Rother District Local Plan 2020 - 2040

Infrastructure Background Paper

Draft (Regulation 18) Version - April 2024

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Contents

1   Introduction

1.1   This Background Paper looks at infrastructure provision within the district to support the new Rother Local Plan (2020-2040). The Background Paper aims to highlight the current infrastructure deficits within the district and how these can be addressed through planning policy, along with supporting and delivering infrastructure to serve future development. The Council will prepare an Infrastructure Delivery Plan (IDP) in support of the Local Plan, which will detail the infrastructure required to support the spatial development strategy and identified level of growth. The IDP will include key information on infrastructure delivery such as the project's lead organisation, location, cost, funding streams, and timeframe for delivery. Additionally, the IDP will outline how important the project is to meet the development strategy of Rother and if any developments are dependent on the project completing.

1.2   To assist in identifying infrastructure deficits, the Council conducted early engagement with infrastructure providers/statutory undertakers, Town and Parish Councils, and Ward Members. These consultations have been able to confirm a number of known infrastructure issues in the district as well as brining attention to new deficits that would need to be addressed so that sustainable growth can be achieved. The engagement process also highlighted some desires, particularly from the Parishes and Members, for new infrastructure (as distinct from just making up for a deficit) in their locale.

2 Planning Policy Framework

Legislation

2.1   The two key pieces of planning legislation relate to the Community Infrastructure Levy and Section 106 agreements as these are the two main mechanisms in helping deliver infrastructure in support of development.

The Community Infrastructure Levy Regulations 2010 (as amended)

2.2   The Community Infrastructure Levy (CIL) is a charge which can be levied by local authorities on new development in their area. It is an important tool for local authorities to use to help deliver the infrastructure needed to support development in their area.

2.3   The regulations set out all matters regarding CIL, ranging from how it can be spent by the Council, what percentage is to be passed on to the Town or Parish Councils and what they can spend it on, various reliefs and exemptions from paying CIL, and the enforcement of non-compliance with the Regulations.

2.4   Furthermore, the Regulations require authorities to report on CIL (and other planning obligations, chiefly Section 106 agreements) through an annual Infrastructure Funding Statement (IFS). The IFS includes an Infrastructure List which sets out how the Council will use the CIL and S106 money in the following year. This replaces the 'Regulation 123' list of infrastructure provision. Also, since 2019, amendments now allow local authorities to pool any number of funds from these different sources together to fund infrastructure.

The Town and Country Planning Act 1990 (as amended)

2.5   Planning obligations – as defined by Section 106 of the Act – are legal obligations entered into to mitigate the impacts of a development proposal to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the three tests, introduced by the CIL Regulations:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

<u>The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)</u>

2.6   Concerning infrastructure, these regulations include which organisations local authorities should consult with under the Duty to Cooperate, as well as those organisations that fall under the different categories for the purposes of formal consultation at Regulation 18 and Regulation 19 stages of the Local Plan's preparation.

<u>Statutory requirements of infrastructure providers</u>

2.7   A number of the infrastructure providers that operate within Rother District have legal duties to provide their service, such as the utility companies. This means that the Council needs to engage with these organisations throughout the Local Plan process so there is a shared understanding of the infrastructure providers' responsibilities in regards to future growth.

National Policy

2.8   The December 2023 National Planning Policy Framework (NPPF) contains several paragraphs related to infrastructure provision that the Council must take into account in its Planning roles, both at the strategic Local Plan level, as well as the day to day Development Management functions.
- Paragraphs that relate to plan-making include:
  - 8a, 11, 16c, 20, 25, 26, 28, 34, 74, 96, 97, 106, 108, 110, 128c, 160, 167c, 181, 192
- Paragraphs that relate to ongoing infrastructure matters include:
  - 96, 97, 100, 112, 118, 128, 159
- Paragraphs that relate to green infrastructure/renewable energy include:
  - 96, 158, 159, 160, 161, 162, 163, 164, 181, 192

Government Review of National Policy

2.9   The recently enacted Levelling Up and Regeneration Act makes provision to replace CIL with a wider reaching Infrastructure Levy (IL) which would become mandatory, whereas CIL is discretionary. The key difference between the two is that the IL would be calculated on a proportion of the development value of the land, rather than a flat rate on the new build floorspace. However, the Levelling Up and Regeneration Act does not set out the details of the new IL and these will come through secondary legislation at a currently unknown date. The Government's consultation on the IL that ran between March and June 2023 set out an indicative timetable for a full national roll-out from 2030.

Regional Policy and Strategy Documents

Transport Strategy for the South East (2020-2050)

2.10   The Transport Strategy is produced by Transport for the South East who are the sub-national transport body for the South East of England. It sets out a Strategy for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

South East Local Enterprise Partnership

2.11   The South East Local Enterprise Partnership (SELEP) have several strategies that cover the whole South East region. These include some within Rother, such as for the now constructed North Bexhill Access Road. The SELEP are also supporting a Hastings and Bexhill Movement and Access Plan. The project will deliver an integrated package of cycling, walking and bus infrastructure, traffic management and public realm improvements, which are aimed at supporting economic growth and planned growth across Bexhill and Hastings.

Road Investment Strategy 2 (2020-2025) and 3 (2025-2030)

2.12   The Department for Transport and National Highways compile a 5-yearly plan for the Strategic Road Network (SRN) across England. Within Rother, the roads in the

SRN are the A21 and the A259. Safety works along the A21 were originally intended to be in Road Investment Strategy 3 but have now be bought forward to be completed by 2025.

<u>East Sussex, South Downs and Brighton & Hove Waste and Minerals Local Plan (2019-2034)</u>

2.13   The Waste and Minerals Local Plan (WMLP) is currently being <u>reviewed</u> to cover the period 2019-2034. The current WMLP is comprised of two parts, <u>adopted in 2013 and 2017</u>. The purpose of the review principally focuses on minerals provision, as well as updating and clarifying certain other policies. The main areas of focus within Rother are in the Bexhill and Rye areas.

County Policy and Strategy Documents

<u>East Sussex County Council Local Transport Plan 3 (2011-2026)</u>

2.14   The <u>Local Transport Plan</u> from East Sussex County Council (ESCC) sets out our future direction for planning and providing the transport infrastructure and services needed to deliver sustainable economic growth and support additional housing in the county during this period. The Transport Plan divides the District into two broad areas called Bexhill & Hastings and the second being Battle, Rye & Rural Rother (which is the rest of the District). The Transport Plan includes the now completed Bexhill Hastings Link Road which has enabled development in the North East Bexhill area.

2.15   ESCC have recently consulted on the emerging <u>Local Transport Plan 4</u> (LTP4) which will cover 2024-2050.

<u>East Sussex Local Cycling and Walking Infrastructure Plan (2021-2031)</u>

2.16   The East Sussex <u>Local Cycling and Walking Infrastructure Plan</u> (LCWIP) sets out proposed cycling and walking networks and measures within specific areas of the County. The LCWIP includes a proposal for improving the cycling network within the Bexhill area, linking the existing connections with new ones that will serve local services. In addition, a cycling network has been proposed in both Battle and Rye,

with the main focus to support local access. There is also an improved walking route proposed in Bexhill, to help facilitate safe routes to local services and the town centre.

East Sussex County Council School Organisation Plan (2023-2027)

2.17 The School Organisation Plan is a four-year rolling plan that is updated annually. It sets out how ESCC seeks to ensure there are sufficient school places in the right locations to meet demand, while at the same time fulfilling their other responsibilities to raise education standards. The modelling takes into account the current adopted local policies and housing projections. Currently, for the schools within Rother, only Battle out of the primary schools areas (defined as Bexhill and surrounding area, Battle, Rye and surrounding area, and Rural Rother) will not have some form of spare capacity between 2023 and 2027. Looking at secondary schools, Bexhill and Rye areas will have capacity to 2027, whereas the other areas across the district will be at or over capacity by 2027. There also appears to be no specific plans to increase capacity for Special Educational Needs and Disability (SEND) places within the district, though ESCC are generally exploring options to expand provision across the county.

2.18 ESCC have an option agreement on land for a new primary school within the development site at Worsham Farm and will bring forward proposals to establish provision to serve the development at the appropriate time. To a large extent the timing of this will be dependent upon when the school site is transferred by the developer and the demand for places in the area at that time.

2.19 There does not currently appear to be any other major plans for increasing the number of places available within Rother but this may change once the new Local Plan has progressed to a point to provide annualised development figures to allow ESCC to model them accordingly.

East Sussex County Council Bus Service Improvement Plan 2021

2.20 The East Sussex Bus Service Improvement Plan describes how the County Council and bus operators in its area can achieve the overarching goal of the National Bus Strategy - to grow bus patronage: both to build it back after the pandemic and then

to increase it and raise buses' mode share. As such, it outlines the ambitions, sets out structured plans and supporting policies to improve bus services, their delivery and promotion and the vehicles used, working in close co-operation with neighbouring Local Transport Authorities and with stakeholders representing local bus operators, statutory consultees, community and business voices, bus passengers, and the voluntary and health transport sectors.

East Sussex County Council Libraries Strategy 2022/23 to 2027/28

2.21   The vision of the Libraries Strategy is to provide a Library and Information Service that promotes reading and knowledge as a route to leading fulfilling lives, prioritising our resources and expertise to support the needs of residents and communities in East Sussex. Within Rother, there are three libraries in Bexhill, Battle and Rye, with a further two across the district boundary in Hastings Borough but still accessible to those in Rother (and the wider county).

East Sussex County Council Local Flood Risk Management Strategy 2016-2026

2.22   The East Sussex Local Flood Risk Management Strategy provides the framework for the management of local flood risk in the county and focuses on the management of flood risk from surface water, groundwater and ordinary watercourses.

Adopted Local Policy

2.23   The current Development Plan for Rother comprises: The Core Strategy (adopted 2014); the Development and Site Allocations (DaSA) Local Plan (adopted 2019); some saved policies from the Rother District Local Plan 2006 (adopted July 2006); 'Made' Neighbourhood Plans for Battle; Burwash; Crowhurst; Rye; Salehurst and Robertsbridge; Sedlescombe; and Ticehurst; and the East Sussex County Council, Brighton & Hove City Council and the South Downs National Park Authority Waste and Minerals Plan 2013 and Sites Plan 2017. A new Waste and Minerals Plan (2021) is currently at the Regulation 19 stage and is currently awaiting a public examination.

Rother Local Plan Core Strategy (2014)

2.24   The Core Strategy is where the strategic direction for development and change across the district was established in 2014. It set out the Council's vision and objectives that would guide the future pattern and form of development over the period up until 2028. Most of the strategic objectives would need to be underpinned by robust infrastructure to be successful. This is supported by the Overall Spatial Strategy policies that set out the direction of the development strategy. Policies relating to infrastructure can be found in Appendix 1.

<u>Rother Development and Site Allocations Local Plan (2019)</u>

2.25   The Development and Site Allocations (DaSA) Local Plan is effectively "part two" of the Council's Local Plan. It has been prepared to be in general conformity with the Core Strategy and has the same time horizon. Like with the Core Strategy, many of the policies need to be supported by sufficient infrastructure provision. A list of policies relating to infrastructure can be found in Appendix 1.

3 Strategic/Corporate Policy Framework

Corporate Plan (2020-2027)

3.1   The Council's Corporate Plan sets out the vision of all Council activities till 2027. Under the climate emergency heading there are several actions that relate to infrastructure. These include:

- The provision of bio-diversity net gain;
- Spending a proportion of CIL on projects which reduce climate change; and
- The installation of EV charging points in Rother owned car parks.

3.2   Within the development of Rother's economy, there is one key milestone that has been identified:

- 500 additional rural homes with access to ultrafast (1GB) broadband infrastructure as part of the Rother Ecumenic Recovery Plan.

Rother's Strategy Documents

Climate Strategy (2020-2030)

3.3   The Council's Climate Strategy builds on the previous Environment Strategy (produced in 2020) after the Council declared a climate emergency. The Climate Strategy sets out how the Council will use its powers and influence to make the district climate-resilient, and reduce emissions to net zero, by 2030. It sets out five objectives which cover:

- Buildings and Energy Efficiency
- Transport
- Resource Consumption and Waste
- Biodiversity and Land Use
- Energy Generation

3.4   Some of these objectives cover infrastructure provision, such as the roll out of EV charging points on Council owned car parks, supporting sustainable forms of transport, and supporting renewable energy regeneration.

Playing Pitch and Built Facilities Strategy (2023 – 2039)

3.5   The Hastings Borough and Rother District Councils Playing Pitch and Built Facilities Strategy replaces the Council's previous two strategies for Playing Pitches and Leisure Facilities. The new strategy builds on the importance of facilities for sport and physical activity to the health and wellbeing of the local population as well as recognising the vital contribution these facilities make to the local economy and quality of life for all residents, communities, and visitors.

Open Space, Sport and Recreation Study (2006)

3.6   The Open Space, Sport and Recreation Study (2006) looked at all green spaces and sports provision within the District including sites and facilities in the ownership of Town and Parish Council's, the County Council and private owners. Local standards for quality, quantity and accessibility of provision were set enabling shortfalls in provision to be identified. This information was used to determine green space, sport and recreation requirements within new residential developments.

Rother District Council's Community Infrastructure Levy (CIL) Governance Arrangement & Funding Decision Protocol

3.7   The Council has reviewed the process for allocating the strategic portion of CIL. The Governance Arrangements & Funding Decision Protocol, which sets out this process, was approved by Council on 31 January 2022. This protocol details how the Strategic CIL Allocations Panel will invite, prioritise and allocate funding applications. Strategic CIL funding will be allocated from three funding pots, which will fund different types and locations of infrastructure priorities, including one pot which is specifically designated for projects which mitigate against the climate emergency.

3.8   The projects that the Panel consider for strategic CIL funding will be decided upon from the Priority List. This list will be informed by RDC's Infrastructure Delivery Plan (IDP), through annual and regular contact with Town and Parish Council's and infrastructure providers and from expressions of interest for inclusion on the

Priority List. The IDP sets out a list of infrastructure requirements to support development proposed by the Local Plan.

3.9   The Panel will invite applications for funding from infrastructure projects on the Priority List and then consider and decide whether to allocate funding. The Panel will follow the decision making and prioritisation guidance set out in the Funding Decision Protocol to asses each application, they will also be informed by officer assessments and recommendations. The decisions of the Panel will require approval, via delegated authority, from the Chief Executive. Projects for which funding is allocated will enter into Funding Agreements and be subject to regular and ongoing monitoring.

Currently, the Governance Arrangement and Funding Protocol are under review.

4 Facts and Figures

Key Facts for Rother

4.1 The latest Infrastructure Funding Statement (IFS) for the financial year 2022/23 reported on the amount of CIL and S106 contributions that the Council had received, any expenditure, and therefore also the monies retained for the future. Figure 1 summaries the key figures from the IFS.

Figure 1: Headline figures from 2022/23 IFS

Headline Figure	Value
CIL received	£1,515,107.33
CIL expenditure	£518,661.68
CIL retained	£6,230,487.56
S106 received	£113,178.30
S106 spent	£172,041.29
S106 retained	£3,207,746.29

Authority Monitoring Report

4.2 The latest Local Plan Authority Monitoring Report (AMR) includes monitoring figures for several policies in the Core Strategy, with those relating to District wide infrastructure repeated below.

<u>Accessibility</u>

4.3 On the whole, Figure 2 shows most people have retained a similar level of access to services between 2017 and 2019. There were large decreases in access to Further Education and Hospitals. Paragraphs 5.48 to 5.51 of the AMR explain that these are down to changes in how the Department for Transport considered sourced the data for hospitals and altered how the (then newly formed) East Sussex College Group is considered to be located.

Figure 2: Percentage of people in Rother within 30 mins public transport time of services (indicator for TR2 (i-vi), TR3 (i-ii))

Rother	2017	2019	Yearly change	Change since 2014
Employment Centres	94.6%	95.8%	1.1%	1.6%
Primary Schools	97.4%	98.5%	1.1%	1.1%
Secondary Schools	87.0%	85.8%	-1.2%	0.8%
Further Education	62.9%	46.3%	-16.6%	-18.5%
GPs	95.3%	95.0%	-0.3%	-2.0%
Hospitals	52.6%	8.4%	-44.2%	-42.6%
Food Stores	96.8%	100.0%	3.2%	3.5%
Town Centres	80.2%	81.8%	1.6%	-0.3%

4.4 Figure 3 shows there has been a slight downwards trend in the percentage of people within 15 minutes of a town centre by public transport or walking.

Figure 3: Percentage of people in Rother with reasonable access (within 15 mins) to a town centre by public transport/walking (indicator for TR1 (iii – iv), TR3 (ii))

Rother	2017	2019	Yearly change	Change since 2014
Town Centres	29.3%	27.3%	-2.0%	-3.3%

Connectivity

4.5 In 2011, there were 672 total in-commuters to the District and 2,288 total out-commuters who used the train. Data only available at District level.

4.6 In 2011, 58.2% of all employed people within Rother commuted via a car or van. Data only available at District level. Updated data not expected until next census.

4.7 In 2011, 16.9% of out-commuters used public transport. Data only available only at District level. Updated data not expected until next census.

4.8 The number of internet users in East Sussex has decreased slightly between 2019 and 2020. The data in Figure 4 is only available at County level.

Figure 4: Number of people in East Sussex, aged 16+, who have used the internet within the last 3 months (indicator for RA1 (ii), RA2 (ii), RA3)

Internet Users	2019	2020	Yearly change	Change since 2013
Adults (16+)	93.7%	91.8%	-2.0%	14.3%

Health, Leisure, and Recreation

4.9   Figure 5 shows there was a large decrease between 2019/20 and 2020/21 in the net floorspace of C2, D1 & D2 uses.

Figure 5: Net additional C2, D1 & D2 completed in Rother (indicator for CO1, CO2, CO3)

C2, D1 & D2 Floorspace	2019/20	2020/21	Yearly change	Change since 2011
Rother	5,700	-356	-6,056	8,275

4.10   Participation in sport has seen a decrease between 2018/19 and 2019/20, though Figure 6 shows this is greater than the smaller decrease when compared with 2013.

Figure 6: Participation in sport within Rother (indicator for CO1, CO2, CO3, CO5)

Participation in Sport	2018/19	2019/20	Yearly change	Change since 2013
Adults (16+)	79.2%	76.0%	-3.2%	-1.5%

4.11   There has been a mixed trend in the recorded road casualties in Rother. Comparing 2019 and 2020, Figure 7 shows most measures saw a decrease. However, when comparing with 2011 only one of the three measures has decreased (and that is the more minor type of casualty).

Figure 7: Recorded road casualties in Rother (indicator for TR1 (iii – iv), TR3 (ii))

Road Casualties	2019	2020	Yearly change	Change since 2011
Total	396	285	-28.0%	-2.1%
Fatal	5	7	40.0%	0.0%
Serious	84	65	-22.6%	6.6%
Slight	307	213	-30.6%	-4.5%

4.12   In September 2016 there were 8,301 residential properties at risk of flooding (in flood zones 2 or 3) in Rother. Data is only available at a District level.

SA/SEA Scoping Report Indicators

4.13   In addition to the Annual Monitoring Report indicators, the Council have indicators that have been prepared as part of the Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) Scoping Report to support the development of the emerging Local Plan. The data helps to create a baseline assessment which will be monitored in future years as the Local Plan develops through to adoption. As with the monitoring indicators for the current Local Plan, there are some SA/SEA indicators that relate to infrastructure, which are repeated below. There is some overlap between the indicators used in the Annual Monitoring Report and the SA/SEA and have not been repeated here.

Energy and Water Consumption

- The proportion of people who travel to work by car as per the 2011 Census was 63.6%, down 1% since 2001.

Flooding and Coastal Erosion

- There are 38,300 properties at risk from tidal flooding. This indicator reflects the number of properties at risk from coastal flooding, if hypothetically the existing coastal defences, as they presently function, were not in place. Data has been sourced from the latest relevant coastal defence strategies which span from 2003 to 2015. The areas that two of these strategies measure include stretches of coastline outside of the District. The stated number of properties at risk therefore includes properties outside of the Rother District boundary.

Health and Wellbeing

4.14   Figure 8 outlines that there has been a slight decrease in the activity levels of activity of Rother residents. This correlates with the decline in the numbers participating in sports.

Figure 8: Levels of activity and inactivity, 16+ (Nov 2019/20)

Levels of activity and inactivity	2018/19	2019/20	Change
Active (150+ minutes a week)	57.4%	57.3%	-0.1%
Fairly Active (30-149 minutes a week)	18.3%	16.4%	-1.9%
Inactive (<30 minutes a week)	24.3%	26.3%	2.0%

4.15   There has, on the whole, been a consistent level of access to services within Rother as well as the urban areas monitored in Figure 9. The large decrease in hospital and further education access has been explained in paragraph 4.3 of this report.

Figure 9: Access to services within 15 minutes of public transport / walking – urban areas (2017)

Rother	2017	2019	Change
Employment Centres	72.2%	72.4%	0.2%
Primary Schools	71.8%	73.8%	2.0%
Secondary Schools	18.8%	18.5%	-0.3%
Further Education	9.2%	8.1%	-1.1%
GPs	57.2%	58.5%	1.3%
Hospitals	13.8%	0.5%	-13.3%
Food Stores	69.5%	99.0%	29.5%
Town Centres	29.3%	27.3%	-2.0%

Bexhill	2017	2019	Change

Employment Centres	98.8%	99.6%	0.8%
Primary Schools	86.6%	90.3%	3.7%
Secondary Schools	24.0%	22.3%	-1.7%
Further Education	17.1%	18.8%	1.8%
GPs	72.7%	75.6%	3.0%
Hospitals	26.5%	0.0%	-26.5%
Food Stores	81.0%	100.0%	19.0%
Town Centres	38.1%	36.6%	-1.5%

Battle	**2017**	**2019**	**Change**
Employment Centres	48.8%	48.2%	-0.6%
Primary Schools	48.5%	48.6%	0.1%
Secondary Schools	54.1%	45.5%	-8.6%
Further Education	0.0%	0.0%	0.0%
GPs	86.5%	80.4%	-6.1%
Hospitals	0.0%	0.0%	0.0%
Food Stores	86.5%	100.0%	13.5%
Town Centres	78.7%	72.7%	-6.1%

Rye	**2017**	**2019**	**Change**
Employment Centres	22.5%	22.6%	0.1%
Primary Schools	21.1%	15.6%	-5.5%
Secondary Schools	26.6%	26.0%	-0.6%
Further Education	32.5%	0.0%	-32.5%
GPs	100.0%	100.0%	0.0%
Hospitals	0.0%	0.0%	0.0%
Food Stores	95.2%	100.0%	4.8%
Town Centres	100.0%	92.6%	-7.4%

4.16   The number of reported crimes (Figure 10) has increased between 2019 and 2020 with a smaller increase where there has been violence against the person compared to all recorded offences.

Figure 10: Police recorded crime (2019/20) (indicator for Health and Wellbeing)

Crime (per 1,000 pop)	**2019**	**2020**	**Change**
All recorded offences	55.0	63.3	8.3
Violence against the person	19.4	22.3	2.9

Natural Landscape

- 33% of total households have an accessible natural greenspace, of at least 2 ha in size, no more than 300 metres (5 minutes' walk) from home.
- 53% of total households have at least one accessible 20 ha site within 2 km of home.
- 14% of total households have at least one accessible 100 ha site within 5 km of home.

- 0% of total households have at least one accessible 500 ha site within 10 km of home.

Transport

4.17   Figure 11 outlines there was a very small increase of around 0.3% on the number of licensed vehicles in Rother.

Figure 11: Licensed Vehicles (total), 2020

Licensed vehicles	2019	2020	Change
Rother	66,002	66,217	215

4.18   Figure 12 and Figure 13 show the percentage of residents' mode and distance travelled to work and show that many people used a private vehicle to get to work, and there the commuting distances were fairly equal.

Figure 12: Residents by mode of travel to work, by number and percentage (2011)

Mode of travel to work	2011	Percentage
Private vehicle	25,844	68.8%
Walking and Cycling	4,550	12.1%
Public Transport	3,350	8.9%
Work from Home	3,593	9.6%
Other	246	0.7%

Figure 13: Residents by distance travelled to work, by number and percentage (2011)

Mode of travel to work	2011	Percentage
Work mainly at or from home	6,541	17.2%
<2km	5,826	15.3%
2-5km	3,730	9.8%
5-10km	5,398	14.2%
10-30km	7,281	19.1%
30+km	4,938	13.0%

4.19   Figure 14 shows the number of adults cycling and walking has decreased slightly between 2020 and 2021, with the greater reduction coming from those walking.

Figure 14: Cycling at least 3 x per week or walking (percentage of adults aged over 16) (2019/20)

Mode of travel	2020	2021	Change
Cycle	4.8%	3.5%	-1.3%
Walk (at least 10 minutes)	48.0%	45.9%	-2.1%

5   Evidence

5.1   Beyond the matters identified in the previous sections, there are further documents that provide important evidence for this background paper.

Infrastructure Delivery Plan 2019

5.2   The Infrastructure Delivery Plan (IDP) from 2019 is the current IDP used to determine the infrastructure needs in Rother to help support growth. This was produced to help support the DaSA. As such, the Council is working on updating the IDP so that it aligns with the current deficits and the requirements of the emerging Local Plan. A draft IDP is intended to be published alongside the Regulation 18 consultation stage.

Infrastructure Funding Statement 2022/23

5.3   Where the District Council receives a contribution from development through CIL or Section 106 planning obligations must prepare an Infrastructure Funding Statement (IFS). An IFS must cover the previous financial year from 1 April to 31 March. The 2022/23 IFS shows the money received and spent from CIL and S106 obligations. It also sets out the infrastructure priorities for the year ahead. Currently these are guided by the 2019 IDP but this will change to align with the emerging Local Plan.

5.4   Additionally, it is the intention to obtain the infrastructure priorities from Town and Parish Council's on an annual basis to ensure the most up-to-date information is being used.

Community Infrastructure Levy Charging Schedule and Instalments Policy

5.5   The Council's CIL Charging Schedule was adopted on 4 April 2016 and sets out the different rates for development across the District. At the same time, the Instalments Policy was produced to allow for larger CIL payments to be paid to the Council over several transactions. In the wake of the now paused Planning for the

Future White Paper, it was proposed that these policies are maintained until further information is produced from the Government and further work on the Local Plan is completed[1].

East Sussex County Council Infrastructure Funding Statement 2022/23

5.6   The IFS that is produced by ESCC covers the S106 obligations that are received by the County for matters under their remit. These cover transport, education, libraries, rights of way, household waste recycling sites, and environmental projects. Whilst the council's IFS covers both S106 and CIL, ESCC's does not cover CIL monies as the County is not a CIL charging authority. However, it does record where money has been allocated or passed on by a charging authority, such as Rother District Council, for works to be carried out by the County. This includes works in Rother to the London Road Corridor in Bexhill that are part funded by CIL.

Partner organisation plans and strategies

5.7   In addition to the policies identified in Sections 2 and 3 and the evidence presented earlier in Section 5, there are several other plans and strategies that are in place across the area from partner organisations that operate within Rother District.

East Sussex Fire and Rescue Service Estates Strategy 2018-2025

5.8   The Estates Strategy sets out the general direction that the Estate will take through to 2025, the approach taken in getting there and the policies that will be applied to decision making, governance and audit requirements and it will also be the foundation for the effective management of the Estate.

East Sussex Fire and Rescue Service Integrated Risk Management Planning 2020-2025

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[1] Minute CIL21/4 parts 3 and 4 from the Community Infrastructure Levy Steering Group meeting 12 November 2021

5.9 The Integrated Risk Management Plan is a key planning document and describes how the Fire and Rescue Service will keep residents, and those that work or travel through the area, safe over the coming years. It describes the main risks to the communities and how they plan to use their available resources efficiently to reduce those risks.

Environment Agency South East Flood Risk Management Plan

5.10 Flood risk management plans (FRMPs) explain the risk of flooding from rivers, the sea, surface water, groundwater and reservoirs. FRMPs set out how risk management authorities will work with communities to manage flood and coastal risk over the next 6 years. Risk management authorities include the Environment Agency, local councils, internal drainage boards, National Highways and Lead Local Flood Authorities (LLFAs).

Environment Agency South East river basin district river basin management plan

5.11 The river basin management plan was most recently updated in 2022 and sets out several different water related aspects, as well as informing decisions on land-use planning because water and land resources are closely linked:
- current state of the water environment
- pressures affecting the water environment
- environmental objectives for protecting and improving the waters
- programme of measures, actions needed to achieve the objectives

National Grid Climate Transition Plan 2022

5.12 National Grid have published a Climate Transition Plan which outlines how they will reach net-zero by 2050 on Scope 1 (direct emissions), Scope 2 (indirect emissions) and Scope 3 (value chain) emissions. The electricity and gas that National Grid sell directly to consumers is classed as a Scope 3 emission. This covers the whole of National Grid plc's operations in the UK and US.

Network Rail South East Route: Kent Area Route Study 2018

5.13   Network Rail's [Kent Area Route Study](#) (which within Rother covers the Southern route between Hastings and Ashford International via Rye, and the Southeastern route between Hastings and London Bridge via Battle). It outlines options for improving the Marshlink service that operates between Ashford International and Hastings, via Rye. One of the options is for this new route to then continue to Bexhill, Eastbourne and Brighton on the East Coastway line. The improvements include a new connection at Ashford International to allow direct access for High Speed trains to St. Pancras (this could go further than Hastings to either Bexhill or through to Eastbourne), electrification of the route between Ashford and Ore, redoubling of the route and general journey time improvements.

Network Rail South East Route: Sussex Area Route Study 2015

5.14   Within Rother, the [Sussex Area](#) only covers the Southern East Coastway route that operates between Hastings and Brighton, via Bexhill and Eastbourne, and London Victoria via Lewes. There are no major improvements planned within Rother, though improvements to the wider network will likely lead to improved journeys to and from Rother.

SGN RIIO-GD2 Business Plan 2021-2026

5.15   SGN's [business plan](#) aims to address their customers, communities and environment with a drive to net-zero by 2045. The plan is aligned to three commitments which address seven priorities. The net-zero aims involve introducing hydrogen or biomethane gases into the network to accelerate decarbonisation of the gas grid.

South East Water Water Resources Management Plan 2020-2080

5.16   The [water resources management plan](#) sets out how South East Water will plan to secure water supplies for today's and tomorrow's customers, from 2020 to 2080. The plan sets out the estimate of the amount of water that will be needed, and what will need to be do – where and by when – to meet those future water needs. This plan balances the needs of customers and the environment as well as the cost of implementing it.

Southern Water Drainage and Wastewater Management Plan

5.17   Drainage and Wastewater Management Plans (DWMPs) set out how water and wastewater companies intend to extend, improve and maintain a robust and resilient drainage and wastewater system. DWMPs must improve the water sector's approach to long-term drainage and wastewater planning with a view to providing greater transparency, robustness and clarity towards investment decisions.

Southern Water Water Resources Management Plan 2020-2070

5.18   Southern Water's Water Resources Management Plan (WRMP) sets out how they propose to ensure that there is a secure and reliable supply of water for their customers over a 50 year period. It is updated every five years to take account of new information. The WRMP contains detailed proposals that take account of challenges known to already exist, and a range of future uncertainties. They identify a number of improvements and new developments in the WRMP that they propose in response to these challenges and uncertainties, to ensure water supplies are available in the future.

Sussex Health & Care Integrated Care System plans and priorities

5.19   The newly formed Sussex Health & Care Integrated Care System is made up of several health and care organisations across the whole of Sussex.

Sussex Police Estates Strategy 2018-2022

5.20   The Estates Strategy sets out how the Sussex Police and Crime Commissioner will provide the Chief Constable with the estate required to deliver the priorities in the Police & Crime Plan 2018/22, support the mission, vision and values of Sussex Police and meet the requirements of the Strategic Policing Requirement, all within challenging financial boundaries.

6 Consultation and Engagement

Early Engagement Strategy

6.1 The Council published its Early Engagement Document and Strategy in April 2021 which set out how the Council would engage throughout the Local Plan process. It contains a table that outlines how the Council will undertake their Duty to Cooperate functions with partner organisations. Alongside this, the Council conducted a wide-ranging questionnaire on all matters that the emerging Local Plan could address. Concerning infrastructure, two questions asked about the infrastructure in the respondent's local area (left) and also of the district (right). These findings are summarised in Figure 15.

Figure 15: What infrastructure should be included in the Local Plan for your local area (left) and District (right)?

Targeted Infrastructure Engagement

6.2 In October 2021, a questionnaire was produced to get an early understanding of the infrastructure provision in the District. It was sent out to each infrastructure provider identified as having an interest in Rother, as well as all Parish and Town Councils in the District. In November 2021, this questionnaire was also sent to every Ward Member to gain further insights.

6.3 Whilst each questionnaire was tailored to the three different audiences, the general idea of the questionnaire was to gain an idea of already known deficits in

infrastructure. It then asked for respondents to outline any infrastructure that would be needed in the future.

6.4   For the Infrastructure Providers, meetings were sought to discuss the matters raised and also to further the Council's requirements for Duty to Cooperate, as will be outlined in the next section.

6.5   Figure 16 shows that there are several categories of infrastructure provided within Rother, with each having a major importance of helping support the sustainable growth of the District.

Figure 16: Infrastructure categories in Rother District Council
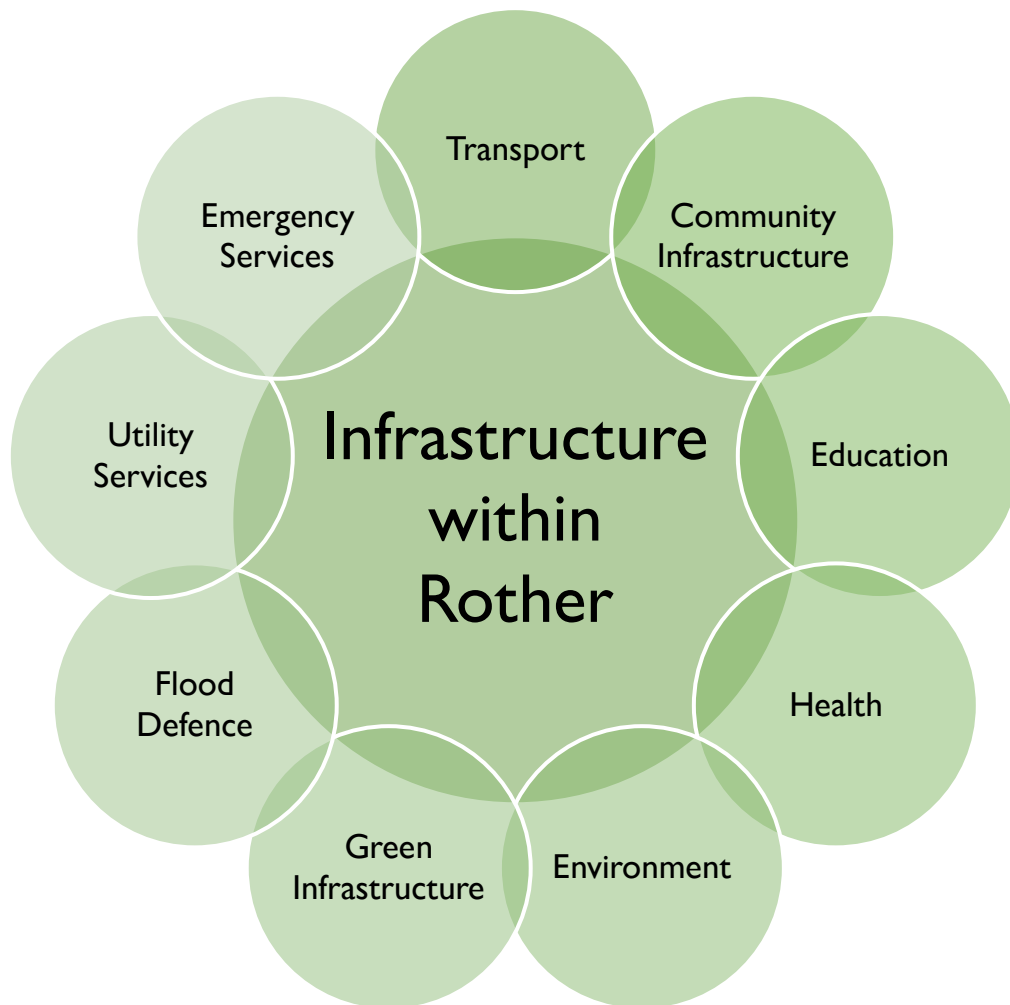
6.6   Figure 17 below shows how the Town and Parish Councils and Ward Members responded to the questionnaire sent to them. As can be seen from the Town and Parish Councils, public transport is the top deficit across the District, closely

followed by health infrastructure and pedestrian and cycling infrastructure. For the Ward Members, the most common infrastructure deficits revolved around pedestrians and cyclists, roads, and community infrastructure. A list of respondents to the questionnaire is in Appendix 2.

Figure 17: Infrastructure deficits identified by Town and Parish Councils (as of 23/12/2021)

Infrastructure deficits identified within Rother
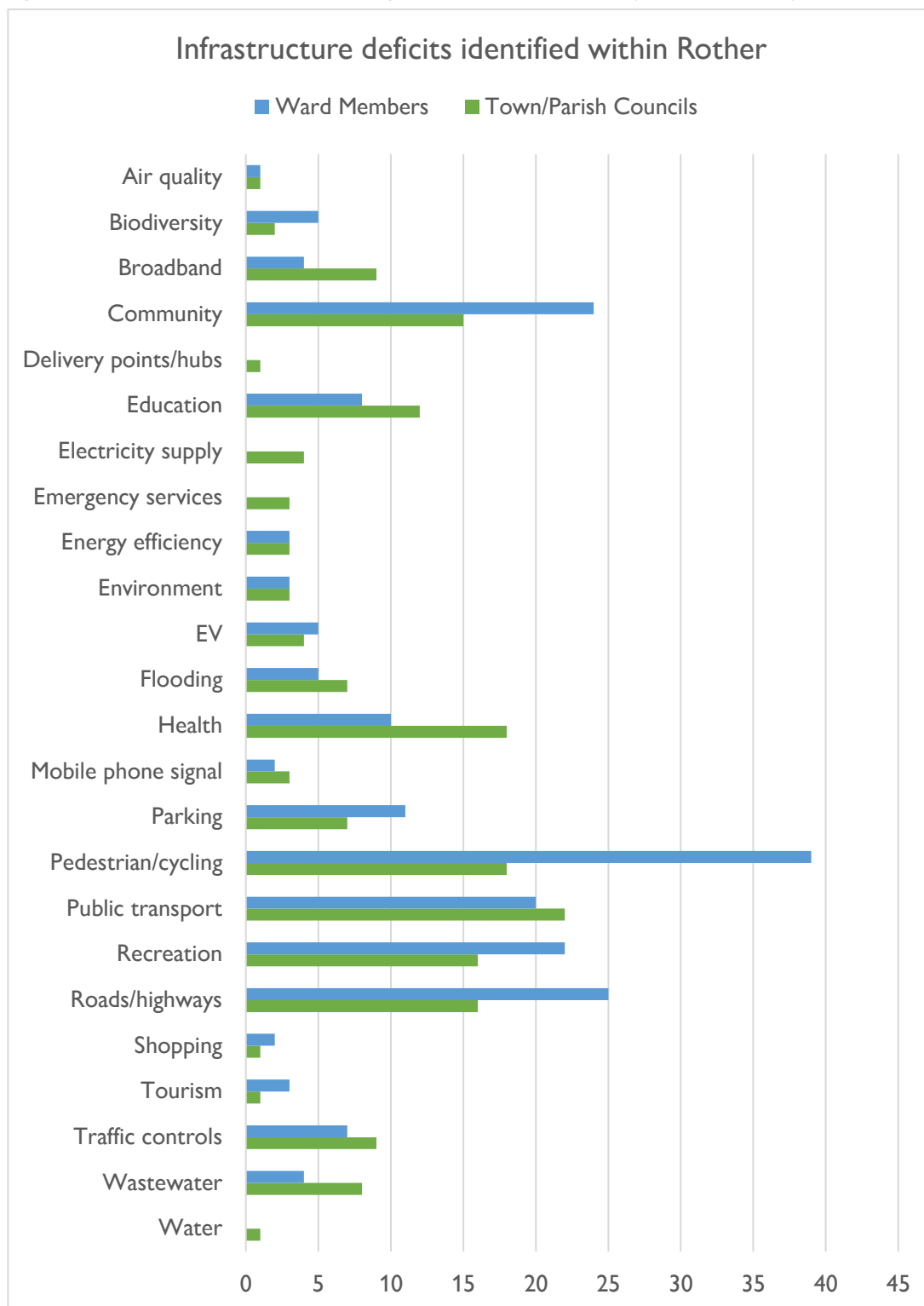
6.7   All of the identified issues will be taken into consideration for new Local Plan policies as well as when a new IDP is produced, supplemented by the responses from the Infrastructure Providers which can be found (summarised) in Appendix 3.

Working Groups

Rother District Council Strategic CIL Allocations Panel

6.8   Rother District Council, as a Charging Authority for CIL, retains a portion of CIL generated. This retained portion is called Strategic CIL and it must be spent on projects which deliver significant infrastructure to support the development of the area.

6.9   In order to effectively allocate strategic CIL monies to projects, Rother District Council has established the Strategic Community Infrastructure Levy Allocations Panel ('The Panel'). The Panel is comprised of Councillors and is supported by officers. The purpose of the Panel is to consider which projects should be invited to make funding applications; to consider submitted applications; and to allocate strategic CIL funding.

6.10   The Panel concluded the first round of funding in July 2022. An Expression of Interest form was produced in September 2022 and was sent out to infrastructure providers and Town and Parish Council's to have their projects be considered for a Priority List which The Panel will then use to invite projects to apply for CIL funds.

East Sussex Local Plan Managers Group

6.11   The East Sussex Local Plan Managers Group is made up of Planning Policy managers across the county to discuss key planning issues as well as best practice. Progress updates on each authority's Local Plan are also discussed.

Hastings and Rother Transport Action Group

6.12   The Hastings and Rother Transport Action Group (HARTAG) is a body that looks at the key transport projects across the area. These ideas are then fed into the wider regional projects and plans across the County and nationally.

Sussex CIL Officers Group

6.13   Within Sussex, there is a group made up of CIL Officers. Like the Local Plan Managers Group, the CIL Officers Group allows for the sharing of best practice as well as discussing issues relating to CIL.

Sussex Local Nature Partnership

6.14   The Sussex Nature Partnership is a voluntary partnership of over 30 organisations covering the whole of Sussex, including officers at Rother. The Partnership looks at biodiversity matters and also assisting councils to develop their biodiversity evidence base and creating a local nature recovery strategy.

Water Catchment Partnership Groups

6.15   Rother District Council falls within two water catchment areas, the Cuckmere and Pevensey Levels catchment and the Rother catchment. Officers at the Council sit in these organisations to convey information around the emerging Local Plan.

Duty to Cooperate

6.16   As part of the Council's Duty to Cooperate requirements, there has been correspondence with the Specific Consultation Bodies as per the Local Planning Regulations (2012) (as amended). There is a large overlap between those who the Council has a Duty to consult with and those who provide infrastructure in the district. As such, the Council has asked to have meetings with all Infrastructure Providers to discuss their provision within Rother District Council and to also explain the Council's Local Plan progress, as per the process outlined in the *Targeted Infrastructure Engagement* section. The meetings also aim to create a Memorandum of Understanding (MoU) – to lead to a Statement of Common Ground (SoCG) where appropriate – so that Rother District Council can get firm commitments from the Providers to help work on strategic matters to support the

Local Plan. Also, an MoU or SoCG will aid the sharing of information between the Council and the Providers so that any infrastructure issues can be identified early.

6.17   Furthermore, the Council is keeping a Duty to Cooperate Log to assist in preparing the Duty to Cooperate Statement that will be produced for the formal submission of the Local Plan. The meetings with the Infrastructure Providers form part of this Log, alongside other activities and engagement. This enables the Council to maintain a record of the ongoing and meaningful engagement with the Infrastructure Providers and Statutory Consultees.

7 Key Issues

7.1 Based on the evidence outlined, there are a few key issues that can be drawn out regarding infrastructure. These issues can be addressed through policies and the key issues below contain a brief overview of how this could be achieved.

Securing the necessary infrastructure to support development

7.2 As previously stated, there are many plans that affect Rother that concern the delivery of infrastructure. Many of these plans hold no planning weight and therefore there is the possibility to elevate their status where appropriate to ensure that infrastructure is delivered in Rother to support the development strategy.

7.3 This takes the form of the Infrastructure Delivery Plan (IDP). The current IDP was published in 2019 in support of the DaSA. The IDP is intended to be a key 'live' corporate document. It will be regularly reviewed and updated as the Local Plan is implemented and as further detail on infrastructure requirements and delivery emerge. The IDP itself is the evidence base that will support policy. As such, policies that make reference to the IDP can carry weight in the decision-making process if any infrastructure that is identified within the IDP is needed for an application.

7.4 Therefore, in support of the new Local Plan, the IDP is being updated to reflect the current needs of the District. The engagement work referred to in section 5 will help inform the infrastructure projects that will be listed and prioritised.

7.5 The Infrastructure Schedule within the IDP will list relevant infrastructure projects that are planned, together with their likely cost, funding source and status. In addition, information on the lead body to deliver the infrastructure, any dependencies on its implementation, its importance to the Local Plan, any risk to its delivery, and alternatives/ mitigations if the project does not get completed will also be identified. This will ensure that the Council has a comprehensive list of the projects that will enable sustainable development across the District for the whole Plan period.

Ensuring that specific types of infrastructure are secured and delivered

7.6   Throughout the engagement undertaken, those organisations consulted have identified and promoted a wide range of projects required to support the growth in Rother. The themes of these were summarised in Figure 17.

7.7   Expanding on the themes identified in Figure 17, there are numerous projects that have been identified, as Figure 18 shows. These themes can be addressed through specific policies to ensure that the right types of infrastructure are delivered for each theme to suit the local characteristics of Rother.

Figure 18: List of projects identified through engagement and consultation

Theme	Project
Community	Work with ESCC and Town/Parish Councils on local village/community hubs and facilities
Education	Liaise with ESCC to identify shortfalls in education places in the District Explore options to increase post-16 education within the District
Environment	Continue to be conscious of the Council's Environment Strategy to be carbon neutral by 2030
Flooding	Continue to work with our partners to address the issues of flooding, both inland and coastal
Green Infrastructure	Contributing towards the Nature Recovery Network for Sussex as well as other cross boundary strategies across the County and wider region
Health	Investigate options for improving all types of health facilities, particularly in areas that will see large scale developments
Sports and Recreation	Ensuring that there are enough facilities to suit the different age groups and activities. The evidence will be supplemented by the upcoming review of the Playing Pitch Strategy and Leisure Facilities Strategy
Transport	Improve the cycling network across the District, particularly where routes can join up with our neighbouring local authorities Install charging infrastructure District wide. This is alongside the change in Building Regulations for charging points at new developments Increase the walkability of major footfall areas, such as around railway stations and town centres Increasing bus services and changing routes/services to better link up with other modes of transport

	Exploring the idea of a Demand Responsive Transport service with ESCC to better serve the areas where a timetabled bus service may not be appropriate Work with all our partner organisations on measures to improve the roads throughout the District Look at if roads and junctions can be improved to address safety concerns
Utilities	Continue to support the rollout of faster broadband, and fibre to the premise where practical, particularly with the shift to a work from home model for some sectors as well as to the rural areas of the District Explore how a shift to renewable energy can be facilitated, in liaison with the utility providers Improve the reliability and reach of mobile signals/networks, especially as new technologies emerge Work with all the utility companies in the District to get assurances that new connections can be made to new developments Improving wastewater capacity and connections across the District, particularly with known issues around Bexhill

Securing financial contributions from development

7.8   Rother District Council can secure infrastructure through several mechanisms, primarily CIL and S106 agreements, with S278 agreements secured by ESCC as the Highways Authority to enable works to the public highway. As S106 agreements are to make a specific proposal acceptable, these will be used to secure localised infrastructure improvements. CIL will be used to fund schemes to help offset the impacts of development across the District.

7.9   The IDP will assist in the Council's CIL awarding as the projects listed in the IDP will give an indication to the importance of identified projects. As previously stated, the IDP is a live document and therefore the projects in the IDP are not necessarily the only projects that will need to be delivered throughout the Local Plan period, and therefore not the only projects that could get CIL funding. The projects identified for funding could be proposed by either the Infrastructure Providers or by the Town and Parish Councils in Rother. These will likely primarily come from the IDP but can also come through a periodic review of projects.

7.10   There is currently uncertainty over the future of CIL and the Government are looking into a new type of Levy. This will be monitored when and if there are consultations and/or legislative changes.

Further Duty to Cooperate matters

7.11   As the Local Plan progresses, the Council will continue to engage with all its partners and neighbouring local authorities through the Duty to Cooperate process. These discussions will be about many wide-ranging issues to do with the Local Plan, including infrastructure provision.

7.12   Of note will be the engagement once the quantum and locations of development have been published. It is at this point that the Council anticipates that those currently being consulted will be able to give a firm indication of the infrastructure deficits across the District.

Delivery of Specific Infrastructure matters

7.13   There will be some site specific infrastructure matters that will need addressing through this Local Plan. They will be addressed as the Local Plan development strategy is progressed and the infrastructure implications of the distribution of developments is known. These include, but are not limited to:

- Drainage, including SuDS;
- Junction and other road improvements;
- Pedestrian and cycle access/infrastructure; and
- Improvements to local public transport infrastructure;

Supportive policies to meet the requirements of the Local Plan

7.14   Any infrastructure policies that are included within the Local Plan need to help meet the other requirements set out in the Local Plan, such as infrastructure to support new developments. This includes ensuring that the right types of infrastructure are supported by the Council's policies, as well making sure that infrastructure is provided in a timely manner to minimise any delays in infrastructure being rolled out, especially where it is integral to any developments being built out. These issues are explored in *Section 9: Policy Options*.

8 Vision and Spatial Objectives for the Local Plan

Vision

8.1 By 2040: Rother District will be an attractive, desirable and affordable place to live, work and visit. The needs of all the local community will be met, with an emphasis on enhanced health and wellbeing for now and into the future. Bold solutions will have successfully addressed the climate and biodiversity emergencies and the housing crisis while protecting the High Weald National Landscape, our designated habitats, our heritage and our flood risk areas.

Development will be truly sustainable: Major development will be focused in places where sustainable development can be achieved. All development will be net zero carbon ready and provide biodiversity net gain. Sensitive, sustainable and well-designed development that meets local housing and employment needs will be complemented by the timely delivery of supporting infrastructure. The district will contribute to the UK's carbon sequestration and nature recovery goals.

Quality of Life will be enhanced: Residents will be able to live well locally within safe, balanced and age-friendly communities, where residents and visitors can reach the facilities and services they need, often by walking, cycling and public transport. Better local job opportunities will support flexible and changing working patterns with improved broadband coverage across the district. Close working with Parish and Town Councils will ensure that strategic planning priorities, objectives and policies are supported by our local communities, particularly through Neighbourhood Plans.

Strategic Spatial Objectives

8.2 There are 10 spatial objectives to the Local Plan which stem directly from the Vision. Six of these relate to infrastructure:
- Objective 1: Deliver net zero carbon ambitions through effective and supportive planning policies.

- Objective 5: Deliver sustainable growth and regeneration in Bexhill and its edges, along with Hastings Fringes, with supporting infrastructure, contributing to the needs of the wider housing and economic market area.

- Objective 7: Focus growth in sustainable locations across the district, or places that can be made sustainable through supporting infrastructure and community facilities.

- Objective 8: Enhance the sustainability and connectivity of local communities through sustainable transport measures and improved internet network coverage.

- Objective 9: Support and achieve safe, healthy, vibrant and mixed communities where the physical and mental health of residents is a high priority. Create high standards of inclusivity and accessibility to shared facilities for all the district's residents.

- Objective 10: Balance strategic planning with the opportunities for local delivery through neighbourhood planning.

9 Policy Options

Policies that support the delivery of infrastructure across the district

9.1 The Local Plan should devise policies that support the delivery of infrastructure across the district. At this stage of the process, this is as far as the Council can go until sites are allocated for development at the next stage of the Plan. The policies for those allocations will be dealt with outside of this background paper.

9.2 In setting district wide policies, the Council is aiming to enable new infrastructure to be provided through a mix of means, particularly through Section 106 agreements or through using CIL money that the Council has. The IDP will be utilised to set out these projects, giving greater detail on each project, such as their cost and timeframe for delivery. The annual IFS will be used to report on the projects in the pipeline for the following year.

9.3 As outlined in previous sections, there are a number of different themes that infrastructure can fall under. This is why there is a need for general policy options to ensure that all infrastructure is considered up front in the Local Plan process.

9.4 With the Council having declared a climate emergency, there is the opportunity to have a specific policy to address this. By having a policy on climate mitigation and/or adaption measures, this would support the green to the core agenda that this Local Plan has. A specific policy on green and blue infrastructure is also another policy consideration as this can sometimes not be considered under a more general overview of infrastructure.

9.5 A further policy area to consider is the assurances required for the implementation of infrastructure. This would help give confidence to the Council and the public that the infrastructure provision required as a result of the development would be implemented. This can be requested at various degrees of certainty/phasing, from being agreed and implemented upfront/early in the build out to just having agreements in place. These different levels will be explored in the following Options. It should be noted that many infrastructure providers will start to act once development commences so that all requirements are known.

Existing policy

9.6   Policy IM2 of the Core Strategy is:

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.

9.7   The following areas address the different themes needed to support infrastructure delivery and improvement, without repeating infrastructure matters that are addresses in other background papers, such as green infrastructure which is within the Health and Wellbeing background paper.

Policy area 1: supporting infrastructure across the district

9.8   This policy option carries forward the existing policy IM2 with an addition to include the Infrastructure Funding Statement (which was first published in 2020 after the adoption of the Core Strategy) as an additional means of setting out the Council's infrastructure priorities.

Policy option 1a: infrastructure delivery across the district

Where new or improved infrastructure, including community facilities, is needed to support development, appropriate provision or contributions will be required. This will be

established in consultation with relevant infrastructure providers, and as set out in the Council's Infrastructure Delivery Plan.

The delivery of infrastructure will be secured by planning obligation or by condition attached to the planning permission, or by any other appropriate mechanism such as the Community Infrastructure Levy.

Policy area 2: timing and delivery of infrastructure

9.9   Within policy option 1 any infrastructure required can be delivered in different time frames. As such, the following policy options explore the different timings and delivery expectations.

Policy option 2a: a requirement to demonstrate that necessary infrastructure will be delivered

Planning permission will only be granted where it can be demonstrated, through the submission of appropriate evidence, that there is, or will be, sufficient infrastructure capacity to meet all the necessary requirements arising from the development. Where new infrastructure capacity is required, it must be demonstrated that it can be delivered upfront or early in the development phasing.

Applications must set out all the infrastructure implications of a proposal and how they have engaged and worked with infrastructure providers. This includes infrastructure that is required to be delivered both on or off-site. If infrastructure cannot be delivered upfront or early in the development timescale, an agreed timetable, secured through planning condition or legal agreement will need to be in place so that the infrastructure can be delivered as soon as practically possible. Larger developments may need to be phased to ensure that infrastructure can be provided in a timely manner.

The design and layout of a development must ensure future access to utility infrastructure for maintenance and upgrading.

Where a proposal would be made unviable in light on infrastructure requirements, open book calculations verified by an independent consultant approved by the Council must be provided. All viability appraisals will be made publicly available and will be assessed with

the assistance of an external consultant at the developers cost to ensure the value of planning obligations has been maximised, having regard to development viability.

Policy option 2b: a requirement for early engagement for infrastructure delivery

Planning permission will only be granted where evidence is provided of working with infrastructure providers, where infrastructure provision and/or improvements are required as a result of the development.

Policy area 3: Safeguarding strategic infrastructure

9.10   It is critical that the Council safeguards existing infrastructure services, facilities and utilities where they important to the needs of local communities and the wider district. The policy option below therefore references the need to protect infrastructure unless an equivalent replacement/improvement is provided or there is sufficient alternative provision of the same type in the local area.

Policy option 3a: safeguarding strategic infrastructure

9.11   It is important that existing infrastructure services, facilities and utilities are protected where they contribute to the needs of local communities. This is unless an equivalent replacement/improvement is provided or there is sufficient alternative provision of the same type in the local area, subject to requirements set out elsewhere in the Plan. Replacement facilities must be provided to at least the same standard which includes floorspace, volume, functionality and purpose.

Policy area 4: Digital connectivity

9.12   Currently, policy EC1 (vii) of the Core Strategy says that economic activity and growth will be coordinated through "facilitating investment in high quality ICT connections, especially to business locations, new residential development and as part of infrastructure projects." With the advances in broadband technology since the adoption of the Core Strategy in 2014, there is a need to have a stronger policy to ensure that good broadband for all uses, particularly in rural areas, is provided for in new developments. Fibre to the premise (FTTP), fibre to the home (FTTH), or full fibre involves having a fibre optic cable be laid from the exchange via the

cabinet all the way to the premise. This improves on fibre to the cabinet (FTTC) where a fibre cable will be used from the exchange to the local (often green) cabinet and then a copper cable is used to connect from the cabinet to the premise.

<u>Policy option 4a: FTTP for all major developments</u>

Major residential and non-residential development will be required to provide a Fibre to the Premise (FTTP) connection.

Where the applicant deems this to not be feasible, evidence will need to be provided to demonstrate this for the consideration of the Council. In circumstances where it is agreed that FTTP cannot be delivered, the next most feasible fastest broadband speed will be provided.

<u>Policy option 4b: FTTP agreed on a site by site basis through S106 agreements</u>

The installation of fibre to the premise (FTTP) will be agreed on a case by case basis through a Section 106 legal agreement or equivalent. Where the installation of FTTP is agreed to be not feasible, the next best alternative will need to be provided.

<u>Policy option 4c: Supporting the rollout of faster broadband including FTTP</u>

The Council supports the roll out of broadband infrastructure and improving broadband speeds across the district. This includes providing the fastest broadband speeds, such as fibre to the premise, where this is feasible.

Policies that support the delivery of infrastructure on specific sites

9.13   At this stage of the Local Plan process, it is only possible for the Council to devise policies on the overall infrastructure strategy for the district. As the Local Plan progresses and site allocations are made, the Council will then be in a position to know the specific infrastructure requirements that will need to be in place to support the sites that come forward. Through the site allocation process, any infrastructure that is required as part of the site being allocated will be detailed in the specific allocation's policy that will not be within this background paper.

10   Sustainability Appraisal

Summary of policy areas from sustainability appraisal

Policy area	Option	Comments and recommendation
Policy area 1: supporting infrastructure across the district	Policy supporting the delivery infrastructure in the district	Whilst this policy option scores relatively well on the SA, it is felt that this policy option should be incorporated into a wider infrastructure policy to ensure that there is one strong policy instead of multiple interlinked policies.
Policy area 2: timing and delivery of infrastructure	Policy requiring proof that infrastructure will be delivered	This policy option seeks to set a relatively high bar for evidence that the required infrastructure needed to support new development will be in place. It is felt that, as with the policy option above, one overarching policy on infrastructure is best.
Policy area 2: timing and delivery of infrastructure	Policy requiring engagement with infrastructure providers	This policy option sets a weaker requirement on new development and ensuring the infrastructure provision is in place. As such, it is felt that this policy is not to be carried forward.
Policy area 3: Safeguarding strategic infrastructure	Policy requiring safeguarding current infrastructure and only permitted an equivalent (at a minimum) is provided	As with other policy options being combined into one, this policy option should also be brought into one overarching infrastructure policy.
Policy area 4: Digital connectivity	Policy requiring Fibre to the Premise on all major applications	Out of the three policy options on digital connectivity, this policy option is the strongest in its requirements and therefore is recommended to carry forward.
Policy area 4: Digital connectivity	Policy requiring Fibre to the Premise on a case by case basis	This policy option is weaker in its requirements than the first policy option, and therefore is not recommended.
Policy area 4: Digital connectivity	Policy encouraging the general rollout of faster broadband	This policy option is weaker in its requirements than the first policy option, and therefore is not recommended.

Appendix 1: Current policies relating to infrastructure

Core Strategy

- OSS3 (ii): To consider the locations of development in the context of the capacity of, as well as access to, existing infrastructure and services, and of any planned or necessary improvements to them
- BX1 (ii): Develop local amenities, including support for community activities and facilities, learning opportunities, and improved sports and leisure facilities, including a new leisure/swimming centre, and a network of accessible green space around the town, as well as by implementation of the Combe Valley Countryside Park
- BX1 (v): Improve road, rail, bus and cycling access within Bexhill and between the town and Hastings, via an integrated sustainable local transport strategy for the Bexhill and Hastings area
- BX1 (vi): The Bexhill to Hastings Link Road, associated 'greenway' and new 'quality bus corridors'
- BX1 (vii): A cycle network that focuses on 'utility' routes to the town centre, schools, colleges and workplaces, and recreational routes into the Countryside Park and along the seafront
- BX2 (i): Promote a co-ordinated town centre initiative to improve its use for shopping, services and leisure, including through investment in the public realm, increased parking capacity, links to the seafront, activities and marketing
- BX2 (ii): Develop a holistic pedestrian and traffic management strategy that combines improved accessibility for buses and additional parking capacity with ensuring a more attractive shopping environment
- HF1 (iv): Further investigate opportunities to improve access to the A21 at Baldslow, including through bus improvements
- RY1 (i): Promote efficiencies and improvements to the strategic transport network to improve connectivity between Rye and other major urban centres
- RY1 (ii): Support traffic management on the local road network, promote sustainable alternatives to the car and implement the objectives stated in Local Transport Plan 3 and the Rye Local Area Transport Strategy
- RY1 (vi): Seek to secure and maintain effective flood defences for Rye and Rye Harbour, whilst also minimising and managing flood risk
- RY1 (ix): Promote green tourism initiatives, including careful management of Rye Harbour Nature Reserve and, where feasible, new habitat creation and green

infrastructure linkages, that protects and enhances the integrity of the internationally important ecological interests

- RY1 (xi): Maintain and enhance the community, cultural and tourism assets of both Rye and Rye Harbour village
- BA1 (ii): Implement the ESCC Battle Local Area Transport Strategy, particularly measures that minimise the demand for cross-town vehicular traffic; and improve pedestrian and cycle access to services/ facilities from new and existing development
- BA1 (vii): Implement improvements to the provision of open space, sport and recreation facilities, in accordance with adopted standards and strategies
- BA1 (viii): Ensure that new development does not put pressure on local infrastructure, and that it makes appropriate contribution to community and other infrastructure
- BA1 (ix): Seek opportunities for habitat creation, restoration and enhancement, particularly in identified Biodiversity Opportunity Areas to the east and west of the town
- RA1 (iv): Support for community, recreational and educational facilities that provide social and community benefits to villages (including village/ community halls and recreation areas). This may include provision of improvements to existing village halls or new halls, as well as support for further community resource centres / hubs, where appropriate
- RA1 (vi): Improved access to basic day-to-day services, particularly by public transport, walking and cycling. In order to facilitate this, new development will be sited in close proximity to key facilities and in locations accessible via a range of transport options
- RA2 (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
- SRM1 (iii): Support stand-alone renewable and low carbon energy generation schemes, particularly those utilising solar, biomass and wind energy technologies
- SRM1 (vii): Promoting more sustainable travel patterns in accordance with transport policy TR2, and through widespread fast broadband coverage
- SRM2 (i): Ensuring that the relevant water companies are aware of and have capacity to meet demands for water, wastewater and sewerage arising from new development
- SRM2 (ii): Ensuring that new development does not have an adverse effect on the water quality and potential yield of water resources, in line with the objectives of the South East River Basin Management Plan, including reference to groundwater 'source protection zones'

- SRM2 (iii): The promotion of sustainable drainage systems to control the quantity and rate of run-off as well as to improve water quality wherever practicable, and specifically for all development that creates impermeable surfaces within the hydrological catchment of the Pevensey Levels
- CO1: Community Facilities and Services
- CO2: New or improved primary healthcare facilities, particularly doctor's surgeries, as proposed in prevailing health development plans or otherwise identified as being necessary to meet the needs of the future population, will be supported though allocations, permissions and/or developer contributions in accordance with policy IM2 in Chapter 19 and the latest Infrastructure Delivery Plan
- CO3: Improving Sports and Recreation Provisions
- CO4 (iii): Continued investment in quality education and training facilities
- CO4 (iv): A good range of community, health and recreational facilities, including play areas, sports pitches and youth facilities
- CO4 (v): Prioritising investment in public transport and/or cycling to key services, such as education, health and leisure facilities
- CO4(vi): Making safety and community integration a priority in urban design
- CO5 (iv): Increases older people's engagement in community life, including through "hubs"
- CO6 - Community Safety
- EC1 (vi): Priority given to investment in transport infrastructure and services which provide effective economic benefits
- EC1 (vii): Facilitating investment in high quality ICT connections, especially to business locations, new residential development and as part of infrastructure projects
- EC6: Tourism Activities and Facilities
- EN4: Management of the Public Realm
- EN5: Biodiversity and Green Space
- EN6: Flood Risk Management
- EN7: Flood Risk and Development
- TR1: Management and Investment in Strategic Accessibility
- TR2: Integrated Transport
- TR3: Access and New Development
- TR4: Car Parking
- IM2: Implementation and Infrastructure
- IM3 (iv): Seek agreement with developers, and infrastructure providers where appropriate, to ensure that any infrastructure improvements to support development

are brought forward at the time they are needed and linked to the timing of development

Development and Site Allocations Local Plan

- DRM2: Renewable Energy Developments
- DEN4: Biodiversity and Green Space
- DEN5: Sustainable Drainage
- BEX1: Land at Levetts Wood and Oaktree Farm, Sidley, Bexhill
- BEX2: Land at Preston Hall Farm, Sidley
- BEX3: Land at North Bexhill – Infrastructure
  - BEX3a: Kiteye Farm and adjoining land
  - BEX3b: Land west of Watermill Lane
  - BEX3c: Land east of Watermill Lane
- BEX4: Land at Former High School Site and Drill Hall, Down Road, Bexhill
- BEX5: Land at Gullivers Bowls Club, Knole Road, Bexhill
- BEX9: Land off Spindlewood Drive, Bexhill
- BEX10: Land at Northeye (Former UAE Technical Training Project), Bexhill
- BEX11: Land at Sidley Sport and Social Club, Bexhill
- BEX12: Bexhill Town Centre
- BEX14: Land south-east of Beeching Road, Bexhill
- BEX15: Bexhill Cultural Area
- BEX16: London Road – Sackville Road Enhancement Area
- HAS1: Combe Valley Countryside Park
- HAS2: Land at Michael Tyler Furniture, Woodlands Way, Hastings
- HAS3: Land north of A265, Ivyhouse Lane, Hastings
- BEC1: Land east of Hobbs Lane, Beckley Four Oaks
- BRO1: Land west of the A28, Northiam Road, Broad Oak
- BRO2: Land at the Rainbow Trout public house, Broad Oak
- CAM1: Land at the Former Putting Green Site, Old Lydd Road, Camber
- CAM2: Land at the Central Car Park, Old Lydd Road, Camber
- CAT1: Land west of the B2204, Catsfield
- FAC2: Land east of Waites Lane, Fairlight Cove
- PEA1: Land south of Main Street, Peasmarsh
- WES1: Land at Westfield Down, Westfield
- WES2: Land at the former Moorhurst Care Home, Westfield
- WES3: Land south-east of Goulds Drive, Westfield

Appendix 2: Respondents to the infrastructure questionnaire

As of 01/02/2022

Town and Parish Councils	Ward Members	Infrastructure Providers
Battle TC	Cllr Bayliss	East Sussex Clinical Commissioning Group
Beckley PC	Cllr Byrne	East Sussex County Council, including their remit as the Lead Local Flood Authority
Bexhill TC	Cllr Courtel	East Sussex Fire and Rescue
Bodiam PC	Cllr Dixon	East Sussex Healthcare NHS Trust
Brede PC	Cllr Drayson	Environment Agency
Brightling PC	Cllr Errington	National Grid
Burwash PC	Cllr Gray	National Highways
Crowhurst PC	Cllr Harmer	Rother District Council
Ewhurst PC	Cllr Langlands	SGN
Fairlight PC	Cllr Madeley	South East Water
Guestling PC	Cllr Mier	Southern Water
Icklesham PC	Cllr Oliver	Sussex Police
Iden PC	Cllr Prochak	UK Power Networks
Peasmarsh PC	Cllr Thomas	
Pett PC	Cllr Timpe	
Rye TC	Cllr Vine-Hall	
Salehurst & Robertsbridge PC		
Sedlescombe PC		
Ticehurst PC		
Westfield PC		

Appendix 3: Summary of responses from infrastructure providers at Early Engagement Stage

As of 01/02/2022

Infrastructure Provider	Summary of response
East Sussex Clinical Commissioning Group	The East Sussex Clinical Commissioning Group (CCG) is a newly formed CCG that expands on the area previously covered by the Hastings and Rother CCG. Capacity issues are a concern and the CCG are exploring options across the District to increase capacity across the services they provide.
East Sussex County Council	East Sussex County Council (ESCC) act in many different capacities and have so far responded under several categories: buses, education, libraries, the flood authority, and waste and minerals.
Buses	ESCC have recently published their Bus Service Improvement Plan in collaboration with the bus operators within the whole County. There are many measures that will impact on Rother, primarily around creating more local hubs to better link rural communities together with their more urban neighbours as well as other modes of transport. The other major measure is to explore Digital Demand Responsive Transport to provide better options for passengers.
Education	ESCC have a School Organisation Plan which sets out the five-yearly projections for school places across the County. Currently, this outlines that most schools in Rother will be able to meet the current demands from the admission numbers set in the next five years.
Libraries	ESCC provide a Library and Information Service that promotes reading and knowledge as a route to leading fulfilling lives, prioritising our resources and expertise to support the needs of residents and communities in East Sussex. These are currently assessed to be meeting the core needs.
Lead Local Flood Authority	As the Lead Local Flood Authority, ESCC set out a Local Flood Risk Management Strategy. This outlines the different strategies across the County. These includes managing surface water runoff and the protection of environmentally sensitive landscapes.
Waste and Minerals	A new Waste and Minerals Local Plan is being produced to cover East Sussex, South Downs and Brighton & Hove. This builds on the current Plans from 2013 and 2017 which sets out how these two sectors will be managed and maintained.
East Sussex Fire and Rescue Service	East Sussex Fire and Rescue Service (ESFRS) have an Estates Strategy, Design Guide, Response and Resilience Strategy, and an Integrated Risk Management Plan that sets out the requirements for station and service improvements. Within Rother, these strategies mean that ESFRS are looking to improve all stations in the District to ensure they meet the ongoing requirements.
East Sussex Healthcare NHS Trust	The Healthcare Trust primarily deal with acute services. This includes Bexhill Hospital, as well as nearby Conquest and Eastbourne Hospitals. All three hospitals will see improvements set out in the outline business case, such as the refurbishment programme to meet the backlog maintenance to bring all assets to an appropriate standard.
Environment Agency	The Environment Agency have plans for flood defences in eastern Rother, cliff erosion and landslides protection in Fairlight Cove, shoreline erosion management between Bexhill and Cooden, beach management between Jury's Gap and The Suttons, dune management in Camber, protecting the Pevensey Levels, sea defences near the Lydd Rangers, and the Tilingham Sluice Tidal Barrier in Rye.

National Grid	National Grid operate national transmission systems for both electricity and gas. Companies make connections to these networks. It is not anticipated that works will need to be carried out by National Grid.
National Highways	National Highways are the highways authority for the Strategic Road Network, which in Rother is the A21 and the A259. There are known capacity issues on both stretches of road. Safety works on the A21 have been brought forward and are currently being implemented.
Rother District Council	As a District Council, Rother is responsible for Neighbourhood Services, which include car parks, cemeteries, parks and open spaces, and waste collection. The Council has several strategies and plans to ensure that the Council can meet the needs of the district. Playing Pitches and Leisure Facilities are both being looked at to see where deficits are. Electric vehicle charging points on Council owned car parks are also being explored.
SGN	SGN operate the gas network within Rother. Current modelling suggests that there will not be a big impact on their network. It is the Government's plan to end all new fossil fuel connections to domestic properties from 2025. SGN will model for non-domestic properties from this point. SGN are also looking at how to utilise gas-alternative fuels and the associated infrastructure this would require.
South East Water	South East Water are the predominate water supplier in Rother. The Bewl Water treatment works are known to need expanding and the scheme is on track. Further network resilience and transfer measures are also taking place.
Southern Water	Southern Water are the wastewater provider within Rother and also provide fresh water to some parts in the east of the District. Within Bexhill there are wastewater network reinforcement projects. This is on top of the District wide work to improve the capacity and resilience of the network, both from foul water and surface water.
Sussex Police	Sussex Police are keen to maintain their presence within Rother in line with any growth and want to ensure that new developments are designed in a safe manner. With some officers working more from home there is an opportunity to increase the efficiency of floor space within police stations.
UK Power Networks	UK Power Networks operate the electricity network within Rother. In line with other utility providers, UKPN make new connections to properties as and when they are requested from a developer. On overall capacity, UKPN currently feel that the demand can be met.