

# “Ringmer to 2030”

## Section 8 Infrastructure requirements

**Status: Approved as a basis for further discussion and informal consultation by Ringmer PC planning committee on 22 March 2012. Policies identified as category A are approved for inclusion in the Draft Neighbourhood Plan, subject to detailed consideration by the Drafting Sub-committee.**

- 8.1 Ringmer’s road network**
- 8.2 Public transport**
- 8.3 Primary & nursery education**
- 8.4 Ringmer Community College**
- 8.5 Health service provision**
- 8.6 Water supply, drainage & sewerage**
- 8.7 Electricity & gas supply**
- 8.8 Waste disposal & recycling**
- 8.9 Cemeteries**
- 8.10 e-communications**

**Are there missing policies ???**

### 8.1 Ringmer’s road network

#### 8.1.1 Access to Lewes and the national trunk road network

The three main roads serving Ringmer are:

- The A26 from Lewes to Uckfield, which passes north-south through western Ringmer but does not serve either Ringmer Green or the Broyleside.
- The B2192, which leaves the A26 at Earwig Corner, just north of Lewes, and runs through Ringmer Green and the Broyleside to Heathfield.
- The B2124, which leaves the B2192 at the Broyleside and runs to Hailsham and Eastbourne.

Although the A26 is an A road, the section through Ringmer parish is not part of the trunk road system. In fact the three roads are of similar calibre and capacity. Each consists of a single lane in each direction, with many minor junctions and individual accesses.

All three roads carry substantial commuter traffic. This traffic all converges at Earwig Corner (A26/B2192 junction), where the capacity of the junction is exceeded at every rush hour, causing delays. The section of the A26 south from Earwig Corner to the northern entrance to Lewes town centre at the junction with Phoenix causeway, and then from the Cuilfail tunnel, Lewes, to the A27 at Southerham roundabout, also shows excessive rush hour congestion with long delays.

The main dual carriageway trunk roads in this part of East Sussex used by long distance commuters are the A27 (accessed from Ringmer via the A26 at Southerham roundabout, near Lewes) to Brighton and westwards along the south coast) and the A23/M23 (which links Brighton to the M25). Commuters whose overall direction of travel is north towards Greater London will thus normally leave Ringmer via Earwig Corner and the A26 to access the A27 at Southerham roundabout. This congested route is inadequate for the demands currently placed upon it. Extensive development planned for Uckfield by Wealden District Council [Core Strategy submitted for public examination in Jan 2012] will inevitably exacerbate this long-term problem. Commuters attempt to avoid this congestion by diverting onto minor country lanes

throughout Ringmer, but especially Bishops Lane, Vicarage Lane/Church Hill, Ham Lane and Moor Lane, which are completely unsuitable for such use.

***Policy 8.1.1:*** *No substantial development at Ringmer that adds significantly to traffic flows at Earwig Corner and on the A26 between Earwig Corner and the Southerham roundabout will be permitted until improved traffic flow systems have been implemented for this section of the A26.*

***Policy status: category A***

### **8.1.2 The local road network in Ringmer**

There are a variety of local roads within Ringmer parish, ranging from the secondary routes to Glynde and Barcombe and traditional country lanes to modern estate roads serving 20<sup>th</sup> and 21<sup>st</sup> century development. In some cases former country lanes, such as Gote Lane, Harrisons Lane, Church Hill/Ham Lane and Bishops Lane, are now used as secondary routes or for access to modern housing developments, without ever having been upgraded to the standard appropriate for their new role. The unimproved nature of these quite heavily used lanes makes an important contribution to Ringmer's 'village feel', at the cost of some potential risk to road safety.

The estate roads in Ringmer were generally constructed to an appropriate standard for their time. However, there are several 20<sup>th</sup> & 21<sup>st</sup> century village developments where off-road parking provision has proved inadequate by modern standards (either because widespread car ownership was not anticipated at the time the roads were created or because of 21<sup>st</sup> century planning regulations). The consequent on-road parking by residents or, less commonly, employees of local businesses has created congestion and, in some cases, made them impassable for such vehicles as buses, delivery vehicles, refuse collection lorries, and emergency vehicles.

Particularly difficult situations occur where these unimproved lanes that have become used as secondary routes or access to housing developments are also used for on-road parking by residents or as commuter rat-runs. There are unresolved problems at Church Crescent/Vicarage Way and around the allotments at the Back Green. There were formerly major problems on Bishops Lane, resolved only by the imposition of physical width restrictions in the northern section of the lane.

***Policy 8.1.2:*** *All new development in Ringmer for housing, employment or leisure purposes should include adequate on-site parking provision, to avoid adding to current local road access problems. This issue is addressed by policies 5.2.2, 5.3, 5.5.1-5.5.4, 5.6, 5.7, 5.8, 6.8.2 & 7.@. New development should also avoid the creation of significant additional traffic at identified pinch-points in the local road network. If recreational use of any identified quiet lanes in Ringmer parish [as listed in 4.6] is compromised by rat-running, appropriate remedial action must be taken.*

***Policy status: category A***

### **8.1.3 Provision of cycleways and safe routes for cycles and mobility scooters**

The Lewes DC Informal Open Spaces Study (2005) concluded that there was a need to address the issues of green travel within the parish, and between Ringmer and Lewes. The Broyleside settlement is within easy cycling or mobility scooter distance of services at Ringmer Green, and both settlements are within a reasonable cycling or mobility scooter distance of Lewes. Most Ringmer employment sites lie outside Ringmer village, and several are in the rural area of the parish. Many Ringmer Community College students and a number of those employed in Ringmer live in Lewes. However, bicycles are little used for such journeys because of the lack of any safe cycling routes. Cycling amongst the heavy commuter traffic on the B2192 and A26, which includes buses and HGVs, is unpleasant and widely perceived as dangerous. There are no safe routes for mobility scooter riders wishing to complete such journeys.

A Ringmer-Lewes cycleway has been planned, and the first section from Ringmer village to the Ringmer-Lewes boundary has been constructed.

**Policy 8.1.3:** *High priority must be given to the completion of the cycleway/mobility scooter route between Ringmer village and Lewes, and to the creation of a new route between the Broyleside and the main service sites in Ringmer village. Employment and leisure sites should be linked to Ringmer village by routes safe for bicycles and mobility scooters.*

**Policy status: category A**

#### **8.1.4 Road safety provision**

The principal identified current hazard to road safety in Ringmer are (i) the excessive speed of the heavy traffic through Ringmer village on the B2192 and (ii) the excessive speed of some drivers entering Ringmer village via Ham Lane and Church Hill and then encountering the pinch point at Church Crescent. Excessive speed of drivers entering Ringmer village from Lewes has been reduced by traffic calming measures, but there are no equivalent traffic calming measures to reduce the speed of vehicles entering Ringmer from the east along the B2192 or B2124, or those entering via Ham Lane. Access for local traffic onto the B2192 is unsafe at locations in the eastern half of Ringmer village and at the Broyleside where traffic speeds are currently excessive.

The majority of Ringmer housing and services, including the shops, both schools and the health centre, lie to the south of the B2192. However, several proposed sites for new housing lie to the north of the B2192, or are towards the east end of the village. There is a pedestrian crossing at the west end of the village, near the Forges mini-roundabout, and a light controlled crossing at Ringmer Green, opposite the village hall. However there is no safe pedestrian crossing point at the east end of the village, where the schools are located.

**Policy 8.1.4:** *Any new housing development to the north of the B2192 must ensure that there is a safe pedestrian route for new residents to services and schools on the south side of the B2192, or it must provide a safe crossing. Any new housing development or employment development at the eastern end of Ringmer village or at the Broyleside must contribute towards the provision of effective traffic calming, to ensure that the traffic created by the new development can access the B2192 safely.*

**Policy status: policy still to be finalised**

#### **8.1.5 Twittens**

There are more than 20 twittens in the developed areas of Ringmer village and the Broyleside. Twittens are narrow footways that shorten pedestrian distances by connecting roads with each other and with public open spaces. Some mark former public footpaths through countryside that has now been developed, but many were designed into 20<sup>th</sup> & 21<sup>st</sup> century developments. They are an attractive feature of the village, separate road and pedestrian traffic and encourage residents to make journeys on foot.

**Policy 8.1.5:** *Existing twittens will be protected and new twittens will be designed into future developments as opportunities arise. New twittens should be a minimum of 2 metres wide, and suitable for use by pedestrians, cyclists and mobility scooters.*

**Policy status: category A**

## **8.2 Public transport**

There is no railway service to or through Ringmer. Ringmer residents wishing to travel by rail usually access the national railway system at Lewes or, less commonly, Uckfield. Buses from Ringmer to Lewes do not pass the railway station, while Lewes station car parking is limited and increasingly expensive.

There is a regular bus service from the Broyleside through Ringmer village to Lewes and Brighton (2 buses per hour during the working day). A second bus service from Brighton and Lewes to Uckfield and Tunbridge Wells (2 buses per hour during the working day) passes through Ringmer parish along the A26, with alternate buses diverting via Ringmer village. Both services travel via the B2192/A26 junction at Earwig Corner, and are thus subject to unpredictable rush hour delays.

There are very few bus services running eastwards from Ringmer to Hailsham or Eastbourne, other than services provided for students at Ringmer Community College.

**Policy 8.2: @@@**

**Policy status: policy still to be developed**

### **8.3 Primary & nursery education**

Education facilities in Ringmer include Ringmer Community College, Ringmer Primary School, Ringmer Nursery School, a Playgroup and other facilities for pre-school children. There is a Children's Centre on the Ringmer Community College campus, serving Ringmer and the surrounding rural parishes. All these facilities are in Ringmer village. There are no facilities available in the Broyleside.

Ringmer Primary School primarily serves the population of Ringmer, as neighbouring villages (apart from Glynde) have their own small primary schools. After a period of falling school rolls, during which the capacity of the primary school was substantially reduced, recent years have seen marked increases in recruitment. The present school building is inadequate for continued recruitment at even the current level, and the school site is too small to accommodate any substantial increase in student numbers. A single village primary school with the capacity to accept all Ringmer's children is an essential element in maintaining the community's 'village feel'.

Pre-school education is available in Ringmer from a variety of providers. The principal provider is the Ringmer Nursery School, a not-for-profit school managed by a voluntary committee that is co-located with Ringmer Primary School. This co-location is a valued asset to the community, easing the path into formal education.

**Policy 8.3.1:** *Maintenance of a primary school able to accept all Ringmer children of primary school age who wish to attend it is a key NDP objective. Significant extension of the school building will be required to accommodate the current population. Any new residential development must be dependent of the prior provision of additional primary school accommodation for the children of new residents. New development on a large scale will require the prior provision of a new and larger school on a new or extended site.*

**Policy status: category A**

**Policy 8.3.2:** *It is a high priority that pre-school education should be available in Ringmer for all who wish to use it. The co-location of the Ringmer Nursery School with Ringmer Primary School is valued by the community and should be maintained. Expansion of the Primary School should not be at the expense of displacement of the Ringmer Nursery School.*

**Policy status: category A**

### **8.4 Ringmer Community College and services for young people**

Ringmer Community College offers education to students aged 11-19 and serves a wide geographic area. Only a minority of students are resident in Ringmer, and places at the Community College are available to

all resident students seeking them. No level of growth currently envisaged would affect this. Policies to ensure Ringmer Community College is able to retain its important role are in section 5.7 & 7.@.

Youth services formerly provided by East Sussex County Council from the Ringmer Youth Club premises at Anchor Field demolished in 2010 were moved to the Community College but have now been discontinued.

***Policy 8.4: Youth service provision @@@***

***Policy status: policy still to be developed***

## **8.5 Health service provision**

One Lewes primary care practice has a new branch health centre in Ringmer village (Anchor Field surgery). The new health centre has led to improved health provision within the village, but it is still often necessary for residents to travel to Lewes for some primary care services.

The nearest acute hospital services (including A&E and maternity units) are in Brighton, Haywards Heath and Eastbourne. None are easy for ill or disabled people to access by public transport. There are community hospital services available more locally, at Lewes and Uckfield.

There is a single two-dentist primary care dental practice in Ringmer. The practice serves patients from a wide area, and NHS provision is restricted. Many Ringmer residents must travel elsewhere to access dental services, especially NHS dental services.

There is a pharmacy in Ringmer, and a range of private sector complementary medicine services are available.

***Policy 8.5.1: Improved primary care provision is required in Ringmer to meet existing need, and to accommodate any future increase in population. @@@***

***Policy status: policy still to be developed***

***Policy 8.5.2: Additional primary care dental provision, and in particular NHS dental provision, are required in Ringmer to meet existing need, and to accommodate any further increase in population.***

***Policy status: category A***

## **8.6 Water supply, drainage & sewerage**

Water is supplied to Ringmer by South East Water, who have a water treatment works and storage reservoir within Ringmer parish at Barcombe Mills that supplies water to a large area. South East Water operates in a crowded area of England with limited supply availability.

***Policy 8.6.1: Applications to increase water supply from Barcombe Mills will be supported providing that they do not conflict with other NDP policies. Applications to increase bankside water storage at Barcombe Mills (west of the A26) will be considered.***

***Policy status: category A***

Waste water and sewerage in Ringmer village and the Broyleside are provided by Southern Water. The Ringmer Sewage Works, located in Neaves Lane, is located about 5 metres above sea level and drains into Glynde Reach. It is operating at close to licence and design capacity, with a headroom of only an additional 40 houses. Many of the rural parts of Ringmer parish do not have access to mains drainage, and rely on private cesspits or similar arrangements.

Several areas of Ringmer have suffered from flooding in recent years. There has been a long history of flooding affecting a significant number of Broyleside housing near the Norlington Stream, unresolved drainage issues in several low-lying parts of the village and many individual houses have been affected by these and run-off issues. Several sections of the parish along the River Ouse, Glynde Reach and tributary streams are very low-lying.

***Policy 8.6.2:*** *New development in Ringmer will not be permitted unless effective mains drainage and sewerage systems are provided and they can be accommodated within the capacity of the Ringmer sewage works. New development will not be permitted in areas that have a history of recurrent flooding, unresolved drainage problems or that lie below the 15 metre contour.*

***Policy status: category A***

## **8.7 Electricity & gas supply**

Electricity is available throughout Ringmer parish, though in many areas it is carried by overhead cables. High frequencies of power outages are experienced by residents, especially those whose supply is carried by overhead cables. Mains gas is available only within Ringmer village and the Broyleside.

There is a 132 Kv electricity substation in Ringmer parish, with associated office facilities. This substation lies within the SDNP.

***Policy 8.7.1:*** *The electricity supply to new residential developments in Ringmer, and where practicable to new employment developments, should be provided by underground cables. Proposals to make mains gas available over a wider area in Ringmer parish will be supported.*

***Policy status: category A***

***Policy 8.7.2:*** *Development of the electricity substation or additional office facilities at that location must be compatible with the purposes and duty of the SDNP Authority.*

***Policy status: category A***

## **8.8 Waste disposal & recycling**

General waste is collected weekly and doorstep recycling for a limited range of materials fortnightly throughout Ringmer. There is a small and limited recycling facility in Ringmer village at Anchor Field, located inconveniently close to the Ringmer Health Centre and children's play areas. Lewes District Council uses some former residential garages in Anchor Field as a depot for its doorstep recycling collections. This site is not well located, as it is surrounded by residential housing and a children's play area, and causes some nuisance to neighbours.

Improved recycling facilities are essential as landfill disposal routes in East Sussex are vanishingly scarce. However effective recycling depends on the local availability of recycling depot facilities accessible to the public and to the electric vehicles used for the current doorstep recycling collection. There are also important gaps in current facilities. There is no local provision for the recycling of building waste, cardboard, for some types of recyclable plastics, for compostable green waste or for food waste. There is a large composting facility only a very short distance across the Ringmer boundary, but Ringmer residents are required to make individual much longer journeys through the congested heart of Lewes to dispose of such material.

***Policy 8.8:*** *A central recycling depot should be established in Ringmer, preferably in or close to Ringmer village. This depot should accept from the public green waste, building waste, cardboard and any recyclable plastics excluded from the doorstep collection, and should be available as a base for the doorstep collection*

vehicles. Employment site BUS1 on Bishops Lane is identified as a site that has a central location suitable for this purpose and also has the necessary unused capacity.

**Policy status: policy referred for further consideration**

## **8.9 Cemeteries**

The Lewes DC Informal Open Spaces Study (2006) noted a deficiency in cemetery space in Ringmer. Ringmer old churchyard, immediately around Ringmer parish church, has been closed for some years, and Ringmer new churchyard, nearby, has remaining capacity for only an estimated 15 years. Additional churchyard space will be required within the planning period. There are no facilities for green or woodland burials within the local area.

**Policy 8.9:** Land will be allocated for an extension to the existing churchyard. Proposals for new green or woodland burial facilities at appropriate sites within Ringmer parish will be considered on their merits.

**Policy status: policy referred for further consideration**

## **8.10 e-communications**

There is good mobile telecommunication reception for several mobile networks in most parts of Ringmer parish. Broadband is available in the main areas of Ringmer parish that are covered by the Ringmer or Lewes telephone exchanges, though the speed may be affected by distance from the exchange. Current theoretical maximum speed is 20 Mbps, though many residents and business experience considerably lower speeds. The Ringmer exchange is not currently accessible to companies other than BT. High broadband speeds are valued by residents, and essential for commercial developments or for working from home. Local loop unbundling, allowing competition between providers, would create competition that would lower the cost.

**Policy 8.10:** Improved broadband speeds throughout Ringmer parish and local loop unbundling at the Ringmer telephone exchange will be sought.

**Policy status: category A**

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