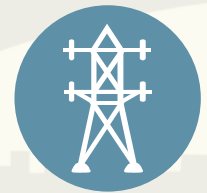


EFFECTIVE INFRASTRUCTURE



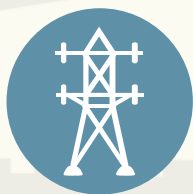
Summary of Issues:

- ❖ Road network at stress due to increased reliance on car
- ❖ Variable capacity of the sewer network
- ❖ The likely significant impacts of substantial planned development in the South Wealden area on the Borough's infrastructure
- ❖ The effectiveness of the current arrangements to allow funding infrastructure through development contributions
- ❖ The financial viability of development in Eastbourne is marginal and there is a limit to what the Local Plan can expect from development whilst ensuring that it is deliverable

The provision of effective infrastructure alongside new housing and employment development is crucial in helping to create and maintain sustainable communities. Infrastructure refers to the provision of facilities, services and installations that are

required to make development acceptable and sustainable, support the needs of the community, enable our local economy to thrive and help to ensure that those living, working in or visiting Eastbourne Borough experience a good quality of life. It includes:

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



EFFECTIVE INFRASTRUCTURE

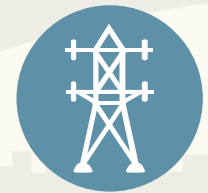
SOCIAL AND COMMUNITY INFRASTRUCTURE	EDUCATION	Early Years and Childcare
		Primary Schools
		Secondary Schools
		Further Education
		Higher Education
		Adult Learning
	COMMUNITY FACILITIES	Indoor Sports/Leisure Facilities
		Community Centres/Meeting Hubs
		Cultural Facilities
		Libraries
		Place of Worship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

GREEN INFRASTRUCTURE	Outdoor Sport Facilities
	Outdoor Children's Play Areas
	Parks and Gardens
	Amenity Green Space
	Allotments and Community Gardens
	Green Corridors
	Natural and semi-natural green spaces
	Accessible Countryside
	Eastbourne Park

Proposals for growth and development often raise concerns about the capacity of the existing infrastructure. It is important to have realistic expectations about what can be achieved via the planning system and prioritise what is necessary, both to facilitate new development and to sustain it in the longer term.

It is also important to be clear about what we cannot do, which is to expect developers to fund solutions for existing infrastructure problems or seek provision of new infrastructure over and above that necessary to make the impacts of the planned development 'acceptable' and the development sustainable on balance.

EFFECTIVE INFRASTRUCTURE



The NPPF requires local planning authorities to work with other authorities and providers to assess the quality and capacity of infrastructure and its ability to meet forecast demand. Local Plans must identify priority areas and ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion.

An Infrastructure Delivery Plan (IDP) is being prepared alongside the Local Plan. It is an essential background evidence document to achieve a comprehensive

understanding of existing infrastructure capacity and provision of services across the Borough and to identify any existing deficiencies which are likely to be a significant constraint to new development.

Ultimately the IDP will include defined infrastructure projects considered necessary to make new development sustainable, based on robust evidence. The Infrastructure Delivery Schedule will identify the costs, funding, timescales for delivery and responsibilities for provision.

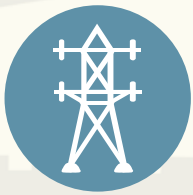
Direction of Travel

E11: Delivery of infrastructure

To help create sustainable communities, the Local Plan will:

- Support development by ensuring that infrastructure is provided in a sustainable, co-ordinated and timely manner to meet the needs of new development

In recognising that the infrastructure requirements will change over the Plan period, the Council will work with service and infrastructure providers, East Sussex County Council and neighbouring local authorities to identify and deliver the required infrastructure for proposed development. As part of the preparation of the Local Plan, evidence is continually being gathered on what new infrastructure will be needed and what priority should be accorded to each piece of infrastructure.



EFFECTIVE INFRASTRUCTURE

Infrastructure pressures and requirements

A summary of areas of concern and the main issues identified in the IDP can be found below. For further information, please refer to the IDP report.

Cross-boundary infrastructure

Any scheme, whether it is for the delivery of new homes or new jobs, will inevitably have some impact on the existing infrastructure, and it is the responsibility of the planning system to identify what is needed to support a particular development. Often the impacts extend beyond the immediate surrounding area where development has occurred and into neighbouring authority areas.

The Borough Council works co-operatively with East Sussex County Council and neighbouring authorities, Wealden District Council and the South Downs National Park Authority, on areas of common interest and cross-boundary issues to ensure that these are effectively dealt with and opportunities are taken to work together where it is beneficial to do so.

Throughout the preparation of the IDP, transport has been identified as the prevailing cross-boundary infrastructure issue. In order to assess the impact of planned growth on the transport infrastructure, a number of cross-authorities transport studies have been undertaken since 2010. They identified packages of transport interventions required to support the level of housing and employment allocated within the local plans, including through the improvement of alternative modes of transport to the private car.

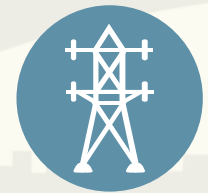
Transport

Transport issues will need to be considered and addressed to support growth and to bring forward sustainable development. While the Borough is generally relatively well served by public transport, the use of private car remains the main mode of transport in Eastbourne putting significant pressure on the road network and accounting for a large share of the carbon emissions.

Improvement projects have been identified on the road network in the South Wealden area including on the A27 east of Lewes, which should alleviate the current hotspots and facilitate acceptable operating conditions on these roads. However to date, there is no planned project for road or junction improvements within the Borough despite the acknowledgment that the network is under pressure.

The Council's desire to provide strong measures to address climate change in particular by aiming at reducing carbon emissions provides an unprecedented opportunity to initiate modal shift, which will also help to alleviate the pressure on the road network. This will be achieved by prioritising measures that will deliver low carbon and ultimately carbon neutral infrastructure to serve the Borough.

These measures will need to be reflected in new development to ensure that they offer realistic, safe and easy access by a range of transport modes. The Local Plan can help to provide good accessibility and enable people to make sustainable travel choices by shaping the pattern of development and



influencing the location, scale, density, design and mix of land uses.

It is vital that the decisions on the location and scale of all types of development are integrated with the availability of the appropriate infrastructure to cope with the

additional travel, and that this travel be of a sustainable nature. Safe and attractive infrastructure for cyclists and pedestrians as well as good connections to the wider walking and cycling network, and good quality public transport, are essential to achieving this.

Direction of Travel

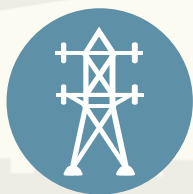
EI2: Infrastructure to support modal shift

Ensure that all development promotes modal shift by including policies to:

- Favour development in locations with existing walking, cycling and public transport routes
- Make sure that development is designed to give priority to walking, cycling and public transport over cars, ensure maximum convenience for these modes and safeguard land for future and existing walking, cycling and public transport routes
- Help to provide viable, sustainable alternatives to the car on both ends of journeys
- Secure the availability of sustainable non-car travel options to all users of development
- Design new roads within development to accommodate modal shift

The Borough benefits from a generally good public transport provision. The two railway stations in the Town Centre and at Hampden Park, and the further three stations in the functional geographic area, provide regular and direct services to Brighton, London and Hastings with spare capacity to absorb further development. Network Rail and local authorities are looking at options to deliver high speed rail services from Eastbourne to London through Ashford International.

The town is served by a number of commercial bus services providing good daytime accessibility within the Borough and surrounding area, particularly to Polegate, Hailsham and Brighton. In addition, community transport operator Cuckmere Buses provides a number of local bus services in Eastbourne and immediately adjacent area. Whilst these enhance accessibility, they operate on limited days of the week with very limited evening services.



EFFECTIVE INFRASTRUCTURE

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

In order to provide greater accessibility on the key corridor between Hailsham, Polegate and Eastbourne, East Sussex County Council are conducting a feasibility study to improve movement and access for all road users, with an emphasis on access to public transport, cycling and walking.

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

Substantial investment has been secured to develop the cycle and walking network over recent years. In line with Department for Transport recommendations, East Sussex County Council is currently developing a county wide Local Cycling & Walking Infrastructure Plan (LCWIP), which will be published for consultation by the end of 2019. This will integrate and update existing policies and strategies and provide a list of schemes indicating opportunities to support access to key trip attractors within the town and beyond the Borough.

Health

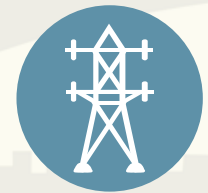
Health services in Eastbourne are provided by the East Sussex Healthcare NHS Trust, the Eastbourne, Hailsham and Seaford Clinical Commissioning Group (CCG), and East Sussex County Council through East Sussex Better Together (ESBT).

East Sussex Healthcare NHS Trust provides acute hospital and community health services for the people of Eastbourne, mainly through the Eastbourne District General Hospital (DGH). The Council will work with the East Sussex Healthcare NHS Trust to ensure that sufficient facilities are delivered to ensure that the service can cater for growth in the Eastbourne and South Wealden area.

The Eastbourne, Hailsham and Seaford CCG is responsible for the commissioning and delivery of the majority of health services for local people, particularly those relating to GP surgeries. Through the preparation of the Local Plan, the Council will work with the CCG to assess the need for additional health infrastructure provision, as well as identifying how existing facilities can be improved in order to provide increased services.

Education

The East Sussex Education Commissioning Plan 2017-2021, which is based on the housing provision in the current Core Strategy, predicts a decline in demand for school places at Reception age in Eastbourne. However, peaks in birth rates are now working their way through the primary school system. In order to ensure a margin of spare capacity, additional primary school places have been provided through a new primary school at Cavendish School,



expansions of existing schools and temporary 'bulge' classes.

There is currently capacity in secondary schools; however as increasing numbers of children come through primary school, there will be a need to increase capacity at Year 7 (first year of secondary school).

The Education Commissioning Plan is currently being updated to identify future capacities and need for future years. The Local Plan is still at an early stage of preparation, and details on the amount and location of additional education provision will be refined as the plan progresses.

Sewerage

The Eastbourne Wastewater Treatment Works (WTW), which is administered by Southern Water, treats wastewater arising from the whole of Eastbourne and for an increasing number of properties in the South Wealden area. Based on current Southern Water design standard, Eastbourne WTW has capacity for an additional 10,000 dwellings, and as such should have sufficient capacity to accommodate growth identified in the Local Plan. Local infrastructure to service individual developments will need to be planned for and delivered in tandem with developments as they come forward.

Southern Water has outlined that capacity in the sewer network is variable and would be assessed in accordance with the provision of specific information such as housing numbers and location as the production of the Local Plan progresses. At the current time, limited capacity is not considered a constraint to development, provided it is coordinated with the delivery of network reinforcement. However, it is understood that there may be wider capacity issues in the town centre that may need to be addressed and may limit the amount of additional development that can be accommodated there.

Telecommunication

Superfast broadband (24+Mbps) is accessible to 98.94% of properties within the Borough, and mobile phone service provision for voice or data is generally good in Eastbourne. Advanced, high quality and reliable telecommunications infrastructure is essential for economic growth and, subsequently brings improvement to residential networks.

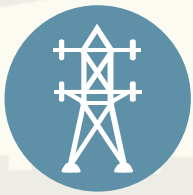
For the Borough to become a digital hub, we need to support the expansion of electronic communications networks, including next generation mobile technology and high speed broadband connections, especially if we want to encourage growth within the Borough's economy.

Direction of Travel

EI3: Telecommunications infrastructure

To improve telecommunications infrastructure, the Local Plan will:

- Support the expansion of the electronic communications network



EFFECTIVE INFRASTRUCTURE

Gas & Electricity

New development is unlikely to have a significant direct effect upon National Grid's electricity and gas transmission infrastructure. Generally, network development to provide supplies to the local gas and electricity distribution networks are as a result of overall regional demand growth rather than site specific development.

If new infrastructure is required in response to an increase in demand across the local

electricity network, the operator, UK Power Network, may request improvements to an existing National Grid substation or a new grid supply point.

Although there are no specific capacity issues for the provision of gas at the current time, each new development will need to be assessed both individually and cumulatively along with any other development in the area and where necessary reinforcement of the gas system may be required. This may occur towards the west side of the Town Centre.

Question 39: Infrastructure Delivery Plan

- Have pressures on the existing infrastructure been adequately pinpointed?

Funding infrastructure

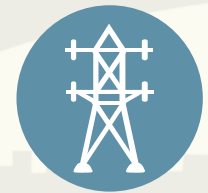
Developers may be asked to provide contributions for infrastructure in several ways. They may be required to provide certain types of infrastructure on-site, depending on the size and scale of the development. They may be asked to provide funding for specific off-site infrastructure provision through a legal agreement (Section 106 agreement). Developers may also contribute towards infrastructure through the Community Infrastructure Levy (CIL), which is a non-negotiable payment made by development towards infrastructure provision determined by the Council. Funding from Section 106 agreements and CIL can be pooled from different developments to deliver a large piece of infrastructure.

The Council adopted a CIL Charging Schedule in April 2015. This sets out the

CIL charges that development is expected to pay. Viability evidence showed that only new residential development (excluding apartments) and retail development could be required to pay a charge proportional to the size of the development to help deliver infrastructure to support development within the Borough.

Since the implementation of CIL in Eastbourne, 30 individual developments have provided around £270,000 of contributions. The fact that 80% of homes over recent years have come forward in the form of flats, which are not liable for CIL, means that the majority of residential development has not contributed towards the provision of infrastructure.

CIL charging authorities can review their charging schedule and national guidance



says that they should ensure that the levy charges remain appropriate over time. A review of the CIL Charging Schedules should take account of market conditions and infrastructure needs, as well as changes in development requirements in the Local Plan. Therefore, the CIL Charging Schedule will be reviewed alongside the preparation of the new Local Plan.

Recent changes to the regulations governing developer contributions should also increase opportunities for local authorities and developers to address infrastructure requirements associated with individual planning applications where such activity has previously been constrained.

Direction of Travel

EL4: Community Infrastructure Levy

To ensure that new development is making an appropriate contribution to infrastructure provision, the Council will:

- Review the CIL Charging Schedule

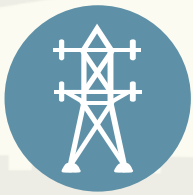
Financial Viability

The amount of on-site infrastructure and developer contributions that the Local Plan can require of development are affected by the financial viability of development – what the development can afford to provide. The NPPF expects Local Plans to set out what contributions are expected from development. However these contributions should not undermine the deliverability of development.

The financial viability of development and the amount that it can afford to contribute towards infrastructure improvements are affected by a number of issues including: the cost of construction; the type and number of specific on-site requirements for development to meet; the value of land that is being developed; and the sale price of the development once it has been completed.

Developments in Eastbourne often have financial viability issues, which are particularly impacted by the small size and scale of development sites in the Borough, the fact that many of the development sites are previously developed sites, which means that they have a higher existing use value and potential issues of remediation to address, and the low sales prices relative to the wider area, particularly for residential development.

This leaves small margins to allow for financial contributions towards infrastructure improvements. Viability Assessments will be undertaken as part of the preparation of the Local Plan to assess the margins of development generally to meet on-site requirements and contribute towards infrastructure.



EFFECTIVE INFRASTRUCTURE

Consideration needs to be given to where the balance should lie between the on-site requirements that could be made of development and the amount of developer

contributions that could be gained for infrastructure, whilst ensuring that development remains deliverable.

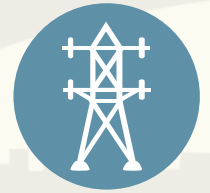
Question 40: Making appropriate requirements of new development

- Where should the balance be drawn between making on-site requirements from development and the amount of developer contributions that could be gained for infrastructure?

Question 41: Priorities for development contributions

- What are the priorities for development contributions, either on-site provision or off-site/financial contributions? How should the following types of infrastructure or requirement be ranked in terms of their priority (with 1 being highest priority):
 - Adaptable/Accessible Housing
 - Affordable housing
 - Children's play areas
 - Community facilities
 - Cycling and walking
 - Education
 - Energy efficiency
 - Flood storage and mitigation
 - Green Infrastructure
 - Health
 - Local Labour Agreements
 - Public transport
 - Public realm
 - Renewable Energy
 - Road network
 - Sewerage

EFFECTIVE INFRASTRUCTURE



Question 42: Other infrastructure priorities

- Are there any other infrastructure or requirements that should be prioritised?