

# 18 - Transport and Accessibility

- 18.37 The Spatial Strategy indicates new development will be directed mainly to the district's towns and villages where there is a good range of services, facilities and jobs. This will contribute to reducing the need to travel and journey lengths. It will also help achieve a more sustainable form of development and support the viability of public transport.
- 18.38 Paragraph 36 of the National Planning Policy Framework sets out that all development which generates significant amounts of transport movement should provide a Travel Plan and be supported by a Transport Statement or Assessment.
- 18.39 Where existing transport infrastructure is inadequate to meet the needs of new development, conditions or planning obligations will be used to ensure that proposals are made acceptable through securing the provision of necessary improvements.
- 18.40 The design and layout of road and street networks, in accordance with DfT's 'Manual for Streets', is considered in Chapter 16 – Environment, under 'Design Quality'.

## **Policy TR3: Access and New Development**

**New development should minimise the need to travel and support good access to employment, services and communities facilities, as well as ensure adequate, safe access arrangements. Development will be permitted where mitigation against transport impacts which may arise from that development or cumulatively with other proposals is provided. This will be achieved through the submission of a transport assessment, transport statement or travel plan<sup>78</sup>, and where it is appropriate through:**

- (i) Ensuring that new developments in their design and layout prioritise the needs of pedestrians, cyclists and minimise the distance to local public transport nodes;**
- (ii) Working with the relevant agencies to seek funding for contributions for improvements to local infrastructure needed to facilitate highway capacity and safety and/or public transport accessibility and capacity, where this is necessary to serve the new development; and**
- (iii) Provision of electric vehicles charging infrastructure.**

<sup>78</sup> Threshold criteria definition contained in the "Guidance on Travel Plans for New Development" East Sussex County Council, Sept 2008

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- 18.34 [Passenger Focus](#), the independent passenger watchdog, commissioned a survey amongst passengers (South East - 2010) to identify elements of the service they would like to see improved. Adequate car parking facilities was identified as one of the issues where passenger's expectations were not being met. The Kent and Sussex Route Utilisation Strategies have recommended any proposal to expand parking facilities at stations should be given detailed consideration at local level.
- 18.35 At a local level, there may be scope to increase parking at railway stations. However in some cases, the expansion of car parking facilities may not be physically possible or economically viable. Priority will be to encourage passengers to access stations by bus or cycle, with suitable provision.

## **Policy TR2: Integrated Transport**

Improvements in the provision and use sustainable transport will be achieved through:

- (i) **Maximising the best and most effective use of the existing transport network and facilitating enhancements with priority given to improving bus, community transport and rail network;**
- (ii) **The promotion of public transport patronage and associated infrastructure;**
- (iii) **Supporting the provision of a high quality cycle network to encourage a modal shift away from the car;**
- (iv) **Improvements to the pedestrian environment and wider public realm to encourage integration between different modes of transport, employment areas and settlement centres;**
- (v) **Promotion of road safety through education and design; and**
- (vi) **Safeguarding sites and routes with the potential to contribute towards the provision of an efficient and sustainable public transport network.**

## **Access and New Development**

- 18.36 Government transport guidance seeks to reduce the need to travel especially by car, with the aim of reducing congestion, improving the environment, increasing social inclusion and improving health. As part of planning applications, applicants are expected to assess the transport impact of their development proposals and mitigate the impact of any material increase in traffic on the district's roads.

# 13 - Sustainable Resource Management

## **Policy SRM1: Towards a low carbon future**

The strategy to mitigate and adapt to the impacts of climate change is to:

- (i) Require proposed developments of more than 10 dwellings or 1,000m<sup>2</sup> of non-residential floorspace to provide a comprehensive energy strategy and, for proposed developments of more than 100 dwellings or 50 apartments to require such a strategy to include an assessment of the potential for combined heat and power and district heating, subject to further assessment of the thresholds via a subsequent DPD and/or SPD;**
- (ii) Ensure that all developments meet prevailing energy efficiency standards, and encourage them to meet higher standards and pursue low carbon or renewable energy generation, where practicable, by fully recognising related costs in assessing viability and developer contributions;**
- (iii) Support stand-alone renewable and low carbon energy generation schemes, particularly those utilising solar, biomass and wind energy technologies, that:**
  - (a) do not have a significant adverse impact on local amenities, ecological and heritage assets or landscape character, and**
  - (b) in respect of locations in or adjacent to the High Weald AONB and other sensitive landscapes, are generally small in scale;**
- (iv) Achieve high levels of energy performance on the strategic mixed use developments to the north east of Bexhill, including by Combined Heat and Power (CHP) and/or wind energy generation;**
- (v) Reduce the carbon emissions from existing buildings by encouraging application of prevailing standards to whole buildings when extending them, supporting adaptations to be energy efficient, promoting take-up of Government energy efficiency schemes and supporting community-based energy infrastructure initiatives;**
- (vi) Adaptation through building in resilience to anticipated climatic changes, including through green infrastructure;**
- (vii) Promoting more sustainable travel patterns in accordance with transport policy TR2, and through widespread fast broadband coverage;**
- (viii) Expect new developments to provide and support recycling facilities.**

## **Policy RA2: General Strategy for the Countryside**

The overarching strategy for the Countryside is to:

- (i) Maintain the farming capacity of the district, and support the agricultural industry, including diversification within farming;**
- (ii) Encourage agricultural practices, land-based economic activities and woodland management, and related agri-environmental schemes, that reinforce local distinctiveness, landscape character and ecology;**
- (iii) Strictly limit new development to that which supports local agricultural, economic or tourism needs and maintains or improves the rural character;**
- (iv) Retain traditional historic farm buildings by continued agricultural use or by appropriate re-use, in accordance with Policy RA4;**
- (v) Support rural employment opportunities in keeping with rural character and compatible with maintaining farming capacity;**
- (vi) Support enjoyment of the countryside and coast through improving access and supporting recreational and leisure facilities that cannot reasonably be located within development boundaries, such as equestrian facilities, compatible with the rural character of the area;**
- (vii) Support tourism facilities, including touring caravan and camp sites, which respond to identified local needs and are of a scale and location in keeping with the rural character of the countryside; and**
- (viii) Generally conserving the intrinsic value, locally distinctive rural character, landscape features, built heritage, and the natural and ecological resources of the countryside.**

12.52 In applying this policy, it is important that the other parts of the Core Strategy are also referred to, in particular the opening sections of this chapter dealing with the introduction to rural areas and the villages (which deals with key services such as employment areas, ICT & broadband infrastructure, rural tourism, rural communities and services such as village shops, pubs, village halls, recreation & leisure, historic environment and accessibility). Cross-reference also needs to be made to the thematic chapters such as 15. Housing, 16. Economy and 17. Environment. Further consideration is given to development in the countryside, and specifically to the reuse of traditional farm buildings, in the following sections.

# 19 - Implementation and Monitoring Framework

- 19.18 An Infrastructure Schedule can be found in Appendix A of the Infrastructure Delivery Plan and is a summary of infrastructure capital critical to the delivery of the Vision for the District. It includes information on costings, phasing, identification of possible funding sources and who would be responsible for bringing forward the scheme. At the time of writing the information will be as accurate as it is possible but given the lengthy timescales and economic uncertainty some of the figures will be subject to change. Changes will be updated through the annual Monitoring Report.
- 19.19 A separate document entitled the Infrastructure Delivery Plan (IDP) will provide further details on current capacity and identify shortfalls in provision to accommodate additional future growth in population, industry and commerce. This will be considered as a 'live' document and updated periodically through the LPMR. It is intended the IDP will eventually inform a future Community Infrastructure Levy (CIL), as well as Section 106 Agreements.

## **Policy IM2: Implementation and Infrastructure**

**Where new or improved infrastructure, including community facilities, is needed to support development, appropriate provision or contributions will be required. This will be secured by planning obligation or by condition attached to the planning consent or by any other appropriate mechanism such as a development tariff.**

**Infrastructure requirements will be set out in an Infrastructure Delivery Plan, which will be a 'live' document and will:**

- (i) Identify planned infrastructure provision;**
- (ii) Identify future infrastructure requirements to support housing, population and economic growth, as detailed in Development Plan Documents;**
- (iii) Provide an indication of the potential costs and means of funding the required infrastructure through public funding, developer contributions and other sources;**
- (iv) Identify contingencies if there is a failure to deliver key infrastructure.**

## **Policy EN7: Flood Risk and Development**

**Flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk from flooding, and to direct development away from areas of highest risk.**

**Development will be permitted providing the following criteria are met:**

- (i) Where development is proposed in an area identified as at flood risk, the applicant will be required to submit a site-specific Flood Risk Assessment which demonstrates that the development will be safe, will not increase flood risk elsewhere, and, where possible, will reduce flooding;**
- (ii) When development is, exceptionally, acceptable in flood risk areas, consideration is paid to the layout and form of development to minimise flood risk;**
- (iii) Drainage systems and sustainable drainage systems<sup>62</sup> for all new development are in accordance with the Flood and Water Management Act 2010<sup>63</sup>;**
- (iv) Where it is appropriate, contributions will be sought for improvements to infrastructure to mitigate against flood risk.**

<sup>62</sup> Flood and Water Management Act 2010 (c. 29) Schedule 3 — Sustainable Drainage- Para 1 (1)(2)(3)(4), Para 2 (a-e)

<sup>63</sup> Flood and Water Management Act 2010 (c. 29) Schedule 3 — Sustainable Drainage Para. 7 (1)(2)(3)(4)(5)

## **Policy EN3: Design Quality**

**New development will be required to be of high design quality by:**

- (i) Contributing positively to the character of the site and surroundings, including taking opportunities to improve areas of poor visual character or with poor townscape qualities, and**
- (ii) Demonstrating robust design solutions tested against the following Key Design Principles as appropriate (expanded in Appendix 4), tailored to a thorough and empathetic understanding of the particular site and context:**
  - (a) Character, Identity, Place-Making & Legibility**
  - (b) Continuity and Enclosure**
  - (c) Quality of Public Realm, Ease of Movement, and 'Secured By Design'**
  - (d) Diversity**
  - (e) Landscape Setting of Buildings and Settlements**
  - (f) Design in Context (Understanding & appraisal of site and wider setting, and incorporation of existing site features into proposals)**
  - (g) Building Appearance & Architectural Quality**
  - (h) Sustainable Design and Construction**

## **Public Realm**

- 17.34 It is important to recognise that the character of the built environment is informed by both the architectural qualities of individual buildings and the design and management of the spaces in between. The public realm can be considered to encompass open spaces, streets, pavements, and other routes, street furniture and equipment, signage, lighting, railings, and such other features. The quality of the public realm, in terms of circulation, connectivity, activity and visual appearance, is a key component of successful places, and is highlighted in the document 'Streets for All: South East'<sup>60</sup>, which promotes a coordinated approach to public realm management, the design of street furniture, and the reduction of street 'clutter', in particular road signage, within legislative requirements.

<sup>60</sup> 'Streets for All: South East' published by English Heritage & Department for Transport 2005

## **Policy EN1: Landscape Stewardship**

**Management of the high quality historic, built and natural landscape character is to be achieved by ensuring the protection, and wherever possible enhancement, of the district's nationally designated and locally distinctive landscapes and landscape features; including**

- (i) The distinctive identified landscape character, ecological features and settlement pattern of the High Weald Area of Outstanding Natural Beauty;**
- (ii) The distinctive low-lying levels to the east of the district with particular regard to the landscape setting of Rye and Winchelsea;**
- (iii) Nationally designated historic sites including listed Parks and Gardens, Scheduled Ancient Monuments and the Registered Historic Battlefield at Battle;**
- (iv) The undeveloped coast;**
- (v) Open landscape between clearly defined settlements, including the visual character of settlements, settlement edges and their rural fringes;**
- (vi) Ancient woodlands;**
- (vii) Tranquil and remote areas, including the dark night sky;**
- (viii) Other key landscape features across the district, including native hedgerows, copses, field patterns, ancient routeways, ditches and barrows, and ponds and water courses**

- 4.62 Responses showed that the majority of people would prefer a detached dwelling in a single plot in the countryside location. It is expected that these interests will largely be met by the market. However, the questionnaire results also indicated that there was interest in plots being set aside as part of a larger site for self-builders.
- 4.63 Therefore, having regard to current overall likely demand, it will be expected that reasonably-sized housing schemes, of 20+ dwellings, include a proportion of self and custom-build plots, being at least 5%. A significant increase in demand relative to supply during the plan period may trigger an increase to 10% in order that the Council meets its obligations to provide sufficient sites.
- 4.64 In order to ensure that serviced plots identified for self-build are delivered, the Council will utilise appropriate planning conditions and where necessary, secure their provision via a legal agreement associated with any planning permission.
- 4.65 To ensure that self and custom housebuilding is of high quality design, attention is drawn to the requirements of Core Strategy Policy EN3. On sites with multiple serviced plots, it may be appropriate for the applicant to support their application with a Design Code. A Design Code should be prepared by the plot provider at the outline planning stage and should provide the Council as well as potential self and custom housebuilders with a clear set of design rules and parameters that future development will have to comply with. Design Codes will vary depending on the amount of development proposed and the context of the site.
- 4.66 Sites with self and custom housebuilding plots should make the serviced plots available and undertake a comprehensive and sustained marketing campaign, offering the plots for sale at a prevailing market price. The marketing campaign should run for a period of at least 12 months, in appropriate publications including through appropriate trade agents.

#### **Policy DHG6: Self-build and Custom Housebuilding**

**The Council will support Self and Custom Housebuilding projects subject to compliance with other relevant Local Plan policies.**

**On sites of 20 or more dwellings, provision for 5-10% of the total number of dwellings to be provided should be made available as serviced plots for self and custom housebuilders.**

**Plots should be made available and marketed through relevant marketing agencies for a period of at least 12 months. If the plots are not sold within this time period, the dwellings may be released for conventional market housing in line with the terms set out in the relevant legal agreement.**

**Where appropriate, the Council will seek to ensure that self/custom build homes are developed in accordance with an agreed design code.**

#### **Policy DHG1: Affordable Housing**

**On housing sites or mixed use developments, the Council will expect the following percentages of affordable housing within the district:**

- (i) In Bexhill and Hastings Fringes, 30% on-site affordable housing on schemes of 15 or more dwellings (or 0.5 hectares or more);**
- (ii) In Rye, 30% on-site affordable housing on schemes of 10 or more dwellings (or 0.3 hectares or more);**
- (iii) In Battle, 35% on-site affordable housing on schemes of 10 or more dwellings (or 0.3 hectares or more);**
- (iv) In the Rural Areas:**
  - (a) In the High Weald Area of Outstanding Natural Beauty, 40% on-site affordable housing on schemes of 6 dwellings or more (or 0.2 hectares or more); or**
  - (b) Elsewhere, 40% on-site affordable housing on schemes of 10 or more dwellings (or 0.3 hectares or more).**

**Where it can be demonstrated that these requirements would either render otherwise suitable development unviable, or where the local need for affordable housing would no longer justify the above levels, the Council will respectively expect the proportion of affordable housing to be the most that does not undermine viability, or is needed locally. An exception to this may be made when the main purpose of the housing is to support business development, where job creation is a priority.**

**In normal circumstances, the full affordable housing obligation should be met on-site, and of a comparable design quality to the market units onsite. Affordable units should be 'pepperpotted' individually, or in small clusters. In all cases, planning permission will be subject to a legal agreement to ensure nomination rights and that the affordable housing will remain available.**

Note: In accordance with Policy DIM1, if a site comes forward as two or more separate development schemes, of which one or more falls below the appropriate threshold, the Council will seek an appropriate level of affordable housing on each part to match in total the provision that would have been required on the site as a whole.

Where proposals are made for fewer than 15 dwellings in Bexhill, 10 dwellings in Rye, Battle and the Rural Areas outside the High Weald AONB, and 6 dwellings in the Rural Areas within the High Weald AONB, the Council will have regard to whether the size of the site would make it capable of accommodating more than that number.

#### Regard to landscape character and the High Weald AONB

- 6.9 A proper understanding of the local landscape, which will include its historic characteristics, is necessary in order to produce developments that respect landscape character. In assessing landscape impact of development proposals, the characteristics of the relevant Landscape Character Area and, where appropriate, the High Weald components provide a clear assessment framework for evaluating the siting, layout and design (including materials) of development.
- 6.10 Existing landscape features that are important to local character should normally be retained, while new features should be typical of the locality, fit naturally into the landscape and complements existing features.
- 6.11 National planning policy highlights the need to recognise the intrinsic character and beauty of the countryside as well as the wider benefits from natural capital and ecosystem services. Valued landscapes, which clearly include AONBs and their settings, should be protected and enhanced, which resonates with the specific provision that great weight should be given to conserving and enhancing the landscape and scenic beauty of AONBs. The National Planning Policy Framework further states that the scale and extent of development within AONBs should be limited, with planning permission not forthcoming for major developments 'other than in exceptional circumstances'. It adds that proposals for major development should include an assessment of the need for the development, the potential to meet it in another way and the net effect on the landscape and wider environment.
- 6.12 While a certain level of development has already been accepted through the Local Plan Core Strategy as being capable of being satisfactorily and sustainably accommodated in and around the towns and villages within the AONB, the scope for sustainable development was found to be limited. In particular, given that the High Weald is essentially an intricate, small scale and historic landscape, it is believed that there is little further opportunity to accommodate major development without compromising AONB objectives.

#### **Policy DEN1: Maintaining Landscape Character**

**The siting, layout and design of development should maintain and reinforce the natural and built landscape character of the area in which it is to be located, based on a clear understanding of the distinctive local landscape characteristics (see Figure 5 above), in accordance with Core Strategy Policy EN1.**

**Particular care will be taken to maintain the sense of tranquillity of more remote areas, including through maintaining 'dark skies' in accordance with Policy DEN7.**

**Policy DEN2: The High Weald Area of Outstanding Natural Beauty (AONB)**

**All development within or affecting the setting of the High Weald AONB shall conserve and seek to enhance its landscape and scenic beauty, having particular regard to the impacts on its character components, as set out in the High Weald AONB Management Plan.**

**Development within the High Weald AONB should be small-scale, in keeping with the landscape and settlement pattern; major development<sup>32</sup> will be inappropriate except in exceptional circumstances.**

- 6.13 These policies elaborate on the relevant Core Strategy policies in respect of promoting landscape-led approaches to the consideration of the suitability of development proposals, both generally and with specific regard to the High Weald AONB. They should be read in conjunction with Core Strategy policies EN1-EN5 and RA2, as well as other policies in this Plan, notably those relating to sustainable drainage and biodiversity and green space. It is also noted that developments for housing, businesses, certain energy developments, recreation and tourism uses are each the subject to separate policies in the Local Plan, with the emphasis on locations outside of environmentally sensitive areas and, where appropriate within them, on a small scale.

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32. 'Major development' will be defined taking account of the nature, scale and setting of a proposal and whether it could have a significant adverse impact on the purposes for which the AONB was designated.

**Policy DEN5: Sustainable Drainage**

**Drainage should be considered as an integral part of the development design process, with Sustainable Drainage Systems (SuDS) utilised unless demonstrated to be inappropriate. In particular:**

- (i) peak run-off rates from development should remain as close to greenfield runoff rates as possible, and not exceed the existing rate/ volume of discharge as a minimum;**
- (ii) new development should utilise opportunities to reduce the causes and impacts of all sources of flooding, ensuring flood risks are not increased elsewhere, that flood risks associated with the construction phase of the development are managed, and that surface water run-off is managed as close to its source as possible;**
- (iii) drainage should be designed and implemented having regard to the latest East Sussex Local Flood Risk Management Strategy (LFRMS) and related guidance;**
- (iv) SuDS should be designed and implemented to be ‘multi-functional’ and deliver other Local Plan policy objectives where appropriate, such as: the provision of habitats and support for biodiversity; reinforcing local landscape character; enhancing the design of development; provision of open space/ recreation; promotion of water use efficiency and quality; and reducing risks of land instability;**
- (v) applicants should demonstrate that arrangements are in place for on-going maintenance of SuDS over the lifetime of the development;**
- (vi) within the Pevensey Levels Hydrological Catchment Area, SuDS designs should incorporate at least two stages of suitable treatment, unless demonstrably inappropriate; and**
- (vii) within the Fairlight and Pett Level Drainage Area, as shown on Figure 11, surface water run-off from development shall be no more than the greenfield rate, in terms of volume and flow; and at Fairlight Cove, drainage proposals should accord with Policy DEN6.**