

*Eastbourne Local Plan: Evidence Document*

## **INFRASTRUCTURE DELIVERY PLAN**

OCTOBER 2014

### **FULL REPORT**

*[Sixth Update]*

**In support of Eastbourne Borough Council's  
Local Plan**



## Contents

<b>1 Introduction</b> .....	<b>1</b>
<b>2 Executive Summary</b> .....	<b>2</b>
Infrastructure Priorities .....	3
<b>3 Objectives and Outcomes</b> .....	<b>3</b>
<b>4 Policy Context</b> .....	<b>4</b>
<b>5 What Types of Infrastructure does the IDP cover?</b> .....	<b>5</b>
<b>6 The Process of Preparing the IDP</b> .....	<b>6</b>
<b>7 Report Structure</b> .....	<b>8</b>
<b>8 Local Context</b> .....	<b>9</b>
Population and Housing Growth.....	9
Employment and Workforce Growth.....	11
Shortfall Analysis .....	12
Sustainable Centres .....	13
<b>9 Infrastructure Requirements</b> .....	<b>15</b>
A. Education.....	15
A1 - Early Years and Childcare .....	15
A2 - Primary School Provision .....	16
A3 - Secondary School Provision .....	18
A4 - Further Education Provision .....	19
B. Community Facilities.....	19
B1 - Library Service .....	19
B2 - Community Centres.....	20
B3 - Local Services.....	21
B4 – Adult Social Care .....	21
C. Health Care Facilities .....	21
C1 - GP Surgeries .....	22
C2 - Dentists .....	23
C3 - Pharmacies .....	23
C4 – Hospital Services .....	23
D. Utilities, Waste and Flood Measures .....	24
D1/D2 - Electricity & Gas Supplies.....	24
D3 - Broadband Connection.....	26
D4 - Water.....	26
D5 – Waste.....	27
D6 – Flood Measures .....	28
E. Open Space and Green Infrastructure.....	30
E1 - Open Space and Rights of Way.....	30

E2 - Children’s Playing Space.....	31
E3 - Playing Fields and Sports Pitches .....	32
E4 - Allotments.....	33
E5 - Green Infrastructure and Eastbourne Park .....	34
F. Transport .....	36
F1 – Walking .....	37
F2 – Cycling .....	38
F3 – Buses .....	41
F4 – Rail .....	42
F5 – Parking.....	42
F6 – Road Network.....	43
G. Town Centre Infrastructure Improvements .....	45
G1. Gateways.....	45
G2. Public Transport Interchange .....	46
G3. Public Realm Improvements .....	47
G4. Arts Trail and Public Art .....	49
H. Emergency Services .....	50
H1 - Police .....	50
H2 - Fire & Rescue Service .....	51
H3 - Ambulance Service.....	51
I. Affordable Housing .....	52
<b>10. Cross-Boundary Infrastructure Issues.....</b>	<b>52</b>
<b>11. Resource Implications and Actions .....</b>	<b>53</b>
Resource Implications.....	53
Actions .....	53
<b>12 Infrastructure Delivery Schedule.....</b>	<b>54</b>
 <b>Appendices</b>	
<b>Appendix A .....</b>	<b>56</b>
Eastbourne Local Plan: Infrastructure Delivery Schedule – February 2014 .....	56
<b>Appendix B .....</b>	<b>72</b>
List of Infrastructure Providers .....	72
<b>Appendix C .....</b>	<b>73</b>
Eastbourne Green Network .....	73
<b>Appendix D .....</b>	<b>75</b>
Eastbourne Green Network Schedule .....	75

## **1 Introduction**

- 1.1 This document is the Infrastructure Delivery Plan (IDP) for Eastbourne Borough Council (EBC) which began its preparation in early 2010. It is a supporting document for the Borough's Local Plan and specifically the Eastbourne Core Strategy Local Plan (which covers the planning period from 2006 to 2027) and the Eastbourne Town Centre Local Plan (TCLP).
- 1.2 The Council's Sustainable Community Strategy<sup>1</sup> (Pride of Place), and Local Development Documents, must be supported by evidence of the physical, social and environmental infrastructure needed to enable future growth and development to take place. The key strategic objectives of the Local Plan relating to the provision of infrastructure, identified in the Core Strategy are:

### **Key Spatial Objective 6: Community Health**

*"To promote and enhance healthy lifestyles by assisting the development of affordable housing, cultural, recreational, sporting facilities as well as community and health care provision, and ensuring adequate infrastructure provision."*

### **Key Spatial Objective 10: Sustainable Neighbourhoods**

*"To ensure that the diverse needs of local communities are delivered, having regard to the sustainability and capacity of each neighbourhood, the infrastructure needed and the opportunities to meet requirements."*

Several of the TCLP objectives also relate to the delivery of supporting social and physical infrastructure.

- 1.3 The IDP also feeds into the Homes and Communities Agency (HCA) Infrastructure Plan for East Sussex, an integral part of the HCA 'Single Conversation', which prioritises the key pieces of strategic infrastructure required across the County.
- 1.4 The provision of necessary infrastructure alongside new housing and employment development is required to create and maintain sustainable communities. Maintaining and enhancing sustainable communities and neighbourhoods are at the heart of the Council's Local Plan and the Government's localism agenda. Additional physical infrastructure in the form of utility services, transport, schools, open space, community, health and leisure services is necessary to support the expanding local population, create balanced growth, and provide for those who visit or work in the Borough.
- 1.5 This IDP identifies the infrastructure provisions that are required in Eastbourne; when they are needed; the lead agencies responsible for their provision; and how they will be funded. The identified infrastructure provisions are also prioritised in relation to the delivery of the Council's spatial development strategy set out in the Core Strategy. Whilst this IDP draws on the investment plans of EBC and other infrastructure providers over the plan period, it is also intended to influence and assist with co-coordinating public and private

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<sup>1</sup> East Sussex Integrated Sustainable Community Strategy (Pride of Place), 2007

investment decisions by providing a comprehensive summary of infrastructure requirements and proposals across the Borough. At the same time, existing infrastructure shortfalls have been identified and will be addressed by policies in the Core Strategy. Working closely with the Eastbourne Strategic Partnership (ESP) and other local authorities across East Sussex, the Council has been able to effectively consult and liaise with infrastructure providers to collate capital spending programmes and key information required for the IDP.

- 1.6 Whilst the IDP has initially been produced from current information, it is a 'dynamic' and evolving document, which will be periodically reviewed to ensure it reflects changing circumstances and new information. The recent changes in government will affect public sector funding streams and service delivery and the IDP will need to be reviewed regularly in light of these changes. The ongoing support of the ESP, key stakeholders and infrastructure partners will be essential in ensuring this is achieved.
- 1.7 Some infrastructure improvements across the Borough will be provided and / or funded by individual developments through planning obligations (Section 106 agreements). However, as the scope of Section 106 agreements will be severely curtailed from April 2015<sup>2</sup>, EBC intends to introduce a Community Infrastructure Levy (CIL) to raise funding for infrastructure required to support development. The Council will prepare a CIL Charging Schedule and implement CIL by the beginning of 2015.
- 1.8 The IDP contains important information, essential to the production of the CIL Charging Schedule. Preparation of the Council's CIL Charging Schedule has progressed significantly and the final Schedule is being submitted for Examination in October 2014. Joint working has been undertaken on a county-wide and local authority specific CIL Viability Study which tests the level at which CIL can be set without prejudicing the viability of new developments to come forward. Further detailed viability work has been completed for Eastbourne to ensure CIL rates do not compromise the ability to deliver the Council's spatial development strategy. The introduction of a CIL will improve the clarity and flexibility of contributions from development to local infrastructure funding. It is appreciated that there will be resource implications for the Council in undertaking, implementing and monitoring the CIL Charging Schedule and these are being programmed and prepared for.
- 1.9 The IDP supports Policy E1: Infrastructure Delivery of the adopted Eastbourne Core Strategy Local Plan, which states that the Council is committed to introducing a CIL. In line with the latest CIL regulations, a CIL will enable funding to be raised from viable built development to fund infrastructure required to support development across the whole Borough.

## **2 Executive Summary**

- 2.1 The IDP for Eastbourne has been prepared by working closely with infrastructure providers, stakeholders and partners to ensure that key issues and accurate information are presented. It has been prepared following the processes outlined

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<sup>2</sup> Confirmed through revised CIL Legislation, February 2014.

in section 6 of this report. Continued close working with all stakeholders will be essential to ensure that any changing circumstances to infrastructure partner's spending programmes will be addressed in future reviews of the IDP.

### **Infrastructure Priorities**

- 2.2 The Infrastructure Delivery Schedule (provided in Section 12 of this report) identifies how important each element of infrastructure provision is to support the level of growth identified in the Eastbourne Core Strategy Local Plan. Certain pieces of infrastructure have been assessed as critical and these are key Council priorities to be delivered to ensure the Council's spatial development strategy is not compromised. Transport and education infrastructure have been identified as critical infrastructure, along with waste water treatment, flood protection measures and the provision of a community facility at Sovereign Harbour (to ensure Sovereign Harbour becomes a sustainable centre). The evolution of the IDP allows for changing infrastructure priorities to be addressed. These priorities will be monitored against overall housing delivery and other development growth within the Borough.
- 2.3 Whilst the IDP identifies a number of infrastructure issues which have the potential to impede future development in the Borough, it goes on to identify interventions which will enable the infrastructure required to support growth to be provided in a timely manner. Importantly, the IDP also highlights a number of issues which will require the Council to continue close dialogue with the relevant infrastructure providers, such as the potential need for future expansion of the Eastbourne Wastewater Treatment Works with Southern Water and the continuation of the Willingdon Levels Catchment Area Flood Storage Contribution Scheme with the Environment Agency.
- 2.4 The following sections of this IDP comprise a comprehensive account of the future needs of all different types of infrastructure, culminating with an Infrastructure Delivery Schedule presented in section 12 of this report.

### **3 Objectives and Outcomes**

- 3.1 The key objectives of the IDP are to:
- Support the preparation and delivery of the Borough's Local Plan and future development policies, within the context of the Sustainable Community Strategy's Borough Vision;
  - To prepare a delivery document, consistent with spatial planning and strategic priorities, setting out infrastructure requirements across the Borough to 2027 within 5 year timescales for the periods: 2014 – 2018 (short term), 2019 – 2023 (medium term), and 2024 and later (long term);
  - Prepare a schedule which will confirm: location, project name/ description, the reason for the infrastructure requirement, lead agency, other agencies involved, cost, phasing, sources of funding, and scheme dependencies.

3.2 The principal aim of the project is to create a central source of knowledge on public services infrastructure based upon a common evidence base which will allow a cross-service understanding of future infrastructure requirements.

3.3 The key outcomes of the IDP will be:

- A Delivery Plan to help support and underpin the implementation of the Borough's Core Strategy and TCLP;
- To facilitate continuing joint working on infrastructure with other agencies and Councils in East Sussex as well as the Eastbourne Strategic Partnership (ESP). This will help bring efficiencies to external organisations as well as the Council;
- To inform meetings with key agencies and major landowners such as the Homes & Communities Agency - Single Conversation;
- Through its monitoring and update the IDP will assist the attainment of development monitoring targets and local performance indicators;
- To establish an on-going corporate process to record and update capital programmes and investment by the Council and within Eastbourne;
- To provide a key element of the corporate evidence data base; and
- To produce an effective basis for development and service planning.

## **4 Policy Context**

4.1 The Government's policy on infrastructure planning is set out in the National Planning Policy Framework (NPPF), which highlights the importance of infrastructure planning to underpin the preparation of Local Plans. The NPPF provides the following key planning policy directions which have been addressed in this IDP:

- Local plans should be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable and consistent with achieving sustainable development (Para. 182);
- Local planning authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk, and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally important infrastructure within their areas (Para. 162);
- In delivering sustainable development, priority areas for economic regeneration, infrastructure provision and environmental enhancement should be identified (Para. 21);
- It is important to ensure there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion (Para. 177);
- Local authorities should work collaboratively and consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans (Para. 179);

- There should be evidence of having effectively cooperated to plan for cross-boundary impacts of the plan. Cooperation should be a continuous process of engagement, resulting in the provision of land and infrastructure necessary to support current and projected future levels of development (Para.181);
- Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development (Para. 31);
- Local plans should support the expansion of electronic communications networks, including telecommunications and high speed broadband (Para. 43); and
- Local authorities should plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure (Para. 114).

4.2 The structure and approach taken in the preparation of the IDP reflects the requirements set out in NPPF. The Council has also followed, where possible, guidance prepared by the Planning Advisory Service on *'The Steps Approach to Infrastructure Planning and Delivery'* and other best practice guidance.

4.3 The IDP will be used as the basis of determining the Council's CIL Charging Schedule. Government is committed to implementing CIL, highlighted in the Government's Localism Bill (2010) and the Community Infrastructure Levy Regulations (2010) as amended. After April 2015<sup>2</sup> the CIL will replace the Section 106 system as the main way to fund infrastructure, although Section 106 agreements will remain available to provide for site specific issues that cannot be dealt with through planning conditions.

## **5 What Types of Infrastructure does the IDP cover?**

5.1 The Council is involved in delivering a variety of infrastructure to support future housing and employment growth, ranging from large detailed transport schemes, to smaller public realm improvements. The types of infrastructure that will be presented in the IDP can be divided into three categories as outlined in Figure 1 below:

*Figure 1: Types of Infrastructure*

<b>Infrastructure Category</b>	<b>Type of Infrastructure*</b>
<b>Community Infrastructure</b> – Facilities and services needed to support all sectors of the community and forms development.	<ul style="list-style-type: none"> <li>• A – Education</li> <li>• B – Community Facilities</li> <li>• C – Health Care Facilities</li> <li>• H – Emergency Services</li> <li>• I – Affordable Housing</li> </ul>
<b>Functionally Essential Infrastructure</b> – The provision of utilities, transport and flood protection facilities, including links to related assets serving Wealden District.	<ul style="list-style-type: none"> <li>• D – Utilities, Waste and Flood Measures</li> <li>• F – Transport</li> <li>• G – Town Centre Infrastructure Improvements #</li> </ul>
<b>Green Infrastructure</b> – Maintaining and enhancing the network of green	<ul style="list-style-type: none"> <li>• E – Open Space and Green Infrastructure</li> </ul>



spaces and biodiversity across the Borough including links to similar assets in Wealden District.	
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\* These types of infrastructure are discussed in detail in Section 9: Infrastructure Requirements

# The Town Centre Infrastructure type bridges all three infrastructure categories.

## **6 The Process of Preparing the IDP**

- 6.1 The Council's Sustainable Community Strategy (prepared by the ESP) and Core Strategy visions are key starting points in the consideration of infrastructure planning. With help from the ESP, the Council prepared a list of key contacts from all public agencies and infrastructure providers that operate in the Borough.
- 6.2 Running alongside the preparation of the IDP, the Council has prepared a Sustainable Neighbourhood Assessment (SNA), which includes an assessment of the provision and accessibility of community facilities and services in each of the Borough's 14 neighbourhoods. This has helped to identify any shortfalls in provision based on local standards for accessibility to services and facilities. This has provided a useful starting point for the IDP, and helped to address local infrastructure issues. The SNA underwent public consultation from 2 November 2009 – 25 January 2010, giving the local community an opportunity to comment on the emerging findings. Further opportunity to comment on the findings of the SNA was provided during the consultation on the Eastbourne Plan – Proposed Core Strategy from 17 December 2010 – 12 March 2011. The SNA is published alongside the Core Strategy as a background evidence document.
- 6.3 A questionnaire was compiled and sent to the key contacts from public agencies and infrastructure providers in March 2010 in order to obtain key information in support of the IDP. Key questions included:
- How general standards were applied to calculate infrastructure requirements;
  - What capital spending programmes had been identified or would be required over the planning period; and
  - Whether there were any opportunities for co-location with other services.
- 6.4 The questionnaire ensured that the information was collected and presented in a consistent manner so that it could be used effectively. In addition to the questionnaires, the Council held meetings with other public organisations, such as East Sussex County Council, to discuss in detail the Council's requirements.
- 6.5 The information provided by other partner organisations has helped the Council to identify how current deficiencies in the provision of social and physical infrastructure could be addressed. It also helped to identify the threshold levels in terms of the level of population or number of housing units that would trigger a specific infrastructure requirement. This is essential for the Council to calculate the provision of new infrastructure required to support the projected supply of new housing and employment growth in each of the Borough's fourteen neighbourhoods (identified in the Core Strategy), divided into 5 year time periods up to 2027.

6.6 Figure 2 sets out the key steps that the Council has taken in the preparation of the IDP. The receipt of key information through the Infrastructure questionnaires and further confirmation on specific issues with infrastructure providers has enabled the Council to prepare a detailed infrastructure schedule for the IDP.

Figure 2 - The steps taken in preparing Eastbourne's IDP

<b>Step 1</b> <b>Vision &amp; Policy Context</b>	1.1 Set up Local Plan Vision						
	1.2 Establish Sustainable Community Strategy						
<b>Step 2</b> <b>Production of Sustainable Neighbourhood Assessment</b>	2.1 Prepare Sustainable Neighbourhood Assessment						
	2.2 Identify standards based on access to services and facilities						
	2.3 Identify shortfalls in provision based on standards						
<b>Step 3</b> <b>Infrastructure Evidence Gathering</b>	3.1 Assess resources required						
	3.2 Identify Infrastructure Providers						
	3.3 Consult on Infrastructure Questionnaire						
	3.4 Hold Meetings with Infrastructure Providers						
<b>Step 4</b> <b>Confirm Infrastructure Requirements</b>	4.1 Confirm Infrastructure Delivery Standards and Requirements						
	4.2 Confirm capital spending programmes						
	4.3 Assess impact on the Borough's 14 neighbourhoods						
<b>Step 5</b> <b>Preparation of IDP</b>	5.1 Identify infrastructure requirements and resources in 5 year tranches						
	5.2 Prepare Infrastructure Schedule						
	5.3 Produce a detailed draft IDP						
<b>Step 6</b> <b>Validation</b>	6.1 Consult on draft IDP with infrastructure providers						
	6.2 Prepare detailed infrastructure delivery strategy for Local Plan						
	6.3 Undertake Risk Assessment in Infrastructure Delivery Schedule						
<b>Step 7</b> <b>Delivery</b>	7.1 Implement Infrastructure Delivery Programme						
	7.2 Undertake annual monitoring and review progress on delivery						

- 6.7 A draft version of the IDP underwent consultation with key stakeholders for a six week period between 13 July – 24 August 2010. The Council received detailed feedback from a number of stakeholders and infrastructure providers at this stage and comments were taken into account in the production of this report. Further consultation on the IDP occurred during consultation on the 'Eastbourne Plan – Proposed Core Strategy' for a twelve week period between 17 December 2010 and 12 March 2011. Comments received from stakeholders at this stage were used to inform revisions to this report. Further comments were made on the IDP in the form of representations during the 12 week representation period for the 'Proposed Submission Version of the Core Strategy' (16<sup>th</sup> September - 9<sup>th</sup> December 2011). The Core Strategy was submitted to the Secretary of State on 31 January 2012 with an accompanying IDP.
- 6.8 The IDP has since been revised to provide up-to-date information on infrastructure costing and funding, to assist in the preparation of the Council's Community Infrastructure Levy Charging Schedule. This IDP has been prepared in consultation with stakeholders and infrastructure providers during 2014.

## **7 Report Structure**

- 7.1 The IDP starts by considering the local context, explaining anticipated levels of housing, employment and population growth, together with highlighting the current shortfalls in infrastructure provision identified in the Sustainable Neighbourhood Assessment (SNA). The IDP generally takes a neighbourhood approach to infrastructure delivery, considering specific local issues and the provision of facilities and services in each of the Borough's fourteen distinct neighbourhoods. In some cases it is appropriate to take a more holistic approach, reflecting the nature of different types of social infrastructure and their catchments; therefore some infrastructure provision will be planned for at a Borough level.
- 7.2 The remainder of the report discusses individual elements of infrastructure provision in broad terms, highlighting those that are critical to the delivery of the Core Strategy and development opportunity sites within the Town Centre. Cross-boundary issues relating to the delivery of infrastructure in Eastbourne and South Wealden are also discussed in the IDP. The report concludes with discussions on the resource implications for the Council.
- 7.3 The final section of the IDP presents the Infrastructure Delivery Schedule, highlighting key pieces of infrastructure required to deliver the Local Plan over the lifetime of the plan. The Infrastructure Delivery Schedule template has been agreed by all local authorities in East Sussex and details the following information:
- The Service and Issue;
  - Output – the location, nature and brief description of the scheme;
  - Justification (Policy and Evidence of Need) – Core Strategy objectives and related policies and supporting evidence studies;
  - Lead Body – main delivery agency plus any supportive partnerships;

- Cost – estimated cost of delivering the whole scheme;
- Funding Arrangements – Anticipated sources, levels of funding and projected funding streams;
- Development in Local Plan which depends on output – The amount or areas of development that result in the need for the infrastructure;
- Scheme Status – Whether the scheme is a concept, proposal or detailed scheme;
- Timeframe for delivery of output – When the infrastructure is going to be delivered, to be identified in 5 year tranches: short term 2014-2018, medium term 2019-2023, and long term 2024+;
- Importance to Strategy – How critical is the scheme to the delivery of the spatial development strategy and strategic development sites;
- Risk to Delivery of Output – The degree of risk that the infrastructure will not be delivered;
- Alternatives and/or other mitigations - consequences of delay and alternative strategies if infrastructure is not delivered.

## **8 Local Context**

### **Population and Housing Growth**

- 8.1 The Council was required, under the South East Plan to deliver 4,800 new homes over the 20 year period from 2006 to 2026. The Council has extended its planning period to 2027, to ensure it has a 15 year plan from the adoption date of the Core Strategy. As such an additional 222 units are required for the year 2027, which matches the Council's annual housing target from April 2010 to meet the previous South East Plan target. The overall housing target now becomes 5,022 units for the 21 year period (2006-2027).
- 8.2 As of 31 March 2014, the Council has delivered 2,000 new dwellings, and has a residual housing requirement of 3,022 net units to be delivered before 2027. The Council's proposed spatial development strategy outlines that future residential development will be concentrated on brownfield sites and a number of small greenfield sites within the built up area boundary. The creation of two sustainable centres within the Sovereign and Town Centre neighbourhoods will enable housing-led balanced growth, delivering the infrastructure that is required to support new development in a planned and managed way. In the Council's most sustainable neighbourhoods residential development will be increased to the highest levels typically found in the neighbourhood. There will be a windfall allowance of 110 net units during the last eleven years of the plan period from 2016/2017. Evidence that windfall development will come forward within the plan period has been provided as supporting documentation to the Core Strategy.

- 8.3 It is critical to forecast how population levels are likely to change across the Borough as a result of planned new development to meet the local housing target and how this differs across each of the Borough's fourteen neighbourhoods. Figure 3 shows the existing and forecast population levels to 2027 for each neighbourhood. Eastbourne's population is projected to increase to 99,650 by 2027. The population calculations help the Council to identify what the standards for infrastructure provision will be over the plan period based on the level of population increase and total population by 2027.
- 8.4 Projected population levels by neighbourhood in 2027 have been calculated using East Sussex County Council's Policy based population projections (a proxy using a base date at 2026 has been used). The projections take account of birth and death rates, migration levels, and projected levels of housing growth across the Borough. Although population projections are only available at a Borough wide level, the Council is able to project the population level in each of the Borough's neighbourhoods. As shown in Figure 3 below, this is achieved by apportioning the Borough wide population figure of 99,650 as according to the projected numbers of dwelling units.

*Figure 3 – The Intensity of Residential Development and Forecast of Population Change in the Borough's 14 neighbourhoods up to 2027*

Neighbourhood		Existing Levels		Projected Population Levels (2027)				Projected Total Population <sup>5</sup>
		Existing Dwelling Units (2011) <sup>3</sup>	Existing Population (2012 mid year estimate) <sup>4</sup>	2011/2012 Completions	2012/2013 Completions	Calculated Dwelling Units (2013)	Residual Dwellings required over plan Period (from 1 April 2013)	
1	Town Centre	4,237	7,917	50	61	4,348	1,129	9,776
2	Upperton	3,479	6,887	13	12	3,504	387	7,841
3	Seaside	4,524	9,729	50	73	4,647	373	10,387
4	Old Town	4,686	10,862	1	2	4,689	99	10,489
5	Ocklynge & Rodmill	1,897	4,208	4	0	1,901	258	4,277
6	Roselands	2,166	5,630	5	1	2,172	115	4,888
7	Hampden Park	5,524	13,347	3	1	5,528	83	12,423
8	Langney	3,687	7,866	61	0	3,748	178	8,452
9	Shinewater & North Langney	2,859	7,405	21	2	2,882	67	6,415
10	Summerdown & Saffrons	893	1,872	0	-2	891	42	2,037
11	Meads	3,606	7,286	9	7	3,622	351	8,147

<sup>3</sup> Total dwelling stock as identified in the 2011 Census.

<sup>4</sup> 2012 are the latest Mid-Year Population Estimates that are broken down by Super Output Area. These have been adjusted to relate to neighbourhood areas.

<sup>5</sup> ESCC Policy based projections (July 2013).

Neighbourhood		Existing Levels		Projected Population Levels (2027)				Projected Total Population <sup>5</sup>
		Existing Dwelling Units (2011) <sup>3</sup>	Existing Population (2012 mid year estimate) <sup>4</sup>	2011/2012 Completions	2012/2013 Completions	Calculated Dwelling Units (2013)	Residual Dwellings required over plan Period (from 1 April 2013)	
12	Ratton	1,649	3,755	0	4	1,653	8	3,666
13	St Anthony's & Langney Point	2,758	6,150	1	0	2,759	25	6,212
14	Sovereign Harbour	3,046	6,497	0	0	3,046	150	6,823
Borough Total		45,012	99,412	217	161	45,390	3,265	101,831

### **Employment Land Requirements**

8.5 The Employment Land Review forecasts the need for additional employment floorspace up to 2031. It is based on the key sectors within the Borough forming the basis of future growth that leads the Borough out of the recession, and increases in employment participation rates as economic activity rates and the working age population grows. This forecast would create an additional 1,263 jobs within the class-B uses up to 2031.

8.6 The job creation forecast is translated into additional floorspace requirements using employment density assumptions. The following densities assumptions have been used:

- B1a/b – 12 sqm per employee
- B1c/B2 – 36 sqm per employee
- B8 – 70 sqm per employee

8.7 In order to ensure that the employment forecasts are based on more than economic growth 'predictions', additional allowances have been made for expected losses of B space to other uses, and to allow 'churn' to take place, which allows spaces for businesses to move to other sites.

*Figure 4: Employment Land Requirements*

	Floorspace Demand 2012-2027 (m <sup>2</sup> )	Allowance for windfall losses (m <sup>2</sup> )	Allowance for Churn (m <sup>2</sup> )	Change in floorspace (m <sup>2</sup> )
Office (B1a/b)	15,977	4,095	694	20,766
Industrial (B1c/B2)	-5,478	14,085	2,860	11,467
Warehouse (B8)	5,890	900	549	7,339
<b>Total</b>	<b>16,389</b>	<b>19,080</b>	<b>4,103</b>	<b>39,572</b>

8.8 In addition to the requirement, a contingency reserve of floorspace should be added to ensure that, should sites not come forward for redevelopment, there

will still be an appropriate supply and mix of sites to meet needs. This is known as 'Headroom'. The Employment Land Review recommends a 6% headroom capacity for Industrial and Warehouse uses, and a 10% headroom capacity for Office uses. This would equate to approximately **43,000 sqm** of additional class-B use space over the plan period to 2027.

8.9 The employment land requirement is proposed to be met through intensifying development in existing employment locations and directing development toward the Sustainable Centres at Town Centre and Sovereign Harbour that have been identified in the Eastbourne Core Strategy Local Plan 2006-2027, as follows:

- 20,000 sqm of B1c, B2 and B8 space within existing Industrial Estates (Neighbourhood 6, 7 and 13)
- 3,000 sqm of B1a space within the Town Centre (Neighbourhood 1)
- 20,000 sqm of B1 space at Sovereign Harbour (Neighbourhood 14)

8.10 In addition to 'B Space' Employment requirements there is the potential for following sites to contribute towards the provision of new employment land across the Borough (with their relevant use class):

- Neighbourhood 1 – Town Centre Development Opportunity Sites (Retail A1 – A5 Use Classes);
- Neighbourhood 8 – Langney Shopping Centre Extension, (A1 and D2 Use Class);
- Neighbourhood 14 – Sovereign Harbour Retail Park (A1 Use Class).

8.11 Each individual development for additional employment land will have its own infrastructure requirements and these will be addressed under each section of the IDP.

### **Shortfall Analysis**

8.12 A critical role of the IDP is to address the existing shortfalls in infrastructure provision in the essence of creating and maintaining sustainable communities. The Council's Sustainable Neighbourhood Assessment (SNA) has set local accessibility standards for a number of facilities/services and types of social infrastructure, calculating the percentage of each neighbourhood which is within walking distance of a given facility. Figure 5 presents the findings of the calculations, identifying where improvements are required in the provision of the particular piece of social infrastructure for each neighbourhood. It should be noted that the outcomes of the SNA are a starting point for the assessment of infrastructure provision in the IDP. The future level of housing, population and employment growth across the Borough and in each neighbourhood is the key determinant in the overall level of infrastructure provision required.

8.13 Key messages from the shortfall analysis, evidenced in the SNA are:

- The need to improve the provision of social infrastructure in the Sovereign Harbour Neighbourhood, particularly local facilities such as a community centre, open space and children's play space provision;

- The inadequate supply of Children's play areas in the Town Centre, Upperton Meads and Ratton neighbourhoods;
- The inadequate supply of general facilities in the Ratton neighbourhood and dependency on the car for such facilities as a GP surgery and newsagents; and
- The provision of playing fields and sporting facilities should be considered at a Borough wide scale as their catchments cover larger areas than neighbourhoods.

8.14 The following section of the IDP explains in detail the existing shortfalls for each individual type of infrastructure, the local standards that have been set and the future requirements to cater for the proposed level of housing and economic growth.

8.15 The Council is currently reviewing its employment land requirements and is in the process of preparing an Employment Land Local Plan, which will be adopted by the end of 2014. Future revisions to the IDP will take account of evidence prepared for this Local Plan.

### **Sustainable Centres**

8.16 The spatial development strategy identifies the Town Centre and Sovereign Harbour neighbourhoods as sustainable centres, highlighting that significant social and physical infrastructure improvements are required in support of the creation of sustainable communities and future growth. The role of the IDP is to manage any specific infrastructure issues or demands that need to be addressed or enhanced in the two neighbourhoods to ensure housing and employment growth is sustainable.



Figure 5 – Shortfall Analysis: Neighbourhoods in the Borough which currently have poor access to services and facilities

Facility/Infrastructure	Town Centre	Upperton	Seaside	Old Town	Ocklynge & Rodmill	Roselands	Hampden Park	Langney	Shinewater & North Langney	Summerdown	Meads	Ratton	St. Anthony's & Langney Point	Sovereign
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Newsagents		Yellow			Yellow	Yellow	Red	Yellow	Red	Yellow	Red	Red		Red
Post Offices							Yellow		Yellow	Yellow				Yellow
Convenience Stores										Yellow		Yellow		Red
Community Centres					Red			Yellow	Yellow	Yellow		Red	Yellow	Red
Playing Fields							Yellow							Red
Allotments	Yellow						Yellow					Red	Yellow	
Amenity Areas	Yellow			Yellow						Red				
Parks & Gardens				Yellow	Yellow	Yellow						Yellow	Yellow	Red
Children's Play Areas	Red	Red			Yellow	Yellow	Yellow			Yellow	Red	Red	Yellow	Yellow
Dentists										Yellow	Yellow			
Pharmacies												Red	Yellow	Yellow
GP Surgeries							Yellow	Red		Yellow	Red	Red	Red	

Key - **Red**: Poor Access to service, significant improvement required **Yellow**: Limited access to service which could be improved

## **9 Infrastructure Requirements**

9.1 The following section of the IDP details the specific types of infrastructure that are required to deliver the Core Strategy Local Plan and the Town Centre Local Plan, discussing the individual requirements and issues for each individual piece of infrastructure.

### **A. Education**

9.2 As the Local Education Authority, East Sussex County Council has a statutory duty to ensure the supply of school places in the Borough is adequate to meet current and future demands. To assist with fulfilling this duty, the County Council publishes an annual School Organisation and Place Planning document which sets out where it thinks there will be a need to provide additional places, remove surplus places or rationalise provision.

9.3 The County Council's forecasts for Eastbourne indicate that demand for early years childcare and primary school places will increase over the next 5 years. The knock on effect to secondary school provision will be felt around early in the next decade as the population in the 11-16 year age group rises significantly at this time.

9.4 The requirements for new school places will be broken down individually into the following categories:

- Early Years Education provision;
- Primary school places;
- Secondary school places; and
- Further Education provision.

#### **A1 - Early Years and Childcare**

9.5 It is a statutory duty under the Childcare Act 2006 for the County Council to undertake a Childcare Sufficiency Assessment, assessing the need and demand for child care places. All 3 and 4 year olds are entitled to funding for up to 15 hours free education and care through the early years education entitlement (EYEE). From academic year 2013/14, across the county approximately 20 per cent of 2 year olds deemed to be in the greatest need will be eligible for funding for up to a 15 hour early learning place, and this will expand to 40 per cent from 2014/15.

9.6 Total numbers of pre-school age children have been rising significantly in Eastbourne in recent years linked to the increasing birth rates. This has been putting increased pressure on Early Years Places in the Borough and this pressure will be exacerbated by the roll out of funding eligibility for early learning places to a significant proportion of 2 year olds and from the additional children that will arise from planned new housing development. As a result, significant shortfalls of places for children eligible for funding are forecast in the coming years.

9.7 For the purposes of planning Early Years Provision, Eastbourne Borough is divided into 4 areas. The table below shows, for each of these areas, the forecast

requirement of additional places (15 hours slots) needed for children eligible for funding over the Core Strategy period.

*Figure 6 – Early Years Planning Areas and Requirements*

<b>Early Years Planning Area</b>	<b>Wards</b>	<b>Forecast requirement of additional places (15 hour slots) for children eligible for funding</b>
Eastbourne West	Meads, Old Town, Upperton	20 places
Eastbourne Cent. South	Devonshire, St Anthony's (Western half)	Nil
Eastbourne Cent. North	Hampden Park, Ratton	144 places
Eastbourne East	Langney, Sovereign, St. Anthony's (Eastern half)	152 places

- 9.8 The County Council has confirmed that, where possible, new nursery facilities, should be located on the same site as existing or new build primary schools. This is a challenge in Eastbourne, as many primary schools sites are constrained and there is little opportunity to develop new Early Years provision on existing school sites.

## **A2 - Primary School Provision**

- 9.9 To determine the sufficiency of primary school place provision, forecast pupil numbers in a given area are compared with capacity of schools in that area. In addition, primary reception intake numbers are compared with the Published Admission Number (PAN) of each primary school in the Borough. Forecasts are regularly updated by the County Council, taking account of changes in population levels and housing growth.
- 9.10 As at academic year 2013/2014 there were a total of 6,763 children on roll at 20 primary schools in the Borough. Some of these schools are primary schools from age 4-11 years, whilst others are either Infant schools (Reception to Year 2) or Junior schools (Year 3 to 6). The total level of intake into Reception year classes for the 2013-2014 school year was 991 pupils in 14 primary and infant schools. The intake level at Year 3 in the Borough's 6 junior schools was 579 pupils in total.
- 9.11 On 1 September 2013 Gildredge House Free School opened on the former Dental Practice Board site. The school is an all-through school (ages 4-19) and will ultimately provide 392 primary places, 600 secondary places and 200 post-16 places (a total of 1192 places). In addition, The Haven CE Primary School was enlarged from 210 places to 420 places effective from 1 September 2013.
- 9.12 Despite the provision of additional places at Gildredge House and The Haven, due to a combination of significant increases in birth rates locally and planned new housing development there is still an identified shortfall of up to 6 forms of entry

across Eastbourne over the Core Strategy period. The County Council's strategy for making up this shortfall is detailed in the Infrastructure Delivery Schedule and is summarised in the table below:

*Figure 7 – Identified need for Primary School Places*

<b>Year</b>	<b>Approximate Requirement</b>	<b>Total number of additional places</b>	<b>Additional forms of entry</b>
Short term 2013/14 – 2017/18	150 school entry places at Yr Reception (R)	1050	5
Medium term – 2018/19 – 2022/23	30 school entry places	210	1
Long term 2023/24 – 2026/27	Nil	Nil	Nil
<b>Total</b>	<b>Up to 6 forms of entry (180 school entry places)</b>	<b>1260</b>	<b>10*</b>

- 9.13 The requirement and timetable above relates to the County Councils strategy for providing additional school places and the resources currently available in the approved capital programme. Some places may initially be provided through temporary classrooms until permanent solutions can be delivered.
- 9.14 The County Council allocated an overall budget of approx £17.5 million in its capital programme for 2013/14 and 2014/15 to deliver additional primary school places across the County, including in Eastbourne. A further £36.5 million has been identified for the period 2015/2016 to 2017/2018 to continue providing additional school places in Eastbourne and other areas of pressure across the County.
- 9.15 On 9 December 2013, The County Council's Lead Member for Learning and School Effectiveness approved the expansion of West Rise Community Infant School and West Rise Junior School. Expansion of these schools will provide a further 210 primary places in the town by September 2016. Proposals to expand St Andrew's CE Infant School and Tollgate Community Junior School have not been taken forward due to difficulties in achieving the planned expansion of St Andrew's within the budget available given the site constraints at the school.
- 9.16 The County Council is working with Eastbourne schools and local members to investigate alternative options, including a proposal to establish primary school provision on the Cavendish School site. A final decision on preferred solutions will be made during 2014.
- 9.17 There is one community special school located in the Borough: South Downs, for children of primary school age. No changes are proposed to this community special school at this stage.

### **A3 - Secondary School Provision**

- 9.18 To determine the sufficiency of secondary school places provision, forecast pupil numbers are compared with the net capacity of schools in that area and, in particular, secondary Year 7 intake numbers are compared with the Published Admission Number (PAN) of the relevant schools in the Borough.
- 9.19 Pupil Census data for 2013/2014 revealed that none of the 5 secondary schools in Eastbourne currently have significant capacity issues. Overall numbers in Eastbourne Secondary schools are predicted to remain at more or less their current levels over the next 5 years. From around 2018/2019 as a result of the knock on effect of the earlier rise in primary school numbers and the impact of planned new housing development, secondary school numbers are forecast to rise significantly. The opening of Gildredge House will delay the point at which shortfalls begin to occur – now predicted to be around 2021/22 at Yr 7. By the mid 2020s we anticipate a shortfall of around 4 forms of entry which equates to 120 Yr 7 places and 600 Yr 7-11 places overall.
- 9.20 There will be a need to expand current secondary school facilities to cater for the increase in pupil numbers from around 2021/2022 onwards. From September 2013, there are 6 secondary schools located in the Borough:
- The Cavendish School (Neighbourhood 5);
  - Eastbourne Academy (Neighbourhood 7);
  - Ratton School Academy Trust (Neighbourhood 12);
  - The Causeway School (Neighbourhood 9);
  - Bishop Bell Church of England School (Neighbourhood 8);
  - Gildredge House School (Neighbourhood 10).
- 9.21 In addition, Willingdon Community School, located just outside of the Borough serves some of Eastbourne's neighbourhoods. However, it is important to note that the above estimates of additional places required exclude any that may be provided at Willingdon Community School.
- 9.22 There are 2 community special schools located in the Borough: Hazel Court School and The Lindfield School, for young people of secondary school age. No changes are proposed to either school at this stage.
- 9.23 The Government has increased the age to which all young people in England must continue in education or training, requiring them to continue until the end of the academic year in which they turn 17 from 2013 and until their 18th birthday from 2015. The increase in the number of children entering further training means that in some instances it is more appropriate to provide additional places in alternative settings such as vocational skill centres rather than in a traditional school environment.
- 9.24 Four of the six secondary schools in Eastbourne have academy status (Eastbourne Academy, The Cavendish School, Ratton School Academy Trust and Gildredge House which is a Free School).

#### **A4 - Further Education Provision (for 16-19 year olds)**

- 9.25 Sussex Downs College is the main source for Further Education provision for 16-19 year olds living in the Borough. Linked to the number of children and young people coming through the school system and planned new housing development, East Sussex County Council's Post 16 Forecasting Model is forecasting a long term need to provide more workplaces at the College's Eastbourne Borough Campuses. The requirement is for 170 additional workplaces.
- 9.26 The College's Eastbourne Campuses are also accessed by students living in other Districts and Boroughs. In accordance with ESCC's scheme for apportioning Education Infrastructure Requirements between District and Borough IDPs, 67% of this requirement has been attributed to Eastbourne Borough.
- 9.27 Plumpton College, as a specialist agricultural college, serves a very wide catchment area. Around 50 per cent of its 16-19 year old students are resident outside East Sussex. The remaining students come from locations across the County and it is appropriate that all Districts and Borough IDPs record a share of any infrastructure requirements arising at the college.
- 9.28 Linked to the number of children and young people coming through the school system and planned new housing development, East Sussex County Council's Post 16 Forecasting Model is forecasting a medium term need to provide more workplaces at the College. The requirement is for 100 additional workplaces for East Sussex residents. In accordance with ESCC's scheme for apportioning Education Infrastructure Requirements between District and Borough IDPs, 10% of this requirement has been attributed to Eastbourne Borough.

#### **B. Community Facilities**

##### **B1 - Library Service**

- 9.29 East Sussex County Council is responsible for providing library and information services. Across the Borough, local residents, visitors and employees access a wide variety of services via a network of static libraries, mobile libraries and a County Council mobile office as part of a county-wide library service.
- 9.30 The library and information service constantly monitors and reviews the service offer to ensure that libraries are at the heart of the community, being the first point of contact and offering a wide range of public services. Population growth and demographic changes impact on the resources needed to deliver a community focused service which is targeted to reflect the need of the local population.
- 9.31 Libraries within the Eastbourne Borough area are
- Eastbourne Central Library (Neighbourhood 1) – this large library is well located near the railway station and on bus routes. This busy library has undergone significant building works over the last 3 years with all public areas being refurbished to enable the delivery of a modern library and information service.

- Hampden Park Library (Neighbourhood 7) – The library is reasonably well located relative to shops, community facilities and the railway station.
- Langney Library (Neighbourhood 8) – The library is very well used and is located in a busy shopping centre, but its accommodation is cramped.

9.32 The mobile library provides services across the Borough. Mobile library schedules are constantly reviewed to take account of changing customer needs.

## **B2 – Community Centres**

9.33 For the purposes of the Core Strategy a community centre is defined as a venue or meeting place that can be used or hired out by the public for community meetings and events. In order to ensure that the community has local accessibility to community facilities, walking distances have been set in the Council's Sustainable Neighbourhoods Assessment (SNA). The Council proposes a target standard for the maximum time that a resident should walk to access a community centre of 10 minutes, equivalent to a walking distance of 800m.

9.34 Applying the walking distance standard to each community centre and mapping accessibility by neighbourhood, shows that the neighbourhoods of Ocklynge & Rodmill (5), Ratton (12), and Sovereign (14) currently have poor access to community facilities. This coupled with the intensity of housing growth identified in the Council's spatial development strategy (of which Ocklynge/Rodmill and Sovereign neighbourhoods have higher levels of housing growth) show that the provision of new community facilities in these neighborhoods should be prioritised.

9.35 In order to deliver the spatial development strategy of 'Sustainable Centres' the delivery of a community centre at Sovereign Harbour is required, providing the existing local population with a facility for community events, and to cater for future population growth in the neighbourhood. Opportunities to increase the availability of community space in both Ratton and Ocklynge/Rodmill neighbourhoods, along with other neighbourhoods with high levels of housing growth will be explored through the dual use of existing facilities, for instance existing school, sports, health facilities and churches. The Core Strategy 'Communities, Sports and Health' policy identifies that all new community facilities should be capable of providing a floorspace extension of 50% in order to cater for increased community need in future years.

9.36 An outline planning application has been submitted (planning ref: 131002), which includes the proposal to provide a development of up to 800 sq. m. of D1 (Leisure Use) within an area known as Site 5, Sovereign Harbour. It is the intention that this site will be developed for a community centre, and a further full planning application in 2014 or early 2015 will confirm this.

9.37 Eastbourne Borough Council together with its partners will seek opportunities to secure 'gap' funding in order to deliver the community centre required. The facility must be built as a priority in the phasing of the overall development of the

Harbour and should therefore be provided prior to commencement of development on any of the remaining residential development sites.

- 9.38 The Langney Community Centre in Etchingham Road has now been reopened, which provides a valuable local facility for Langney residents. The Council has carried out essential works to the centre in partnership with Eastbourne Homes to bring the main hall and kitchen back into use. The East Sussex Strategic Partnership is consulting local residents on how they would like the Centre to be used in the future and on its design.

### **B3 - Local Services**

- 9.39 The provision of local services in each of the Borough's neighbourhoods, including facilities such as newsagents, post offices and convenience stores, is essential in order to support sustainable living. Being able to walk to and access a local service and facility for convenience shopping and day to day activities is of critical importance to promote sustainable communities and quality of life.
- 9.40 To support the delivery of 'Sustainable Centres' an increase in provision of local services is required in the Sovereign neighbourhood. The Sovereign Harbour Supplementary Planning Document highlights the order of priority for delivering infrastructure within the Sovereign Harbour neighbourhood.

### **B4 – Adult Social Care**

- 9.41 East Sussex County Council Adult Social Care works with other agencies to provide a range of personal and community services to help meet the care and support requirements of individuals who need help to live in the community or need to live in a residential setting. A key strategic driver is the development of a range of housing options for older people and people with a range of disabilities to enable these people to live in the community rather than in residential care. A range of housing options is being developed across the county in conjunction with Boroughs and Districts and Registered Providers (RP's). In Eastbourne this is focused on the following:
- Extra care housing
  - Supported housing for people with mental health needs
  - Supported housing for people with physical disabilities

These priorities are identified in the County Council's Asset Management Plan.

### **C. Health Care Facilities**

- 9.42 Health and well-being plays an important part in a sustainable community and this can be improved through the provision of local and accessible health care facilities and through encouraging healthier lifestyles. Alongside the District General Hospital there are 13 GP surgeries and 22 dentists in the town. It is important that



communities have local access to health facilities, although the patient's choice of GP practice is often based on many factors.

9.43 The Government's Health and Social Care Bill, introduced on 19 January 2011, proposed changes to the way in which health services are commissioned, delivered and assessed. To implement these changes, activities that are taking place in East Sussex include:

- Setting up an East Sussex Health and Wellbeing Board to coordinate the planning and commissioning of health and care services;
- Developing local GP Commissioning Consortia to commission health services in their local area;
- Transferring responsibility for Public Health from the Primary Care Trusts to East Sussex County Council. For the purposes of this IDP the information prepared relates to data provided by the PCT, therefore the PCT is still the main reference.

## **C1 - GP Surgeries**

9.44 The broad framework for the provision of health care facilities was restructured through the Health and Social Care Act 2012. Clinical Commissioning Groups (CCGs) are NHS organisations set up by the Act to organise the delivery of NHS services in England. CCGs are clinically led groups that include all of the GP groups within the local geographical area, with the aim of giving GPs the power to influence commission decisions for their patients.

9.45 There is a pressing local need to replace poor and inefficient buildings and facilities in which GPs are providing services. It has been identified that 3 of the 11 GP surgeries in the Borough are of poor quality and require extensive modernisation or redevelopment. A number of the buildings also do not meet the size standards for GP premises. The assessment of quality of surgeries is kept under continual review by the local CCG and it has been identified that as a priority alternative locations and increased floorspace are required for two existing surgeries:

- Lighthouse Medical Practice, College Road, Town Centre (Neighbourhood 1); and
- Green Street Clinic, Green Street, Old Town (Neighbourhood 4).

9.46 The modernisation of Bolton Road practice is also required in the longer term to ensure the facility meets physical condition standards. A new medical facility within Sovereign Harbour has now been completed which serves the neighbourhood and its surrounding area, and assists in the objective of creating a 'Sustainable Centre' at Sovereign Harbour. A strategy for delivering further facilities in the medium to long term (post-2016) across the Borough is currently being considered.

## **C2 - Dentists**

9.47 There are 22 existing dental surgeries located in the Borough, 8 of which are accepting new NHS patients. The provision of dentist surgeries is spread evenly across the town, with a good or excellent level of accessibility in each of the Borough's neighbourhoods, as identified in the Sustainable Neighbourhood Assessment. There is no requirement for strategic infrastructure investment in dental surgeries in the short term as increased local population levels can be catered for in the existing surgeries.

## **C3 - Pharmacies**

9.48 The Council's Sustainable Neighbourhood Assessment considered access to pharmacy facilities in each of the Borough's neighbourhoods. There is an identified poor provision of a pharmacy in the Ratton neighbourhood, although there are facilities nearby in adjoining neighbourhoods and just outside the Borough in Willingdon/Polegate. Ratton is allocated very low levels of housing growth in the future; therefore it is not a strategic priority to deliver a facility in this location.

## **C4 – Hospital Services**

9.49 Eastbourne's District General Hospital (DGH) serves the Borough and its surrounding areas of South Wealden and is run by the East Sussex Hospitals NHS Trust. The hospital provides a comprehensive range of acute surgery and medicine, for all ages with 24 hour emergency departments. This includes:

- Coronary Care Unit (CCU)
- Chaplaincy Centre
- Cancer Care Centre
- Day Hospital for the Elderly
- Day Surgery
- Diagnostic Laboratories and services
- Dietetics and Special Therapy Services
- Emergency Department
- Endoscopy Suite
- High Dependency Unit
- Hydrotherapy Pool
- Intensive Care Unit (ICU)
- Midwifery-led Maternity Unit
- Early Pregnancy Unit
- Medical Assessment Unit
- Medical and Elderly Unit
- Occupational and Physiotherapy Services
- Operating Theatres
- Outpatients Departments
- Private Patients Unit
- Radiology – MRI and CT Suites
- Short Stay Paediatric Assessment Unit

- Urology Investigation Suite
- Wards - Medical and Surgical

- 9.50 The East Sussex Hospitals NHS Trust has prepared its Development Strategy for both the Eastbourne DGH and Conquest Hospital in Hastings which has resulted in several services transferring to the Conquest Hospital in Hastings. The Eastbourne DGH will continually need to expand to cater for population growth in Eastbourne and the South Wealden area. The Trust has already identified areas for expansion and submitted two planning applications for redevelopment and extension of parts of the DGH. These were approved in 2011 and now complete.
- 9.51 The Trust are undertaking a major series of ward and departmental reconfigurations in order to meet current standards of care and treatment, which has led, after much consideration of options, to a location for increasing floorspace on the Greensward adjacent to the Day Surgery Unit, which also resulted in the relocation of the helipad. The extension houses a new endoscopy unit for both inpatients and outpatients. The size of the unit and the rooms within it are governed by NHS legislation. It also provides a single reception point for the new unit, the existing day surgery unit and an MRI facility. The parking area at the front of the existing unit has been remodelled to create extra parking bays (including disabled parking bays) and a pick-up and drop-off zone.
- 9.52 Further expansion opportunities within the Eastbourne DGH will be identified in the Trust's Development and Estates Strategy prioritised within the next 5 years and subsequent revision of the IDP will take account of the outcomes of this report.

## **D. Utilities, Waste and Flood Measures**

### **D1/D2 - Electricity & Gas Supplies**

- 9.53 The national grid has a statutory duty to develop and maintain an efficient and coordinated transmission system of electricity and gas supply across the country. It owns and maintains the network, providing electricity supply to local distribution companies.
- 9.54 The National Grid is responsible for producing a National Electricity Transmission System (NETS) Seven Year Statement (SYS) It is published by National Grid Electricity Transmission plc (NGET), acting in its role as National Electricity Transmission System Operator (NETSO). National Grid Electricity Transmission plc is a member of the National Grid plc ("National Grid") group of companies. The SYS was published in 2010 and covers the period up to 2016/2017.
- 9.55 The SYS outlines that total annual electricity requirements are projected to fall in 2010/2011 but then gradually increase to 2014/2015. Increasing end-user demand is offset by expected growth in existing generation, rather than creating effective new generation. As a result, no extra growth in transmission electricity demand is expected over the period 2009/10 to 2015/16. Eastbourne is located in

the Central South Coast zone and the SYS has indicated that there will be a low level of electricity generation and demand in the region up to 2016/2017. This is highlighted in figure 9:

*Figure 9 - Central South Coast Zone Electricity Generation and Demand*

Quantity (MW)	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017
Effective New Generation	1239	1056	882	876	863	855	851
Demand	4211	4170	4140	4127	4110	4116	4103

9.56 The Central South Coast covers a coastal area stretching from Southampton in the west to Hastings in the east and is connected to the adjacent zones by five double circuit 400kV lines. Over the SYS period there is very little change in generation and demand within this zone other than the oil fuelled generation at Fawley, Hampshire dropping out of favour. The opportunity for new generation development can be regarded as medium; however, reinforcement of the local transmission infrastructure could be required in order for new generation to be accepted.

9.57 UK Power Networks is a company that provides electricity to customers in Eastbourne. The Electricity Supply Regulator, Ofgem, agree a 5 year plan for UK Power Networks to follow including capital spending and standards of performance. These are constantly under review. The UK Power Network in Eastbourne is of a high quality and new networks required through new development will be provided at this standard.

9.58 In terms of the supply of gas, the National Transmission System (NTS) is the high pressure part of National Grid's transmission system and it consists of more than 6,600 km of top quality welded steel pipeline operating at high pressures. The gas is pushed through the system using 26 strategically placed compressor stations. From over 140 off-take points, the NTS supplies gas to 40 power stations, a small number of large industrial consumers and the twelve Local Distribution Zones (LDZs) that contain pipes operating at lower pressure which eventually supply the consumer.

9.59 Scotia Gas Networks are responsible for managing and maintaining gas supplies to Eastbourne which is contained within South East LDZ. Although there are currently no specific capacity issues in Eastbourne, each new development will require to be assessed both individually and also cumulatively along with any other developments in the area and, where necessary, reinforcement of the gas system (change in pipe size) may be required. Although there are currently plans to reinforce gas supplies to Eastbourne in 2014, this is constantly under review and these plans may be either advanced or deferred depending on system performance and load growth over the period.

9.60 Scotia Gas Networks also have an ongoing mains replacement programme to renew older gas mains every year and part of this programme is likely to involve significant investment within Eastbourne Borough.

### **D3 - Broadband Connection**

- 9.61 The broadband connection service in Eastbourne has been deregulated, and there are several principal operators providing a broadband service from the Eastbourne exchange. These are: AOL, O2, C&W/Bulldog, Orange, Sky/Easynet, TalkTalk, and Tiscali. The exchange serves 26,750 residential premises and 2,052 non-residential premises.
- 9.62 Broadband connectivity to cable and wireless connections is not available across the whole of the Borough, although there are pockets, especially in the Town Centre where wireless connection is available. Improvements are being prioritised to improve the level of connectivity, ensuring that existing and future areas for business and residential premises have adequate access to broadband connections, especially within the Sustainable Centres. This project has gained momentum and Eastbourne Borough Council has installed wireless technology to its main Council office to allow local businesses to use the fast wireless broadband service.

### **D4 - Water**

- 9.63 Southern Water, responsible for sewerage and waste water treatment, identify that the Eastbourne Wastewater Treatment Works (WTW) are currently operating at near capacity and that additional capacity will be required to meet the combined level of growth and demand of new homes in Eastbourne and South Wealden by 2027. The Eastbourne WTW has Environment Agency consent for its future capacity to cater for the proposed level of residential growth up to 2027. This will ensure that treated wastewater discharged into the sea continues to be of high quality, and to not cause water pollution. To increase the capacity of the WTW, an extension of the underground box to accommodate a new plant may be required, depending on the hardware that would need to be accommodated. Wastewater treatment capacity is an essential infrastructure requirement, and a priority for the Council to cater for future growth in Eastbourne.
- 9.64 A high level of housing development is proposed in South Wealden, just outside the Council's boundary. Southern Water is currently undertaking a feasibility study (due for completion in 2015) to investigate the provision of wastewater treatment capacity in this area and it is likely that Southern Water will consider the Eastbourne/Hailsham area in combination to determine feasible engineering solutions. An expansion to the Eastbourne WTW to cater for growth in southern Wealden will however need to be sensitively considered, due to the associated current problems with odour and smells for the neighbouring residents in the Sovereign Neighbourhood Area.
- 9.65 Southern Water would need to bid for funding to deliver additional wastewater treatment capacity to serve new development identified in adopted development plan documents. The proposal would be subject to scrutiny and approval by Ofwat.

The Ofwat 'Periodic Price Review' is the process by which Southern Water reviews investment needs over 5 year periods and submits its business plans to Ofwat for funding.

- 9.66 In terms of individual developments, the principle is that new development should connect to the nearest point of adequate capacity within the sewage network. Local infrastructure to deliver this must be funded by the development. This ensures that the infrastructure is paid for by those who directly benefit from it, rather than by existing customers who would otherwise have to pay through increased general charges. Ofwat reviews company business plans and sets prices for customers in a 'Final Determination'. Southern Water charges customers through water and sewerage bills to fund investment and business operation.
- 9.67 Investment to deliver additional wastewater treatment capacity to meet the level of new development proposed in the Council's spatial development strategy will be promoted in parallel with the development via each Ofwat periodic review for delivery in subsequent funding periods, e.g. 2015-2019, 2020-2024. Within the next five years (2014-2018) Southern Water have identified the requirement to fund and deliver a flood alleviation Scheme in Terminus Road, which is not directly linked to new development proposed in the Borough.
- 9.68 South East Water is responsible for providing the Borough with a clean, safe supply of drinking water. They are responsible for maintaining the Borough's main clean water networks, pumping stations, service reservoirs, treatment works, boreholes and meters. South East Water are regulated by Ofwat, the Environment Agency and the Drinking Water Inspectorate and they are required to maintain 25 year forward looking forecasts, plans and strategies under statutory requirements, ensuring there is no deficit during the 25 year period. The document 'South East Water Future Plans 2010-2015' identifies that the company is facing significant challenges in the future driven by: growth in population, increased water use from existing customers, an ageing infrastructure and a significant number of new regulatory requirements.
- 9.69 South East Water's investment programme for 2010-15 is £502m. The programme has been built and developed around three key drivers. These are asset maintenance, meeting the demand for water and meeting legal water quality obligations. The capital programme for 2010-15 is considerably larger than the programme for 2005-10 and drives an increase of 4.1% per annum on the average bill. No major infrastructure improvements have been identified in the Borough in the short term (next 5 years), but there will be continual network supply improvements and customer metering programmes taking place across the Borough throughout the plan period.

## **D5 – Waste**

- 9.70 East Sussex County Council is the Waste Planning and Waste Disposal Authority for the Borough, with the local authority being responsible for household and other municipal waste collection. The Borough is jointly responsible with the County Council for the recycling of household waste, but the County Council has direct

responsibility for the provision and management of household waste recycling sites.

- 9.71 There is an ongoing need for new waste facilities to provide capacity to enable diversion of commercial and industrial waste from landfill. The majority of Eastbourne is identified as an area of search for such facilities in the East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan. Eastbourne is identified in the Waste & Minerals Plan as an 'urban' authority producing waste. There is an identified need to safeguard all waste management facilities in the Borough and provide additional space to store materials for transfer to other sites. No applications are anticipated in the short term (within the next 5 years).
- 9.72 Roselands household waste site off St Philip's Avenue is to be maintained and has recently been reconfigured to better utilise waste transfer. Transport issues in terms of access and capacity have been addressed to ensure the continued provision of this facility up to the end of the planning period (2027) and beyond. The Council wishes to see the Roselands facility moved to an alternative location as the current site is not well located, being within a predominantly residential area with poor access. However, the County Council has so far been unable to find a replacement site.

## **D6 – Flood Measures**

- 9.73 Parts of Eastbourne suffer from a high level of flood risk; this problem is particularly acute within Eastbourne Park which acts as a natural flood storage area. The Council's Strategic Flood Risk Assessment (SFRA) [2010] outlines the local flood risk issues, mapping flood zones and hazards across the town. The Shoreline Management Plan sets out a policy of 'hold the line' which will protect Eastbourne's developed coast to its existing level of defence. The Borough currently benefits from ongoing maintenance of the existing tidal flood defences and operation of the Beach Management Plan (BMP).
- 9.74 As part of their funding of flood defence schemes DEFRA invite applications for Flood Defence Grant in Aid. These are grants to fund capital works schemes which help to mitigate against flooding. Local Authorities can submit forward programmes, known as "Medium Term Plans", on an annual basis in June, to apply for funding to cover flood defence capital works. Eastbourne Borough Council submit applications every year for ongoing Beach Management Works that are in accordance with the BMP.
- 9.75 Eastbourne has been successful on the previous two rounds of applications, securing funding for the Beach Management Works and steps are currently being taken to ensure that we have a robust and well prepared application in place for the continuation of this work.
- 9.76 A business case for a 5 year beach management scheme was submitted to the Environment Agency National Review Group in June 2011 and technical approval of the scheme has been secured. The Environment Agency in 2012 funded a £4.5m

coastal protection scheme to importing shingle to Eastbourne in order maintain the "Standard of Protection required.

- 9.77 The Pevensey Coastal Defences from Sovereign Harbour, through Pevensey Bay, to Cooden Beach are managed by a Public Private Partnership (PPP) which is funded by DEFRA. Pevensey Coastal Defence Ltd (PCDL) was set up to manage and maintain these sea defences. PCDL is contracted and has funding to do this for 25 years. There are still 12 years left to run covering the period up to 2025.
- 9.78 Pevensey Coastal Defence Ltd is funded year on year to undertake its maintenance duties. They receive the money from the Environment Agency, which is assured by Central Government through DEFRA. They have authority to undertake works as and when they are required. The types of work that the PCDL undertake are:
- ongoing surveys to monitor the frontage and identify if and where any maintenance is needed;
  - mend any weaknesses in the defences to maintain its integrity; and
  - maintain the defences (should a storm for example) result in a need for urgent repair work.
- 9.79 The required flood defence work will be achieved through beach replenishment – recycling existing beach material through the process of dumping or pumping shingle from elsewhere onto an eroding shoreline to replenish or widen the existing beach. The Council does not propose any new flood defences using specific mineral resources such as clay or chalk.
- 9.80 The Environment Agency shows a continued commitment to the Eastbourne Park Flood Storage Scheme, protecting the Willingdon Levels drainage catchment area from fluvial flooding. Contributions will continue to be sought for new developments in the catchment area up until the adoption date of the Council's CIL Charging Schedule, providing options for the Council and the Environment Agency to extend existing flood storage 'balancing' lakes, or develop alternative engineering solutions. The financial contributions to create compensatory flood storage lakes will vary depending on the change in impermeable area created by the development and the volume of land below 2.3m AOD. Flooding contributions can sometimes be mitigated through Sustainable Drainage Systems (SuDS).
- 9.81 In order for the Eastbourne Park Flood Storage Scheme to remain effective, in addition to providing further infrastructure for the scheme, there is a need to review and update the operation and maintenance of the existing scheme infrastructure. East Sussex County Council was rewarded £175,000 by the Department for Environment, Food and Rural Affairs (DEFRA) to develop a Surface Water Management Plan (SWMP) for Eastbourne and the surrounding area. The SWMP project is now complete and an action plan for Eastbourne has been prepared. Its SWMP focus relates to the urban areas of Eastbourne and Willingdon/Polegate (which are outside the local authority in Wealden District Council), whilst looking beyond this area to determine the sources of flood risk. It will be the responsibility of the SWMP partners to take the necessary steps to take forward the action plan. Engineering solutions to ensure the delivery of the increased flood storage capacity will be confirmed later in 2014 and any unspent S106 contributions will be used to help fund future infrastructure requirements.



- 9.82 Flood storage should also be regarded as an opportunity to create green infrastructure and these areas should maximise recreational, nature conservation and climate change adaptation opportunities. These opportunities will be addressed in the green infrastructure section.
- 9.83 The Environment Agency has commenced a project, in partnership with Natural England, to implement an effective control programme for the invasive plant, Floating Pennywort. This invasive species is affecting parts of the Pevensey Levels Site of Special Scientific Interest (SSSI) and is encroaching onto Eastbourne's urban watercourses via the Langney Haven. The plant has potential to significantly impact on the flood capacity, control structures and ecology of the wetland heart of Eastbourne. The work undertaken by the Environment Agency will determine the best way to manage the plant within local ditch systems. It is therefore essential for the Council to implement a programme that ensures the pennywort does not spread into Eastbourne Park. This has been addressed in the management of Eastbourne's Green Network which is discussed in the following section of this report.

## **E. Open Space and Green Infrastructure**

- 9.84 Open spaces, including parks and gardens play an important role in enhancing the quality of life, health and well-being of the Borough's residents. Good quality and accessible open space also adds to the character and quality of neighbourhoods and the Borough as a whole. Supporting the delivery of green infrastructure networks will ensure biodiversity can thrive and will enhance the environmental quality of the Borough.
- 9.85 The Council is currently preparing a Natural Resources Strategy, aimed at conserving and enhancing areas of open space and biodiversity, coupled with other initiatives such as reducing carbon emissions and promoting renewable forms of energy generation. The Natural Resources Strategy will ensure that the Council itself becomes a leading light in planning and adapting to Climate Change and safeguards the Borough's environmental quality.

## **E1 - Open Space and Rights of Way**

- 9.86 The Council's Open Space Assessment and Sustainable Neighbourhood Assessment acknowledge that there is currently a good provision of accessible open space across the Borough especially for natural areas and Parks and Gardens. Sovereign has been identified as a neighbourhood in which the provision of a park/garden and more accessible open space would benefit the housing-led balanced growth with other community facilities, as part of the creation of Sustainable Centres.

- 9.87 In line with the recommendations of Natural England, we aim to achieve the following targets for access to green space, using their Accessible Natural Greenspace (ANGst) standards:
- All residents should live no more than 300m from their nearest area of natural green space of at least 2ha in size;
  - That there should be at least one accessible 20ha site within 2km of home;
  - That there should be one accessible 100ha site within 5km of home;
  - That there should be one accessible 500ha site within 10km of home;
  - Statutory Local Nature Reserves at a minimum level of one hectare per thousand population.
- 9.88 Providing for the needs of the Borough is not just a quantitative issue. Improving the quality of open spaces and opening up areas such as Eastbourne Park will enhance the quality of life and health of local residents. The maintenance of a good quality network of open spaces is also a key priority in the establishment of a Green Infrastructure Network, ensuring biodiversity can thrive.
- 9.89 In the first instance new developments should incorporate an adequate supply of open space on site, this includes informal amenity space along with formal open space and children's play space for larger sites. This will be assessed on a site by site basis according to standards set in the Outdoor Playing Space Supplementary Planning Guidance (SPG).
- 9.90 East Sussex County Council is responsible for maintaining the rights of way network of paths, bridleways and byways. Measures required to remedy harmful impacts of new development on the rights of way network including country parks (which Eastbourne Borough Council has dual responsibility for) include:
- Development and maintenance of the footpath/bridleway network;
  - Restoration and enhancement of the rights of way network by repairs or upgrading of paths, bridges, stiles, signage etc;
  - Development of countryside management schemes including country parks;
  - Improving local access to the countryside for all;
  - Improving signage;
  - Measures for the protection and management of woodland;
  - Contributions for nature conservation and the management of the Council's Sites of Nature Conservation Importance (SNCI).
- 9.91 The Local Transport Plan identified that the County Council will survey the condition of Eastbourne's rights of way within the short term (next five years). The data collected from the surveys will help inform the development of a prioritised programme of management and maintenance work for the rights of way network.

## **E2 - Children's Playing Space**

- 9.92 Shortfall analysis in the Sustainable Neighbourhood Assessment indicated that there are very few children's playground facilities in the Town Centre, Upperton and Meads neighbourhoods, which each have a high level of housing delivery

allocated in the spatial development strategy. There are also current deficiencies in the Ratton and Sovereign neighbourhoods. These calculations are based on accessibility standards set out in the Open Space Assessment. For children's play space a total of 0.1ha of play space should be provided per 1000 population.

- 9.93 Based on population projections to 2027<sup>6</sup>, an additional 4.5ha of children's play space is required. As land is limited in the Borough the potential to maximise efficiency and use through the sharing of facilities is encouraged. Imaginative and flexible design of facilities will create spaces which have multi-functional uses, for instance a new children's play space could be located on an unused part of a playing field.
- 9.94 New children's play space facilities in the future (on the adoption date of the CIL Charging Schedule) will be delivered through CIL funding. The delivery of new children's play space is prioritised in Sovereign neighbourhood in order to contribute towards the creation of a Sustainable Centre. This will be secure through a S106 agreement, before CIL is formally adopted.

### **E3 - Playing Fields and Sports Pitches**

- 9.95 Facilities such as tennis courts, football pitches, and bowling greens all cater for the population of the whole town, and as such are scattered in various locations across Borough. A number of sporting facilities are generally grouped together on the same site. The requirement for changing facilities means that it is more efficient to provide sporting facilities in one location, rather than providing a facility that is accessible to each neighbourhood. It is therefore relevant to look at the requirements and demands for sporting facilities at a Borough level.
- 9.96 Based on population projections to 2027, an additional 10.3ha of outdoor sports pitches is required. This meets the local standard of 1.5ha of sports facilities per 1000 population. Currently there is a reliance on local schools to provide outdoor sports facilities as the existing facilities are fully used. This secondary role for schools will be important in ensuring the Council can address the shortfall in provision but relies on the effective management of schools opening up facilities outside of school hours. Placing or extending any reliance on secondary schools to provide such facilities would also be dependent on agreement being reached on the workings of any such arrangement and a number of important concerns, notably over the safeguarding of children, being addressed satisfactorily. In addition, there are drainage problems with some existing facilities and measures to address this are required.
- 9.97 The provision of additional playing fields and sports pitches will be delivered partly (or wholly) through developer contributions collected through the Council's CIL. The reason for this is Eastbourne's limited number of large sites that will result in the requirement for either on-site provision or large financial sums. It will therefore be difficult to collect through Section 106 agreements, once pooling restrictions apply.

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<sup>6</sup> 2026 figure used as a proxy for 2027.

## E4 - Allotments

- 9.98 The maintenance, provision and enhancement of allotments are critical in order to support the delivery of green networks between areas of open space. Along with providing land to grow produce they also act as important areas of biodiversity and attract an abundance of wildlife. The Council recognises the importance of allotments and is implementing the requirements of the Allotment Provision Study (2009) to meet future demand for allotment space in the Borough.
- 9.99 The Allotment Provision Study showed an existing deficit in local allotment provision when compared to national standards. The deficit will increase up to 2026 with additional dwellings being built and demand heightening. The data that was originally produced in the report was based on trend based population projections. This has been updated in Figure 7 below to reflect East Sussex County Council's Policy Based Population Projections. Figure 7 shows there is an overall requirement for 7.51ha of allotment land in the short to medium term (up to 2016) and a total of 7.64ha in the long term up to the end of the plan period (2027).

*Figure 7 - Required Supply of Allotment Provision in Eastbourne*

	2008	2011	2016	2021	2026*
Population	96,096	96,815	97,424	97,590	97,997
Standard (ha per 100 population)	0.23	0.23	0.23	0.23	0.23
Required Supply (ha)	22.10	22.27	22.41	22.45	22.54
Current Accessible Supply (ha)	14.90	14.90	14.90	14.90	14.90
Requirement to meet shortfall (ha)	7.20	7.37	7.51	7.55	7.64

\*Used as a proxy for 2027

- 9.100 The Council identified that in order to meet current demand for new allotment provision the standard size of allotment plots should be reduced within the existing allotment sites. The Allotment Provision study indicated that existing allotment users and people on the waiting list only require a 5 rod (0.0125ha) size plot as opposed to the average size of 7.9 rods (approximately 0.02ha) plot that are typically found on allotment sites across the Borough. The reconfiguration of allotment sites would allow for extra plots to be provided and would meet the demand identified on existing waiting lists. It would also reduce the requirement to deliver an additional 7.64ha by the end of the planning period.
- 9.101 The Eastbourne Allotments and Gardens Society (EAGS) manage the Council's allotments on behalf of the Council. EAGS in partnership with Eastbourne Borough Council have addressed the shortfall in allotment provision by letting plots that become available at 5 rods instead of the previous standard size of 10 rods. This approach has considerably increased the number of plots available over the last 4 years, with the total number of plots now standing at 1,052 (January 2014). EAGS

are continuing to actively subdivide plots as they are being handed back, so plot numbers will continue to increase in future years.

- 9.102 An increase in plot numbers has also been achieved through bringing back to use areas within existing allotment sites, along with extending some of the sites. This has been achieved at the allotments sites of Churchdale Road, Manor Road and the largest group of sites (considered together as one) at Gorrington Road, Marchants Field, Summerdown Road and Tutts Barn Lane.
- 9.103 Further provision of allotment land is prioritised in the short term (within the next 5 years) at Churchdale Road Allotments. The ambition is to extend the allotment site to provide an additional 2.72ha of land. This would require considerable drainage work, fencing, roadways, car parking, cultivation and the installation of water to allow it to become suitable for allotments. The works would be at a cost of £50,000. The work would require planning permission and a wildlife mitigation survey has recently been completed in readiness for the planning application to be submitted in February 2014. Due to the high volume of reptiles identified on site through the preliminary ecological study, there will need to be a minimum of 90 days of capture and relocation of reptiles followed by 5 consecutive days of non capture as evidence the population has been entirely relocated. Groundworks will not be able to commence until September 2014 for anticipated completion in October 2014.
- 9.104 There may also be further opportunities on larger residential development sites to integrate allotment land within the development, and this will be assessed on a site by site basis once planning applications are submitted. This has recently been achieved through the granting of planning permission at Kings Drive, Cross Levels Way, where allotment provision has been integrated into the scheme.
- 9.105 The Council identifies the need to enhance the quality of allotments specifically with regards to ancillary provision and to focus on areas of particular importance to users, specifically site infrastructure. It will ensure that any new provision will meet the minimum quality levels of water supply, safe and secure access, toilet facilities, well-maintained paths and roadways and adequate parking.

## **E5 - Green Infrastructure and Eastbourne Park**

- 9.106 Eastbourne Park, also known as Eastbourne Marshes, is an identified Biodiversity Opportunity Area (BOA). Two other BOAs: the South Downs (Seaford to Eastbourne Downs) and the Pevensy Levels, also fall within the Borough boundary. The Environment Agency, in partnership with the Sussex Wildlife Trust and Sussex Biodiversity Partnership, has identified the need to improve and protect the value of Eastbourne Marshes, enhancing the green infrastructure associated with its habitats, making them more resilient to development pressures and climate change. The BOA designation provides further flood management benefits and wetland biodiversity for Eastbourne Park.

9.107 There is a specific Core Strategy Local Plan policy relating to Eastbourne Park, which relates to safeguarding and enhancing the environmental, landscape and biodiversity characteristics of the grazing wetland environment as well as providing increased opportunities for leisure and recreation. A supporting Supplementary Planning Document provides detailed policy guidance for the future development of Eastbourne Park. The types of infrastructure and initiatives required to deliver improvements to Eastbourne Park are identified in the Eastbourne Park SPD and include:

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

9.108 The creation of a Green Network across the Borough consisting of a number of wildlife corridors would encourage the migration of species as a consequence of climate change. It would also help to link together the Borough's 3 BOAs, the Borough's Sites of Nature Conservation Interest (SNCIs) and the coastal strip. Improvements to the green network will be sought through developer contributions, enhancing and maintaining six identified Green Network Corridors (GNCs):

1. Hampden Park North West Corridor;
2. Shinewater Park Corridor;
3. Langney North East Corridor;
4. Langney Sewer Corridor;
5. Crumbles Sewer Corridor; and
6. Horsey Sewer Corridor.

9.109 The six GNCs are mapped in the Eastbourne Park Supplementary Planning Document. Appendix C 'Eastbourne Green Network Schedule' describes in detail each individual GNC, providing information on the corridors, identifying areas of improvement needed, delivery methods and potential funding arrangements. The Appendix also provides information on the continued management of the Council's 19 Sites of Nature Conservation Interest (SNCIs), along with safeguarding and improving the ecological importance of the Eastbourne Seafront Coastal Strip which stretches from Holywell in Meads to the local authority's boundary at the edge of Sovereign Harbour. The Eastbourne Biodiversity Action Plan target is to maintain the total extent of coastal vegetated shingle habitat in Sussex with no net loss and to achieve favourable or recovering condition by appropriate management by 2015.

9.110 Improvements to biodiversity, which will assist in the enhancement of Eastbourne's Green Network, will also be linked to other strategies including

extensions to the cycle network and contributions made towards the Council's flood storage scheme. Opportunities for biodiversity improvements on other sites across the Borough will be considered on a site by site basis. Specific opportunities to improve green infrastructure in the Town Centre will be addressed in the Town Centre Area Action Plan. The Council is planning to prepare a Green Infrastructure Plan in partnership with neighbouring authorities in East Sussex to coordinate and plan for the provision of cross-boundary and local green infrastructure.

9.111 The Council recognises the contribution that the provision of Sustainable Drainage Systems (SUDS) through new development make to green infrastructure. The implementation of SUDS through new development will help the Council to deliver Biodiversity Action Plan targets, including the maintenance of the extent and condition of reed beds and to continue creating new reed bed habitats from land of low nature conservation value.

## **F. Transport**

9.112 Future economic and residential growth in the Borough must be sustainable; therefore it must be supported by an efficient, high quality public transport network. Transport infrastructure goes beyond simply providing extra capacity on the public transport network, it is also about improving accessibility for all residents of the Borough, including walking, cycling and the interchange between different transport modes, especially in areas of high growth and the sustainable centres identified in the Core Strategy.

9.113 The IDP has identified both strategic projects which provide additional capacity on the transport network which have cross-boundary impacts and local 'connectivity' projects which are needed to support the linkages between each of the Borough's neighbourhoods and movement across the whole Borough. There are also other transport investments which are related to improving the quality or management of the transport network or encouraging modal shift, but are not critical to implementation of the Core Strategy policies and objectives, such as minor road and streetscape improvements.

9.114 The County Council has produced a third Local Transport Plan (the LTP) covering the period 2011 to 2026, which has the following specific transport objectives, which are also aspirations of the Eastbourne Core Strategy Local Plan and the IDP:

- Improve strategic and local connectivity of communities to facilitate economic and spatial growth and renewal through the Local Enterprise Partnership and Local Plan process;
- Reduce greenhouse gas emissions, local air pollution and noise from transport;
- Increase the resilience of transport infrastructure and services to the effects of climate change;
- Contribute to the protection and enhancement of the local natural and built environment;
- Improve road safety and vulnerable car users – pedestrians, cyclists, motorcyclists and horse riders;
- Reduce the number of people killed and seriously injured in road crashes;
- Improve access to jobs and services and leisure;

- Improve personal health and well being by encouraging and enabling increased physical activity through active travel;
- Improve maintenance and efficient management of the transport network; and
- Reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.

- 9.115 The Eastbourne and South Wealden area has been identified as a spatial priority area in the LTP. The key aims for Eastbourne and South Wealden area are to facilitate housing growth, create a more diverse and integrated economy, protect the local environment, enhance social provision and create sustainable communities. The focus for the area will be on the corridors of movement into and within the area (whether by walking, cycling, public transport or car based transport) and corridors which link existing and future development locations to hubs of activity such as local, district and town centres, retail, hospitals, employment and leisure.
- 9.116 Analysis has been undertaken on the transport network implications of projected growth through a Transport Study for South Wealden and Eastbourne (SWETS Study) and this will be discussed in the relevant sections below.
- 9.117 An ambition of the LTP is to ensure that sustainable links are provided from the proposed growth areas into the existing transport network and key destinations of travel. Eastbourne's location at the eastern end of the South Downs National Park means that managing visitor access to the park and providing access by public transport and other sustainable means is of critical importance.
- 9.118 The transport section of the IDP is ordered to reflect the higher priority that should be afforded to sustainable modes of transport.

## **F1 – Walking**

- 9.119 Walking is the most sustainable form of transport available to most of the community, leading to a need for a high standard of facilities and good urban design that encourage safe, sociable walking journeys. The County Council encourages physically active travel and its approach to walking and cycling is set out in the LTP. A key priority for the Council is to ensure that the needs of pedestrians are considered in all new development schemes and that the safety of the pedestrian is taken account of in any proposed transport interventions.
- 9.120 The focus for walking will be on the key routes and corridors of movement in the Borough, providing access to the town centre, schools, local shops and facilities, employment, health facilities, railway stations, open spaces, the seafront and other secondary centres. The Council has already been successful in delivering important walking initiatives, such as the signed 'walking routes for health' along the seafront promenade, but there are opportunities for more of these initiatives especially across Eastbourne Park.



9.121 The Borough's network of urban footpaths plays an important role in connecting all of the Borough's facilities and key locations. The following key priorities for walking include:

- The creation of new walkways, opening up Eastbourne Park to the wider community;
- Provide signalised pedestrian crossings in priority locations and where funding is available;
- Provide new footways where there is an identified need on safety grounds and funding is available;
- Improve disabled access by providing dropped kerbs and tactile paving at crossing points;
- Encourage high quality street design, giving high priority to the needs of pedestrians;
- Continue to promote safe walking to school as a healthy and social activity through School Travel Plans.

## **F2 – Cycling**

9.122 There is significant need for an expanded cycle network in Eastbourne, linking the Borough to South Wealden and providing access to the wider National Cycle Network (NCN). This contributes to the principle of sustainable modes of travel and opens up the proposed Sustainable Centres of 'Sovereign' and the 'Town Centre', identified in the Council's spatial development strategy, to the rest of the town. The County Council is responsible for the physical delivery of new cycle routes and these have been split into a number of phases. Eastbourne Borough Council is responsible for ensuring that cycling infrastructure is secured through the planning process, and for the delivery of off-road routes including those through existing parks and green spaces.

9.123 A Cycling Strategy for Eastbourne was adopted in 2012. The Cycling Strategy identifies a network of cycle routes (priority routes and secondary routes) across the town. This is fundamental to increasing the number of cycle trips made in the Borough and contributes towards the Council's objectives to move to a low carbon town, reduce congestion, and to improve air quality, health and accessibility. The transfer of journeys from cars to cycles will contribute to achieving the objectives of the LTP.

9.124 The Cycling Strategy identifies that the priority routes will be developed first. The priority routes are defined as those that will improve the existing key strategic cycle routes into and within Eastbourne, providing an enhanced network of dedicated or signed routes that allow cyclists to move between principal areas of housing, employment and leisure. Of these priority routes, the Horsey Cycle Route and the King Edwards Parade Cycle Route have been implemented first as well as a toucan crossing on Cross Levels Way

9.125 Implementation of the Horsey Cycle Route commenced in 2011. Two phases have been completed to date and the remaining sections and will be fully constructed in a further two phases by 2015. This route will run between Langney Roundabout

and Eastbourne Railway Station, utilising the alignment of the Horsey Sewer and providing a link between the Town Centre and Sovereign Harbour.

- 9.126 The King Edwards Parade Cycle Route was completed in 2013. The proposed route comprises a shared cycle/pedestrian route between Holywell Road and the Wish Tower and provides improved linkage between the Town Centre, the western area of the town and the foot slopes of South Downs National Park. Financial contributions from the development of Morrisons supermarket at Hampden Park have assisted in providing a Toucan crossing at the junction of the Cross Levels Way/Lottbridge Drove roundabout. This provides a safe crossing for the National Cycle Route 21 (NCR21) from Polegate to the seafront at the Sovereign Centre, along the A2280 to the west of the town.
- 9.127 The Council in partnership with the County Council, through the Eastbourne Cycling Strategy has also been developing proposals for new cycle routes across the Borough. Funding from the Local Sustainable Transport Fund and other sources of funding will be used to assess the feasibility and assist in implementing future cycle routes in the Borough. Proposals for the following four routes have been developed for consultation in January 2014. The funding available has to be spent by the end of March 2015, by which time all of the schemes will have to be implemented.
- **Seafront route between Fisherman's Green & Wish Tower**– cyclists travelling between Sovereign Harbour and Holywell Road currently have to use the B2103/B2106 seafront road which has no dedicated facilities for cyclists, is congested and has potential for conflict with cars reversing from diagonal parking spaces west of the pier and parallel parking spaces east of the pier. There is the potential to provide some of this route off-road on part of the promenade, subject to consultation.
  - **Eastbourne Town Centre to Seafront** - cycling is currently prohibited in the pedestrianised area between Terminus Road and Seaside Road. Consideration needs to be given to identifying a suitable route from the railway station in the town centre to the seafront. This would provide a valuable link to the new Horsey Cycle Route from its start point at Eastbourne Railway Station.
  - **University area to town centre, station and seafront areas** – there are currently no dedicated cycling routes between the principal university areas around Carlisle Road and Gaudick Road in Meads, and key destinations such as the seafront, station and town centre. Cycling infrastructure or a signed route would enable students and staff to access the facilities by bike and reduce the pressures caused by on-street parking in these residential areas.
  - **Eastbourne District General Hospital to Town Centre** – consideration needs to be given to identifying a suitable route from the main hospital (a principal employer in Eastbourne) towards the town centre.

#### *Secondary Cycle Routes*

- 9.128 Other secondary Routes that generally link to the Priority Routes and provide locally signed or dedicated routes for cyclists to access places of education or

work, have also been identified in the Cycling Strategy. No specific feasibility work has yet been carried out and therefore they should be considered as aspirational routes that will require further analysis before being included in a list of future schemes for feasibility and delivery as funding becomes available. Secondary routes could potentially provide opportunities for improved links across Eastbourne Park, making areas of open space more accessible, as identified in the Eastbourne Park Supplementary Planning Document.

9.129 There are a range of different sources of funding available to help deliver and implement the Cycling strategy initiatives.

- **Development Contributions**– Currently, the Borough Council and / or the County Council seek to agree financial contributions from development through Section 106 agreements towards local transport improvements to mitigate negative impacts on the transport network. This approach will, in the main, be superseded by CIL when it is introduced;
- **Government capital allocations**– for small transport improvements that help local economies and cut carbon emissions by reducing congestion, improving road safety and improving access to jobs and services on foot, by bike or by public transport;
- **Revenue Funding**–The County Council’s revenue budget supports road safety education work including the provision of ‘Bikeability’ training to schools and colleges;
- **Other Government Funding Streams** - The County Council and Eastbourne Borough Council will seek out funding opportunities for cycling provision as they come available, for example the recent initiative known as the Local Sustainable Transport Fund or the Local Growth Fund via the South East Local Enterprise Partnership’s Strategic Economic Plan.

9.130 The continued on-site delivery of cycle spaces/cycle racks as part of new developments will be critical in ensuring adequate facilities are provided for those who wish to travel by bicycle. An increase in cycle storage in key locations such as transport interchanges and community buildings such as leisure centres, shopping centres and other facilities will be influential in promoting cycling as an alternative to traveling by car. East Sussex County has provided planning guidance on cycling facilities and are a statutory consultee for major planning applications. The improvements to, or replacements of, existing cycling provision at the following locations are identified in the Cycling Strategy:

- **Town Centre**– adjacent to Arndale Centre entrances; Terminus Road towards seafront; Town Hall; Eastbourne library; railway station
- **Seafront**– in vicinity of Pier; at Sovereign Park; at Sovereign Centre
- **Theatre area**– adjacent to Congress Theatre and Towner Gallery
- **Sovereign Harbour** – dedicated cycle parking area

- **Parks and Gardens**– Princes Park, Gildredge Park, Shinewater Park, Helen Gardens
- **Retail areas** – Langney Shopping Centre; Admiral Retail Park
- **Education areas**– Sussex Downs College; University of Brighton; Eastbourne Park College; Eastbourne College.

### F3– Buses

9.131 The County Council as the Local Transport Authority coordinates the bus network and its approach to bus services and bus service information is set out in the LTP. The LTP identifies four Quality Bus Corridors in the Borough radiating out from the town centre to serve key areas of the town and South Wealden:

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

9.132 A In partnership with Stagecoach (who run the Eastbourne bus service), the County Council continues to work on a range of initiatives to make bus travel more appealing and improve access to the Town Centre and key service destinations. Although improvements to the bus network will be focused on the Quality Bus Corridors, improvements to the connectivity within the whole bus network of Eastbourne and South Wealden will be required. This will contribute to tackling climate change through reducing the number of car journeys and a subsequent increase in bus use. Design work is currently being undertaken to develop a sustainable transport corridor between Hailsham, Polegate and Eastbourne which will include proposals for improving bus journey times on the A2021/A2270

9.133 The promotion of bus services will be achieved by providing relevant, high quality passenger transport information in advance and at the time of journey, such as Real Time Passenger Information (RTPI). Providing information on where passengers can travel to, the time it will take, the frequency of service and the cost contributes to improving accessibility to key services. This in turn promotes social inclusion, and tackles climate change through the reduction in car trips. The existing RTPI system in the town is being upgraded using Local Sustainable Transport Fund monies in 2014/15 as part of the wider roll out of GPRS technology based for the county.

9.134 In order to improve transport infrastructure within the Town Centre, the Council are working jointly with East Sussex County Council and the bus companies to improve the pedestrian environment in Terminus Road. The scheme is expected to cost in excess of £3 million. East Sussex County Council has already committed

£2.5 million to the project and the Council has allocated a further £450,000. In addition the owners of the Arndale Centre are required to contribute £300,000 to the scheme as part of the proposed extension to the shopping centre. The proposed enhancements which were consulted upon in late 2013, include wider and improved pavements along Terminus Road with priority working for buses travelling eastbound; shared space around the Rail Station area up to the Grove Road roundabout; bus stops moved towards Bankers Corner, Cornfield Road and outside the Railway Station, and new street furniture and signage. These improvements are planned to be delivered alongside the proposed extension to the Arndale Centre.

## **F4– Rail**

9.135 Network Rail owns and operates Britain's rail infrastructure, maintaining and developing the country's tracks, signaling systems, rail bridges, tunnels and level crossings. Network Rail's Sussex Route Utilisation Strategy (2010) states that a principal intervention recommended to 2020 will be line speed improvements on the East Coastway (between Wivelsfield and Hastings). This will be achieved by the following Passenger Service Requirements on the lines into Eastbourne which will speed up service times:

- Removal of two level crossings between Lewes and Eastbourne;
- Raising general line speed;
- Equalising speeds on both sides of the railway line.

Signaling improvements being funded and implemented by Network Rail in Control Period 4 (2009 - 2014) will help improve line speeds on the East Coastway up to Bexhill.

9.136 The Sussex RUS made an assessment into the reinstatement of the Willingdon Chord, a connecting line which would reduce journey times by bypassing Eastbourne on the Brighton to Hastings through service. The option was not recommended as the demand at this juncture did not justify the additional service and construction costs. The feasibility of a new train station in the Stone Cross area will be investigated during the plan period of the Core Strategy.

9.137 East Sussex's LTP identifies that the County Council will continue to lobby for a new station at Stone Cross as well as an additional station at Polegate, along with the reinstatement of the Willingdon Chord.

## **F5– Parking**

9.138 Parking is a key issue in urban areas such as Eastbourne. Controls on parking are aimed at addressing local parking problems but they can also help achieve a better flow of traffic especially for buses through the Town Centre and improve the general safety of shared vehicle and pedestrian areas. The introduction of civil parking enforcement in Eastbourne (2008), as in Hastings and Lewes, has resulted in less traffic circulating around the road network which helps to reduce CO<sub>2</sub>

emissions. Any surplus revenue generated from the parking scheme will be reinvested in transport improvements within the Borough.

- 9.139 The Council commissioned consultants to undertake a Parking Strategy for the Borough, looking at the existing Parking scheme and controls in and around the Town Centre and seafront as well as parking controls and facilities across the rest of the Borough. The Eastbourne Parking Strategy was adopted in 2012.
- 9.140 The study analysed the projections for growth in Eastbourne and its wider catchment up to 2026 incorporating the plans for regeneration and redevelopment of the Town Centre through the Town Centre Local Plan. This concluded that the current supply of on and off-street parking is sufficient to meet the future demand for parking outside the peak season (up to 2027). The additional demand for parking can be accommodated by the existing car parking stock, rather than require an extensive supply of additional parking in the town centre. It is noted however, that any significant changes to the parking supply could have major ramifications on the attractiveness and therefore continued success of Eastbourne as a destination for retail, leisure and tourism. Further work was undertaken to examine the provision of parking facilities when demand is highest within the peak period of July-August. It is recommended that any additional parking to serve the Town Centre is provided elsewhere in the Borough, alongside improved access by public transport, walking and cycling, to reduce the overall demand for parking.
- 9.141 Different pricing mechanisms can be an important means of balancing demand between on street and off-street car parking. On-going work on the Parking Strategy and its recommended initiatives will be taken forward in subsequent reviews of the IDP.
- 9.142 New developments will need to provide the appropriate level of parking provision, and this is currently outlined in planning guidance from East Sussex County Council (2012). This guidance is used in the determination of planning applications. The Council is also investigating the potential for electric vehicle charging facilities at Hyde Gardens to provide viable alternatives to petrol and diesel car use.

## **F6– Road Network**

- 9.143 The County Council is the Highways Authority for all adopted roads in the County other than the trunk roads which are the responsibility of the Highways Agency. The County Council's responsibilities include the maintenance, management and development of the highway network and decisions on road adoption, i.e. to take responsibility for its ongoing maintenance.
- 9.144 Key junctions and roads in the Borough, as with other areas of East Sussex, are at stress. This is because the strategic road network serving the county is not fit for purpose which thereby puts additional pressure on the county's local road network and the intensification of existing travel patterns over time. Consequently, these junctions and roads are likely to be sensitive to additional pressures arising from development. The specific impacts of new development on the transport network

will be assessed on a site by site basis through the submission of Transport Assessments and other material presented in support of planning applications. There are however specific road network and junction improvements identified in the LTP.

- 9.145 The Highways Agency on behalf of the Secretary of State for Transport is responsible for managing and operating a safe and efficient Strategic Road Network (SRN) i.e. the Trunk Road and Motorway Network in England, as laid down by the Department for Transport (DfT) Circular 02/2007 (Planning and The Strategic Road Network). Just north of Eastbourne, the Highways Agency maintain the A27 and the A259 east of the A27/A259 junction at Pevensey. Whilst there is no Highways Agency infrastructure within Eastbourne's boundaries, it is important that cross boundary impacts of development are recognised as they will have a knock on effect on travel patterns into and out of Eastbourne. These cross boundary impacts have been taken account of in the preparation of the South Wealden and Eastbourne Transport Study (SWETS).
- 9.146 A high amount of new housing development is expected in the Willingdon/Polegate and Stone Cross/Westham areas of South Wealden which adjoin the northern boundary of the local authority. This coupled with new housing delivery in Eastbourne's neighbourhoods will put added pressure on the network of roads leading in and out of the Borough and will create a number of stress points. The Council expects development contributions from future residential development to continue for necessary improvements to these roads and key junctions.
- 9.147 The key conclusions from the SWETS Study are the following:
- In the base year (2009), 10-20% of junctions are stressed and average network speed is 24mph, which is acceptable for an urban area such as Eastbourne;
  - Taking account of forecast additional trips generated through an increase in population, there is a slight deterioration in the overall network speeds and by 2027 average network speeds will drop to just below 16mph with about half of all key junctions on major roads showing stress;
  - The testing shows that Eastbourne's highway network responds in a consistent manner when factoring in projected housing and employment growth up to 2027;
  - Regardless of any intervention packages, outstanding transport issues at 2027 include excessive traffic volumes on the Town Centre ring road and the competing (public/private transport) demands for available capacity on the identified Quality Bus Corridors.
- 9.148 The study confirms that no new roads are required within Eastbourne to cater for future population growth. However, there is a commitment from Eastbourne Borough Council and the County Council to safeguard one of the previously identified routes across Eastbourne Park, known as the St. Anthony's link road.
- 9.149 Junction improvements will be required to maximise the capacity of the existing network as well as accommodate the needs of pedestrians, cyclists and public transport. In Eastbourne, junction improvements at Willingdon Drove /A22, Lottridge Drove/ Cross Levels Way, Cross Levels Way/ King's Drive, and on corridors A259 Seaford – Eastbourne-Pevensey and B2104 Ersham Road/ Friday St/Lion Hill/ Langney Rise have been identified. In South Wealden just outside the

Borough boundary, the junctions of the A22 Jubilee Way, A27 and Dittons Road, the Cophall roundabout (A22 and A27), and the junction of the A22, A27 and A2700 have been identified for improvements which will be funded through development contributions from Wealden and an allocation of local major transport scheme funding, available between 2015/16 and 2018/19, from the South East Local Transport Board. The SWETS study also highlights the continued commitment required for Quality Bus Corridors along the A2270, A259 and A2021, along with providing adequate capacity and consistent design at key junctions along the A2270 corridor.

9.150 In terms of road network and junction improvements within and outside the Borough, new development will be required to bear the full costs of necessary on-site and off-site works to a standard and design acceptable to the Highways Authority. This requirement includes:

- All relevant associated additional maintenance requirements (in the form of a commuted sum);
- Any necessary legal and inspection/audit fees;
- Design, land, materials and construction costs;
- Necessary contributions to upgrade the strategic network.

9.151 The LTP Implementation Plan 2011/12 – 2015/16 outlines the types of schemes identified to address local transport issues.

## **G. Town Centre Infrastructure Improvements**

9.152 The Eastbourne Town Centre Local Plan (TCLP) identifies a series of infrastructure improvements required to support the future growth and redevelopment of the Town Centre. The TCLP identifies 5 Key Development Opportunity Sites. These sites will be subject to comprehensive development proposals including enhancements to the public realm making them more attractive and functionally efficient as arrival points. These site specific improvements will be secured through planning obligations for each site when the planning application is determined.

9.153 There are a number of other infrastructure improvements required in the Town Centre that will not only benefit those who live in the Town Centre neighbourhood; they will significantly benefit all who live in the Borough and those who visit and use the Town Centre. These improvements include: the creation of gateways; an improved public transport interchange; public realm improvements; and the development of an arts trail and public art. The identified infrastructure improvements will be directly related to the impact of key new development and redevelopment sites within the Town Centre as well as future development across the Borough. The Borough Council intends to supplement financial contributions secured from the Development Opportunity Sites with CIL revenues collected from all development across the Borough.

## **G1. Gateways**



9.154 It is essential that key approaches into the Town Centre are attractive and convenient for all of the community to use. There are four key approaches: Seaside and Marine Parade; Upperton Road; Upper Avenue/Cavendish Place; and King Edward's Parade. The key approaches result in five key gateways into the town centre as follows:

- Junction of King Edward's Parade and Wilmington Square adjoining the Wish Tower;
- Junction of Marine Parade, Queen's Garden's and Cavendish Place;
- Junction of Upperton Road and The Avenue;
- The Upper Avenue roundabout; and
- Eastbourne Station and the public transport interchange on Terminus Road.

9.155 The purposes of gateways are to create a welcoming first impression of the Town Centre through the design of public realm and the character of the built form. A landmark building or piece of public art may also help distinguish a gateway space within the wider structure of the town. Gateways will be high quality, well designed, attractive and usable areas of space, encouraging people to use the space, giving people clear signals about where to go next. The development of gateways will have a positive impact on all residents of the Borough and those who travel into the Town Centre to use its services and facilities.

## **G2. Public Transport Interchange**

9.156 At present the experience for many people arriving into the town centre is either ambivalent or poor. Approaches and gateways, including the railway station, town centre car parks, and the bus stops on Terminus Road, are generally not well defined. It is vital to enhance this experience for users arriving by all modes of transport. There is a need to focus on the fact that all visitors will end up as pedestrians walking around the Town Centre; therefore the quality of the experience for pedestrians is a key priority.

9.157 The railway station and the adjoining bus stops on Terminus Road provides a key gateway and public transport interchange point for the town centre and the town as a whole. It is well located and highly accessible to the primary retail core as well as secondary retail areas in the town centre.

9.158 However, it generally suffers from having a poor quality environment that can be congested at times, in terms of the number of buses arriving and leaving a relatively short section of road as well as the large number of passengers and other pedestrians using the public realm. Noise and air quality is also an issue in this part of Terminus Road.

9.159 There will be opportunities through planning obligations and the CIL process to collect contributions towards public transport interchange enhancements, which will serve the whole Borough and people who visit the town. The Public Transport Interchange requires significant enhancement to cater for the projected levels of population growth (directly associated with housing growth) within the Borough

and the general increased level of use from people travelling to the town from outside the Borough. It is essential to improve the public transport interchange to provide an attractive and viable alternative to the private car, a key emphasis of sustainable development for the Local Plan.

9.160 Proposed improvements to Eastbourne's public transport interchange which were consulted upon in late 2013 had the following aims:

- Improve public realm and connections with wider town
- Reallocate road space to pedestrians and public realm
- Reduce conflict of buses and pedestrians
- Improve relationship and connection with railway station
- Retain accessibility and visibility of buses on Terminus Road
- Coordinate the design of street furniture and signage which will be finished to a high standard befitting a key gateway into the Town Centre.
- Future proof design to aid a potential expansion of the shared space concept

9.161 The proposals includes the following elements:

- Widening and resurfacing footways on Terminus Road and introducing narrowed resurfaced carriageways to facilitate easy crossing
- Removal of kerbs to aid access and to reduce vehicle speeds through Terminus Road
- Improving and simplifying the crossing facilities at the Gildredge Road /Terminus Road / Ashford Road junction
- Providing a new pedestrian crossing outside the station across Terminus Road
- Allow cyclists access to the improved section of Terminus Road.
- Re-positioning the bus stops from Terminus Road towards Bankers Corner and into Cornfield Road
- Providing new bus stops outside and opposite the Railway station in Terminus Road
- Installing new street furniture (seating, lighting, cycle stands, benches etc.) and signage
- Removing unnecessary signs and barriers.

### **G3. Public Realm Improvements**

9.162 Eastbourne's Town Centre suffers from having a limited number of public spaces. It is vital to ensure that public realm is as attractive and well used as possible; reinforcing the role, function and legibility of the town centre as a whole. The Town Centre Local Plan identifies that there are a number of key locations within the town centre where enhancements to and investment in the public realm should be prioritised. These are highlighted in Figure 11 below:

Figure 11 – Key Public Realm Improvements

Major Road	Key Public Realm Improvements Required
Terminus Road corridor	<ul style="list-style-type: none"> <li>• Improve quality and appearance of Bus interchange along Terminus Road through the Terminus Road Improvement Scheme</li> <li>• Establishing a new public square between the junctions with Bolton Road and Langney Road;</li> <li>• More direct and attractive pedestrian crossing facilities are required at the junctions of Pevensey Road and Lismore Road, and Seaside Road and Trinity Trees, to enhance access to the Seafront;</li> <li>• Enhance access between Terminus Road and the Seafront through the removal of pedestrian guardrails and the creation of additional pedestrian crossing facilities over Grand Parade.</li> </ul>
Grove Road and South Street	<ul style="list-style-type: none"> <li>• The design of the public realm and the coordination of street furniture will establish a stronger identity for this area enhancing the pedestrian environment;</li> <li>• Particular emphasis will be placed on the junction points with Grove Road and Terminus Road and South Street and Gildredge Road to simplify junction arrangements and provide more convenient pedestrian crossing facilities.</li> </ul>
Seaside Road	<ul style="list-style-type: none"> <li>• Extend the provision of pieces of public realm to the junction with Terminus Road and Trinity Trees, reducing carriageway width and establishing a more connected seamless 'place' as opposed to a traffic junction;</li> <li>• Creating new bus stop facilities to provide connections to the Seafront via the eastern end of Terminus;</li> </ul>
Susans Road	<ul style="list-style-type: none"> <li>• The road would benefit from a coordinated design approach to the public realm to raise the profile of the street and establish a more attractive environment for residents and visitors.</li> </ul>
Pevensey Road and Lismore Road	<ul style="list-style-type: none"> <li>• It is important to ensure that there is a balance between pedestrian and vehicular movement through enhancements to the public realm including crossing points and wider pavements.</li> </ul>
Gildredge Road	<ul style="list-style-type: none"> <li>• There are currently limited opportunities for crossing particularly between Little Chelsea and the Mark Lane area;</li> <li>• Several attractive period buildings give the road a grand character that would be enhanced particularly through tree planting where practicable and achievable having regards to underground servicing and pavement width.</li> </ul>
Cornfield Terrace and Cornfield Road	<ul style="list-style-type: none"> <li>• There is an opportunity to site a piece of public art at the end of Cornfield Terrace outside the Devonshire Theatre to provide a visual marker drawing visitors down from the Memorial Roundabout.</li> </ul>
Hyde Gardens	<ul style="list-style-type: none"> <li>• Should there be an opportunity to rationalise some of the on-street car parking then space could be improved to provide an enhanced area of open space within the town centre with seating, landscape planting and additional street trees where practicable and achievable having regard to underground servicing and pavement width.</li> </ul>
Memorial Roundabout	<ul style="list-style-type: none"> <li>• A relatively simple scheme of coordinated paving, de-cluttering of street furniture and provision of more direct crossings particularly</li> </ul>

Major Road	Key Public Realm Improvements Required
	Lismore Road and Cornfield Terrace would contribute significantly to the qualities of the space.
Wilmington Square	<ul style="list-style-type: none"> <li>Enhancements will focus on enhancing the environmental quality of the area and creating an improved setting for the Wish Tower (listed building) and The Towner Art Gallery in a key gateway location;</li> </ul>

9.163 The Key Development Opportunity Sites identified in the TCLP will provide the ability to secure specific public realm improvements within the Town Centre, including new streets and open spaces. A combination of the on-site delivery of public realm improvements, site-specific developer contributions secured through planning obligations, and contributions secured through the Community Infrastructure Levy from all developments across the Borough will help to deliver the Key Public Realm Improvements identified in Figure 11 above.

#### **G4. Arts Trail and Public Art**

9.164 In addition to the established Towner Art Gallery which has received critical acclaim, there are a number of small independent gallery spaces and crafts people represented within the Town Centre. Through establishing connectivity via an Arts Trail that links the main retail core and railway station to the Arts Quarter around Devonshire Park and onward to the Seafront the profile of the arts community can be raised. It will also contribute towards enhancing the legibility and accessibility of the town centre.

9.165 Key areas for improvement are the linkages between the railway station and the Seafront along Grove Road, South Street, Wilmington Square and Cornfield Terrace. This will be part of the wider network of routes across the town centre to generate a public realm that encourages people to walk and enjoy the built environment, cultural heritage and visitor offer in a way that is safe, clearly understood and signposted through use of lighting, materials, street furniture and signage.

9.166 The introduction of public art into the public realm can contribute towards giving Eastbourne additional character and identity as well as providing local landmarks to improve legibility. The provision of public art will be required on specific gateway locations and public spaces within the Town Centre, as well as the seafront. They can be secured by the on-site delivery of public art on Key Development Opportunity Sites, and through the Community Infrastructure Levy process with financial contributions being collected from all developments across the Borough.

## H. Emergency Services

### H1 - Police

9.167 Sussex Police have assessed the proposed developments with the Eastbourne area and their associated population growth. A baseline assessment was undertaken across East Sussex to identify the current costs of providing an appropriate level of policing and community safety across Eastbourne. Based on the development planned within Eastbourne and the anticipated population increase, it has been identified that the total cost of policing the growth equates to £435.32 per dwelling, a total infrastructure funding need of £2.186 million over the Plan period. An Eastbourne Policing Plan has been produced by Sussex Police, showing indicative projects and costs. Infrastructure needs and types may change over the Plan period when development comes forward and the full impact on policing is known.

Resource/ Infrastructure	Justification	Indicative Cost	Timescale
6 x Police Officers (with funding for 3 year life cycle)	To address following issues: <ul style="list-style-type: none"> <li>• Crimes related to constriction of new development;</li> <li>• Increase in incidents relating to night time economy;</li> <li>• Increase in incidents relating to increased commute activity;</li> <li>• To accommodate growth in population.</li> </ul>	6 x £222,121	Dependent on building programme
2 x Additional PCSOs (with funding for 3 year life cycle)	To accommodate growth in population	£210,280	Dependent on building programme
1 x additional School Officer (with funding for 3 year cycle)	To accommodate growth in population	£222,121	Dependent on building programme
1 x additional Neighbourhood Policing Team Officer	To accommodate growth in population	£222,121	Dependent on building programme
1 x additional PCSO (with funding for 3 year life cycle)	To accommodate growth and subsequent crime increase due to new shopping development	£105,140	Dependent on building programme
2 x additional marked patrol cars and 2 x additional bikes	To accommodate growth in population and enable increased accessibility to sites/incidents by officers, and also improve visibility of Police as a crime deterrent.	£84,600	Dependent on building programme
4 x ANPR cameras (located with	To accommodate growth in population and subsequent growth in crime	£44,000	Dependent on building programme

regard to new development)			
Increase in Neighbourhood Policing accommodation	Space required to accommodate new staff and vehicles/equipment required as a result of growth and above infrastructure.	TBA	Dependent on building programme

9.168 The Home Office provide Sussex Police with general capital grants, which only fund a proportion of the annual capital programme. The currently approved capital programme plans to draw on capital receipts in excess of £9 million to help fund a capital programme of £28 million, which is to maintain and improve existing service levels. The capital programme does not allow for the cost of providing new facilities as a result of development growth, it only looks at maintaining its current operational capability.

## H2 - Fire & Rescue Service

9.169 The East Sussex Fire & Rescue Service has confirmed that the levels of proposed housing and employment growth will not adversely affect the service or require the need for any additional facilities or strategic infrastructure. The recently published 'Short Term, Medium Term and Long Term Need Matrix' (September 2010) highlights that in the short term (Up to 2012) there is no indication of the need to relocate or upgrade Eastbourne Fire Station. However, the Council will work closely with Wealden District Council to ensure that the level of new development proposed to the north of the Borough in South Wealden will not have a negative impact on the coverage of the Eastbourne Fire Service.

9.170 In the next 5 years (up to 2018) consideration will be given to the implementation of sprinklers in new larger residential developments (5+ units) furthest away from the Fire Station, which will be invaluable in the saving of lives in the incidence of a fire. A re-evaluation of the implications of housing growth within the Sovereign neighbourhood will be undertaken to ensure the ability to deal with fire emergencies in this neighbourhood is not compromised. In the long-term (2018 and later) a further assessment will be made by the Fire and Rescue Service to ensure the appropriate coverage of fire stations across Eastbourne and South Wealden. This will redress the implications of the level of housing growth, and review the stations equipment and possible need for upgrading.

## H3 - Ambulance Service

9.171 The South East Coast Ambulance Service NHS Trust is a patient-focused organisation providing emergency, unscheduled urgent and non-emergency care to the Boroughs' residents. They respond to 999 calls from the public, urgent calls from healthcare professionals and in Sussex provide non-emergency patient transport services (pre-booked patient journeys to and from healthcare facilities).

9.172 In the short-term it is unlikely that capital funding will be available within the public sector for specific infrastructure improvements in the Borough, and there is a considerable drive to reduce costs and improve efficiency. The Ambulance Service will continue to ensure that capital schemes demonstrate value for money and are viable in their own right. In addition they will continue to explore and seize opportunities for internally generated funds wherever possible.

### **I. Affordable Housing**

9.173 The Council has identified there is a strategic need to increase the provision of affordable housing across the Borough in order to cater for increased local need and demand. The Core Strategy has significantly revised the affordable housing policy removing a policy threshold so that all developments that include the net increase in dwellings will be required to make some contribution towards the provision of affordable housing be it an affordable housing unit or a commuted sum payment. Affordable housing will not be discussed in detail in the IDP as it is covered by a separate stand alone policy in the Core Strategy, and is currently expected to be secured through Section 106 agreements in line with the Core Strategy Policy.

### **10. Cross-Boundary Infrastructure Issues**

- 10.1 Improvements to transport infrastructure are considered at a wider level than administrative boundaries, and take account of complex patterns of movement and levels of usage. Although no new roads are required within Eastbourne to deliver the spatial development strategy, the Borough Council intends to use CIL revenues to supplement County Council funding for improvements to roads and key junctions outside or on the Eastbourne boundary which are required to support growth. In addition, where such improvements are required to enable individual development proposals to go ahead, the Borough Council and/or the County Council will seek to secure the necessary works and/or funding through Section 106 agreements.
- 10.2 Improvements to the trunk road network north of the Borough in the southern part of Wealden District will be required to support development proposed by the Wealden Core Strategy as well as growth in Eastbourne. As the Highways Agency does not expect to receive any funding for the necessary improvements, Eastbourne Borough Council and Wealden District Council intend to use CIL revenues to supplement the contributions currently agreed from developments currently permitted in the southern part of Wealden District.
- 10.3 The extension of Eastbourne's Wastewater Treatment Works is potentially required to meet growth in both Eastbourne and South Wealden. The Council is working closely with Southern Water and Wealden District Council to ensure the appropriate capacity of the Wastewater Treatment Works is provided, and that further alternative solutions are provided in South Wealden for further residential growth outside of Eastbourne's boundary.
- 10.4 Other cross-boundary infrastructure issues include the provision of new facilities at Langney Shopping Centre, which would serve the catchment of new development in South Wealden, particularly around Stone Cross, Westham and Pevensy. In

addition any extension of Willingdon Secondary School later on in the planning period could provide an alternative means of addressing some of the forecast shortfall in secondary school places in the Eastbourne-Willingdon/Polegate area.

- 10.5 The effective delivery of a Green Network for Eastbourne will also involve cross-boundary action, to ensure that the identified Green Network Corridors link with the adjoining green spaces and green networks in Wealden District Council's jurisdiction.

## **11. Resource Implications and Actions**

### **Resource Implications**

- 11.1 The Council recognises the importance of the Infrastructure Delivery Plan and its role in supporting the delivery of the Community Infrastructure Levy (CIL) Charging Schedule. The IDP provides vital information on infrastructure funding and identifies when and how infrastructure will be delivered. Identifying funding streams helps the Council to build up a bigger picture of the funding gaps that will need to be met by CIL. The CIL Charging Schedule will be progressed in 2013 and will take account of all the resources needed to prepare and implement a charging schedule.
- 11.2 A county-wide CIL working group was arranged including representatives from East Sussex County Council and all the local planning authorities in East Sussex, with initial discussions taking place in August 2011. The purpose of the meetings was to work jointly on a strategy to implement CIL across all local authorities, pooling resources and evidence where possible to provide economies of scale and synergies between each local authority's CIL approach. All local authorities in East Sussex as well as Brighton & Hove jointly commissioned a viability assessment in preparation for the implementation of separate CIL Charging Schedules for each local authority in the area.
- 11.3 There are direct resource implications in the implementation and monitoring of CIL. The Council will introduce clear and transparent processes for deciding priorities and managing CIL revenue so that local communities can see how, when and why money is being spent across the Borough. This process is resource intensive and the Council will be proactive in planning for this process in the future.

### **Actions**

- 11.4 The IDP has highlighted several actions that will need to be undertaken during the plan period, many in the short term, as a consequence of the identified infrastructure requirements to support future growth. Although short term solutions may have been identified, the Council will need to work closely with infrastructure providers and its statutory stakeholders to ensure that infrastructure keeps pace with development. The following actions have been identified as important requirements:



- Strategic requirement to review and update the operation and maintenance of the Willingdon Levels Flood Storage Scheme through the Surface Water Management Plan;
- The implementation of Eastbourne's Cycling Strategy, ensuring that new cycle routes are provided across the Borough;
- The implementation of the recommendation within the Borough-wide Parking Strategy;
- The implementation of the Council's 'Natural Environment Strategy' to prioritise the provision of renewable energy technologies and safeguard the Borough's environmental quality.

## **12 Infrastructure Delivery Schedule**

12.1 The Infrastructure Delivery Schedule (attached as Appendix A) provides a detailed description of the critical strategic types of infrastructure that are required to deliver the Core Strategy Local Plan.

12.2 The following notations are presented in the Infrastructure Delivery Schedule to aid understanding:

### *Importance to Strategy*

- **Critical:** The infrastructure proposed is critical to the delivery of planned development as well as the overall spatial strategy objectives and should be identified as a priority at the appropriate stage in relation to implementation of the Local Plan. There is currently no capacity in the existing infrastructure provision and no dependent development can take place without the infrastructure.
- **Important:** The infrastructure proposed is required to support the planned development as well as overall spatial strategy objectives but does not need to be prioritised. There is some/limited capacity in existing infrastructure provision but improvements will be needed. Also related to this is timing of the infrastructure e.g. the infrastructure would be required later in the plan period.
- **Desirable:** The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall spatial strategy objectives. These are important items to support sustainable growth but allocating funding for their delivery may have to wait until all critical and important infrastructure has been delivered.

### *Risk to Delivery*

The risk that the infrastructure will not be delivered, not the wider risk to plan if infrastructure doesn't happen and development associated with it doesn't take place. This is categorised as follows:

- **High** – Fundamental constraints attached to the delivery of the scheme e.g. no clear funding stream, no site identified, land/site assembly issues.
- **Medium** – Some constraints attached to the delivery of the scheme.

- **Low** – Strong certainty of delivery – costs identified, funding in place, political and community support.

Outputs/schemes may move up or down the lists. It is for Eastbourne Borough Council to review priorities as necessary.

### **Notes**

**No allocated cost #** - There is no allocated cost for the project at the present time. The Council will continue close joint working with the infrastructure provider to ensure the timely provision of infrastructure in the period identified. Any new information will be provided in an update to the IDP when it is required.

**Appendix A**

**Eastbourne Infrastructure Delivery Schedule – October 2014**

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status  e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output  Short term < 5 yrs hence  Medium term - 5 to 10 yrs hence  Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
<b>Early Years Education Provision</b>															
<b>Early Years places additional capacity</b>	Eastbourne West Area (Meads, Old Town, Upperton Wards) 20 places (15 hours slots) for children eligible for funding	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7  <b>Evidence</b> ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £0.15m	<u>Actual:</u> Funding from the Early Learning Places capital grant will contribute towards the cost  <u>Potential:</u> Government grant, ESCC capital programme, contributions from S106 agreements and CIL	Development in Eastbourne which is not yet permitted.  It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Short Term</b>  Places required from September 2014	Critical  Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High  Currently insufficient funding is identified to deliver additional early years places in the town	All options are currently being explored				
	Eastbourne Central North Area (Hampden Park, Ratton Wards) 144 places (15 hours slots) for children eligible for funding	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7  <b>Evidence</b> ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £1.1m	<u>Actual:</u> Funding from the Early Learning Places capital grant will contribute towards the cost  <u>Potential:</u> Government grant, ESCC capital programme, contributions from S106 agreements and CIL	Development in Eastbourne which is not yet permitted.  It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Short Term</b>  Places required from September 2014	Critical  Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High  Currently insufficient funding is identified to deliver additional early years places in the town	All options are currently being explored				
	Eastbourne East Area (Langney, Sovereign and Eastern half of St Anthony's Ward) 152 places (15 hours slots) for children eligible for funding	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7	ESCC	Estimated cost = c £1.1m	<u>Actual:</u> Funding from the Early Learning Places capital grant will contribute towards the cost  <u>Potential:</u> Government grant, ESCC capital programme, contributions from	Development in Eastbourne which is not yet permitted.  It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Short Term</b>  Places required from September 2014	Critical  Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High  Currently insufficient funding is identified to deliver additional early years places in the town	All options are currently being explored				

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						
									Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
									Critical	Important	Desirable	High	Medium	Low	
		<b>Evidence</b> ESCC's Early Years Forecasting Model updated on 12.12.13			S106 agreements and CIL										
<b>Primary School Provision</b>															
<b>Primary School Places additional capacity</b>	Expansion of West Rise Community Infant School by 90 places and West Rise Junior School by 120 places, thereby creating an extra form of entry (210 places) in the town	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7  <b>Evidence</b> 'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = c £5.2m	<u>Actual:</u> £5.2m from ESCC approved capital programme	Development in Eastbourne which is not yet permitted.  It will also support built and already committed developments	The Lead Member for Learning and School Effectiveness approved the expansion of both schools on 9 <sup>th</sup> December 2013 subject to planning permission	<input checked="" type="checkbox"/> <b>Short Term</b>  Target date for completion of both schools is September 2016	Critical  Without the provision of additional capacity there will be insufficient school places to meet demand from development	Medium  Planning permission is required before the projects can proceed	N/A. Expansion has been approved				
	Additional five forms of entry (1050 places) through the expansion of existing schools and/or establishment of new schools	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7 <b>Evidence</b> 'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = c £22.5m	<u>Actual:</u> c £0.4m S106 contributions agree, funding from ESCC capital programme (amount to be confirmed)  <u>Potential:</u> Government grant, ESCC capital programme, contributions from S106 agreements and CIL	Development in Eastbourne which is not yet permitted.	Options are currently being explored and will be confirmed in due course. It is likely that solutions will include a mix of school expansions and/or the establishment of new schools on existing sites (e.g. Cavendish school)	<input checked="" type="checkbox"/> <b>Short Term</b>  Up to four forms of entry required by 2017/2018  <input checked="" type="checkbox"/> <b>Medium Term</b>  Balance of provision required from 2018/19	Critical  Without the provision of additional capacity there will be insufficient school places to meet demand from development	High  Currently insufficient funding is identified to deliver additional primary school places in the town	All options are currently being explored				

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						
									Importance to strategy			Risk to delivery of output			Alternatives and/or other mitigations
									Critical	Important	Desirable	High	Medium	Low	
<b>Secondary School and Post-16 Provision in Further Education Colleges</b>															
<b>Secondary school places additional capacity</b>	Additional four forms of entry (600 11-16 places) through expansion of existing schools and/or the provision of new schools	<b>Objectives and Policy</b> - Core Strategy Spatial Objectives: Community Health 6 & Sustainable neighbourhoods 10 - Infrastructure Delivery Policy E1 - Community, Sport & Health Policy D7  <b>Evidence</b> 'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = c £20m	<u>Actual:</u> None  <u>Potential:</u> Government grant, ESCC capital programme, contributions from S106 agreements and CIL	Development in Eastbourne which is not yet permitted.  It will also support built and already committed developments	ESCC will work with all secondary schools in Eastbourne to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Medium Term</b>  Places required from 2021/22	<b>Critical</b>  Without the provision of additional capacity there will be insufficient school places to meet demand from development within the plan period	<b>High</b>  Currently no funding is identified to deliver additional secondary school places in the town	Options will be explored in due course				
<b>Further Education College Provision (for 16-19 year olds)</b>	Sussex Downs College (Eastbourne Borough Campuses)  Additional 170 workplaces in total of which 67%(114 workplaces) attributed to Eastbourne Borough IDP <sup>7</sup>	<b>Evidence</b> ESCC's Post-16 Forecasting Model update on 13.11.13	Sussex Downs College	Estimated cost = c £2.8million in total of which 67% (£1.88m) attributed to Eastbourne Borough IDP (see note 1)	<u>Actual:</u> None  <u>Potential:</u> - CIL -South East Local Enterprise Partnership	Development in Eastbourne Borough which is not yet permitted.	ESCC will work with Sussex Downs College to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Long Term</b>	<b>Important</b>  Without the provision of additional capacity there will be insufficient post-16 places to meet demand from development	<b>High</b>  Currently no funding is identified to deliver additional post-16 places in the area	Options will be explored in due course				
	Plumpton College  Additional 100 workplaces in total of which 10% (10 workplaces) attributed to Eastbourne Borough IDP <sup>8</sup>	<b>Evidence</b> ESCC's Post-16 Forecasting Model update on 13.11.13	Plumpton College	Estimated cost = c £1.27 million in total of which 10% (£0.127m) attributed to Eastbourne Borough IDP (see note 1)	<u>Actual:</u> None  <u>Potential:</u> - CIL - South East Local Enterprise Partnership - Coast to Capital Local Enterprise Partnership	Development in Eastbourne Borough which is not yet permitted.	ESCC will work with Plumpton College to ensure sufficient places are available to meet demand in the future	<input checked="" type="checkbox"/> <b>Medium Term</b>	<b>Important</b>  Without the provision of additional capacity there will be insufficient post-16 places to meet demand from development	<b>High</b>  Currently no funding is identified to deliver additional post-16 places in the area	Options will be explored in due course				

<sup>7</sup> In accordance with East Sussex County Council's Scheme for apportioning Education Infrastructure Requirements between District and Borough IDPs

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									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
<b>Library Services</b>															
Library provision across Eastbourne Borough	Improved access to library services, including areas served by these libraries: • Eastbourne • Hampden Park • Langney	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1 Community, Sports & Health Policy D7 <b>Evidence</b> Responses from East Sussex County Council	East Sussex County Council	Costs dependent on the results of emerging service delivery strategy.	East Sussex County Council	Development in all areas would benefit but is not dependent.		<input checked="" type="checkbox"/> <b>Short Term</b>			✓		✓	N/A	
<b>Community Centres</b>															
Sovereign Community Centre	Delivery of a Community Centre in Sovereign Neighbourhood (400 sq m facility minimum)	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1 Community, Sports & Health Policy D7 <b>Evidence</b> Sustainable Neighbourhood Assessment Sovereign Harbour SPD	Carillion (landowner) , EBC and other partners (gap funding)	No allocated cost #	Landowner is funding the scheme, with EBC and partners looking to gap fund to ensure a larger facility can be delivered.  Further details are provided in the Sovereign Harbour Supplementary Planning Document. (SPD)	New housing development in the more peripheral neighbourhoods including Sovereign Harbour, Langney, Shinewater, and St. Anthony's.  Scheme is critical to provide a modern community facility in that area of Eastbourne and cater for proposed growth in support of creating a Sustainable Centre at Sovereign Harbour.	Concept scheme.  Further details to be provided in the Sovereign Harbour SPD.	<input checked="" type="checkbox"/> <b>Short Term</b>	✓			✓		The scheme is subject to master-planning for the whole Sovereign Harbour area through the Sovereign Harbour SPD and requires investment from the landowners. Will require close working with the landowners and key partners to ensure the priority of the scheme in terms of overall redevelopment of the remaining sites at Sovereign Harbour.	
<b>GP Surgeries</b>															
Relocation of Lighthouse Medical Practice	Redevelopment of a site in the Town Centre or surrounding area for the relocation of Lighthouse Medical Practice.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1 Community, Sports & Health Policy D7 <b>Evidence</b> Sustainable Neighbourhood Assessment PCT Review of Primary Care Premises	CCGs	No allocated cost #	NHS and partners of the practice	Housing development in the Town Centre and adjoining neighbourhoods.  Scheme is important as the existing surgery has a poor condition rating and does not meet PCT space standards. Will cater for increased growth in	Search for suitable sites is ongoing	<input checked="" type="checkbox"/> <b>Short Term</b>		✓		✓		The PCT have identified a strategic need to improve the facilities provided for this surgery, and the Council will work closely with the PCT to ensure a new surgery can be provided.  If a site cannot be located, the Council will look for	



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									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
						Town Centre neighbourhood and the principle of Sustainable Centres.								redevelopment opportunities within the Development Opportunity Sites as outlined in the Town Centre Local Plan.	
Relocation of Green Street Clinic	Redevelopment of a site in the Old Town neighbourhood for relocation of Green Street Clinic	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1 Community, Sports & Health Policy D7  <b>Evidence</b> Sustainable Neighbourhood Assessment PCT Review of Primary Care Premises	CCGs	No allocated cost #	NHS and partners of the practice	Housing development in the Old Town, Ocklynge and Rodmill, and Upperton neighbourhoods  Scheme is important as the existing surgery has a poor condition rating and does not meet PCT standards.	Proposed draft scheme	<input checked="" type="checkbox"/> <b>Short Term</b>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	The PCT have identified a strategic need to improve the facilities provided for this surgery, and the Council will work closely with the PCT to ensure a new surgery can be provided.  If a new development site cannot be identified the Council will look at other opportunities across the Borough in surrounding neighbourhoods, and look at redevelopment options on the existing site.	
<b>Waste Water Treatment</b>															
Increased capacity works to Eastbourne Wastewater Treatment Works	Eastbourne Wastewater Treatment Works, Prince William's Parade	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1  <b>Evidence</b> Southern Water modelling 2010, Await findings of Feasibility Study in 2015	Southern Water	No allocated cost #	Southern Water	All housing and employment development across the Borough.  Increased capacity of Treatment works is required to cater for future growth in Eastbourne and South of Wealden District.	Concept scheme  Southern Water is currently undertaking a feasibility study to investigate the provision of wastewater treatment capacity in this area and it is likely that Southern Water will consider the Eastbourne/Hailsham area in combination to determine feasible engineering solutions.	<input checked="" type="checkbox"/> <b>Medium Term</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		The Environment Agency has shown support for works to increase the capacity of Eastbourne's Waste Water Treatment Works. Environment Agency Consent agreed, dependent on size of extension of Treatment Works to create new plant. Ongoing discussions with Southern Water and Wealden District with regard to siting and timing of any new works within South Wealden.	





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Provision of new Children's Play space	Town Centre	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1  <b>Evidence</b> Sustainable Neighbourhood Assessment  Town Centre Local Plan	Eastbourne Borough Council	No allocated cost #	Landowner(s) will fund the scheme, linked to Development Opportunity Sites	Development in the Town Centre neighbourhood  Scheme is important to cater for proposed growth and in support of creating a Sustainable Centre	Concept scheme	<input checked="" type="checkbox"/> <b>Medium Term</b>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		The Council is committed to delivering a children's play space facility in the Town Centre neighbourhood. Opportunities to address the provision will be sought in the Town Centre Local Plan
<b>Allotments</b>															
Extension Programme for Churchdale Road Allotment Site	Extend Churchdale Road allotments to create an additional 2.72ha of allotment land	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 & 10 Infrastructure Delivery Policy E1 Natural Environment Policy D9  <b>Evidence</b> Allotment Provision Review 2009 Sustainable Neighbourhood Assessment	Eastbourne Borough Council and Eastbourne Allotments and Gardens Society	Approximately £50,000	Eastbourne Borough Council	Development across the whole Borough.  The delivery of an increased provision of allotments is important to cater for increased demand and to meet local standards. It also links to the creation of a Green Infrastructure Network for the Borough.	Wildlife mitigation survey undertaken, planning application to be submitted February 2014	<input checked="" type="checkbox"/> <b>Short Term</b>  Due for completion by October 2014.		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		Waiting lists for allotment sites are currently high. Allotment provision contributes to the creation of the Borough's Green Infrastructure Network.  Contingency measures include looking at the opportunity of delivering allotment provision on existing areas of open space, through multi-use of sites alongside play space or parks and gardens.

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									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
<b>Flood Risk</b>															
Eastbourne Park Flood Storage Scheme	Eastbourne Park, Deep Water Lake and/or creation of an additional flood storage compensation lake	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 &10 Infrastructure Delivery Policy E1  <b>Evidence</b> Eastbourne Park SPD Environment Agency Surface Water Management Plan	Eastbourne Borough Council in partnership with tendered consultants	Approximately £0.5-1 million	Eastbourne Borough Council through existing and future developer contributions in Willingdon Levels Flood Catchments Area.	Scheme is critical to ensure suitable flood storage provision in the Willingdon Levels Flood Storage Area	Concept Scheme  The preferred engineering solution is dependent on the outcome of ongoing work on the Surface Water Management Plan.	<input checked="" type="checkbox"/> <b>Short Term</b>  Delivery is prioritised in the short term, within the next 5 years (2011-2015).	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		No identified risk.	
<b>Transport Interventions</b>															
(A) Non strategic road network  Additional capacity	Junction improvements at Willingdon Drive /A22 Lottridge Drive/ Cross Levels Way Cross levels Way/ King's Drive  And on corridors: A259 Seaford – Eastbourne-Pevensay, B2104 Ersham Road/ Friday St/Lion Hill/ Langney Rise  Localised junction improvements in the vicinity of developments.  Maximise the capacity of the existing network, for all road users including pedestrians, cyclists and public transport.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2, 6 &10 Infrastructure Delivery Policy E1  East Sussex Local Transport Plan 2011 - 2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (2010)  Needed to prevent congestion from increasing as a result of greater demand from development.	Lead: East Sussex County Council  Partner: EBC	No allocated cost #	<u>Actual:</u> Development contributions held by EBC/ESCC  <u>Potential:</u> Development contributions	All in the Borough which is not yet permitted.  It will also support built and already committed development.  (Development in South Wealden – Hailsham & Hellingly, Polegate, Willingdon & Stone Cross is also dependent.)  To mitigate congestion resulting from traffic related to development	Concept plans.	<input checked="" type="checkbox"/> <b>Medium Term</b>  Delivery of key junction improvements are prioritised in the medium term (2016-2020).	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	Options for solution are affected by land availability around the junction.  Local objections to schemes during consultation may affect timescales for delivery.		

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									Importance to strategy			Risk to delivery of output			
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(B) Primary road network – additional capacity and improved connectivity and accessibility.	A2270 and A259 Quality Bus Corridor infrastructure to support Eastbourne - Hailsham express bus service from Hailsham to Eastbourne via Polegate  Interdependency with C, D, E & F	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2, 6, 8 &10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8 East Sussex Local Transport Plan 2011 -2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (SWETS)  Identified by transport modelling of development scenarios as a critical intervention to mitigate congestion and increase highway capacity.  Movement and Access Strategy for Hailsham and Hellingly (MASHH)  Polegate Movement and Access Strategy (December 2012)	Lead: ESCC  Partners: Bus Operators  WDC, EBC, Highways Agency	£1million	<u>Actual:</u>  ESCC - £25,000 ESCC and £5,000 external funding allocated for feasibility and preliminary design stages  Development contributions from Eastbourne BC  <u>Potential:</u>  Development contributions from Wealden DC  South East LEP Strategic Economic Plan	All development in the Borough which is not yet permitted.  It will also support built and already committed development.  (Development in South Wealden – Hailsham & Hellingly, Polegate, Willingdon & Stone Cross is also dependent.)  To mitigate congestion resulting from traffic related to development and provide sustainable transport options for development	Feasibility / Preliminary Design  Transport Modelling and Preliminary design work has been undertaken in 2013/14 to be followed by consultation in 14/15 and detailed design & consultation to start in approx 2015/16  A study commenced in 2012 to look at the whole bus route corridor between Hailsham and Eastbourne town centre to identify where improvement are necessary, the costs and benefits. This will build on the work done in SWETS and the Movement and Access ) study for Hailsham and Hellingly (MASHH) and the Polegate Movement and Access Study (PMAS) The Bus corridor study will be completed in 2014/15.	<input checked="" type="checkbox"/> <b>Short /Medium Term</b>  Timing to be related to schemes C and E which is in turn related to the timing of development coming forward	✓			✓			Potential difficulty in achieving political consensus on recommendations of study  Interface and co-ordination between ESCC and HA

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(C) Strategic road network – additional capacity (located in South Wealden in close proximity to the Borough boundary)	Signals at Cophall Roundabout  To achieve acceptable operating conditions.  Interdependency with scheme B, D, E & F.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2,6 &10 Infrastructure Delivery Policy E1  East Sussex Local Transport Plan 2011 -2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (2010)  Transport modeling of development scenarios has identified that increased demand will require this intervention to increase capacity.  Development in Wealden and Eastbourne will have a cumulative impact on the network  Polegate Movement and Access Strategy (December 2013)	Leads: Highways Agency/ESCC  Partner: WDC  EBC	£2,000,000  (Highways Agency require maintenance commitment for signals included)	<u>Actual:</u>  Development contributions including up to £1.5m (rounded) currently agreed towards Cophall Roundabout (C) and A22 and A27 junctions (D) and A22/A27/A2270 junction (E)]  <u>Potential:</u> South East Local Transport Fund (£4m) provisionally allocated from the LTB's local major transport scheme funding allocation, subject to the development of a robust business case  Development contributions from Wealden and Eastbourne	All development in the Borough which is not yet permitted  It will also support built and already committed development.  Development in South Wealden – Hailsham & Hellingly, Polegate, Willingdon and Stone Cross is also dependent.	Feasibility  Consultants for ESCC have undertaken feasibility design work (Polegate Movement and Access Strategy for a roundabout signalisation and confirmed that this will provide more efficient operation.  It is necessary that this work is in line with the outcomes of the study being undertaken on the Quality Bus Corridor (B) to be completed by 2014.  Detailed design will commence in early 2104, which will provide more detailed cost estimates. Scheme to be delivered in approx 2016/17.	<input checked="" type="checkbox"/> <b>Medium Term</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Removal of pedestrian crossing on southern exit would not provide an effective alternative for scheme however it will be necessary as part of the scheme but catered for by crossing a few metres south.  Interface and co-ordination between ESCC and HA
(D) Primary road network – additional capacity (located in South Wealden in close proximity to the Borough boundary)	Improvements at junctions between A22 Jubilee Way and A27 and Dittons Road  To achieve acceptable operating conditions.  Interdependency with scheme B, C, E & F.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2, 6 &10 Infrastructure Delivery Policy E1  East Sussex Local Transport Plan 2011 -2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (2010)  Identified by transport modelling of development scenarios as necessary to	Lead: Highways Agency/ESCC re A27/A22  ESCC re A22/Dittons Road  Partners: WDC EBC	£250,000  (Highways Agency require maintenance commitment for signals included)	<u>Actual:</u>  Development contributions including up to £1.5m (rounded) currently agreed towards Cophall Roundabout (C) and A22 and A27 junctions (D) and A22/A27/A2270 junction (E)]  <u>Potential:</u> A27/A22 junction - South East Local	All development in the Borough which is not yet permitted.  It will also support built and already committed development.  Development in South Wealden – Hailsham & Hellingly, Polegate, Willingdon and Stone Cross - is also dependent.	Feasibility  A27/A22  Consultants for ESCC have undertaken feasibility design work (Polegate Movement and Access Strategy) for the A22/A27 Junction  Land may be required to accommodate a two lane entry from east.	<input checked="" type="checkbox"/> <b>Medium Term</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Work on both schemes needs to be fully co-ordinated and aligned. Therefore close liaison between the HA and ESCC is very important

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									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		mitigate congestion and increase highway capacity.  Development in Wealden and Eastbourne will have a cumulative impact  Polegate Movement and Access Strategy (December 2013)			Transport Fund (£4m) provisionally allocated from the LTB's local major transport scheme funding allocation, subject to the development of a robust business case  Both junctions - Development contributions from Wealden and Eastbourne		Preliminary design will commence in early 2104, which will provide more detailed cost estimates. Scheme to be delivered in approx 2016/17.  <u>A22/B2247:</u>  Feasibility design work and costings undertaken as part of the Polegate Movement and Access Strategy  Preliminary design will commence in early 2104, which will provide more detailed cost estimates. Scheme to be delivered in approx 2016/17.								
(E) Primary road network – additional capacity (located in South Wealden in close proximity to the Borough boundary)	Junction improvements at A22/A27/A2700 intersection  To achieve acceptable operating conditions.  Inter-dependency with schemes B, C, D and F	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2,6 &10 Infrastructure Delivery Policy E1  East Sussex Local Transport Plan 2011 -2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (2010)  Identified by transport modelling of development scenarios as necessary to mitigate congestion and increase highway capacity.	Lead: Highways Agency  Partner: ESCC	£2,500,000  (Highways Agency require maintenance commitment for signals to be included)	<u>Actual</u>  Development contributions including up to £1.5m (rounded) currently agreed towards Cophall Roundabout (C) and A22 and A27 junctions (D) and A22/A27/A2270 junction (E)]  <u>Potential:</u>  South East Local Transport Fund (£4m) provisionally allocated from the LTB's local major transport scheme funding allocation,	All development in the Borough which is not yet permitted  It will also support built and already committed development.  Development in South Wealden – Hailsham & Hellingly, Polegate, Willingdon and Stone Cross is also dependent.	Feasibility  The Polegate Movement and Access Strategy completed in December 2013 has identified two feasibility design options and costs for improvement necessary to support development. It is necessary that this work is in line with the outcomes of the study being undertaken on the Quality Bus Corridor (B) to be completed by 2014.	<input checked="" type="checkbox"/> <b>Short Term</b>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			None identified  Liaison between HA and ESCC  Timeframe for Quality Bus Corridor could impact on this scheme  Local objections to changed operations and priorities	



Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
					subject to the development of a robust business case Developments contributions from Wealden and Eastbourne		Preliminary design will commence in early 2014, which will provide more detailed cost estimates. Scheme to be delivered in approx 2016/17.								
(F) Primary road network – additional capacity	Junction improvements at the A2270 with Polegate High Street and Wannock Road  to achieve acceptable operating conditions  Interdependency with B, C, D & E.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 2, 6 & 10 Infrastructure Delivery Policy E1  East Sussex Local Transport Plan 2011 -2026  <b>Evidence</b> South Wealden and Eastbourne Transport Study (2010)  Identified by transport modelling of development scenarios as necessary to mitigate congestion and increase highway capacity.	Lead: ESCC	£1,000,000  (Including maintenance commitment)	<u>Actual:</u> Development contributions  <u>Potential:</u> South East Local Transport Fund (£4m) provisionally allocated from the LTB's local major transport scheme funding allocation, subject to the development of a robust business case  Development contributions from Wealden and Eastbourne	All development in the Borough which is not yet permitted.  It will also support built and already committed development.  Development in South Wealden – Hailsham & Hellingly, Willingdon, Polegate & Stone Cross - is also dependent.	Feasibility  The Polegate Movement and Access Strategy completed in December 2013 has identified two-feasibility design options and costs for improvement necessary to support development. It is necessary that this work is in line with the outcomes of the study being undertaken on the Quality Bus Corridor (B) to be completed by 2014.  Preliminary design will commence in early 2014, which will provide more detailed cost estimates. Scheme to be delivered in approx 2016/17.	<input checked="" type="checkbox"/> <b>Medium Term</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Options for solution are affected by land availability around the junction
(G) Eastbourne Cycle Network Extension (Horsey Cycle Route)	Provide a safe cycling route between Langney Roundabout and Eastbourne Railway Station	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 & 10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex Local Transport Plan 2011 – 2026	Lead: East Sussex County Council  Partners: Eastbourne Borough Council Environment	Phase 2B (Ringwood Road to Lottbridge Drove) – estimated at £180,000  Phase 1 (Eastbourne	<u>Actual:</u> Development contributions:  <u>Potential:</u> ESCC, Sustrans - / External Funding	All development across the southern section of the Borough  It will also support built and already committed development.	Phase 2a – completed (Ringwood Road to Churchdale Road)  Phase 2b completed (Churchdale Road to Lottbridge Drive)–  Phase 1 – detailed	<input checked="" type="checkbox"/> <b>Short Term</b>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			Local objections to scheme (TROs)  Land acquisition

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		Eastbourne Cycle Strategy  <b>Evidence</b> An important extension of the network which will improve sustainability across the Borough and will have positive quality of life and health benefits.	t Agency  Landowners	Station to Ringwood Road) – costs to be determined following design process  Phase 3 (Lottbridge Drove to Langney Roundabout) – costs to be determined following design process	grants Development contributions		design, consultation being held later in early 2014  Phase 3 – detailed design, consultation being held in early 2014	phases: Phase 2A - completed. Phase 2B – completed Phase 1 – 2014/2015 Phase 3 – 2014/2015.							
(H) Rail network - additional capacity contributing to delivery of overall spatial strategy.	Additional peak time service capacity on the Brighton Mainline Service, line speed improvements through signalling and track improvements specifically Keymer Junction - Lewes - Eastbourne and at Eastbourne/ Hastings. (enabling potential for service improvements on the East Coastway through Berwick, Polegate, Pevensey & Westham and Pevensey Bay)	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 &10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex LTP 2011- 2026  <b>Evidence</b> Sussex RUS 2010 Kent RUS 2010  <b>Evidence</b> Improved rail capacity will improve connectivity of Eastbourne and help relieve congestion on the strategic road network	Lead: Network Rail	£500,000	<u>Actual:</u> Network Rail  <u>Potential:</u> Network Rail	All development would be supported but is not dependent	Committed – implementation in Network Rail's Control Period 4 (2009 – 2014)  Signalling improvements are funded and being implemented by Network Rail	<input checked="" type="checkbox"/> <b>Short Term</b>		✓			✓	N/A	
(I) Rail Services – improved accessibility to Eastbourne Station, Hampden Park and Polegate.	Access improvements to station which may include cycle and pedestrian access, integration with bus service and facilities based on findings of ESCC Station Audit.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 &10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex Local Transport Plan 2011 - 2026	Lead: Train operating companies  Partner: ESCC EBC Network Rail	No costs available	<u>Actual:</u> Cycle Working Group Fund (£300,000)  <u>Potential:</u> Train operating companies  Development	All development identified in Core Strategy	Concept – Station Travel Plans have been developed for Eastbourne and Polegate stations by Southern but recommended improvements not yet implemented.	<input checked="" type="checkbox"/> <b>Medium Term</b>		✓			✓		

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		<b>Evidence</b>  Station Travel Plans for Eastbourne and Polegate  Improved access to rail stations to facilitate use of rail network will help relieve congestion on the strategic road network	Bus Operators		contributions		£300k funding allocated to Southern to develop cycle hub for Eastbourne. Improvements to Terminus Road as part of Arndale Extension will help to improve integration between bus and rail in Eastbourne. This will be implemented by end of 2013/14.								
(J) Bus services	Provision or support of new or improved bus services serving new development	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 & 10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex LTP 2011- 2026	Lead: ESCC  Partner: Bus operating companies	Approx £140,000 per annum per bus	<u>Actual:</u>  Potential: Bus operating companies  Development contributions	All development identified in the Core Strategy	Concept  Further process dependent on planning conditions and section 106 agreements for individual sites	<input checked="" type="checkbox"/> <b>Short Term</b>  Would relate to time of occupation of new development		✓			✓		N/A
(K) Bus facilities – improved accessibility	Provision of new or improved, DDA compliant bus infrastructure and waiting facilities on current or new routes serving development sites including Real Time Passenger Information signs at key stops e.g. major employment sites - Eastbourne Prioritised by DfT within Local Sustainable Transport Fund	East Sussex Local Transport Plan  Increasing ease and attractiveness of public transport will reduce demand for highway space and mitigate congestion resulting from development.	Lead: ESCC	No costs available	<u>Actual:</u> Development contributions  Local Sustainable Transport Fund (£2.2 million of funding to be focused on measures in Newhaven and Eastbourne overall)  <u>Potential:</u> Development contributions  South East LEP SEP  ESCC	All development identified in the Core Strategy	Real time passenger information – design stage.  Upgrade of existing RTPI passenger information system in Eastbourne is being funded by LSTF and Development Contributions and will be delivered in 2014/15. Further opportunities for deliver additional signs as part of section 106 agreements for individual sites  Bus Infrastructure - Concept  Further process dependent on planning conditions	<input checked="" type="checkbox"/> <b>Short Term</b>		✓				✓	N/A



Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
							and section 106 agreements for individual sites								
(L) Pedestrian and cycling facilities	Provision of footpath and cycle facilities within development sites and suitable links to existing footpaths and cycle routes (as part of the green infrastructure of the site,) providing links to the town centres and neighbouring areas.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 &10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex Local Transport Plan 2011 – 2026  Eastbourne Cycling Strategy 2012  <b>Evidence</b> Increased accessibility by sustainable modes reduces congestion and car dependency.	Lead: ESCC  Partner: EBC	Not known - further work is required to establish costs	<u>Actual:</u>  Development contributions  <u>Potential:</u>  Development contributions External grant funding ESCC	All development in the Core Strategy	Concept  Further progress dependent on planning conditions and section 106 agreements for individual sites	<input checked="" type="checkbox"/> Short Term		✓				✓	None
(M) Pedestrian and cycle crossings and signage	New crossing facilities and signage (to local facilities, footpath and cycle routes) – Local Sustainable Transport Fund will be used to work up schemes.	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 &10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex Local Transport Plan 2011 – 2026  Eastbourne Cycling Strategy 2012  <b>Evidence</b> See K above.	Lead: ESCC  Partner: EBC	Not known - further work is required to establish costs	<u>Actual:</u>  Development contributions Local Sustainable Transport Fund  <u>Potential:</u>  Development contributions External grant funding ESCC	All development in the Core Strategy	Concept  Further progress dependent on planning conditions and section 106 agreements for individual sites	<input checked="" type="checkbox"/> Short Term		✓				✓	None
(N) Eastbourne Cycle Network	Provide a safe cycle network in the Eastbourne area including links into South Wealden	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6, 8 & 10 Infrastructure Delivery Policy E1 Sustainable Travel Policy D8  East Sussex Local Transport Plan 2011 – 2026  Eastbourne Cycle Strategy	Lead: East Sussex County Council  Partners: Eastbourne Borough Council Environment Agency	No costs available	<u>Actual</u> Development contributions  Local Sustainable Transport Fund (£2.2 million of funding to be focuses don measures in Newhaven and Eastbourne overall)	All development identified in the Core Strategy	Preliminary design on four routes identified in the primary route network within the Eastbourne Cycle Strategy:  Consultation in early 2014 and construction on schemes in 2014/15 using LSTF funding,	<input checked="" type="checkbox"/> Short Term		✓				✓	

Service & issue	Output Overall plus scheme location/ description	Justification Policy and evidence of need	Lead body And any partner / supporting body(ies)	Cost	Funding arrangements	Development in Local Plan which depends on output	Scheme Status e.g. concept, options, detailed design, committed scheme	Timeframe for delivery of output Short term < 5 yrs hence Medium term - 5 to 10 yrs hence Long term > 10 yrs hence	LDF						Alternatives and/or other mitigations
									Importance to strategy			Risk to delivery of output			
									Critical	Important	Desirable	High	Medium	Low	
		<b>Evidence</b> An extension of the overall cycle network serving the town which will improve sustainability across the Borough and will have positive quality of life and health benefits.	Landowners		Potential;  Development contributions  South East LEP SEP		and development contributions in 2015/16 onwards								
<b>Town Centre Infrastructure Improvements</b>															
The delivery of improved gateways, public interchange, public realm improvements and creation of an arts trail and public art within the Town Centre.	Various Schemes to be delivered across the Town Centre neighbourhood to cater for high level of housing, retail and business growth within the neighbourhood and to cater for overall growth across the Borough and for people who visit and use the retail centre	<b>Objectives and Policy</b> Core Strategy Spatial Objectives 6 &10 Infrastructure Delivery Policy E1  <b>Evidence</b> Eastbourne Town Centre Local Plan	Multiple delivery agencies. Developers will deliver specific infrastructure improvements. Eastbourne Borough Council will coordinate other infrastructure delivery through the CIL process	£3.5 million for Terminus Road Improvement Scheme	Developer site specific contributions, developer contributions through the CIL process	Development across the whole Borough, but specifically to cater for intensity of growth in the Town Centre neighbourhood and the creation of a Sustainable Centre.  The infrastructure improvements are important to improve accessibility to the Town Centre for all of the Borough's residents. They are also required to support high levels of residential, employment and retail growth within the Town Centre neighbourhood.	Proposals are provided in more detail in the IDP for key areas within the Town Centre.  Further detailed consideration of the infrastructure required will be required at the planning application stage for the key development opportunity sites.  Strategy being developed for Terminus Road improvement scheme.	<input checked="" type="checkbox"/> <b>Medium Term</b>  The Town Centre development schemes are projected to come forward in the medium term around 2017/2018, The improvements to infrastructure will be linked to these key developments. Terminus Road improvements will be completed  Delivery of infrastructure is prioritised in the medium term (2016-2020).	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			There are risks that all of the infrastructure identified for the Town Centre will not be able to be delivered. It is essential to work closely with development partners and all infrastructure providers to ensure that all proposals are prioritised and that both large and small scale improvements (which both have positive benefits for all of the local community) can be delivered.

## **Appendix B**

### **List of Infrastructure Providers**

The Council sent out an Infrastructure questionnaire in March 2010 to several infrastructure providers operating across the Borough in order to collect information on standards of provision and infrastructure requirements up to the end of the Council's Core Strategy planning period (2027). These infrastructure providers were:

- British Telecom
- East Sussex County Council
- East Sussex Downs & Weald Primary Care Trust
- Eastbourne Fire & Rescue Service
- Eastbourne Homes
- EDF Energy Networks
- Environment Agency
- Highways Agency
- Network Rail
- Skills Funding Agency
- South Coast Ambulance Service
- South Downs National Park Authority
- South East Water
- Southern Gas Networks
- Southern Water
- Stagecoach
- Sussex Downs College
- Sussex Police

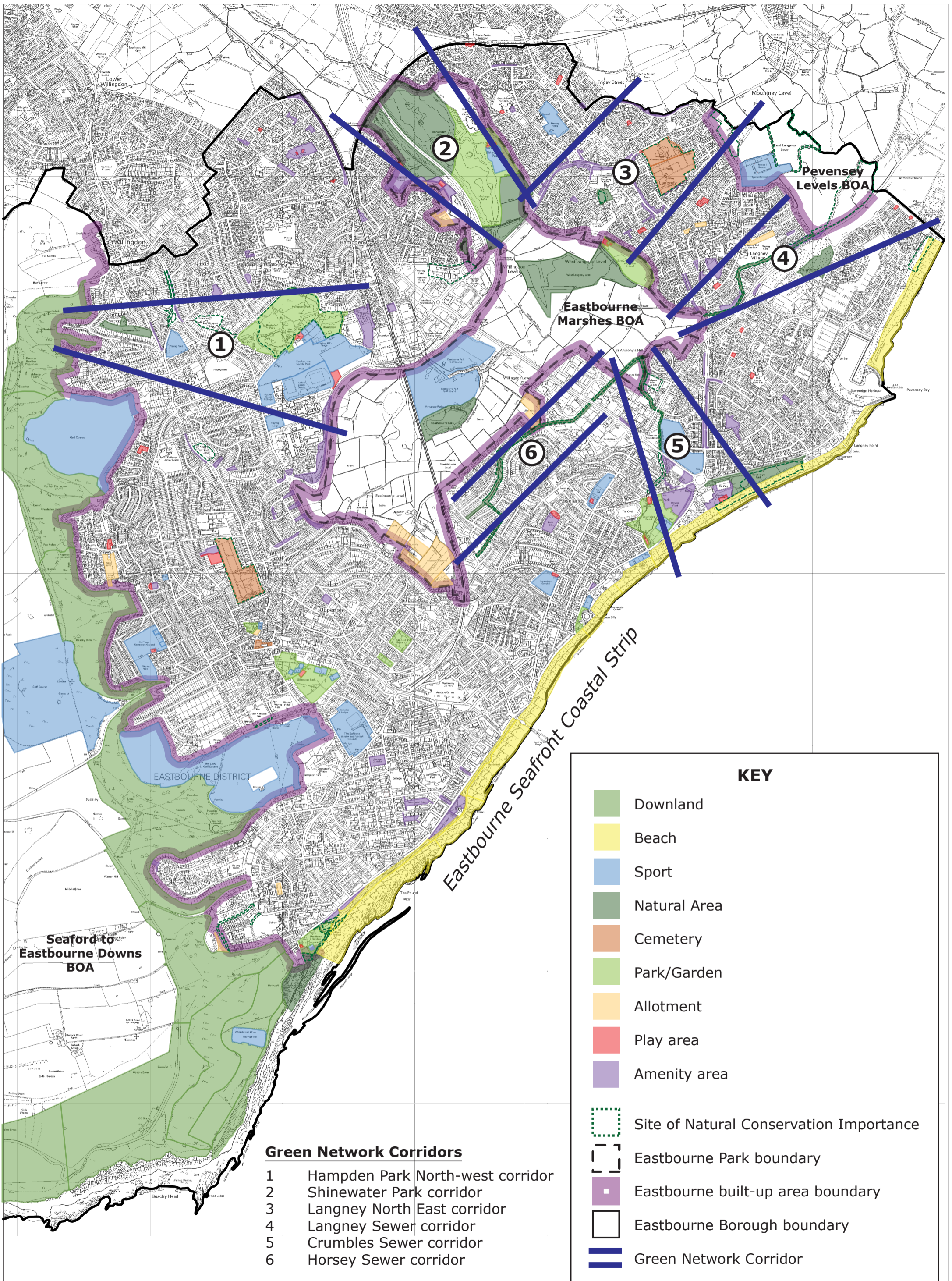
## **Appendix C**

### **Eastbourne Green Network**

Information Sources:

- Allotment Provision Review (2009)
- Biodiversity Assessment (2007)
- Landscape Character Assessment (2010)





- Green Network Corridors**
- 1 Hampden Park North-west corridor
  - 2 Shinewater Park corridor
  - 3 Langney North East corridor
  - 4 Langney Sewer corridor
  - 5 Crumbles Sewer corridor
  - 6 Horsey Sewer corridor

**KEY**

- Downland
- Beach
- Sport
- Natural Area
- Cemetery
- Park/Garden
- Allotment
- Play area
- Amenity area
- Site of Natural Conservation Importance
- Eastbourne Park boundary
- Eastbourne built-up area boundary
- Eastbourne Borough boundary
- Green Network Corridor



## Appendix D

### Eastbourne Green Network Schedule

Scheme/ Project name	Output	Watercourses	Impact and supporting evidence	Funding arrangements	Scheme dependencies	Links to Biodiversity Opportunity Areas	Additional comments
1. Hampden Park North West Green Network Corridor (GNC)	Delivery of a woodland dominated corridor linking Eastbourne Park with the downs via Hampden Park and Ham Shaw SNCI	Secondary river through the corridor connecting Eastbourne Park through Hampden Park with the wider south downs.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Seaford to Eastbourne Downs. Opportunities include restoration & creation of reed beds, enhancement of spring fed meadows, fen and grazing marsh.	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network. Specific actions need to be defined as part of a vision for the corridor Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement
2. Shinewater Park GNC	Delivery of a wetland/open water dominated corridor linking Eastbourne Park directly with the adjacent Levels of the Willingdon Trees neighbourhood	Willingdon and West Langney Sewer and Levels are an important feature of this green corridor.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Eastbourne Marshes. Links via corridor 2 to the Wealden strategic gap between Stone Cross & Polegate and links the marshes to the sea by corridor 5. Opportunities include wetland and coastal habitat management, restoration and creation.	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network. Specific actions need to be defined as part of a vision for the corridor Possibility to use agri- environment schemes Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement
3. Langney North East GNC	Delivery of a grassland/woodla nd dominated corridor linking Eastbourne Park with adjacent countryside near Stone Cross via Langney Centre Pond SNCI and Langney Crematorium SNCI	No watercourses present however this corridor connects Eastbourne Park with the Pevensy Levels SSSI.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Pevensy Levels – corridors 3 & 4 link the Eastbourne Marshes and Pevensy Levels BOAs. Opportunitie s include ditch restoration	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network Specific actions need to be defined as part of a vision for the corridor Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement

Scheme/ Project name	Output	Watercourses	Impact and supporting evidence	Funding arrangements	Scheme dependencies	Links to Biodiversity Opportunity Areas	Additional comments
4. Langney Sewer GNC	Delivery of a grassland/vegetated shingle corridor linking Eastbourne Park with adjacent countryside near Westham and Pevensey Bay via Langney Sewer SNCI and Langney Levels SNCI	The Langney Sewer connects Eastbourne Park with the Pevensey Levels SSSI. Opportunities for controlling the spread of the invasive species floating pennywort.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Pevensey Levels – corridors 3 & 4 link the Eastbourne Marshes and Pevensey Levels BOAs. Opportunities include ditch restoration.	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network Specific actions need to be defined as part of a vision for the corridor Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement
5. Crumbles Sewer GNC	Delivery of a grassland/vegetated shingle corridor linking Eastbourne Park with the seafront via Prince William Parade SNCI, Sovereign Park, Crumbles Sewer SNCI, Leeds Avenue SNCI and Horsey Sewer SNCI	Crumbles Sewer offers opportunities for improving access and water quality in this corridor. Opportunities for controlling the spread of the invasive species floating pennywort.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Eastbourne Marshes links via corridor 2 to the Wealden strategic gap between Stone Cross & Polegate and links the marshes to the sea by corridor 5. Opportunities include wetland and coastal habitat management, restoration and creation.	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network Specific actions need to be defined as part of a vision for the corridor Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement
6. Horsey Sewer GNC	Delivery of a chalk grassland-dominated corridor linking Eastbourne Park with the Downs via the railway line, Saffrons Sports Ground, Compton Place, Eastbourne College War Memorial Field SNCI and Royal Eastbourne Golf Course	Horsey Sewer and the cycle path alongside it offers opportunities for improving access, water quality and biodiversity in this corridor. Opportunities for controlling the spread of the invasive species floating pennywort.	<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	Eastbourne Marshes lie directly north of this corridor. Opportunities to enhance wetland habitats, restoration and creation.	Infrastructure improvements to Eastbourne Park could offer potential revenue for improvements elsewhere in the green network Specific actions need to be defined as part of a vision for the corridor. Improvements can be delivered as part of ESCC plans for a cycleway Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement

Scheme/ Project name	Output	Watercourses	Impact and supporting evidence	Funding arrangements	Scheme dependencies	Links to Biodiversity Opportunity Areas	Additional comments
7. Eastbourne Seafront Coastal Strip	Enhancements to the area linking the Downs to the south with Pevensey Bay seafront to the north via the Holywell and Crows Nest Steps SNCI, Cliffs below Helen Gardens SNCI, Wish Tower open space, Sovereign Park, Prince William Parade SNCI and Sovereign Beaches SNCI		<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change	The Eastbourne Biodiversity Action Plan target is to maintain the total extent of coastal vegetated shingle habitat in Sussex with no net loss and achieve favourable or recovering condition by appropriate management by 2015.	Opportunities are present to enhance and restore areas of this corridor that are less intensively used Revenue from tourist activities could be used to contribute towards restoration of vegetated shingle communities Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement
8. Positive Conservation Management of Sites of Nature Conservation Importance (SNCIs)	Contribution to the overall aims of the green network - functional corridors linking amenity space, habitat linkage and new habitats to buffer/enhance particular corridors		<b>Objectives and Policy</b> Core Strategy Spatial Objective 7 <b>Evidence</b> Eastbourne Biodiversity Assessment	Section 106, with both on-site and off-site delivery explored	Enhance ability of the environment to cope with flooding and CO <sub>2</sub> emissions Create better public access Sustain wildlife in the long term and allow for adaptation to climate change		Engagement with and support of East Sussex Local Sites Partnership SNCIs forming a crucial part of the network corridors could be prioritised, however achieving positive conservation management of all would be beneficial Outreach work with schools and/or community groups could minimise delivery costs through encouraging voluntary engagement



