alcohol

		Accommodation for Vulnerable People									misuse problems in the plan area.
	Supported Accommodation: Learning Difficulties/Autism	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Medium to Long	Important	Medium	Further accommodation for those with Learning Difficulties/Autism is likely to be needed in the medium to long term.
	Supported Accommodation: Physically Disabled Adults	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Medium to Long	Important	Medium	Further accommodation for those with physical disabilities is likely to be needed in the medium to long term.
	Supported Accommodation: Sensory Impairment	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Medium to Long	Important	Medium	Further accommodation for those with sensory impairments is likely to be needed in the medium to long term.
	Supported Accommodation: Young Adults	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Short	Important	Medium	Further accommodation for vulnerable young people is required in the plan area.

		tion for Vulnerable People									
	Supported Accommodation: Young Parents	LDC LHNA 2023 Emerging Policy H4: Specialist Accommodation for Vulnerable People	ESCC	Unknown	Registered Providers	Plan Wide	Concept	Short	Important	Medium	Further accommodation for young single parents is required in the plan area.
PUBLIC SERVICES											
Libraries	Library Services	ESCC Calculating Development Contributions - 2015	ESCC	£263 per dwelling	ESCC Developer Contributions CIL	Plan area development	Concept	Varies	Important	Low	Cost per dwelling published in 2015.
	Ringmer Library: Conversion	Core Policy 7: Infrastructure	Ringmer Parish Council	Unknown Includes 115k CIL	CIL	Development in Ringmer	Committed Scheme	Short	Important	Completed 2018	Ringmer Community Library was partially funded by a CIL bid for 115k which
	Ringmer Library: Improvements	Emerging Policy IC1: Infrastructure Provision		Unknown	CIL Developer Contributions		Options	Short to Medium	Important	High	expanded the village hall to accommodate the library space and refurbish the kitchen facilities. Further improvements to the library facilities are required.
Waste Management	Street Services	LDC Litter and Fly-tipping Reduction Strategy 2022 – 2027	LDC Town/Parish Councils	Unknown	LDC CIL/Developer Contributions	Plan area development	Varies	Varies	Important	Low	

	Household Services	ESCC Joint Waste Services Strategy – 2014 ESCC Calculating Development Contributions - 2015	ESCC	£73 per new dwelling	ESCC CIL/Developer Contributions	Plan area development	Varies	Varies	Critical	Low	Costs of £51 for increased dwellings on site. Cost of £26 per dwelling where on site services are provided.
	Waste Management Facilities	ESCC Joint Waste Strategy - 2014	ESCC	Unknown	ESCC	Plan area development	Concept	Long	Critical	Low	Waste incineration at Veolia site in Newhaven is supplemented by landfill. Emerging Waste Core Strategy does not seek further waste sites but safeguards sites in Newhaven.

8 EMERGENCY SERVICES

Ambulance Services	Upgrade to Ambulance Community Response Posts in Newhaven, Saltdean and Seaford	SECamb Five Year Strategic Plan 2017-22 and 2023 Consultation Document	SECamb NHS Trust	Unknown	NHS CIL	Plan area development	Concept	Medium to Long	Important	Low	
Fire Services	Upgrade to Fire Station in Newhaven	ESFRS Medium Term Plan – Dec 2022	ESFRS	Unknown	Council Tax Precept CIL	Plan area development	Concept	Medium to Long	Important	Low	
	Upgrade to Fire Station in Seaford			£133K CIL	CIL		Options	Short to Medium	Important	Low	Allocated CIL funds 2020.
	Upgrade to Fire Station in			£156K CIL	CIL		Options	Short to Medium	Important	Low	Allocated CIL funds 2020.

	Barcombe Cross										
Police	Upgrades to Police Stations in Seaford and Peacehaven	Sussex Police & Crime Plan 2021/24	Sussex Police	Unknown	Council Tax Precept CII	Plan area development	Concept	Medium to Long	Important	Low	
COMMUNITY INFRASTRUCTURE											
Burial Grounds	Burial Grounds Across the Plan Area	Emerging Policy IC1: Infrastructure Provision	LDC	Unknown	Unknown	Plan area	Concept	Long	Critical	Low	Expansion of cemeteries at Seaford and Newhaven may be required late in the plan period.
Allotments and Community Gardens	Allotment Provision Across the Plan Area	Open Space Strategy 2020	Town and Parish Councils LDC	Unknown	Developer contributions Developer direct provision	Plan area	Concept	Medium to Long	Desirable	High	The Open Space Strategy identified a lack of allotments at: Barcombe Broyleside Chailey Green South Chailey incl South Street East Chiltington West Wivelsfield Wivelsfield Green Wivelsfield
Community Meeting Space	Barcombe Sports Pavillion	Emerging Policy IC1: Infrastructure Provision	Barcombe Parish Council Barcombe Village Hall Association	Unknown	CIL Developer Contributions	Development in Barcombe Parish	Concept	Long	Desirable	High	
	Barcombe Village Hall										
	Chailey Parish Hall	Emerging Policy IC1: Infrastructure Provision	Chailey Parish Council	Unknown	CIL Developer Contributions	Development in Chailey Parish	Concept	Long	Desirable	High	

Beechwood Hall	Emerging Policy IC1: Infrastructure Provision	Beechwood Hall	Unknown	CIL Developer Contributions	Development in Hamsey Parish	Concept	Long	Desirable	High	
Pavillion - Ditchling Recreation Ground	Emerging Policy IC1: Infrastructure Provision	Ditchling Pavillion Sports Club	Unknown	CIL Developer Contributions	Development in Ditchling Parish	Concept	Long	Desirable	High	
Meeching Hall		Newhaven Town Council								
Denton & Mount Pleasant Social Centre		Newhaven Town Council								
Lewes Road hut, Robinson Road		Newhaven Town Council								
Eastside Social Centre	Emerging Policy IC1: Infrastructure Provision	Newhaven Town Council	Unknown	CIL Developer Contributions	Development in Newhaven	Concept	Long	Desirable	High	Pre-school operates from the centre.
Hillcrest Community Centre		Hillcrest Community Association								Pre-school operates from the centre.
Shakespeare Hall		Wave Leisure								
Summerhayes Wellbeing Centre		Southdown								Community mental health and wellbeing programme plus NHS assessment and outreach
Newick Community Centre	Emerging Policy IC1: Infrastructure Provision	Newick Parish Council	Unknown				Long	Desirable	High	
Newick Village Hall		Newick Village Hall Management	Unknown	CIL Developer Contributions	Development in Newick Parish	Concept	Long	Desirable	High	Sports Pavilion Identified as in need of refurbishment by the PC.

Newick Sports Pavilion		Committee								
		Newick Sports Pavilion Management Committee	Unknown				Short	Desirable	High	
Community House, Meridian Centre	Emerging Policy IC1: Infrastructure Provision	Peacehaven Town Council	Unknown	CIL Developer Contributions	Development in Peacehaven	Concept	Long	Desirable	High	
The Hub										
Plumpton Village Hall	Emerging Policy IC1: Infrastructure Provision	Plumpton Parish Council	Unknown	CIL Developer Contributions	Development in Plumpton Parish	Concept	Long	Desirable	High	
Plumpton Cricket Pavilion										Pre-school operates from the centre.
Scout Hall		Plumpton Scouts								
Ringmer Village Hall: Refurbishment	Core Policy 7: Infrastructure	Ringmer Village Hall Association	CIL	CIL	Development in Ringmer Parish	Committed Scheme	Short	Important	Completed 2023	Ringmer Library operates from the hall.
Goldsborough Hall (Scout Hut)	Emerging Policy IC1: Infrastructure Provision	Ringmer Scouts	Unknown	CIL Developer Contributions		Concept	Long	Desirable	High	
Ringmer Community College		Ringmer School			Evening classes operate.					
The Clubhouse		St James Trust								
Claremont WI Hall	Emerging Policy IC1: Infrastructure Provision	Women's Institute Seaford	Unknown	CIL Developer Contributions	Development in Seaford	Concept	Long	Desirable	High	
Mecread Youth Centre		Seaford Town Council								
South Heighton Village Hall: Refurbishment	Core Policy 7:	South Heighton Village	Unknown	Unknown	Development in South Heighton	Committed	Short	Desirable	Completed 2019	Kitchen refurbished 2019.

		Infrastructure	Hall Association				Scheme				
	Telscombe Civic Centre	Emerging Policy IC1: Infrastructure Provision	Telscombe Town Council Telscombe Parish Hall Association	Unknown	CIL Developer Contributions	Development in Telscombe	Concept	Long	Desirable	High	
	Telscombe Parish Hall										Nursery operates from the premises
	Wivelsfield Village Hall: Refurbishment	Core Policy 7: Infrastructure	Wivelsfield Village Hall Association	Circa £390K	CIL	Development in Wivelsfield Parish	Committed Scheme	Short	Desirable	Completed 2021	
	Wivelsfield Sports Pavilion	Emerging Policy IC1: Infrastructure Provision		Unknown	CIL Developer Contributions		Concept	Long	Desirable	High	
Children's Play Areas	Barcombe Play Area: Refurbishment	Spatial Policy 2									
		Core Policies 7 & 8									
		Policy DM15	Barcombe Parish Council	£58,250	CIL Developer Contributions	Development in Barcombe	Committed Scheme	Short	Desirable	Completed 2023	The Open Space Strategy identified a deficit of 0.24 Ha per thousand population in Barcombe Parish.
		Lewes District Outdoor Playing Space Study 2014									
	Millbrooks Children's Play Area: South Chailey	Emerging Policy IC1: Infrastructure Provision	LDC	Unknown	CIL Developer Contributions	Development in Chailey Parish	Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.24 Ha per thousand population in Chailey Parish.

Platinum Jubilee Playground: Chailey Green	Emerging Policy HW5: Outdoor Playing Space								
	LDC Open Space Strategy 2020								
	Spatial Policy 2								
	Core Policies 7 & 8								
Beechwood Hall Play Area	Policy DM15	Chailey Parish Council	none allocated			Committed Scheme	Short	Desirable	Completed 2022
	Lewes District Outdoor Playing Space Study 2014								
	Emerging Policy IC1: Infrastructure Provision								
	Emerging Policy HW5: Outdoor Playing Space	Beechwood Hall	Unknown	CIL Developer Contributions	Development in Cooksbridge	Concept	Long	Desirable	High
	LDC Open Space Strategy 2020								

Long Park Corner Play Area	Emerging Policy IC1: Infrastructure Provision	LDC	Unknown			Concept	Long	Desirable	High	The Open Space Strategy identified a deficit of 0.16 Ha per thousand population in Ditchling Parish. The PC is seeking upgrade of Ditchling Recreation Ground Play area following a 2023 survey.
Ditchling Recreation Ground Play Area	Emerging Policy HW5: Outdoor Playing Space LDC Open Space Strategy 2020	Ditchling Pavilion Sports Club	Unknown	CIL Developer Contributions	Development in Ditchling	Concept	Short	Important	High	
Hollycroft Field Play Area	Emerging Policy IC1: Infrastructure Provision Emerging Policy HW5: Outdoor Playing Space LDC Open Space Strategy 2020	East Chiltington Parish Council	Unknown	CIL Developer Contributions	Development in East Chiltington	Concept	Long	Desirable	High	
Lewes Road Recreation Ground Play Area	Emerging Policy IC1: Infrastructure Provision	Newhaven Town Council	Unknown	CIL Developer Contributions	Development in Newhaven	Concept	Long	Desirable	High	Replaced in 2019
Valley Road Play Area and Parkour	Emerging Policy HW5: Outdoor Playing Space	Newhaven Town Council	Unknown			Concept	Short	Desirable	High	Opened 2010
Denton Recreation Ground Play Area	Outdoor Playing Space	Newhaven Town Council	Unknown			Concept	Short	Desirable	High	Refurbished 2009

	East Side Play Area	LDC Open Space	LDC	Unknown			Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.16 Ha per thousand population in New Haven
	Fort Road Play Area	Strategy 2020	LDC	Unknown			Concept	Medium	Desirable	High	
	Avis Road Play Area		LDC	Unknown			Concept	Medium	Desirable	High	
	Newick Recreation Ground	Emerging Policy IC1: Infrastructure Provision		Unknown	CIL Developer Contributions	Development in Newick	Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.17 Ha per thousand population in Newick Parish.
		Emerging Policy HW5: Outdoor Playing Space	Newick Parish Council								
		LDC Open Space Strategy 2020									
	Centenary Park	Emerging Policy IC1: Infrastructure Provision		Unknown	CIL Developer Contributions	Development in Peacehaven	Concept	Medium	Desirable	High	Opened 2015. The Open Space Strategy identified a deficit of 0.17 Ha per thousand population in Peacehaven
		Emerging Policy HW5: Outdoor Playing Space	Peacehaven Town Council								
		LDC Open Space Strategy 2020									
	Plumpton Green Play Area	Emerging Policy IC1: Infrastructure Provision	Plumpton Parish Council	Unknown	CIL Developer Contributions	Development in Plumpton Green	Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.14 Ha per thousand population in Plumpton Parish

	Emerging Policy HW5: Outdoor Playing Space									
	LDC Open Space Strategy 2020									
The Forges Play Area	Emerging Policy IC1: Infrastructure Provision									
	Emerging Policy HW5: Outdoor Playing Space	LDC	Unknown	CIL Developer Contributions		Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.17 Ha per thousand population in Ringmer Parish. Refurbishment of the Village Green play area completed in 2022.
	LDC Open Space Strategy 2020									
Ringmer Village Green Play Area: Refurbishment	Spatial Policy 2		S106	Developer Contribution	Development in Ringmer	Committed Scheme	Short	Desirable	Completed 2022	
	Core Policies 7 & 8									
New Play Area: Ringmer	Policy DM15	Ringmer Parish Council	S106	Developer Contribution		Committed Scheme	Short	Important	Low	Associated with LW/21/0937 – Broyle Gate Farm, Ringmer S106
Skate Park at Fingerpost Field Recreation Ground	Lewes District Outdoor Playing Space Study 2014		£45K S106	Developer Contributions		Committed Scheme	Short	Important	Low	S106 replacement for skate park. Application 2023.

Salts Recreation Ground Play Area: Refurbishment	Spatial Policy 2 Core Policies 7 & 8 Policy DM15 Lewes District Outdoor Playing Space Study 2014	Seaford Town Council	CIL	CIL	Development in Seaford	Committed Scheme	Short	Desirable	Completed 2022	Salts recreation ground includes a skate park
Play Area at Chalvington Field Recreation Ground	Emerging Policy IC1: Infrastructure Provision		Unknown	CIL Developer Contributions		Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.22 Ha per thousand population in Seaford.
Play Area at Crouch Gardens			Unknown			Concept	Medium	Desirable	High	
Play Area at Raymond Close	Emerging Policy IC6: Outdoor		Unknown			Concept	Medium	Desirable	High	
Play Area at Downs Leisure Centre	Playing Space	Wave Leisure	Unknown			Concept	Medium	Desirable	High	
Play Area at Walmer Recreation Ground	LDC Open Space Strategy 2020	LDC	Unknown			Concept	Medium	Desirable	High	
The Hollow Play Area	Emerging Policy IC1: Infrastructure Provision Emerging Policy HW5: Outdoor Playing Space	South Heighton Parish Council	Unknown	CIL Developer Contributions	South Heighton	Concept	Long	Desirable	High	Refurbished 2018.

		LDC Open Space Strategy 2020									
	Robert Kingan Playground	Emerging Policy IC1: Infrastructure Provision		Unknown			Concept	Medium	Desirable	High	
	Chatsworth Park North Playground			Unknown			Concept	Medium	Desirable	High	
	Chatsworth Park South Playground	Emerging Policy HW5: Outdoor Playing Space LDC Open Space Strategy 2020	Telscombe Town Council	Unknown	CIL Developer Contributions	Development in Telscombe	Concept	Medium	Desirable	High	The Open Space Strategy identified a deficit of 0.18Ha per thousand population in Telscombe.
	Wivelsfield Recreation Ground Play Area	PO Policy IC1: Infrastructure Provision Emerging Policy HW5: Outdoor Playing Space LDC Open Space Strategy 2020	Wivelsfield Parish Council	Unknown	CIL Developer Contributions	Development in Wivelsfield Green	Concept	Long	Desirable	High	Play area updated during 2018. The Open Space Strategy identified a deficit of 0.01Ha per thousand population in Wivelsfield Parish
Outdoor Sports Facilities: Football	Ringmer Football Club Improvements	Policy DM15: Provision of Outdoor Playing Space	Ringmer Football Club	£58.3K CIL Bid	Developer Contributions CIL Sports England Football Foundation	Development in the Low Weald	Concept	Short	Important	Medium	Completed.

11v11 Adult and Youth Pitches: Coastal Towns 12 MES		Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Developer Contributions CIL Sports England Football Foundation	Development in the coastal towns	Concept	Medium to Long	Important	High	The Playing Pitch Needs Assessment identified a projected deficit of 12 MES for 11v11 pitches in the coastal band to 2035. Need may be met though delivery of AGP.
Outdoor Sports Facilities: Artificial Grass Pitches (AGP)	Ringmer AGP	Policy DM15: Provision of Outdoor Playing Space	LDC	Unknown	Developer Contribution	Development in Ringmer	Committed Scheme	Short	Important	Low	AGP provision secured as result of application LW/21/0937: Land at Broyle Gate Farm
	3 x Full Sized AGP are required across the district.	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Circa £1.4m per pitch	Developer Contributions CIL Sports England Football Foundation Rugby Football Union	Plan Area	Concept	Medium to Long	Important	High	The Playing Pitch Needs Assessment identified a projected deficit for AGPs, equating to 3 full sized 3G AGPs across the district. This falls primarily to the coastal towns with need equivalent to 2 AGP outside of the park and 1 inside the park (Lewes).
Outdoor Sports Facilities: Cricket	Ringmer Cricket Club Improvements	Policy DM15: Provision of Outdoor Playing Space	Ringmer Cricket Club	£2.3K CIL Bid	CIL Developer Contributions	Development in the Low Weald	Options	Short	Important	Medium	Update on implementation of the scheme required.
	Ringmer Cricket Facilities	Policy DM15: Provision of Outdoor Playing Space	LDC	Unknown	Developer Contribution	Development in Ringmer	Options	Short	Important	Low	Cricket provision secured as result of application LW/21/0937: Land at Broyle Gate Farm

	No need identified to 2035 by the 2020 Assessment	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Unknown	None	Concept	Long	Desirable	High	The Playing Pitch Needs Assessment identified spare capacity to 2035 for cricket wickets but noted that some facilities were likely to be over capacity by 2035.
Outdoor Sports Facilities: Rugby	Coastal Towns: 11.5 MES	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Developer Contributions CIL Sports England Rugby Football Union	Development in the coastal towns	Concept	Short	Important	High	The Playing Pitch Needs Assessment identified a deficit at the coastal towns, primarily at Seaford and notes that the growth in female Rugby requires investment in changing facilities.
	Female Rugby Changing Facilities					Plan Area	Concept	Short	Important	High	
Outdoor Sports Facilities: Hockey	1 Pitch at Southdown Sports Complex (Lewes)	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	SDNP	Unknown	Developer Contributions England Hockey	Plan Area	Concept	Medium to Long	Important	High	The Playing Pitch Needs Assessment identified a deficit across the plan area. The delivery of a further AWP at the Southdown Sports Complex could address demand for additional Football and Hockey pitches in the plan area.
Outdoor Sports Facilities: Athletics	No need identified to 2035 by the 2020 Assessment	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Unknown	None	Concept	Long	Desirable	High	The Playing Pitch Needs Assessment identified spare capacity to 2035 for athletics.

Outdoor Sports Facilities: Stoolball	No need identified to 2035 by the 2020 Assessment	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Unknown	None	Concept	Long	Desirable	High	The Playing Pitch Needs Assessment identified spare capacity to 2035 for Stoolball.
Outdoor Sports Facilities: Tennis	at Newhaven Improvements to 3 Courts Fort Road Recreation Ground	Policy DM15: Provision of Outdoor Playing Space	Newhaven Town Council	£28K CIL Bid	LDC	Development in Newhaven Area	Committed Scheme	Short	Important	Low	Nearing completion
	Improvements to 3 Courts at Salts Recreation Ground: Seaford	Policy DM15: Provision of Outdoor Playing Space	Seaford Town Council	£60K CIL	LDC Sports England LTA England	Development in the Seaford Area	Committed Scheme	Short	Desirable	Completed 2022	
	Ringmer Tennis Courts	Policy DM15: Provision of Outdoor Playing Space	LDC	£106	Developer Contribution	Development in Ringmer	Options	Short	Important	Low	Tennis Court provision secured as result of application LW/21/0937: Land at Broyle Gate Farm
	No need identified to 2035 by the 2020 Assessment	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Unknown	None	Concept	Long	Desirable	High	The Playing Pitch Needs Assessment identified adequate capacity to 2035 for Tennis.
Outdoor Sports Facilities:	Improvements to Ringmer Bowls Club	Policy DM15: Provision of Outdoor	Ringmer Parish Council?	£35K CIL	CIL Developer Contributions ESCC	Plan Area	Committed Scheme	Short	Important	Completed 2023	

Outdoor Bowls		Playing Space									
	No need identified to 2035 by the 2020 Assessment	Lewes District Council Playing Pitch Strategy Needs Assessment - 2020	LDC ESCC Town and Parish Councils	Unknown	Unknown	None	Concept	Long	Desirable	High	The Playing Pitch Needs Assessment identified spare capacity to 2035 for Outdoor Bowls.
Sports Facilities: Outdoor Basketball Courts	Newhaven Ball Court Improvements	Policy DM15: Provision of Outdoor Playing Space	Newhaven Town Council	£28K CIL	CIL Developer Contributions ESCC	Development in the Newhaven Area	Concept	Short	Important	Completed 2023	
	Assessment Required.	Assessment Required	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Long	Desirable	High	An assessment of the need for basketball courts is required.
Indoor Sports Facilities: Swimming	Additional Pool Capacity in the Coastal Towns	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Medium	Important	High	Expansion of the pool timetables in the coastal towns alongside Seaford Head Pool renewal suggested by the Built Sports Facilities Study.
Indoor Sports Facilities: Sports Hall	Additional Sports Hall Capacity in the Coastal Towns suitable for Netball, Basketball, Badminton, Volleyball and Gymnastics	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Short	Important	High	Expansion of the Peacehaven Leisure Centre suggested by the Built Sports Facilities Study.

Indoor Sports Facilities: Health and Fitness Suites	Additional Capacity in the Coastal Towns	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Short	Important	High	Expansion of the Peacehaven Health and Fitness Centre to 90 stations would help to meet current and projected future demand. There was a deficit of 141 stations in the coastal towns in 2020 which could alternatively be met by provision of a new centre.
Indoor Sports Facilities: Squash Courts	Maintain Squash Capacity	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Long	Important	High	No additional capacity requirements identified by the 2020 study.
Indoor Sports Facilities: Indoor Tennis Courts	Maintain Indoor Tennis Capacity	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Long	Important	High	No additional capacity requirements identified by the 2020 study.
Indoor Sports Facilities: Indoor Bowls	Maintain Indoor Bowls Capacity	LDC Built Sports Facilities Study 2020	ESCC	Unknown	CIL Developer Contributions ESCC	None	Concept	Long	Important	High	No additional capacity requirements identified by the 2020 study.
10 GREEN AND BLUE INFRASTRUCTURE											
Parks and gardens	Parks and Gardens in Barcombe	LDC Open Space Strategy 2020	LDC Town and Parish Councils	Unknown	CIL Developer Direct Provision	Development in Barcombe	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Barcombe Parish.

	Parks and Gardens in Chailey	LDC GI Study (2024)	Unknown	CIL Developer Direct Provision	Development in Chailey	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Chailey Parish.
	Parks and Gardens in Ditchling		Unknown	CIL Developer Direct Provision	Development in Ditchling	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Ditchling Parish.
	Parks and Gardens in Cooksbridge		Unknown	CIL Developer Direct Provision	Development in Cooksbridge	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Hamsey Parish.
	Parks and Gardens in Newhaven		Unknown	CIL Developer Direct Provision	Development in Newhaven	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Newhaven.
	Parks and Gardens in Newick		Unknown	CIL Developer Direct Provision	Development in Newick	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Newick Parish.
	Parks and Gardens in Plumpton		Unknown	CIL Developer Direct Provision	Development in Plumpton	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Plumpton Parish.
	Parks and Gardens in Ringmer		Unknown	CIL Developer Direct Provision	Development in Ringmer	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of

											Parks and Gardens in Ringmer Parish.
	Parks and Gardens in Seaford			Unknown	CIL Developer Direct Provision	Development in Seaford	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit in the provision of Parks and Gardens in Seaford.
Amenity green space	Amenity Green Space in Ringmer	Spatial Policy 2 Core Policies 7 & 8 Policy DM15 Lewes District Outdoor Playing Space Study 2014	Ringmer Parish Council	S106	Developer Direct Provision	Development in Ringmer	Committed Scheme	Short	Important	Low	Associated with LW/21/0937 – Broyle Gate Farm, Ringmer S106. The area of provision is peripheral to the new sports and play provision and surrounding the proposed development.
	Amenity Green space in Barcombe	LDC Open Space Strategy 2020	LDC Town and Parish Councils	Unknown	CIL Developer Direct Provision	Development in Barcombe	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Barcombe Parish.
	Amenity Green space in Ditchling	LDC GI Study (2024)		Unknown	CIL Developer Direct Provision	Development in Ditchling	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Ditchling Parish.
	Amenity Green space in East Chiltington			Unknown	CIL Developer Direct Provision	Development in East Chiltington	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green

											Space in East Chiltington Parish.
	Amenity Green space in Cooksbridge			Unknown	CIL Developer Direct Provision	Development in Cooksbridge	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Hamsey Parish.
	Amenity Green space in Newick			Unknown	CIL Developer Direct Provision	Development in Newick	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Newick Parish.
	Amenity Green space in Seaford			Unknown	CIL Developer Direct Provision	Development in Seaford	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Seaford.
	Amenity Green space in Telscombe			Unknown	CIL Developer Direct Provision	Development in Barcombe	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of Amenity Green Space in Telscombe.
Accessible Natural Green Space	ANG in Barcombe	LDC Open Space Strategy 2020 LDC GI Study (2024)	LDC Town and Parish Councils	Unknown	CIL Developer Direct Provision	Development in Barcombe	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Barcombe Parish.
	ANG in East Chiltington			Unknown	CIL Developer Direct Provision	Development in East Chiltington	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in East Chiltington Parish.
	ANG in Cooksbridge			Unknown	CIL Developer Direct Provision	Development in Cooksbridge	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Hamsey Parish.

	ANG in Newick			Unknown	CIL Developer Direct Provision	Development in Newick	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Newick Parish.
	ANG in Peacehaven			Unknown	CIL Developer Direct Provision	Development in Peacehaven	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Peacehaven.
	ANG in Plumpton Green/Plumpton			Unknown	CIL Developer Direct Provision	Development in Plumpton	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Plumpton Parish.
	ANG in Ringmer			Unknown	CIL Developer Direct Provision	Development in Ringmer	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Ringmer Parish.
	ANG in Seaford			Unknown	CIL Developer Direct Provision	Development in Seaford	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Seaford.
	ANG in South Heighton			Unknown	CIL Developer Direct Provision	Development in South Heighton	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in South Heighton Parish.
	ANG in Wivelsfield			Unknown	CIL Developer Direct Provision	Development in Wivelsfield/Wivelsfield Green	Concept	Medium	Desirable	High	The Open Space Strategy found that there was a deficit of ANG in Wivelsfield Parish.
Suitable Alternative Natural Green Space (SANG)	Reedens Meadow SANG, Newick	The Local Plan Part 1 HRA Spatial Policy 2 Core Policy 10	LDC	Unknown	Developer direct provision	Development in Newick and Chailey	Committed Scheme	Short	Critical	Completed 2017	11.8 Ha SANG originally provided in compensation for a 31-unit scheme at Newick. Capacity for extension or to mitigate further

		Policy DM24									development at Newick/Chailey to be explored.
	Ashdown Forest Access Management & Monitoring Strategy	Spatial Policy 2 Core Policy 10 Policy DM24 Emerging Policy NE2: Green and Blue Infrastructure Emerging Policy NE3: Biodiversity & Nature Recovery	Natural England Conservators of Ashdown Forest	£1,170 per dwelling	Developer contributions	All housing development within 7km of the Ashdown Forest	Committed Scheme	Varies	Critical	Low	The strategy is needed to manage and monitor the impact of visitors on the Ashdown Forest SPA/SAC
	SANG Management Plan	Spatial Policy 2 Core Policy 10 Policy DM24 Emerging Policy NE2: Green and Blue Infrastructure Emerging Policy NE3: Biodiversity & Nature Recovery	LDC	£20,000 p.a.	Developer contributions	All housing development within 7km of the Ashdown Forest	Committed Scheme	Ongoing	Critical	Low	The provision of SANG is required for all housing development within 7km of the Ashdown Forest Special Protection Area/Special Area of Conservation. Contributions to the provision of SANG are made by LDC on an annual basis.

Green and River Corridors	Plan Area GBI	Emerging Policy CC1: Mitigating and Adapting to Climate Change Emerging Policy NE2: Green and Blue Infrastructure	LDC	Unknown	Developer Contributions CIL Government grant funding	Plan Wide	Concept	Varies	High	Critical	Opportunities for new and enhanced GBI identified by the GBI study (May 2024).
Green and River Corridors: Nature Based Solutions to Flooding and Water Management (NbS)	Newhaven: NbS Potential	Emerging Policy CC1: Mitigating and Adapting to Climate Change	LDC	Unknown	ESCC Developer Contributions	Development in Newhaven	Concept	Medium to Long	Critical	High	Opportunities for floodplain reconnection.
	Newick: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Newick	Concept	Medium to Long	Critical	High	Potential including runoff attenuation features and riparian woodland.
	Ringmer: NbS Potential	Emerging Policy NE2: Green and Blue Infrastructure	LDC	Unknown	ESCC Developer Contributions	Development in Ringmer	Concept	Short	Critical	High	Potential for wider catchment woodland potential, riparian woodland potential, and runoff attenuation features.
	Barcombe Cross: NbS Potential	Emerging Policy IC2: Water Supply and Wastewater Management	LDC	Unknown	ESCC Developer Contributions	Development in Barcombe Cross	Concept	Medium to Long	Critical	High	Potential for floodplain woodland potential and riparian woodland potential in the northern parts.
	Plumpton Green: NbS Potential	Emerging Policy W1:	LDC	Unknown	ESCC Developer Contributions	Development in Plumpton Green	Concept	Medium to Long	Critical	High	Potential for riparian woodland potential, floodplain reconnection potential and runoff

		Flood risk and flood management									attenuation features.
	Wivelsfield Green: Nbs Potential	Emerging Policy W2: Protection of water resources and water quality	LDC	Unknown	ESCC Developer Contributions	Development in Wivelsfield Green	Concept	Medium to Long	Critical	High	Potential for wider catchment woodland potential, riparian woodland potential and runoff attenuation features.
	Broyle Side: NbS Potential	LDC Water Cycle Study Scoping – 2023	LDC	Unknown	ESCC Developer Contributions	Development in Broyle Site	Concept	Medium to Long	Critical	High	Potential for some riparian woodland potential and runoff attenuation features.
	Cooksbridge: NbS Potential	LDC Green & Blue Infrastructure Study – May 2024	LDC	Unknown	ESCC Developer Contributions	Development in Cooksbridge	Concept	Medium to Long	Critical	High	Potential for wider catchment woodland potential, riparian woodland potential and some floodplain reconnection potential.
	Chailey North: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Chailey North	Concept	Medium to Long	Critical	High	Potential for runoff attenuation features and a small amount of riparian woodland potential.
	Chailey South: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Chailey South	Concept	Medium to Long	Critical	High	Potential for runoff attenuation features and some riparian and wider catchment woodland potential.
	Barcombe: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Barcombe	Concept	Medium to Long	Critical	High	There is opportunity for NbS as Barcombe is located within an area of wider catchment woodland potential.
	Chailey Green: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Chailey Green	Concept	Medium to Long	Critical	High	There is opportunity for NbS as Chailey Green is located within an area of

											riparian woodland potential.
	Hamsey: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Hamsey	Concept	Medium to Long	Critical	High	Potential for wider catchment, riparian and floodplain woodland potential areas, and some areas of floodplain reconnection potential.
	Wivelsfield: NbS Potential		LDC	Unknown	ESCC Developer Contributions	Development in Wivelsfield	Concept	Medium to Long	Critical	High	Potential for riparian and wider catchment woodland potential, and runoff attenuation features.
Biodiversity Net Gain (BNG)	BNG of a minimum increase of 10% on existing values (a minimum of 20% for major development).	Emerging Policy NE3: Biodiversity & Nature Recovery LDC Biodiversity Study 2023	LDC	Unknown	Developer contributions On site provision	Plan wide	Concept	Varies	Critical	Medium	The emerging Local Plan (policy NE3) requires development to achieve a minimum of 10% BNG. Emerging policy NE3 finds that Proposals for major development must achieve a minimum of 20% BNG, unless economic unviability demonstrated.