

ROTHER INFRASTRUCTURE DELIVERY PLAN

Supporting the emerging Local Plan

September 2026

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The Rother Infrastructure Delivery Plan (IDP) is a live document updated regularly to respond to changes in the plan-making process. The below versions have been published.

IDP Revision Schedule	Published
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PART A

1. About this IDP

Purpose

- 1.1 The aim of this Infrastructure Delivery Plan (IDP) is to:
- a. Provide Rother District Council with an understanding of the infrastructure requirements (including current or projected deficits) in the context of Local Plan growth
 - b. Plan and co-ordinate new infrastructure required to support Local Plan growth, ensuring a joined-up approach
 - c. Provide an evidence base to support the preparation and implementation of the emerging Local Plan; and
 - d. Provide supporting evidence in bids for external funding and to support proposals for specific sites to be protected for infrastructure required throughout the plan period.
- 1.2 The IDP does not consider all infrastructure in the district; instead, it focuses on the key infrastructure required to support the delivery of development strategy and associated growth proposed in the emerging Local Plan for Rother.

Methodology

- 1.3 This IDP presents an update to the previous 2019 IDP to support and reflect the Development and Site Allocations Local Plan 2011 - 2028 (adopted 2019), emerging

Rother Local Plan 2025-2042, and to consider any relevant national, regional, and local planning policy and infrastructure related changes which have taken place since 2019.

Review of the 2019 IDP and Infrastructure Funding Statement (IFS)

- 1.4 A comprehensive review of the 2019 IDP, [Rother's latest Infrastructure Funding Statement \(IFS\)](#) and East Sussex County Council's IFS has been undertaken. This provided updated findings, funding options, site-specific infrastructure requirements and developer contributions.

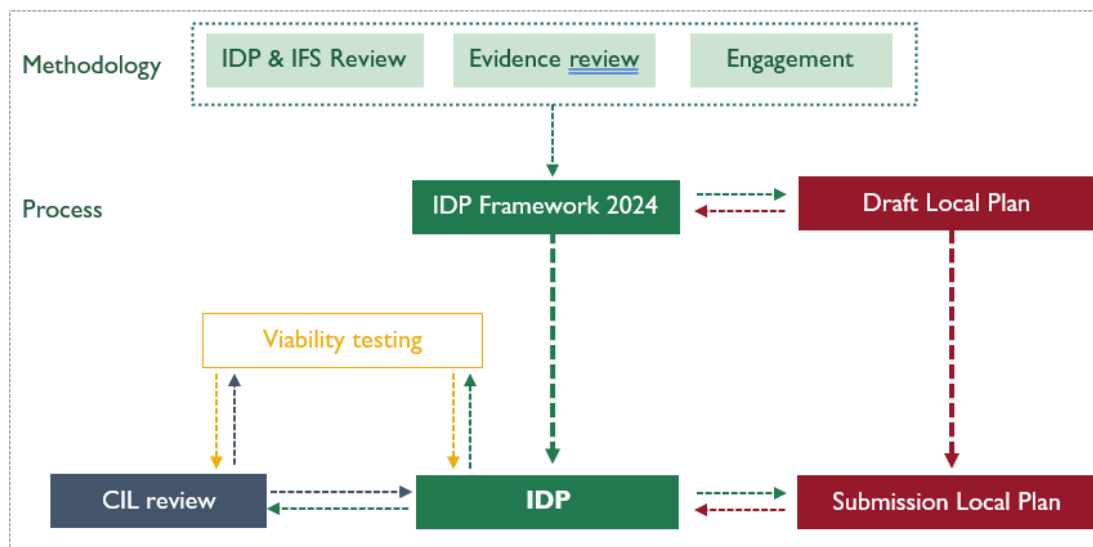
Technical evidence review

- 1.5 Analysis contained within the IDP is also informed by a range of technical evidence which supports the emerging Local Plan (available on the Council's website) as well as those prepared by relevant infrastructure providers. Links to these documents are provided within each infrastructure type section of the IDP.

Engagement with relevant infrastructure providers and Council services

- 1.6 It is important to note that infrastructure is delivered by a range of stakeholders and authorities and only a small proportion is or will be delivered directly by Rother District Council. As such, the IDP has been prepared and updated through engagement with relevant infrastructure providers and Council services. This process involved:
- a. Liaison with internal and external stakeholders, including other Council departments and services
 - b. Cross-boundary working to identify additional strategic infrastructure; and
 - c. Desk-based assessments of infrastructure providers' published reports, business plans, and investment strategies outlining current and emerging infrastructure provision.

Figure 1: IDP methodology and process



Interaction between the Community Infrastructure Levy (CIL), viability testing and the IDP

- 1.7 The IDP identifies infrastructure needs, timing, costs, and funding gaps, thereby informing how future CIL receipts may be allocated to support those priorities.
- 1.8 While CIL is an important funding mechanism, it is not expected to cover all infrastructure costs.
- 1.9 The IDP and viability testing work in an iterative, two-way process. The IDP provides an evidence base on infrastructure requirements and associated costs, which informs viability testing to assess whether planned development, including anticipated CIL and Section 106 contributions, remains financially feasible. In turn, the outcomes of viability testing can influence the IDP by identifying potential constraints on infrastructure delivery, helping to prioritise projects, adjust phasing, or explore alternative funding mechanisms. This ensures that infrastructure planning aligns with both development needs and financial viability.

Types of infrastructure

- 1.10 This IDP is structured to reflect types of infrastructure and the requirements for each.
- 1.11 Part A explains the background to this IDP, its purpose and how it has been prepared. Part B provides a schedule of infrastructure requirements to support planned development within Rother District during the proposed Local Plan period.
- 1.12 Chapter 3-9 within Part A set out requirements for each of the below infrastructure types:

Chapter	Category	Type
Chapter 3	Transport	Walking, wheeling and cycling Public transport Strategic and local road network
Chapter 4	Community and cultural facilities	Sports and recreation facilities Libraries Arts, and cultural facilities Youth and community facilities Places of worship
Chapter 5	Education	Early years and childcare Primary and secondary schools Further and higher education
Chapter 6	Health and social care	Primary care: GP surgeries, health centres Secondary care: hospitals, diagnostic hubs Community care: mental health, social care, care homes
Chapter 7	Green and blue infrastructure, and flood defence	Parks, open space and play areas Biodiversity and nature conservation Allotments Cemeteries and burial space Flood defences, sustainable drainage, riverside improvements
Chapter 8	Utility and energy	Water supply and wastewater infrastructure Waste and recycling infrastructure Energy infrastructure Digital infrastructure
Chapter 9	Emergency and security services	Police service Fire service Ambulance service

- 1.13 Each infrastructure type above follows a consistent structure which includes:
- a. a brief overview and context of the infrastructure type
 - b. a summary of existing provision and capacity
 - c. an assessment of the implications, impact or opportunities from planned growth
 - d. financial and delivery requirements

2. Context

Rother District profile

- 2.1 This section provides the context of Rother District to support the identification of infrastructure needs. It sets out key characteristics of the district, including its population, economy, transport, services, and environmental assets. Understanding these features helps to ensure that infrastructure planning aligns with current conditions and anticipated growth.

Location

- 2.2 Rother District is located on the southeast coast of England and is in the county of East Sussex, covering a largely rural area with a mix of small towns, villages, and countryside. Its key settlements include Bexhill, Battle and Rye, which serve as economic, cultural, and service hubs for the district. The district also covers numerous villages and hamlets scattered across the High Weald and along the coastal belt.

Adjoining areas

- 2.3 Rother's neighbouring areas include:
- a. Wealden District (East Sussex) to the west

- b. Hastings Borough (East Sussex) to the south west
- c. Ashford Borough (Kent) to the north/ northeast
- d. Tunbridge Wells Borough (Kent) to the north/ northwest
- e. Folkstone and Hythe (Kent) to the east

2.4 The district borders the English Channel to the south, providing a coastline with both residential and tourism functions.

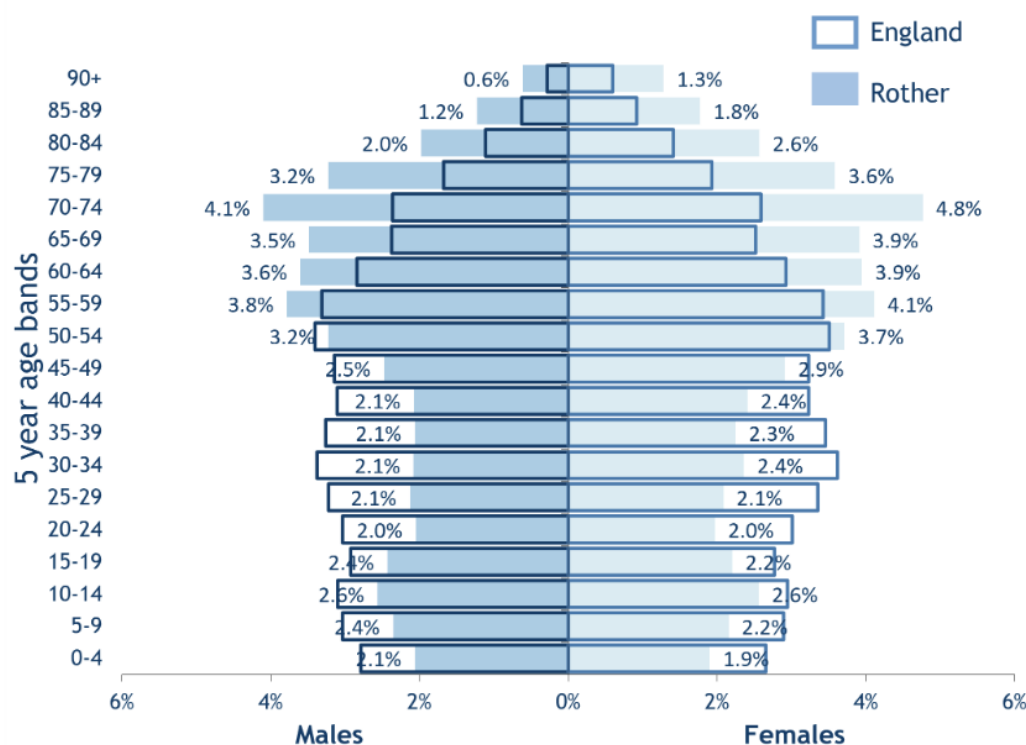
Figure 2 : Rother context map



Population and demographics

2.5 According to the 2021 Census, Rother has a population of 93,114, with many residents dispersed across rural areas, though nearly half live in Bexhill. The district has a much older population structure compared to England, and a lower percentage of younger people (for all ages under 50) than England. The overall age structure of residents is shown below.

Figure 3: Rother residents' age structure¹



Housing

- 2.6 According to the 2021 Census, the housing tenure distribution in Rother is dominated by owner-occupied dwellings (approximately 72.7% of households), this is followed by privately rented housing (around 16.2%), and socially rented housing (about 10.2%). The predominance of owner-occupied housing highlights a need for more affordable housing options, particularly for young families and lower-income residents.
- 2.7 Rother accounts for a significant share of holiday homes in East Sussex, with 13.1 per 1,000 dwellings designated as such, well above the county average of 6.3.

Education and skills

- 2.8 In Rother District, educational attainment among working-age residents (aged 16–64) remains modest compared to national averages. According to the ONS Annual Population Survey for 2024, 36.9% of the population hold qualifications at RQF Level 4 or

¹ Graphic source: East Sussex Joint Strategic Needs Assessment (JSNA) Rother district area profile https://www.eastsussexjsna.org.uk/area-profiles/rother-district-area-profile#age_structure

above (equivalent to NVQ Level 4+), while 58.9% have reached RQF Level 3 or higher, and 86.8% have at least RQF Level 2 qualifications.²

- 2.9 Additional data from the 2021 Census shows that 36.1% have a degree or higher, 22.3% have two A-levels or equivalent (i.e., Level 3), and 16.3% have five or more GCSEs (i.e., Level 2). Around 8.1% have no formal qualifications.
- 2.10 This data indicates that while a sizeable proportion of Rother residents have mid to higher-level qualifications, the share with graduate-level credentials is somewhat below the national average. This highlights opportunities to enhance access to higher education and promote workforce upskilling locally. Infrastructure provision in Rother will need to support the strategic ambitions set out in the Get Sussex Working Plan (GSWP 2025–2035) and the Sussex Local Skills Improvement Plan (LSIP 2026–2029) by ensuring local facilities can accommodate evolving training and employer-led skills needs.

Earnings

- 2.11 In 2023, the median gross annual salary for full-time resident workers in Rother was approximately £31,019, which is about 17.5% below the national average of £37,794 (LGINform, 2024). This suggests economic challenges such as limited job opportunities and lower income levels. This context is important for infrastructure planning, as it reinforces the need for investment that supports job creation and economic uplift in the district.

Economy and businesses

- 2.12 Rother District's economy is diverse, with wholesale and retail trade (14%) and construction (13%) being the largest sectors. Other key industries include accommodation and food services, financial and insurance services, agriculture, forestry, and fishing. Manufacturing, professional services, and business support employ fewer people.
- 2.13 Tourism is a significant contributor, supporting 21.6% of local employment and generating an average of £16.8 million per month in the local economy.

² NOMIS Labour Market Profile – Rother. Available at:
<https://www.nomisweb.co.uk/reports/lmp/la/1946157298/report.aspx>

- 2.14 The fastest growing industry in Rother is Retail, with jobs in the sector increasing 40% between 2020 and 2021. During the same period, Agriculture, Forestry, and Fishing saw a 17% decline in the number of roles.
- 2.15 Rother hosts around 4,600 businesses, the majority of which are small or micro enterprises; 88% employ fewer than nine people.³

Employment

- 2.16 Employment is concentrated in the main towns, particularly Bexhill and Rye, which provide most of the office, retail, and service-based jobs.
- 2.17 As of 2024, 64.7% of Rother's working-age population were in employment, significantly lower than the national average of 75.5%. Self-employment is relatively high at 14.1%, above both the South East (9.9%) and national (9.3%) averages. The unemployment rate (3.9%) is broadly in line with the national average. This suggests that while overall employment levels are lower than average, Rother has a strong reliance on self-employment and small businesses, highlighting the importance of supporting infrastructure such as flexible workspaces, high-quality digital connectivity, and transport links to sustain local economic activity. To support local economic activity and contribute to the ambitions of the Get Sussex Working Plan, physical infrastructure interventions must focus on delivering flexible workspaces, high-quality digital connectivity, and accessible transport links that connect residents to learning and employment hubs.

Transport and movement

- 2.18 Rother District is served by a network of strategic and local roads that connect key towns and villages within the district and link to surrounding areas. The A21 provides a key north-south route connecting Rother and Hastings to the M25, while the A259 runs along the coast, linking Bexhill, Rye, and other coastal settlements. Local B-roads provide access to rural communities. Rother's road network supports local and regional freight movements, particularly to the ports along the English Channel.

³ Rother District Council (2024) State of District Report.
<https://rother.moderngov.co.uk/documents/s9839/Appendix%20A.pdf>

- 2.19 Rail connections are provided mainly by the Southern and Southeastern rail networks, with main stations at Bexhill, Battle, and Rye. These offer direct services to London, Hastings, and Ashford International, supporting both commuter and leisure travel. Rother District's rail freight infrastructure is limited, with no dedicated freight terminals or significant rail freight operations within the district. The existing rail lines primarily serve passenger services, connecting Rother to London, Hastings, and Ashford. This means that most goods movements rely on the road network, which can lead to congestion and increased pressure on local infrastructure.

Health & wellbeing

- 2.20 Rother's population generally enjoys health outcomes on par with or slightly above national averages. Life expectancy stands at approximately 82 years overall, 84 years for females and 80 years for males, which is modestly higher than England in general (LGIInform, 2024). According to the 2021 Census, the share of residents identified as "disabled and limited a lot" fell to 7.5% in 2021, down from 8.2% in 2011. Rother's health service infrastructure includes 2 community hospitals, 10 GP practices, 16 pharmacies, and 65 care homes as of April 2024.⁴

Green and blue infrastructure

- 2.21 The district boasts a diverse range of natural assets, including ancient woodlands, wetlands, and coastal areas, which provide essential ecosystem services such as flood regulation, carbon sequestration, and biodiversity support. The district's blue infrastructure, encompassing rivers, streams, and coastal waters, plays a central role in managing surface water runoff and mitigating flood risks. The Pevensey Levels, a designated Ramsar site, are particularly sensitive to hydrological changes, necessitating the implementation of sustainable drainage systems (SuDS) to protect water quality and ecological health.

National planning policy and guidance

⁴ East Sussex Joint Strategic Needs Assessment (JSNA) Rother district area profile
<https://www.eastsussexjsna.org.uk/area-profiles/rother-district-area-profile>

National Planning Policy Framework (NPPF)

- 2.22 The preparation of the IDP is guided by national planning policy and associated practice guidance. The NPPF (December 2024 version) establishes the overarching requirement for Local Plans to be supported by an appropriate and proportionate evidence base. Requirements regarding local plans that are relevant to the IDP⁵, include:
- a. identify and coordinate the provision of infrastructure (paragraph 8)
 - b. align growth and infrastructure (paragraph 11)
 - c. be shaped by early, proportionate and effective engagement with infrastructure providers and operators (paragraph 16)
 - d. be deliverable over the plan period (paragraph 16)
 - e. be informed by effective joint working between strategic policy-making authorities and relevant bodies, particularly to establish where additional infrastructure is required (paragraph 26); and
 - f. set out the infrastructure contributions expected from development (paragraph 35).
- 2.23 Within the NPPF there are also various references to understanding and planning for types of infrastructure provision including transport, green infrastructure, social and digital infrastructure to support sustainable development and economic growth.

Planning Practice Guidance

- 2.24 The Planning Practice Guidance (PPG)⁶ further emphasises the role of the IDP in providing a clear understanding of existing infrastructure capacity, future needs, additional strategic infrastructure requirement, and planned investment. It advises that engagement with infrastructure providers and other relevant stakeholders is essential to enable this.

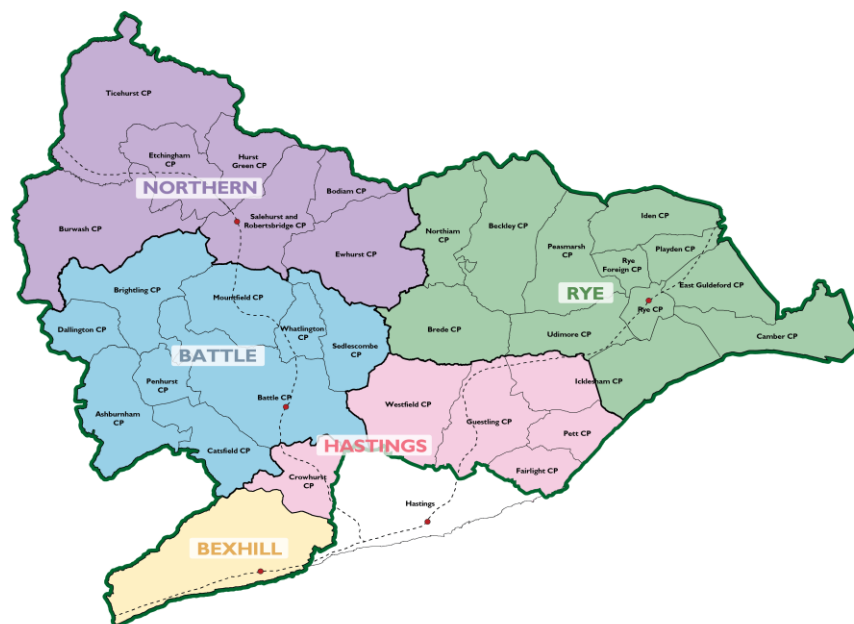
⁵ Although the IDP is not a development plan document, these requirements are relevant to its preparation.

⁶ (reference ID: 61-059-20190315)

Rother emerging Local Plan

- 2.25 The Council is currently preparing a new Local Plan. The Pre-Submission Local Plan (Autumn/Winter 2026) sets out updated proposals for the district's Development Strategy to 2042. Growth is focused through a landscape-led spatial development strategy, strengthening Rother's settlement pattern while meeting needs for housing, jobs, facilities, and services.
- 2.26 The Draft Rother Local Plan 2025-2042 distributes growth across five sub-areas, reflecting the connections of settlements to nearby towns and infrastructure. This spatial framework provides the most up-to-date basis for identifying infrastructure needs in the IDP and for guiding infrastructure providers in planning improvements.

Figure 4: Five sub-areas of the Development Strategy (Source: Draft Rother Local Plan 2025-2042 – Development Strategy and Site Allocations)



3. Transport

Walking, wheeling and cycling

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ National Highways: strategic highway authority, concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN). In the case of Rother district, this comprises the A21 and the entirety of the A259 situated within the district (noting that the connecting section through the intervening Borough of Hastings is managed locally).
- ▼ East Sussex County Council (ESCC): local highway authority, responsible for the planning, design, delivery, and maintenance of footpaths, cycleways, and other infrastructure that supports people, walking, wheeling and cycling. They coordinate funding, manage Rights of Way, and oversee local active travel initiatives.
- ▼ Kent County Council (KCC): neighbouring local highway authority responsible for managing the adjacent road network in Kent. KCC collaborates with RDC and ESCC on cross-boundary traffic modelling and assesses the impact of Northern Rother growth on strategic corridors into Kent (notably the A268, A229, and A228).
- ▼ Active Travel England: government executive agency who oversees local active travel delivery in England.
- ▼ Transport for the South East (TfSE): sub-national transport body who provides regional strategic guidance, supports funding applications, and sets priorities for active travel corridors.
- ▼ Walk Wheel Cycle Trust (formerly Sustrans): a key national non governmental organisation (NGO) partner supporting walking and cycling networks, often delivering or funding local active travel projects, including the National Cycle Network.
- ▼ Network Rail: relevant where cycling or walking routes intersect with rail corridors or stations (e.g., improving station access).

Relevant evidence base documents:

- ▼ Transport Strategy for the Southeast (TfSE, 2025)
- ▼ Strategic Investment Plan for the South East (TfSE, 2026)
- ▼ East Sussex Local Transport Plan 2024 – 2050 (LTP4) (ESCC, adopted 2024)

- ▼ LTP4 Investment Plan (ESCC, 2024)
- ▼ East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP) (ESCC, 2020) (subject to updates, including alignment with the local plan during 2026)
- ▼ East Sussex Bus Service Improvement Plan 2 (BSIP2) (ESCC, 2025)
- ▼ West Bexhill Growth Corridor Study (Jacobs, 2022)
- ▼ Rother District Local Plan Shared Transport Evidence Base (STEB) (Jacobs, 2023)
- ▼ Rother District Local Plan Shared Transport Evidence Base (WSP, 2026)

- 3.1 Active travel is a central component of national, regional and local transport policy and the vision for this plan, reflecting its role in supporting sustainable growth, tackling congestion, improving public health, and contributing to decarbonisation. DfT's Transport Strategy for the Southeast (2024) sets a clear direction to prioritise walking, wheeling and cycling within an integrated transport system, ensuring that new development is underpinned by accessible and low-carbon travel choices. This aligns closely with the ambitions of LTP4 (East Sussex Local Transport Plan 2024–2050), which places active travel at the heart of creating healthier, more inclusive communities and supporting a transition to net zero.
- 3.2 At the County level, East Sussex has already established a strong evidence base for investment in active travel through the East Sussex Local Cycling and Walking Infrastructure Plan (LCWIP, 2020). This is in the process of being updated during 2026 to ensure close alignment with local plan allocated sites, recognising the importance of phasing and aligning infrastructure with planned growth.. The LCWIP identifies a series of priority routes and corridors to support everyday walking, wheeling and cycling journeys, particularly those connecting residential areas to employment, education, health services and town centres..
- 3.3 To support the emerging Local Plan, the Rother District Local Plan Shared Transport Evidence Base (STEB) was prepared in 2023 and provided an initial scope of the technical justification for interventions needed to mitigate the transport impact of planned growth across the district. It assessed the cumulative impact of draft site allocations and identified specific gaps in the active travel network, particularly in rural service centres and market towns like Battle and Rye. The STEB also scoped out the requirement for future

transport modelling work. RDC are currently updating the STEB through transport modelling using the County Wide Transport Model (CWTM). This work will be ongoing and inform the Regulation 19 Local Plan, and may require future updates to the IDP.

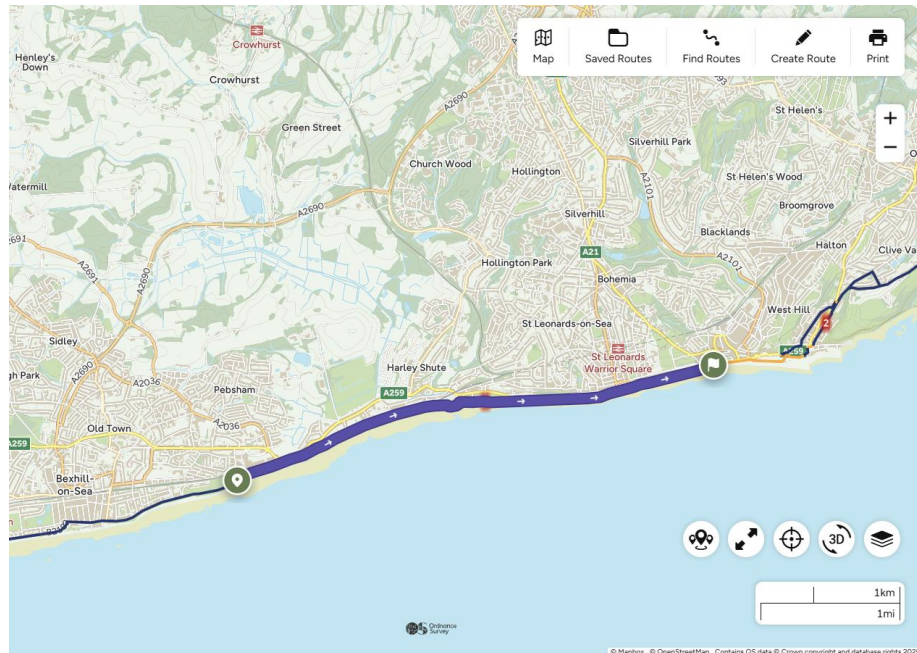
- 3.4 Within the key growth area of the District, the West Bexhill Growth Corridor Study (2022) highlighted the potential for a multi-modal approach to support growth. While the delivery mechanisms for major road infrastructure in this area are being reviewed through the emerging Local Plan, the study demonstrates the potential for a stronger local cycle network across Bexhill with onward connections to Hastings, St Leonards and Eastbourne. Delivery of multi-modal measures will need to align with the East Sussex LCWIP 2026, the Shared Transport Evidence Base, and national standards (local Transport Note (LTN) 1/20) led by Active Travel England, ensuring safe, segregated infrastructure.
- 3.5 Enhancements proposed through the East Sussex Bus Service Improvement Plan 2 (BSIP2) will also be essential, maximising opportunities to coordinate bus, walking, wheeling and cycling improvements.
- 3.6 Collectively, these studies provide a comprehensive understanding of the specific measures and interventions required to facilitate modal shift. By establishing the necessary infrastructure baseline, they ensure that future investment focuses on improving local connectivity and meeting Rother's objectives for sustainable growth and decarbonisation.

Current provision

- 3.7 Rother District has an established but incomplete network of walking, wheeling and cycling routes, with provision varying considerably between coastal and inland areas. The district's demographic profile, particularly in Bexhill, features an older-than-average population compared to other parts of East Sussex. Ensuring safe, accessible, and convenient infrastructure for walking, wheeling and cycling is therefore critical to support independent mobility and inclusive access for all residents.
- 3.8 In Bexhill, the seafront promenade offers one of the most heavily used active travel corridors, accommodating both walking, wheeling and cycling along the coast. This forms part of National Cycle Network (NCN) Route 2, which provides strategic east-west connectivity to Hastings, St Leonards and Eastbourne. A key asset is the continuous,

traffic-free route linking Hastings and Bexhill-on-Sea (Glyne Gap), which provides a high-quality and scenic link for both leisure and commuting trips. Despite this, continuity is poorer in other areas to the west towards Eastbourne and inland, where NCN 2 often reverts to on-road sections, reducing safety and accessibility for less confident users. Improving these gaps and delivering more segregated infrastructure will be essential to unlock the full potential of this strategic corridor.

Figure 5: Hastings and Bexhill Waterfront - Traffic Free Cycle Route (Source: Walk Wheel Cycle Trust – formerly Sustrans)



- 3.9 Beyond the NCN, there are several local cycle trails linking Rye to Camber, Winchelsea Railway Station, and Rye Harbour. Additional infrastructure includes a greenway running parallel to the Combe Valley Way (Bexhill–Hastings Link Road) and along the North East Bexhill Gateway and North Bexhill Access Roads. However, to the north, cycling provision is limited due to challenging topography and dispersed settlement patterns.
- 3.10 In terms of walking provision, there is good coverage of footways in town centres and extensive public rights of way in rural areas. However, pedestrian routes often lack continuity and accessibility for everyday journeys, particularly across barriers such as the A259 and railway lines. Battle and Rye, with their historic street patterns, also present challenges for safe and direct walking and cycling connections.
- 3.11 The East Sussex LCWIP (2020) and STEB (2023) highlight a need for targeted improvements to pedestrian infrastructure, including resurfacing footways, increasing footway widths, adding pedestrian crossings and dropped kerbs, and enforcing restrictions on pavement parking. These improvements are particularly important in

supporting the older demographic in Bexhill, enhancing accessibility, and contributing to town centre regeneration and public realm enhancements. Similar priorities are identified for smaller and rural settlements such as Battle and Rye, where local access to services and connectivity remain limited.

- 3.12 While some progress has been made through local improvements and developer-funded schemes, active travel provision in Rother remains fragmented. The absence of continuous, safe and segregated infrastructure is a key constraint, particularly in and around Bexhill, where significant growth is planned. Addressing these gaps will be essential to unlock modal shift, reduce car dependency, and ensure new development is fully integrated with sustainable transport options.

Future requirement

- 3.13 Future growth in Rother, particularly around Bexhill, will require a step change in the provision of walking, wheeling and cycling infrastructure to deliver safe, direct and attractive routes for everyday journeys. Evidence from the East Sussex LCWIP (2020) and the West Bexhill Growth Corridor Study (2022) highlights the need to move beyond fragmented provision and establish a coherent network that supports both local trips within Bexhill and longer-distance connectivity to Hastings, St Leonards, Eastbourne and Battle.
- 3.14 Opportunities for active travel improvements include:
- a. **Bexhill–Hastings corridor:** : The LCWIP identifies Bexhill and Hastings as areas with significant potential to increase walking, wheeling and cycling, driven by existing demand and opportunities to link planned growth with sustainable transport corridors. The West Bexhill Growth Corridor Study (2022) emphasises this corridor as part of a multi-modal strategy to support modal shift, proposing segregated cycle routes and improved pedestrian links. Complementary bus service improvements identified in the ESCC Bus Service Improvement Plan 2 (BSIP2) – including increased frequencies, evening and weekend services, and fare incentives – further strengthen the corridor’s capacity to reduce car dependency.
 - b. **Strategic cycling and walking routes:** Enhancements to the National Cycle Network (NCN) Route 2 are highlighted, providing coastal connections from Bexhill to Hastings and Eastbourne. The STEB (2023) identifies potential for new

provision of cycle parking at key locations, improvements to footway surfaces, increased footway widths, and additional pedestrian crossings to enhance safety, accessibility, and connectivity for active travel users.

- c. **Local connectivity:** There is a need for targeted improvements to connect residential areas with the town centre, schools, health facilities, and the seafront. Given the additional population growth over the Local Plan period, integrating new local connections into the wider multi-modal corridor is critical. This includes creating continuous and safe walking, wheeling and cycling routes that complement BSIP2 measures, such as improved bus frequencies, service reliability, and fare initiatives, thereby supporting a fully integrated active travel and public transport network for local journeys.
- d. **Integration of sustainable transport into transport intervention to the west of Bexhill:** The West Bexhill Growth Corridor Study (2022) notes that planned developments in West Bexhill could accommodate zero-carbon transport ambitions if walking, wheeling, cycling, and bus infrastructure are delivered in parallel with new housing and employment. Segregated active travel routes and well-designed crossings are essential to overcome current barriers, such as the A259 and railway lines, and to facilitate a shift to active travel for everyday trips.

Financial & delivery requirements

3.15 Funding and delivery for walking, wheeling and cycling infrastructure will be secured through a number of mechanisms:

- a. **Developer contributions:** including S106 (site-specific) and/or S278 agreements to fund on-site or off-site improvements, and strategic CIL receipts retained by RDC to support the delivery of key active travel corridors and associated infrastructure
- b. **External funding:** national government funding streams and targeted transport grants, Active Travel England capital grants, DfT funding for walking, wheeling and cycle infrastructure, and local growth or sustainability grants
- c. **Local and regional partnership:** collaboration with East Sussex County Council, neighbouring authorities, Transport for the South East, bus operators, and

community groups to coordinate planning, delivery, and maintenance of integrated active travel networks. The Strategic Authority for Sussex and Brighton (SBSA) has been established, with the election of a Mayor in May 2028. The SBSA's establishment will result in devolved powers and funding for strategic planning, transport and economic growth from central government, resulting in the transport priorities for the wider Sussex geography being eventually set by the new Mayor through the development of a joint Local Transport Plan.

Public transport

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Great British Railways (incorporating Network Rail (owner and manager of rail infrastructure across the district) and replacing Train operating companies (e.g., Southern, Southeastern): (responsible for passenger rail services).
- ▼ Bus operators who plan and provide bus services on a commercial basis based on passenger demand and operating costs (the only operator being Stagecoach).
- ▼ The Local Transport Authority (LTA): currently ESCC, who work with bus operators through the Enhanced Partnership to provide funding where services (eg. Flexibus) are not commercially viable but are considered socially necessary and affordable within the resources available
- ▼ Community Transport Providers: not for profit community bus operators running in some areas where otherwise bus routes are not financially sustainable (Battle Area Community Transport, Bexhill Community Bus, Rye Community Transport).

Relevant evidence base documents:

- ▼ Transport Strategy for the Southeast (TfSE 2025)
- ▼ East Sussex Local Transport Plan 2024 – 2050 (LTP4) (ESCC, adopted 2024)
- ▼ LTP4 Investment Plan (ESCC, 2024)

- ▼ West Bexhill Growth Corridor Study (Jacobs, 2022)
- ▼ East Sussex Bus Service Improvement Plan 2 (BSIP2) (ESCC, 2025)
- ▼ Rother District Local Plan Shared Transport Evidence Base (WSP, 2026)

3.16 Rother District is served by a mix of rail and bus services that provide both local and regional connectivity. Public transport provision is concentrated around urban centres such as Bexhill, Battle, and Rye, with more limited services in rural areas.

Current provision

3.17 Rail services are primarily provided along the East Coastway Line. Service frequency is generally higher in peak periods, with reduced provision evenings and weekends, particularly in rural locations. Accessibility improvements, including step-free access and modernised facilities, have been undertaken at some stations, but gaps remain in ensuring full compliance with accessibility standards across the district.

3.18 Key stations in Rother include:

- a. **Bexhill Station** | Operator: Govia Thameslink Railway (Southern owned by DfT Operator/Great British Railways)

Provides regular eastbound services to Hastings, St Leonards, Rye and Ashford International and westbound services to Eastbourne and Brighton. The station has step-free access to platforms, ticketing facilities, and passenger information systems. Other stations on this line, at Collington, Cooden Beach and Norman Bay have fewer facilities.

- b. **Crowhurst Station** | Operator: Southeastern (owned by DfT Operator/Great British Railways) Smaller rural station serving Crowhurst village and surrounding areas. Offers local southbound services connecting to Bexhill, and Hastings,> northbound services to and Battle for onwards travel to Tunbridge Wells, Sevenoaks and London. Facilities are more limited, with basic shelters and timetable information; accessibility is partial.

- c. **Battle Station** | Operator: Southeastern (owned by DfT Operator/Great British Railways)

Connects Battle and Hastings to the south, and stations to Tunbridge Wells, Sevenoaks and London to the north. Ashford International can be reached by changing at Hastings. Supports commuting and leisure travel, with enhanced weekday frequency. Facilities include a staffed ticket office, waiting rooms, and step-free access to one platform.

- d. **Rye Station** | Operator: Govia Thameslink Railway (Southern owned by DfT Operator/Great British Railways)

Provides regional connectivity to Ashford International in the east and Hastings, and Eastbourne in the west, where you can change for trains to Brighton at Eastbourne. Rye is a key access point for tourists visiting the historic town and surrounding rural areas. Accessibility improvements are partial, with step-free access to some platforms but limited parking. Cycle parking has been added to the station and its facilities in 2021.

- 3.19 The vast majority of Rother's bus service coverage is by way of bus services funded through East Sussex County Council, due to the mainly rural characteristics of the area not being able to sustain commercial provision. Only five commercial operated services exist, which are provided by Stagecoach, offering inter-urban links principally along the coastal strip:

- ▼ Route 53 between Bexhill, Sidley, Ninfield, Hailsham and Eastbourne
- ▼ Route 98 between Sidley, Bexhill, Pebsham and Hastings
- ▼ Route 99 between Eastbourne, Bexhill and Hastings
- ▼ Route 100 between Camber, Rye, Winchelsea, Icklesham and Hastings
- ▼ Route 101 between Rye, Fairlight and Hastings

- 3.20 The ESCC funded bus network, including its currently available pre-booked digital demand responsive transport service, supplemented by community transport services,

deliver local and inter-urban connections, linking residential areas to town centres, employment hubs, schools, health facilities, and transport interchanges.

- 3.21 The East Sussex Bus Service Improvement Plan (BSIP2, 2025) identifies both strengths and weaknesses in the network: while core routes along the A259 and between Bexhill and Hastings have relatively frequent services, rural areas and some peripheral neighbourhoods experience limited coverage, particularly outside peak hours. BSIP2 also notes that opportunities exist to improve integration with active travel and rail networks to facilitate multi-modal journeys.
- 3.22 Key observations from other studies include:
- a. The West Bexhill Growth Corridor Study (Jacobs, 2022) highlights the potential for enhanced bus and multi-modal corridors to support planned housing and employment growth, noting the importance of connecting new developments to the wider public transport network.
 - b. The LTP4 Investment Plan (2024) emphasises the need to maintain and enhance service reliability, accessibility, and frequency, and to target investment in locations where public transport can offer a viable alternative to private car travel.
 - c. The Transport Strategy for the South East (TfSE, 2025) underlines the strategic role of public transport in supporting decarbonisation, regional connectivity, and inclusive access, reinforcing local priorities for improving service integration, reliability, and accessibility.
- 3.23 While Rother benefits from a functional public transport network, challenges remain in rural accessibility, frequency, and integration with active travel modes. Addressing these gaps will be essential to meet growth aspirations, support modal shift, and achieve regional and national transport objectives.

Future requirement

- 3.24 The Local Plan identifies significant housing and employment allocations that will increase travel demand, particularly along the A259 corridor and key locations. To support this, future requirements include:

- a. **Enhanced bus services:** Increasing frequency, reliability, and coverage, particularly in growth areas and rural communities, to provide a viable alternative to private car use. Services should be aligned with local development phasing to ensure accessibility from day one. Flexibility, such as digital demand-responsive transport services will also be important for less densely populated areas.
- b. **Rail service improvements:** Supporting increased capacity, frequency, and reliability on the East Coastway Line, alongside station enhancements (step-free access, real-time information, secure parking and cycle facilities) to accommodate higher passenger volumes from planned growth areas.
- c. **Multi-modal integration:** Coordinating bus, rail, active travel infrastructure, and public realm improvements, to create seamless connections for commuting, education, and leisure trips. This includes improved interchange facilities, bus-rail timetabling alignment, where feasible, and active travel links to stations.
- d. **Network resilience and accessibility:** Ensuring public transport can accommodate population growth while maintaining accessibility for all users, including people with reduced mobility, those without access to private vehicles, and communities in rural locations.
- e. **Sustainable and low-carbon transport:** Incorporating zero-emission bus fleets, low-carbon infrastructure, and measures to reduce car dependency, in line with the Transport Strategy for the South East (TfSE, 2025) and ESCC's decarbonisation objectives.

Financial & delivery requirements

3.25 Funding and delivery for public transport infrastructure will be secured through a number of mechanisms:

- a. **Developer contributions:**
 - i. S106 (site-specific) obligations to secure on-site provision or contributions towards off-site improvements and maintenance
 - ii. Strategic CIL receipts (retained by RDC) to support delivery of strategic public transport infrastructure

- b. External funding:** including national government funding streams and targeted transport grants
- c. Local and regional partnership:** collaboration with highways authorities, local transport initiatives, and partnership arrangements with public transport operators, and other stakeholders

Strategic and local road network

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ East Sussex County Council: the local highway authority, responsible for maintaining roads, pavements, and paths within the county.
- ▼ Kent County Council (KCC): Neighbouring local highway authority responsible for managing the adjacent road network in Kent. KCC collaborates with RDC and ESCC on cross-boundary traffic modeling and assesses the impact of Northern Rother growth on strategic corridors into Kent (notably the A268, A229, and A228).
- ▼ National Highways: strategic highway authority, concerned about the safety, reliability, and operational efficiency of the Strategic Road Network (SRN). In the case of Rother district this comprises the A21 and the entirety of the A259 situated within the district (noting that the connecting section through the intervening Borough of Hastings is managed locally).
- ▼ Department for Transport (DfT): government department responsible for the English transport network. DfT works with agencies and partners to plan, invest in, and oversee transport infrastructure to keep the country moving. It also sets out national policy and provides funding support.

Relevant evidence base documents:

- ▼ Transport Strategy for the Southeast (TfSE, 2025)
- ▼ Road Investment Strategy 2: 2020–2025 (DfT, 2020)

- ▼ Road Investment Strategy 3: 2026–2030 (DfT, 2026)
- ▼ East Sussex Local Transport Plan 2024 – 2050 (LTP4) (ESCC, adopted 2024)
- ▼ LTP4 Investment Plan (ESCC, 2024)
- ▼ Rother District Local Plan Shared Transport Evidence Base (STEB) (Jacobs, 2023)
- ▼ West Bexhill Growth Corridor Study (Jacobs, 2022)
- ▼ Rother District Local Plan Shared Transport Evidence Base (WSP, 2026)

- 3.26 The road network in Rother District comprises a mix of strategic and local routes that are critical for enabling movement within the district, connecting communities, and linking Rother to the wider region.
- 3.27 National Highways manages the Strategic Road Network (SRN), which in Rother includes the A21 (London-Hastings) and the A259 (South Coast between Pevensey and east of Rye, except in Hastings Borough), ensuring connectivity beyond the county. East Sussex County Council (ESCC) is the local highway authority responsible for maintaining the remainder of the network, including the Major Road Network (economically important A class roads) and the local road network comprising other A and B class roads, rural lanes, residential streets, pavements, and paths.
- 3.28 National policy and investment strategies, including the TfSE's Transport Strategy for the South East (DfT, 2024) and the series of Road Investment Strategies (RIS2, 2020–2025; RIS3 2026–2031), provide guidance and funding frameworks for the maintenance, improvement, and strategic expansion of the road network. At the local level, LTP4 (2024–2050) and the LTP4 Investment Plan (2024) set out objectives for sustainable transport, road safety, and infrastructure maintenance, while integrating the need to accommodate growth, particularly in Bexhill, Battle, and Rye.
- 3.29 In supporting the Local Plan, evidence from the Rother District Local Plan Shared Transport Evidence Base (STEB, 2023) and the West Bexhill Growth Corridor Study (2022) highlights key pressures on both strategic and local roads arising from planned housing and employment growth. These studies identify congestion hotspots, capacity constraints, and opportunities to enhance network resilience through junction improvements, corridor upgrades, and targeted interventions to support multi-modal

travel. Evidence prepared using the CWTM (alongside cross-boundary assessments scoped with Kent County Council) will consider these known pressures and provide an assessment of the potential effects of the site allocations within the new Local Plan.

Current provision

- 3.30 The strategic road network in Rother is anchored by the A21, which provides north-south connectivity between Hastings, London, and the wider national network. This route is managed by National Highways and forms a critical corridor for both freight and commuter traffic. Within the district, the A21 experiences varying levels of congestion, particularly at key rural junctions (such as Flimwell and Hurst Green) and along approaches to Hastings, reflecting both local traffic and longer-distance travel demand. Capacity enhancements and maintenance along this corridor remain ongoing priorities for National Highways.
- 3.31 The A259 is the district's primary east-west arterial route, connecting Eastbourne, Bexhill, Hastings, and Rye. The entirety of this route within Rother (both west of Bexhill and east of Hastings) forms part of the Strategic Road Network managed by National Highways. It supports significant volumes of coastal traffic but faces reliability issues, particularly around Little Common and the approaches to Hastings.
- 3.32 The local road network, managed by ESCC, consists of primary and secondary distributor roads, such as the A269 (Bexhill–Battle), A268 (Rye–Flimwell) and B2096. These routes serve as key links to inland settlements and employment hubs. Other local roads support daily commuting, school and health access, and service delivery, but many sections face capacity constraints during peak periods. Rural roads are often narrow with limited passing opportunities, which can restrict vehicle flow and present challenges for heavy goods vehicles, buses, and cyclists.

Junctions and corridor performance

- 3.33 Several junctions have been identified as congestion hotspots, particularly along the A259 and at intersections within Bexhill town centre. Transport evidence also identifies capacity pressures along northern border gateways. The STEB (2023) and West Bexhill Growth Corridor Study (2022) note that targeted junction improvements, including signal optimisation, lane reconfiguration, and capacity upgrades, could help maintain traffic flow as development increases.. Other transport studies (listed above) also highlight the need

for measures to manage travel demand, such as traffic calming, bus priority, and integration with walking and cycling infrastructure.

- 3.34 The Queensway Gateway Road (QGR) has been constructed and opened to traffic in late September 2025. This is located within the Hastings Bexhill Growth Corridor, connecting Queensway to the A21 Sedlescombe Road North, via Whitworth Road. While the road itself is wholly within Hastings borough, it provides a key link between Bexhill and the A21 in Rother.

Maintenance and condition

- 3.35 The district's road network varies in condition, with main arterial routes generally well-maintained and rural lanes requiring ongoing resurfacing, drainage improvements, and structural repairs. LTP4 Investment Plan (2024) prioritises maintenance and resilience measures, including proactive management of pavements, drainage, and bridges, to ensure network reliability and safety, particularly under increased traffic from planned growth.

Multi-modal considerations

- 3.36 Both strategic and local roads in Rother support multi-modal travel, including bus services and access for people walking, wheeling and cycling. The STEB (2023) highlights the importance of integrating active travel and public transport with road improvements, particularly in Bexhill and along growth corridors, to reduce congestion, improve accessibility, and support sustainable travel choices. Schemes such as the North East Bexhill Access Roads and the Combe Valley Way greenway provide examples of how multi-modal planning can complement road network capacity.

Future requirement

- 3.37 The Local Plan will place increased pressure on both the strategic, major and local road networks. Planned housing and employment allocations are expected to increase traffic flows, highlighting the need for targeted interventions to support access to sustainable transport alongside maintaining safety, accessibility, and network resilience.

Strategic corridor improvements

- 3.38 The A21 and A259 corridors will require capacity management and selective enhancements to accommodate forecast growth. Measures could include junction

upgrades, signal optimisation, and improved lane arrangements, particularly where congestion currently limits reliability for commuting and freight traffic. These improvements should be aligned with National Highways' RIS3 (2026–2031) and LTP4 Investment Plan priorities to ensure strategic connectivity is maintained. In accordance with DfT Circular 01/2022, there is no presumption that improvements to the SRN required to mitigate Local Plan growth will be funded or delivered through future government Road Investment Strategies, as RIS3 will be primarily focused on network maintenance and renewal, and there cannot be a presumption that a future RIS will fund improvements to the SRN that are necessary to support planned growth in the Local Plan..

- 3.39 National Highways advise that they will not accept any developer contributions towards mitigation to the SRN that is necessary to support planned growth, nor will they lead or deliver the necessary schemes. Any mitigation to the SRN that is necessary to support planned growth will be addressed and managed through the Local Plan and its supporting documents prepared by the Local Planning Authority. The delivery of any mitigation to the SRN will be expected to be governed by a S278 agreement (Highways Act 1980) between the developer responsible for the scheme and National Highways.
- 3.40 Additionally, planned growth across Northern Rother will increase traffic movements across the county boundary into Kent. To ensure that additional traffic generated does not result in a severe impact on congestion or highway safety on the Kent road network, RDC and ESCC will engage with Kent County Council to assess cross-boundary impacts on key corridors, including the A21, A268, A229, and A228.

Local network enhancements

- 3.41 Key local routes connecting residential areas, town centres, and employment hubs will need targeted capacity and safety improvements. This includes Bexhill–Battle, Bexhill–Robertsbridge, and other primary distributor routes that serve both local and through traffic, as identified in the Local Plan's transport evidence listed above. Interventions may involve carriageway resurfacing, junction realignments, traffic calming measures, and enhancements for pedestrians and cyclists to enable multi-modal travel.

Integration with multi-modal travel

- 3.42 Road interventions must support sustainable travel choices. New and upgraded infrastructure should be planned alongside bus priority measures, cycle lanes, and walking

and wheeling infrastructure. The West Bexhill Growth Corridor Study (2022) highlights opportunities to integrate segregated cycle routes, greenways, and enhanced crossings along new access roads, supporting modal shift while maintaining road capacity.

- 3.43 Any proposed physical works or capacity enhancements on the SRN must comply with Design Manual for Roads and Bridges (DMRB) standards, Stage 1 Road Safety Audits (RSA), and Walking, Cycling and Horse-riding Assessment and Review (WCHAR) requirements, subject to formal approval by National Highways. Where site allocations propose a new direct connection onto the SRN, applicants must demonstrate in line with DfT Circular 01/2022 that all reasonable options to deliver modal shift and sustainable travel have been exhausted before new highway connections will be considered.

Phased delivery and prioritisation

- 3.44 Delivery of road network improvements should be phased in line with housing and employment development to ensure that new capacity and infrastructure are in place as development comes forward and demand increases.

Financial & delivery requirements

- 3.45 Delivery of improvements to Rother's strategic, major and local road networks will require coordinated investment from national and local funding sources, reflecting both the scale of infrastructure interventions and the phased nature of planned growth.
- 3.46 Delivery will need to be phased in alignment with Local Plan growth, prioritising areas with the highest forecast traffic pressures and opportunities for modal shift.
- 3.47 Collaboration with key stakeholders - including National Highways, ESCC, KCC, the DfT, local bus operators, and development partners - will be essential to coordinate design, funding, and construction, ensure alignment with multi-modal strategies, and maximise value for money.
- 3.48 Robust monitoring, evaluation, and risk management (e.g. through Monitor and Manage) will be essential to ensure that road network improvements are delivered on time, within budget, and achieve the intended outcomes for safety, capacity, and sustainability. Funding and delivery of these interventions will be secured through a combination of:

a. Developer contributions:

- i. S106 (site-specific) and/or S278 obligations to secure on-site provision or contributions towards off-site improvements and maintenance
 - ii. Strategic CIL receipts (retained by RDC) to support delivery of strategic transport infrastructure
- b. **External funding:** including national government funding streams and targeted transport grants, such as the DfT's Road Investment Strategy (RIS) (noting that RIS funds are set nationally for existing network priorities and do not fund local growth mitigation), Local Growth Fund allocations
- c. **Local and regional partnership:** collaboration with highways authorities, local transport initiatives, and partnership arrangements with other stakeholders

4. Community & cultural facilities

Libraries

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ East Sussex County Council (ESCC): the lead authority for library and archive services, responsible for strategic planning, funding, and overall service delivery.
- ▼ Rother District Council: works in partnership with ESCC to promote community engagement and access to services.

Relevant evidence base documents:

- ▼ East Sussex Libraries: The Way Forward 2022/23 to 2027/28 (ESCC, 2021)

- 4.1 East Sussex County Council (ESCC) has a statutory duty under the Public Libraries and Museums Act 1964 to provide a public library service that is "comprehensive and efficient" to residents, including for those who live, work, or study in the area. This legal obligation requires the council to deliver a library service that meets the diverse needs of its community, though the specific ways in which this is achieved, such as the number of libraries, their locations, and opening hours, are determined locally.

Current provision

Statutory libraries

- 4.2 Of the 17 Council libraries across the county, three are in Rother District:

(1). Bexhill Library

Address: Western Road, Bexhill on Sea, East Sussex, TN40 1DY

Facilities: Accessible public toilet(s), baby changing facilities, disabled access, display facilities, free computers with internet access, free Wi-Fi, letterbox for item returns, microfiche/microfilm reader, local history material, photocopier, printing facilities.

(2). Battle Library

Address: 7 Market Square, Battle, East Sussex, TN33 0XB

Facilities: Disabled access, display facilities, free computers with internet access, free Wi-Fi, letterbox for item returns, local history material, photocopier, printing facilities, study area.

(3). Rye Library

Address: 30A High Street, Rye, East Sussex, TN31 7JG

Facilities: Accessible public toilet(s), baby changing facilities, disabled access, free computers with Internet access, free Wi-Fi, local history material, photocopier, printing facilities.

- 4.3 These offer a wide range of books for loan, as well as providing access to other material including local history. Every library has free access to computers and Wi-Fi.
- 4.4 In addition, ESCC's eLibrary provides a wide range of online services and resources, available at any time. Using the eLibrary residents can:
- Download eBooks and eAudiobooks to their own device (computer, phone or tablet) without having to go to a library. This includes high quality fiction and non-fiction for adults and children.
 - Download a wide range of eMagazines, both current and backdated copies, free of charge to their own personal device.
 - Access online reference library, which includes lots of information resources such as newspapers, encyclopaedias and dictionaries, business information and family history sites.
 - Search all the stock across East Sussex County Council libraries using online catalogue.
 - Access their library account, renew their loans and place reservations on items they would like to borrow.
- 4.5 ESCC also provide a free home library delivery service to customers who cannot easily visit a library due to disability, frailty or caring responsibilities. This service allows library materials to be delivered to their homes, providing an alternative option for borrowing books and magazines.

Community Managed Libraries

- 4.6 In addition to the statutory network, Rother District is also served by two community-managed libraries. These are run by volunteers or Parish Councils and are important for rural accessibility:

(1). Northiam Library

Address: Main Street, Northiam, TN31 6LP (Located within the Village Hall complex)

Status: Community Managed (Northiam Parish Council)

Role: Provides book lending and community information access for the northern rural parishes.

(2). Ticehurst Community Library

Address: Ticehurst Village Hall, Lower High Street, Ticehurst, TN5 7BB

Status: Community Managed (Volunteer run)

Role: Provides local access to books and serves as a social hub for the village.

Future requirement

- 4.7 ESCC has committed to a capital programme of expenditure for libraries until 2030. Each year they will work on projects to refurbish the libraries to ensure they are safe, in a good state of repair and that they meet the needs of their customers. The East Sussex Libraries: The Way Forward Updated Strategic Commissioning Strategy 2022/23 – 2027/28 estimated that for the 17 library buildings across the County, this will cost around £2.5 million over the next five years or approximately £513,000 per year; this is in addition to the annual maintenance costs of around £241,000 (ESCC, 2021).
- 4.8 ESCC stated that it aims to deliver a needs-based library service where resources are prioritised towards the achievement of the four strategic outcomes:
- A. **Improving child and adult literacy and numeracy.** This includes provision of a range of quality materials and personalised support for people's different needs, so they can enjoy the pleasure of reading as well as the better life chances that literacy and numeracy unlock for people.

- B. **Supporting the economy.** This includes delivering training and guidance for people of all abilities seeking to learn and to work, so they can build skills and confidence in a supportive environment.
- C. **Better health and wellbeing.** This includes promoting reading as a source of wellbeing, providing reliable information and services to promote good health, and supporting people to manage their own health and the health of those they care for.
- D. **Increasing digital inclusion.** This includes free access to computers and Wi-Fi, and paid access to printers and scanners, training for people to use technology and the internet, so they can independently access vital information and services and participate in the benefits of the digital world.

Financial & delivery requirements

- 4.9 As Rother District Council is an adopted Community Infrastructure Levy (CIL) Charging Authority, general county infrastructure enhancements—including libraries, household waste recycling centres (HWRCs), and public rights of way—are primarily funded through strategic CIL receipts rather than routine Section 106 planning obligations. ESCC bids into Rother’s CIL governance processes to support capital projects in these sectors. Standard S106 tariffs for library contributions are not routinely sought in Rother, though bespoke S106 or S278 agreements may still be required on major strategic allocations to address direct, site-specific impacts.

Youth facilities and services

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ East Sussex County Council (ESCC): has a statutory duty to secure access to relevant facilities.

- ▼ Hastings Borough Council (HBC): neighbouring authority providing cross-boundary facilities and services that are accessed by Rother residents.
- ▼ Voluntary and Community Sector (VCS) partners: independent organisations (such as Xtrax) that deliver frontline youth support, advice, and community-based activities.

Relevant evidence base documents:

- ▼ ESCC's website
- ▼ Rother District Council Health and Well-being: Leisure Facilities Strategy 2023 - 2033 (SL, 2023)
- ▼ Built Facilities Supply and Demand Audit (Appendix 2) (RDC, 2023)

4.10 Section 507B of the Education Act 1996 places a statutory duty on local authorities to secure access for all qualifying young people to a sufficient quantity of 'youth services', namely:

- a. a sufficient quantity of **educational** leisure-time activities which are for the improvement of their well-being and sufficient facilities for such activities; and
- b. a sufficient quantity of **recreational** leisure-time activities which are for the improvement of their well-being, and sufficient facilities for such activities

4.11 The two forms of activity are not mutually exclusive but local authorities must, so far as reasonably practicable, secure access for young people to sufficient forms of, and facilities for, both types of activities. They include, but are not limited to:

- a. sports and informal physical activities
- b. cultural activities
- c. outdoor residential, weekend or holiday-time activities
- d. special interest clubs
- e. volunteering activities

- 4.12 In Rother, ESCC is responsible for fulfilling this duty under Section 507B of the Education Act 1996. While ESCC has the statutory duty for provision, delivery often crosses local borders. Due to the proximity between Rother and Hastings, residents often use facilities in both authorities.

Current provision

- 4.13 Youth work in East Sussex is delivered through a range of support and personal development services that fulfil a number of statutory obligations as well as providing personal development opportunities:
- a. YES East Sussex (Youth Employability Service), a free service that offers teenagers access to career advice, support and guidance to young people across the County. YES work specifically with young people aged 16-18 who are not in education, employment or training (NEET), and those who are vulnerable and at risk of being NEET
 - b. East Sussex Youth Cabinet, a democratically elected youth organisation that represent young people's views to local government and service providers
 - c. Youth/ Family hubs. In Rother District, the Sidley Family Hub is in Bexhill
 - d. I-Rock: A virtual drop-in service for young people aged 14-25 to get advice and support for their emotional and mental wellbeing
 - e. Youth Justice Service, which helps young people keep going to school or college, even if they have been arrested or are going to court. Youth Justice Service works with schools, colleges, and other services to get young people back into learning or training
 - f. Various other youth services including safety and welfare, employment, housing advice
- 4.14 Local facilities, such as parish, village and neighbourhood halls, as well as sports and recreation facilities (discussed in the later section of this chapter) provide for a range of community and cultural activities, such as play groups, clubs, social activities and public meeting space that support young people.

- 4.15 In addition, it is recognised that young people residing in Rother frequently access services located in Hastings where these are in sustainable, accessible locations. This includes Xtrax Young People's Hub located in Hastings town centre, which provides support to marginalised young people.

Future requirement

- 4.16 Most youth provision is delivered through flexible community spaces. The need for developer contributions, therefore, needs to be considered on a case-by-case basis and in partnership with other services that may be delivered out of multi-functional community hubs.

Financial & delivery requirements

- 4.17 Provision for youth facilities and services is largely integrated into multi-functional community spaces (see Community Facilities section). Site allocations in the Local Plan, will need to take this into account and be considered on a case-by-case basis where a specific local deficit is identified.

Community facilities

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- Rother District Council: provides strategic oversight, identifies local need, and may fund improvements or support new facilities.
- Hastings Borough Council: neighbouring authority within the shared Housing Market Area, collaborating on cross-boundary infrastructure alignment.
- Parish and Town Councils: often manage and maintain community centres on behalf of local residents.

- ▼ Voluntary and community organisations: deliver activities and manage spaces, including local trusts and charities.

Relevant evidence base documents:

- ▼ Built Facilities Supply and Demand Audit (Appendix 2) (RDC, 2023)
- ▼ Rother District Council Health and Well-being: Leisure Facilities Strategy 2023 - 2033 (SL, 2023)

- 4.18 Community centres are local facilities providing flexible spaces for social, educational, cultural, and recreational activities. They act as hubs for community engagement, events, meetings, and support services, often supporting volunteers, local clubs, and health or wellbeing initiatives.

Current provision

- 4.19 Rother hosts several community centres across the district, often managed by parish councils or local committees. These include, but are not limited to:

- (1). Battle Memorial Hall
- (2). Bexhill Community Centre
- (3). Camber Sands Welcome Centre
- (4). East Dean Village Hall & Green
- (5). Fairlight Village Hall
- (6). Hurst Green Village Hall
- (7). Icklesham Village Hall
- (8). Mountfield Village Hall
- (9). Northiam Village Hall

- (10). Pett Village Hall
- (11). Robertsbridge Hall
- (12). Rye Community Centre
- (13). Sedlescombe Village Hall
- (14). Ticehurst Village Hall
- (15). Westfield Village Hall

4.20 These centres vary in size, facilities, and accessibility, and many are available for hire for community events, club activities, meetings, and health and wellbeing programmes. They are integral to the social infrastructure of Rother, providing inclusive spaces for residents of all ages.

Future requirement

4.21 The growth in population, particularly through planned housing in the Local Plan, is expected to increase demand for flexible community space. While no formal national or local minimum standards exist for community centres, RDC will continue to liaise with parish councils, developers, and local organisations to:

- a. Identify gaps in provision or accessibility as a result of planned growth
- b. Ensure that new development supports the creation or enhancement of community spaces where required
- c. Integrate community centres into wider green infrastructure or mixed-use developments

4.22 Future provision may include the expansion of existing halls, creation of new multi-use centres, or shared-use arrangements within schools or other public buildings.

Financial & delivery requirements

4.23 Funding for community centres is typically delivered through a combination of sources:

a. Developer contributions:

- i. S106 (site-specific) obligations to secure on-site provision or contributions to off-site improvements and maintenance where directly associated with new developments
- ii. Strategic CIL receipts (retained by RDC) to support improvements of existing facilities

b. **Grants and partnerships:** with charities, philanthropic organisations, or regional funding schemes

c. Parish/Town Councils and volunteer groups for day-to-day operation, minor improvements, and community-led projects

4.24 Recognising the shared Housing Market Area and the high degree of cross-boundary movement, RDC will engage in ongoing dialogue with HBC regarding an aligned methodology for calculating developer contributions for community infrastructure. This aims to provide clarity for developers and ensure a consistent and equitable approach to community facility provision across the two authority areas.

Arts and cultural facilities

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Historic England: government agency who provides advice, guidance, and sometimes funding for the conservation of historic records and heritage assets.
- ▼ Arts Council England: provides funding and strategic direction for arts and cultural initiatives across the region, working closely with local authorities and cultural organisations.

- ▼ East Sussex County Council (ESCC): collaborates with RDC through the East Sussex Arts Partnership to implement the East Sussex Cultural Strategy, which aims to enhance cultural experiences, support the creative economy, and promote cultural tourism. ESCC also oversees county archaeological recording and archive deposition through the County Archaeology Service.
- ▼ Rother District Council (RDC): leads on cultural strategy, funding, and regeneration initiatives.
- ▼ Local Museums & Heritage Trusts: independent bodies including Bexhill Museum, Rye Castle Museum, and Winchelsea Museum that preserve local heritage assets and house archaeological archives.
- ▼ Community and cultural groups: local organisations and societies that contribute to the cultural landscape through events, performances, and workshops, for example, De La Warr Charitable Trust.

Relevant evidence base documents:

- ▼ East Sussex Cultural Strategy 2013 – 2025 (ESCC, 2014)
- ▼ De La Warr Pavilion Charitable Trust Annual Report for Rother District Council: 2023 – 2024 (Drew S., 2024)
- ▼ Talking of Bexhill: Measuring Values and Perception of a Home Town (18hours.org.uk, 2024)

4.25 The East Sussex Cultural Strategy 2013 – 2025 (ESCC, 2014), while it needs updating, sets out the cultural strategy for the wider region. It establishes three priorities:

- (1). Priority 1: Create an environment where great cultural experiences are available to everyone to enhance their quality of life
- (2). Priority 2: Create an environment which enables the cultural and creative economy to expand and enhances our ability to attract and retain other businesses.
- (3). Priority 3: Develop and promote well packaged cultural tourism offers which celebrate the identity of East Sussex, raise its profile and attract more visitors and businesses to the County.

4.26 RDC has implemented several initiatives to contribute to the above priorities:

Current provision

4.27 Rother benefits from a relatively strong and diverse cultural offer for a district of its size, focussed on a small number of high-profile venues plus a widespread network of town and village cultural assets:

- a. De La Warr Pavilion (Bexhill): an internationally recognised modernist venue that functions as a regional gallery, performance venue and community hub. It has a major role in town centre footfall and the visitor economy and remains the district's flagship cultural anchor (the Pavilion reported c.328,500 visitors in 2023/24) (Drew S., 2024).
- b. Rye: a compact historic town with multiple galleries, studios and an annual Rye Arts Festival that draws regional audiences and supports the visitor economy.
- c. Heritage and attractions: nationally significant heritage / visitor attractions in the district (e.g. Bodiam Castle / Batemans / Great Dixter / Kent & East Sussex Railway / medieval Winchelsea) provide cultural tourism anchors and contribute to daytime economy and cultural tourism circuits.
- d. Festivals and events: recurring events (Rye Arts Festival, Battle re-enactment, local food festivals) provide seasonal cultural demand and support a local creative economy.
- e. Local & community-scale provision: parish and town halls, community centres, small theatres, art societies and studio spaces deliver grassroots activity but are uneven in quality and capacity across the district; there are recognised gaps for youth-oriented facilities and flexible rehearsal/performance spaces. Local consultations and community research highlight needs especially in Bexhill/Sidley, (18hours.org.uk, 2024).
- f. Museums and archaeological repositories: Local museums, primarily Bexhill Museum, alongside accredited facilities in Rye and Winchelsea, act as the principal public depositories for heritage assets and archaeological archives generated within the district. However, Bexhill Museum and other local facilities have effectively

reached maximum storage capacity. Recent S106-funded expansions at Bexhill Museum are largely consumed by major strategic infrastructure archives (such as the Bexhill-to-Hastings Link Road), leaving severe structural capacity deficits for future archiving needs.

- g. Recent capital investment: Rother District Council secured a major Levelling Up package for cultural-led regeneration in Bexhill (£19.192m including a £2m Sidley community hub project), demonstrating both need and a funding path for strategic cultural infrastructure.

- 4.28 These assets form the baseline cultural infrastructure that new development must sustain and where appropriate reinforce.

Future requirement

- 4.29 The emerging Local Plan proposes a significant uplift in housing planned for 2025–2042, with strategic growth focused on Bexhill and expansion that will materially increase resident population and daytime/evening cultural demand.

- 4.30 A key project that would help to deliver the cultural-led regeneration in the district is the De La Warr Pavilion restoration and refurbishment. This project received planning permission and listed building consent in October 2025 and is to be delivered in three phases. The Pavilion itself contributes significantly to the local economy, supporting jobs, tourism and skills development across Sussex, and the project will further strengthen its role in driving growth and opportunity across the Southeast. The project has secured £17m from the UK Government, following a funding bid made by Rother District Council in partnership with De La Warr Pavilion Charitable Trust and Heart of Sidley. Other funders that pledged support include Arts Council England, National Lottery Heritage Fund (development grant), East Sussex County Council, The Chalk Cliff Trust, Foyle Foundation and life-long supporter Suzy Eddie Izzard. Aside from these, the project has also secured an allocation of Community Infrastructure Levy (CIL) funding, but there is still a significant fundraising target to complete the full scheme.

Financial & delivery requirements

4.31 Delivery of cultural infrastructure for new allocations will require a mixed package of developer contributions, capital grants and long-term operating models. The funding sources and mechanisms include, for example:

a. Developer contributions:

- i. S106 (site-specific) contributions to secure on-site buildings or capital contributions for off-site cultural facilities
- ii. Strategic CIL receipts (retained by RDC)

b. Capital grant funding:

- i. Arts Council England capital funds (Cultural Investment Fund and other open funds)
- ii. Local Regeneration Fund (Rother's successful Levelling Up Funding award demonstrates the availability of significant capital where projects demonstrate regeneration outcomes)
- iii. National Lottery Heritage Fund (for heritage-linked projects), Historic England grants for heritage assets, and other DCMS/DCI capital programmes

c. Local and regional funding:

- i. UK Shared Prosperity Fund / Rural England Prosperity funding for community cultural activity and capacity building. Rother District Council has previously successfully [secured funding from both sources](#).
- ii. Philanthropy / commercial sponsorship / venue trading: larger cultural venues (or trusts) will typically leverage philanthropic capital and trading income; new facilities should include a business plan demonstrating long-term sustainability (mixed income streams, café/retail space, room hire).

Sports and recreation facilities

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Sport England: government body responsible for growing and developing grassroots sport and getting more people active across England.
- ▼ Rother District Council - Neighbourhood Services: responsible for a wide range of services related to the local community and environment, including sports development.
- ▼ Hastings Borough Council (HBC): neighbouring authority and partner in the development and delivery of joint sports and playing pitch strategies.
- ▼ Local sports clubs and community groups: key stakeholders in facility use, maintenance, and local engagement, helping to identify community needs.
- ▼ Parish Councils.

Relevant evidence base documents:

- ▼ Hastings and Rother Playing Pitch and Built Facilities Strategy 2023 – 2039 (Continuum, 2023)
- ▼ Rother District Council Health and Well-being: Leisure Facilities Strategy 2023 - 2033 (SL, 2023)
- ▼ Built Facilities Supply and Demand Audit (Appendix 2) (RDC, 2023)

- 4.32 There is no single body with a statutory duty to provide leisure facilities in England. Rother District Council (RDC) provides and maintains these facilities on a discretionary basis because it recognises the significant value of sports, recreation and leisure services to the communities.
- 4.33 Schools and higher education institutions have duties to provide PE and can make facilities available for community use, but this is generally a policy expectation, not a statutory obligation to the public.
- 4.34 At the higher level, while central government doesn't directly provide facilities, it influences provision through policy, funding, and oversight. The Department for Culture, Media and Sport (DCMS) sets national sport policy whereas Sport England has a

statutory role to invest in and support community sport, protect playing fields (under statutory consultee powers in planning), and advise on local sports strategies.

- 4.35 RDC's Health and Well-being: Leisure Facilities Strategy 2023–2033 sets out objectives to ensure that facilities are accessible, sustainable, and aligned with population growth. The Hastings and Rother Playing Pitch and Built Facilities Strategy 2023–2039 provides the key evidence base on supply, demand, and future needs across football, cricket, rugby, hockey, indoor sports halls, swimming pools, and health and fitness facilities; a Stage E review of this work is currently underway. The Built Facilities Supply and Demand Audit (2023) highlights where existing stock is reaching end-of-life, where there are gaps in provision, and where opportunities for shared or community-led use exist.
- 4.36 There is a shared reliance on sports infrastructure across Rother and Hastings. Residents of Rother frequently use facilities in Hastings, while Hastings residents access leisure and pitch provision within Rother. This interconnected relationship underpins the joint evidence base and informs the strategic planning and delivery of future capacity across both authority areas.

Current provision

- 4.37 The district has a mixed portfolio of facilities, including:

Playing pitches

- 4.38 Rother has a network of football, cricket, rugby and hockey pitches, with higher concentrations in Bexhill and Rye, and a reliance on school sites for community use. The Hastings and Rother Playing Pitch and Built Facilities Strategy 2023–2039 identifies a number of current and emerging issues:
- a. **Hockey:** There is currently no secure capacity for club hockey in the study area. The existing (unsecured) facility at Horntye Sports Complex (located in Hastings but serving a wider catchment) is in poor condition and requires resurfacing or replacement at a suitable and accessible location.
 - b. **Football:** There is insufficient secured capacity for youth and junior football on Sundays and for midweek training. Additional secured provision of 3G artificial grass pitches (AGPs) is likely to be required to meet growth in population, unmet club

demand (especially for women's and girls' football), and the Football Association's aim to increase competitive play on 3G surfaces.

- c. **Grass pitches:** While some improvements to existing natural turf pitches can increase capacity, further grass pitch provision may still be needed by 2039. However, this potential need could be partly offset by the development of new floodlit 3G AGPs, which have much higher carrying capacities.
- d. **Cricket:** There are supply and distribution issues in areas of high demand (Hastings, Bexhill, Westfield) and a risk of losing the cricket pitch at Horntye Sports Complex, currently used by Hastings Priory Cricket Club.
- e. **Rugby:** The main needs for rugby clubs relate to improving grass pitch maintenance and floodlighting and securing sufficient midweek floodlit training access. This may include enhanced use of the rugby-compliant AGP at Bexhill College or developing a new rugby-compliant AGP at Ark Academy, with secured access for Hastings and Bexhill RFC.

- 4.39 The strategy emphasises the need to protect all existing playing field sites for both formal and informal community use and to monitor capacity and quality through ongoing review.

Non-pitch outdoor sports

- 4.40 Bowls clubs, tennis courts, athletics track (Bexhill College), and water-based facilities such as Rye Harbour sailing and canoeing.

Built facilities

- 4.41 Bexhill Leisure Centre, Bexhill Leisure Pool and Rye Sports Centre, managed under contract by Freedom Leisure, form the core of the district-wide offer. Facilities include sports halls, fitness suites, swimming pools, and activity studios.

Community and school-based facilities

- 4.42 A network of community and school-based facilities provides important opportunities for local participation in sport and physical activity.

- 4.43 Parish and village halls across the district support a range of informal and recreational activities—such as badminton, table tennis, and fitness classes—although quality, capacity, and accessibility vary considerably between settlements.
- 4.44 In addition, school sites make a significant contribution to community sports provision, particularly where formal community use agreements are in place. Facilities at Battle Abbey School, Bexhill Academy, Buckswood School, Claremont Prep and Nursery, and Bexhill College offer access to sports halls, playing pitches, and artificial surfaces that extend the local facility network beyond dedicated leisure centres. However, access arrangements, maintenance standards, and facility quality differ between schools, with some sites offering open community use and others limited to club-based or restricted bookings.

Condition of facilities

- 4.45 Much of the facility stock is ageing, particularly Bexhill Leisure Centre and Pool, which requires replacement or major refurbishment within the plan period (these works are scheduled).

Future requirement

- 4.46 Evidence indicates significant future needs driven by population growth associated with 2025-2042 housing allocations, the ageing condition of existing facilities, and evolving participation patterns. Strategic priorities focus on enhancing quality, capacity, and accessibility to ensure that provision keeps pace with demand.

Playing pitches

- 4.47 The Hastings and Rother Playing Pitch and Built Facilities Strategy 2023–2039 identifies the following key requirements to meet current and future needs:
- a. **Securing provision in growth areas:** Housing growth areas create opportunities to secure developer contributions towards local community pitch improvements. The priority is to invest off-site contributions in existing strategic multi-sport or sport-specific sites with ancillary facilities, good management arrangements, and safe, sustainable access from new communities.

- b. **Quality improvements:** Upgrading natural turf pitches—particularly those used for Saturday cricket, Sunday adult football, youth football, and mini-soccer—is essential. Sustaining improved quality will require enhanced maintenance regimes.
- c. **Floodlighting enhancements:** Upgrading floodlights at rugby training sites is needed to improve safety and extend capacity for evening training.
- d. **3G artificial grass pitch (AGP) provision:** Additional full-sized 3G AGPs are required to meet training and youth league match-play needs across the area. Proposed locations include Hastings (x2), Bexhill, Rye, and Mid/North Rother. This investment will alleviate overuse of existing grass pitches and increase opportunities for women's and girls' football, while freeing up capacity on sand-based AGPs for hockey and community programmes.
- e. **New pitch provision:** Development of new cricket facilities—such as those at St Mary's Recreation Ground, Claremont Prep and Nursery, and Worsham—will provide dedicated club bases (e.g. Sidley CC, Hastings Priory CC) and expand capacity for future demand.

4.48 The study also identified key strategic sites for future development and protection of accessible community sport:

- a. **Polegrove Recreation Ground (Bexhill):** A key multi-sport site hosting senior football, cricket, and community events. The grandstand and changing facilities require upgrade to meet Step 6 National League System standards, and pitch quality improvements are needed to accommodate increased youth and recreational use. Given club growth, the Council may wish to consider relocation of one club to an alternative opportunity site to relieve pressure on the Polegrove and allow greater community access and flexibility.
- b. **Little Common Recreation Ground:** Home to senior football, youth football, and adult cricket. While recent maintenance has improved pitch condition, sustaining high-quality maintenance regimes is critical. The cricket square would benefit from enhanced maintenance, and the current basketball area could be reconfigured to create space for cricket nets and reorganised outdoor activity zones, maximising site functionality and safety.

4.49 It also identified further opportunities sites including:

- a. Kiteye Farm (North Bexhill): Football or outdoor sports facilities as part of the North Bexhill development.
- b. Northeye (West Bexhill): A full-sized adult football pitch or a senior cricket pitch with associated pavilion and parking facilities, to replace the existing pitch, as part of redevelopment of the site for housing.
- c. Worsham (Northeast Bexhill): Football outdoor sports facilities (3 pitches (1 senior, 2 junior)) and 2 team changing pavilion for the new community.
- d. St Richard's Catholic College, Bexhill: Pitches. Investigate the options to open the facilities for community use
- e. Education sites to open for community use: Work with Active Partnership to identify schools to open for community use or extend their current provision through the opening schools' facilities programme.
- f. New School Sites – Rother (as part of Worsham Development): Pitches. Ensure community use of facilities is included as part of any new development through planning policy.

Non-pitch outdoor sports

- 4.50 Improvements are required to sustain participation in non-pitch outdoor sports such as tennis, bowls, athletics, and water sports. Key priorities include upgrading ancillary facilities, increasing accessibility, and ensuring that key sites in Bexhill and Rye remain viable and well maintained.

Built facilities

- 4.51 Replacement of Bexhill Leisure Centre and Bexhill Leisure Pool with a modern, fit-for-purpose combined facility remains a strategic requirement within the next 10 years, addressing condition issues and meeting future demand. Rye Sports Centre also requires ongoing investment to maintain quality, accessibility, and community value.
- 4.52 The Built Facilities Audit identifies insufficient swimming pool capacity at peak times. Replacement and new pool provision in Bexhill is therefore essential to meet district-wide needs.

- 4.53 Growing demand requires additional sports hall space and expanded health and fitness facilities, especially considering strategic housing growth areas in Bexhill.

Community and school-based facilities

- 4.54 The Hastings and Rother Playing Pitch and Built Facilities Strategy 2023 – 2039 (Table 4.2, page 59-62) also identifies coordinated actions with different timescale; many involve school-based and community facilities.
- 4.55 This underlines the importance of formal community use agreements and coordinated investment between schools, the local authority, and national governing bodies (FA, ECB, EH, and Active Sussex). Delivery should focus on maximising existing assets through maintenance, resurfacing, and secured community access.
- 4.56 A key project that plays an important role in delivering the wider cultural led regeneration is the Sidley Recreation Ground Community Hub. The project secured approximately £2.1m from the UK Government in 2023, following a funding bid made by Rother District Council in partnership with Heart of Sidley. The community hub is currently being built and is anticipated to be completed in May 2026.

Financial & delivery requirements

- 4.57 Delivery will require a blended funding approach:

a. Developer contributions:

- i. S106 (site-specific) contributions to secure on-site provision (e.g. playing pitches, sports halls) or capital contributions for off-site improvements and maintenance
- ii. Strategic CIL receipts (retained by RDC) to support delivery of strategic leisure projects

b. Capital grant funding:

- i. Sport England capital programmes (e.g. Strategic Facilities Fund, Community Asset Fund) aligned with participation growth and health outcomes

- ii. National Governing Bodies of Sport (FA, RFU, ECB, England Hockey) facility investment programmes to deliver new pitches and quality upgrades
- iii. Government funding streams, including the Local Regeneration Fund, where sports and leisure are tied to wider regeneration and health outcomes

c. Local and regional funding:

- i. UK Shared Prosperity Fund (UKSPF) / Rural England Prosperity Fund (REPF): potential to support community sport, active travel, and grassroots facility improvements
- ii. Partnership funding with schools, colleges and clubs: co-location or shared-use arrangements to reduce capital costs and maximise community access; and
- iii. Community and charitable grants

5. Education

- 5.1 Local authorities in England have a statutory duty to provide sufficient school places for pupils of statutory school age within their local authority area.
- 5.2 In general terms, education infrastructure can be defined as:
 - a. early years and childcare provision
 - b. primary school and secondary schools (with and without sixth forms)
 - c. special education needs (SEN) schools
 - d. post-16 education and further education

Early years and childcare

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department for Education (DfE): national authority who sets national policy, early years foundation stage (EYFS) statutory framework, and funding allocations for early years and childcare.
- ▼ Ofsted: non-ministerial government department who regulates and inspects nurseries, preschools, childminders, and early years settings to ensure quality and safeguarding.
- ▼ East Sussex County Council (ESCC): ESCC has a statutory duty to secure sufficient, high-quality early years and childcare provision across the county. ESCC also has responsibilities to promote the take-up of childcare, provide advice and information for families, and support providers with guidance, training, and development. ESCC Children's Services is the relevant department.
- ▼ Children and Young People's Trust (CYP Trust): a partnership in East Sussex, led by ESCC, comprising all the services and strategies relating to children and young people and their families in the local area.
- ▼ Private, voluntary, and independent (PVI) sector providers: these are privately owned, run by voluntary organisations, or are otherwise independent of the government. They include nurseries, preschools, playgroups, and childminders forming the majority of provision in Rother.

Relevant evidence base documents:

- ▼ East Sussex Childcare Sufficiency Assessment 2026 (ESCC, 2026)
- ▼ East Sussex Children and Young People's Plan (CYP Trust)
- ▼ East Sussex County Council's Council Plan 2026-27 (ESCC, 2026)
- ▼ Excellence for All Vision 2024–2030 (ESCC, 2024)
- ▼ ESCC updated figures for calculating development contributions

5.3 The DfE sets national early years policy through the EYFS statutory framework and determines funding allocations for free entitlement hours. Ofsted regulates provision and

inspects all settings to ensure quality, safeguarding, and compliance with statutory requirements.

- 5.4 ESCC, through its Children's Services Department, has a statutory duty to secure sufficient, high-quality early years and childcare places to meet local need (Childcare Act 2006). ESCC also supports take-up, provides guidance and training to providers, and coordinates delivery through the CYP Trust. This approach aligns with ESCC's strategic vision set out in Excellence for All Vision 2024–2030, which emphasises improving outcomes for all children and young people by ensuring equitable access to high-quality education and early years services.
- 5.5 The quality and sufficiency of provision in Rother are closely monitored by ESCC through the Childcare Sufficiency Assessment (2026), which informs planning for future provision and identifies gaps in geographic coverage, flexibility, and extended-hours care.

Current provision

- 5.6 Rother District has a mixed portfolio of early years and childcare provision, dominated by the private, voluntary, and independent (PVI) sector. This includes privately run nurseries, preschools, playgroups, and childminders, which provide the majority of local childcare places. School-based nursery classes and maintained nursery provision offer additional capacity, particularly in Bexhill, Rye, and Battle.
- 5.7 According to the East Sussex Childcare Sufficiency Assessment 2026, provision is generally sufficient in urban areas, but rural villages often experience limited access, particularly for full-day or flexible childcare.
- 5.8 In terms of capacity and quality, the above report also shows that most settings achieve good or outstanding Ofsted ratings, and take-up of the universal 15-hour entitlement is high. However, there is growing pressure for extended 30-hour entitlement provision, holiday clubs, and wraparound care, which is not uniformly available across the district.
- 5.9 Recruitment and retention of qualified staff remain a challenge, particularly for settings offering extended hours or in more rural locations.

Future requirement

- 5.10 Future need is shaped by a combination of demographic growth, national policy changes and housing allocations. ESCC's Excellence for All Vision 2024–2030 underlines the importance of planning early years and childcare provision to support equitable educational outcomes, particularly in areas of population growth, ensuring that all children have access to high-quality, flexible, and inclusive provision that meets local need.

Population and housing growth

- 5.11 The emerging Local Plan allocations will generate demand for new early years places. Expansion or new provision will also be required to meet projected demand from planned housing allocations. ESCC's pupil yield model remains the basis for calculating childcare contributions from new housing developments.

Policy expansion

- 5.12 Government reforms expanding funded entitlements for children under three (rolled out nationally 2024–2026) will significantly increase demand, particularly for nursery places for 9–23-month-olds.

Demands trends

- 5.13 The East Sussex Childcare Sufficiency Assessment 2026 shows growing demand for childcare that covers term-time, holiday periods, and wraparound care. The data indicate that many parents now require year-round childcare, not only during school terms, with large majorities expressing a need for holiday and extended-hours provision.
- 5.14 The report also highlights that even where overall early years sufficiency exists, there are geographic shortfalls, especially in provision for extended hours or flexible care (e.g., pick-ups, drop-offs outside standard hours, or holiday clubs).
- 5.15 Parent/carer surveys show that families experience difficulty finding holiday club places, after-school clubs, and full-day care, particularly in growth areas or rural wards.
- 5.16 ESCC's Excellence for All Vision 2024–2030 highlights the need to plan infrastructure and provision to secure positive outcomes for all children and young people.

Financial & delivery requirements

5.17 Delivery will depend on a combination of developer contributions, public funding, and the PVI sector investment.

a. Developer contributions:

- i. S106 (site-specific) contributions, using ESCC's updated pupil yield formulas, to fund expansion or establishment of nursery places associated with new housing developments
- ii. Strategic CIL receipts (retained by RDC) to support delivery of education infrastructure

b. Government funding streams:

- i. Dedicated Schools Grant (Early Years Block) allocated by DfE to ESCC to fund statutory entitlements
- ii. DfE School-based nurseries capital grant
- iii. Targeted funding programmes (e.g. wraparound childcare expansion funding)

c. Local and partnership funding:

- i. PVI sector investment to deliver new or expanded nurseries
- ii. School-led nursery expansion, supported by government capital funding where demand aligns with school capacity

Primary, secondary and SEND schools

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department for Education (DfE): national authority who provides policy, guidance, and capital funding for school building programmes (e.g., School Basic Need allocations, High Needs Provision Capital Allocation and Free Schools).
- ▼ East Sussex County Council (ESCC): the Local Education Authority (LEA) whose statutory duties include ensuring there are sufficient school places available in their area to meet demand, managing school organisation, maintaining local authority-maintained schools, and upholding standards for all pupils, among others.
- ▼ Local schools in Rother: provide day-to-day education and engage with ESCC on capacity, admissions, and investment needs.
- ▼ Academy Trusts (SATs) and Multi-Academy Trusts (MATs): school operators in Rother who run academies and free schools, responsible for governance, strategic planning of provision and maintaining their academy schools. They are key partners in delivering additional capacity where required.
- ▼ Diocesan education authorities: bodies within religious denominations that oversee and support faith-based schools within their geographical region. They collaborate with ESCC on school place planning, admissions, and capital works. In Rother, these include Diocese of Chichester for Church of England schools, and Diocese of Arundel and Brighton for Catholic schools.

Relevant evidence base documents:

- ▼ [School Organisation Plan \(2025–2029\) \(ESCC, 2025\)](#)
- ▼ [East Sussex County Council's Council Plan 2026-27 \(ESCC, 2026\)](#)
- ▼ [Excellence for All Vision 2024–2030 \(ESCC, 2024\)](#)
- ▼ ESCC updated figures for calculating development contributions

5.18 Rother District's education provision is overseen by ESCC as the LEA, which has a statutory duty to secure sufficient school places for all children in the district. ESCC manages school organisation, admissions planning, and the maintenance of local authority maintained school buildings. The DfE provides national policy guidance and capital funding for school expansion and building programmes, including School Basic Need allocations, High Needs Provision Capital Allocation and Free Schools.

- 5.19 Local schools, including maintained schools, academies, and free schools, deliver day-to-day education and work closely with ESCC to plan capacity, respond to demographic growth, and implement capital projects. Academy Trusts (SATs) and Multi-Academy Trusts (MATs) are responsible for governance, strategic planning, and maintenance of their academy schools. Diocesan education authorities (Diocese of Chichester for Church of England schools, and Diocese of Arundel and Brighton for Catholic schools) collaborate with ESCC on place planning, admissions, and capital works to ensure faith-based provision meets local demand.
- 5.20 The School Organisation Plan 2025–2029 identifies current capacity, projected pupil growth, and investment priorities, forming the primary evidence base for strategic planning in Rother. These objectives are aligned with ESCC’s Excellence for All Vision 2024–2030 and Council Plan 2025–26, ensuring education infrastructure supports broader social, economic, and demographic objectives in the district.

Current provision

School planning areas

- 5.21 For the purposes of school place planning, ESCC divides the county into school planning areas. These are geographic units used for forecasting pupil numbers, assessing capacity and need, and identifying where place creation, expansion or reorganisation may be required. Planning areas group schools that serve a town or collection of villages (and in rural districts some single-school admission areas are grouped under headings such as Rural Rother). ESCC uses these areas and individual school catchments to determine where additional places are needed and to work with district councils on infrastructure (CIL / S106) linked to housing growth.
- 5.22 The ESCC School Organisation Plan identifies the following planning areas covering Rother district (Primary and Secondary planning areas shown where relevant):
- a. Bexhill and surrounding area (primary + secondary planning area)
 - b. Rye and surrounding area (primary + secondary planning area)
 - c. Battle area (primary + secondary planning area)

- d. Rural Rother (grouping of rural primary schools plus Robertsbridge Community College as the local secondary).

- 5.23 Note: ESCC's School Organisation Plan is the primary source for up-to-date planning-area definitions, capacities and forecasts and should be referred to when finalising IDP infrastructure schedules.
- 5.24 It should be noted that while ESCC's '**Battle and surrounding area**' school planning area is administratively distinct from the '**Hastings area**', there is significant functional overlap at their shared boundary. Housing growth within the northern and western fringes of Hastings urban area (e.g., in the Greater Hollington area) frequently generates demand for school places within the '**Battle and surrounding area**' school planning unit. Conversely, development within Rother District parishes that border the Hastings conurbation (e.g., Crowhurst and Westfield) creates reciprocal demand for places within the '**Hastings area**' school planning unit. Consequently, ESCC capacity assessments and infrastructure provision must account for the cumulative, cross-boundary impact of planned growth across both administrative areas. This requires coordinated forecasting and ongoing dialogue between the Local Planning Authorities and the Education Authority to ensure education infrastructure in both districts remains resilient to shifting demographic pressures. RDC, HBC, and ESCC will continue to work jointly to progress infrastructure delivery and explore the potential for documenting and managing this strategic cooperation via suitable frameworks, such as a Statement of Common Ground.

Primary schools: provision and capacity

- 5.25 **Bexhill and surrounding area:** 10 primary schools. Current provision is sufficient overall, with capacity exceeding demand across the area. Most schools are operating within their limits, though a few are already full or close to full. Others, particularly the larger academies, are carrying significant spare capacity, which provides balance at the area level. This means Bexhill is well placed to meet current need, though the picture varies between individual schools.
- 5.26 **Battle area:** 1 primary school. Current demand slightly exceeds the capacity of the single school serving this area (Battle and Langton CE Primary School). Provision is therefore already under pressure, with little flexibility to accommodate fluctuations in pupil numbers.

- 5.27 **Rye and surrounding area:** 4 primary schools. Provision comfortably exceeds current demand, with all schools in this area operating well below capacity. This results in a significant level of surplus places, giving families choice and ensuring there is no pressure on provision at present.
- 5.28 **Rural Rother:** 18 primary schools. Capacity across the rural area remains well above current demand. While some individual schools are close to capacity, the majority are operating below their limits, often with a notable surplus of places. This ensures the area overall has sufficient provision, though the position can vary between local communities.
- 5.29 ESCC's latest School Organisation Plan (extracted below) highlights the uneven distribution of capacity across the district: urban Bexhill is expected to see sustained demand growth (forecast Numbers on Roll - NOR)⁷, whereas rural and coastal planning areas may maintain or even reduce intake.

Figure 6: Primary school capacities and forecast numbers on roll (Source: ESCC School Organisation Plan 2025–2029)

School planning area	Capacity	2025/26	2026/27	2027/28	2028/29
Bexhill and surrounding area	3097	2810	2844	2804	2834
Battle area	420	422	435	446	448
Rye and surrounding area	770	483	465	446	446
Rural Rother	2625	2184	2142	2102	2075

Secondary schools: provision and capacity

- 5.30 **Bexhill and surrounding area:** While Year 7 intakes are close to PAN, current capacity across St Richard's Catholic College and Mulberry Academy Bexhill (formerly Bexhill High Academy) is sufficient overall at present to accommodate current demand.
- 5.31 **Battle area:** Claverham Community College is operating close to capacity. It has sufficient Year 7 places to meet in-area demand and so is likely to fill to its PAN each year with out-of-area children.
- 5.32 **Rye and surrounding area:** Current capacity exceeds demand, with Rye College serving this area operating within its overall limit. This means there is sufficient provision to meet current demand.

⁷ NOR: the number of pupils actually on the roll (registered) at a school. When shown as a forecast, it represents the projected number of pupils expected to be enrolled at the school in future years.

- 5.33 **Rural Rother:** Provision in this area is sufficient, with the Robertsbridge Community College operating well below its capacity. The school's Year 7 intakes are forecast to be significantly below its PAN in the next few years.

Figure 7: Secondary school capacities and forecast numbers on roll (Source: ESCC School Organisation Plan 2025–2029)

School planning area	Capacity	2025/26	2026/27	2027/28	2028/29
Bexhill and surrounding area - Bexhill High Academy & St Richard's Catholic College	2650	2453	2439	2445	2441
Battle area - Claverham Community College	1150	1152	1154	1155	1153
Rye and surrounding area - Rye College	750	663	687	704	686
Rural Rother- Robertsbridge Community College	800	676	638	605	587

Special Educational Needs and Disabilities (SEND)

- 5.34 There is a range of educational support for children and young people with SEND in Rother, aligning with the broader county strategy outlined in the East Sussex SEND Strategy. This strategy emphasises early identification, inclusive education, and the development of specialist provisions to meet the diverse needs of SEND students.
- 5.35 Within Rother, the following state special schools and alternative provision are operational:
- Glyne Gap School, Bexhill: An academy serving students aged 2–19, offering specialised education for children with severe and profound learning disabilities.
 - East Sussex Skills Academy (formerly The Workplace), Bexhill: An alternative provision academy for students aged 11–16.

Future requirement

- 5.36 Future demand will be driven by new housing allocations, demographic growth, and national policy changes (e.g., pupil entitlement changes, inclusion requirements).

Primary phase

- 5.37 Expansion or new provision will be required to meet projected demand from planned housing allocations.

Secondary phase

- 5.38 Additional places may be required to accommodate growth in Rother, with consideration of travel distances for pupils from surrounding villages.

Specialist provision

- 5.39 East Sussex County Council has identified a significant increase in the number of children and young people with Education, Health and Care Plans (EHCPs), with projections indicating a rise. This upward trend is particularly notable in conditions such as Autistic Spectrum Disorder (ASD), Speech, Language and Communication Needs (SLCN), and Social, Emotional, and Mental Health (SEMH).
- 5.40 East Sussex County Council's SEND place planning strategy is focused on developing more specialist bases in mainstream schools, supporting schools to be more inclusive and for children to be educated alongside their peers in their local communities. This approach aligns with the recently published Schools White Paper which sets out clearly the vision for inclusion in mainstream schools and the ambition that children with SEND must be able to attend their local mainstream school and have their needs met.
- 5.41 Additional special school places, including post-16 provision, may also be required to serve children and young people with the most complex needs.

Financial & delivery requirements

- 5.42 Delivery of new or expanded school infrastructure will rely on a combination of developer contributions, government funding, and partnership approaches:

a. Developer contributions:

- i. S106 (site-specific) contributions to provide land, fund new or expanded school provision directly associated with new housing developments

- ii. CIL receipts (retained by RDC) to support delivery
- b. Government funding streams:**
- i. School Basic Need allocations and High Needs Provision Capital Allocation funding from DfE to fund new school places
 - ii. Free School programme funding where appropriate
 - iii. Central government's capital grants for building maintenance and expansion in line with national policy priorities
- c. Local and partnership funding:**
- i. School-led expansions coordinated by ESCC with Academy Trusts where appropriate
 - ii. Diocesan contributions to maintain faith-based school provision

Further and higher education

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department for Education (DfE): national authority that sets national policy for post-16 education and skills. DfE oversees funding allocations for further education (FE) providers via bodies such as the Education and Skills Funding Agency (ESFA).
- ▼ Education and Skills Funding Agency (ESFA): funding and oversight body who provides revenue and capital funding for FE colleges, sixth forms, and training providers.
- ▼ East Sussex County Council (ESCC): local authority whose statutory duties include ensuring sufficient post-16 education and training provision. ESCC

coordinates with schools, colleges, and providers to shape provision aligned with local economic and skills needs.

- ▼ Local FE colleges and sixth form providers: deliver vocational, academic, technical and higher-level qualifications. In Rother, the relevant providers include Bexhill College and East Sussex College Group (Lewes, Eastbourne, Hastings campuses). They serve Rother students with a broader FE/HE offer.
- ▼ Plumpton College: An additional key provider with a facility in Hastings offering further education courses accessible to Rother residents.
- ▼ Relevant universities: provide higher education opportunities accessible to Rother residents. They also collaborate with FE colleges, local employers, and councils on widening participation and skills pathways. Nearby universities, with reach into Rother include University of Sussex, University of Brighton, and University of Kent.
- ▼ Local Academy Trusts with sixth forms: operate sixth forms in secondary schools within Rother or adjacent areas, expanding post-16 choice.
- ▼ Sussex Learning Network and Skills & Employment East Sussex (SES): local skills advisory bodies whose forum bring together councils, colleges, universities, and employers to align education with labour market needs. They identify priority sectors and future workforce skills.

Relevant evidence base documents:

- ▼ School Organisation Plan (2025–2029) (ESCC, 2025)
- ▼ East Sussex County Council's Council Plan 2026-27 (ESCC, 2026)
- ▼ Excellence for All Vision 2024–2030 (ESCC, 2024)
- ▼ East Sussex Post 16 transport policy statement 2024-25 (ESCC, 2024)
- ▼ ESCC updated figures for calculating development contributions (ESCC)

5.43 To ensure a clear understanding of the infrastructure requirements within this section, the following definitions apply:

- a. Further education: refers to all post-16 study up to Level 3 (non-degree), including academic A-Levels and T-Levels (typically provided by Sixth Forms or Sixth Form

Colleges) and vocational BTECs or NVQs. It is typically for age group: usually 16–19.

- b. Higher education: refers to degree-level study or high-level professional qualifications at Level 4 and above. This includes Undergraduate (Bachelors) and Postgraduate (Masters/PhD) degrees, as well as Foundation degrees (HNDs), typically for the 18+ age group.

5.44 Rother District’s post-16 education provision is shaped by national policy, local authority responsibilities, and cross-sector partnerships. DfE sets the framework for post-16 education and skills, with the Education and Skills Funding Agency (ESFA) providing capital and revenue funding to FE colleges and sixth forms. ESCC has a statutory duty to ensure sufficient provision, coordinating with colleges, sixth forms, and local skills networks to align education with workforce needs. Local stakeholders, including FE colleges, academy sixth forms, and universities, work with ESCC and regional skills partnerships such as the Sussex Learning Network and Skills & Employment East Sussex (SES) to ensure post-16 learners have access to academic, vocational, and technical pathways. The focus is on supporting learner progression, addressing skills shortages, and providing equitable access to education across urban and rural areas.

Current provision

- 5.45 Rother District currently offers post-16 education through a combination of FE colleges, secondary school sixth forms, and regional higher education institutions. There is significant cross-boundary permeability, particularly between Rother and Hastings, with students frequently moving between the two authorities to access a network of providers. Bexhill College is the main FE provider within the district, offering academic, vocational, and technical courses. Additional provision is available via East Sussex College Group campuses (in Hastings, Eastbourne, and Lewes), and Plumpton College’s Hastings facility. Several secondary schools operate sixth forms, expanding choice for local learners.
- 5.46 While no universities are located directly in Rother, residents access higher education at nearby institutions, including the University of Sussex, University of Brighton, and University of Kent. Additionally, East Sussex College provides higher education opportunities in the surrounding area, offering courses from foundation to Masters level (Levels 5-7) across a variety of subject areas. Post-16 transport provision, guided by the

ESCC Post-16 Transport Policy, supports students, particularly from rural areas, to access these opportunities. Current provision delivers a wide range of pathways but may face pressure from future population growth and evolving skills needs.

Future requirement

- 5.47 Future demand for post-16 education in Rother will be influenced by population growth, housing developments, and evolving local skills needs. The Local Plan housing allocations in Bexhill, Rye, and surrounding areas are projected to increase the number of 16–19-year-olds, creating additional pressure on existing FE colleges, sixth forms, and transport networks. Growth in vocational and technical sectors, aligned with the district's economic development priorities, will require expanded provision of applied courses, apprenticeships, and work-based learning opportunities.
- 5.48 To ensure equitable access, rural areas may need enhanced transport solutions or flexible delivery models, including blended learning and satellite campuses. Furthermore, coordination with nearby universities is important to support smooth progression pathways into higher education, particularly for learners from underrepresented groups.
- 5.49 Future provision must balance capacity, accessibility, and the diversity of pathways to meet both educational aspirations and local workforce requirements.

Financial & delivery requirements

- 5.50 Delivery of future post-16 provision will rely on coordinated funding and partnership approaches:
 - a. **Developer contributions:** S106 and CIL contributions will be sought to support new or expanded post-16 provision (including school based sixth forms) or transport access improvements where a requirement is identified. For school based sixth form provision, calculations will be based on ESCC's established development contribution rates. For requirements relating to independent FE providers or colleges, RDC will engage in direct dialogue with the providers and HBC to ensure that any contributions are calculated and applied consistently across the shared market area.

- b. **Government funding streams:** ESFA capital and revenue allocations for FE colleges and sixth forms, as well as funding for higher education progression initiatives.
- c. **Local partnership funding:** Collaboration between ESCC, FE colleges, universities, and employers to deliver vocational programmes aligned with local skills needs; potential employer contributions to work-based learning and apprenticeships.
- d. **Transport provision:** Capital and revenue funding to support post-16 transport, ensuring equitable access across urban and rural areas.

6. Health & social care

Primary care: GP surgeries, health centres

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ NHS Sussex Integrated Care Board (ICB): responsible for planning, commissioning, and funding primary and community care services across Sussex, including Rother.
- ▼ Sussex Health and Care Assembly: The Integrated Care Partnership (ICP) for the Sussex Integrated Care System. It's a formal joint committee set up between NHS Sussex, Brighton & Hove City Council, East Sussex County Council and West Sussex County Council. Its membership includes representatives from universities, voluntary and community organisations, Healthwatch, further education, housing and local enterprise, across Sussex.
- ▼ NHS Property Services (NHSPS): a government-owned company that owns, manages, and develops a large portfolio of NHS properties, including primary care

facilities. They are a key delivery partner for the physical estate required to support new and improved GP surgeries and health centres.

- ▼ East Sussex Health and Wellbeing Board: statutory forum where political, clinical, professional and community leaders from across the care and health system come together to improve the health and wellbeing of their local population and reduce health inequalities. It has statutory powers and meets in public.
- ▼ East Sussex Health Overview and Scrutiny Committee (HOSC): reviews health services in East Sussex and provides scrutiny to NHS Sussex.
- ▼ East Sussex County Council (ESCC): provides public health, adult social care, and children's services, which are critical for health and wellbeing infrastructure.
- ▼ Primary Care Networks (PCNs) and GP Practices: frontline providers of primary care across Bexhill, Rye, Battle, and rural areas.
- ▼ Hastings Borough Council (HBC): Neighbouring authority and partner in addressing the cross-boundary infrastructure impacts on shared facilities.

Relevant evidence base documents:

- ▼ Health and Wellbeing Background Paper (RDC, 2024)
- ▼ Improving Lives Together: Our ambition for a healthier future in Sussex (Sussex Integrated Care Strategy Five-Year Plan) (Sussex Health and Care Assembly, 2024)
- ▼ Improving Lives Together Ambition to reality: Our Shared Delivery Plan (Sussex Health and Care Assembly, 2023)
- ▼ East Sussex Health and Wellbeing Strategy Health Lives, Healthy People (2022 – 2027) (East Sussex Health and Wellbeing Board)
- ▼ Delivering Improving Lives Together - New Models of Care (NHS Sussex Integrated Care Board, 2025)
- ▼ Primary Care Network (PCN) Data & GP Practice Profiles (JSNA)
- ▼ East Sussex Pharmaceutical Needs Assessment 2025 (PNA,2025)
- ▼ Rother district area profile (JSNA)

- 6.1 Health and social care infrastructure is a critical component of Rother District's capacity to support current and future population needs. Primary care services, particularly GP practices and health centres, form the frontline of the health system, providing essential medical assessment, treatment, and preventative care.
- 6.2 The planning and delivery of these services are coordinated through a multi-layered partnership framework, including:
- a. NHS Sussex Integrated Care Board (ICB) – operates at the countywide level, setting strategy, commissioning services, and allocating funding for primary, community, and acute care across Sussex.
 - b. Local Primary Care Networks (PCNs) and GP practices. PCNs bring together local GP practices, typically serving populations of 30,000–50,000. They provide extended services, including chronic disease management, community nursing, and social prescribing, acting as the primary organisational unit for neighbourhood-level care. PCNs and their constituent GP practices are directly responsible for day-to-day service delivery across urban centres such as Bexhill, Rye, and Battle, as well as in surrounding rural communities.
 - c. Integrated Community Teams (ICTs) are emerging, place-based teams that bring together GPs, community health professionals, adult social care, mental health services, and voluntary organisations. They are designed to work largely around PCN footprints, coordinating holistic and preventative care close to people's homes.
- 6.3 Alongside these, ESCC and broader partnerships – including the Sussex Health and Care Assembly (an ICP), East Sussex Health and Wellbeing Board – provide strategic oversight and ensure health and care priorities are integrated with wider social, housing, and wellbeing agendas.

Current provision

- 6.4 Primary care in Rother District is delivered through a mix of GP practices, branch surgeries, community hospitals, and wider health and care facilities, coordinated through Primary Care Networks (PCNs). The following subsections set out the current health needs, service organisation, infrastructure, and challenges shaping provision.

Health needs and service demand

- 6.5 Health outcomes and service demand in Rother are shaped by wider social determinants, including an ageing population, higher prevalence of long-term conditions, and inequalities in access. As such, existing primary care infrastructure is under pressure to respond not only to clinical needs but also to broader public health challenges such as prevention, mental health, and social prescribing.

Primary care network and GP provision

- 6.6 Rother District has a network of GP practices and health centres concentrated in Bexhill, Rye, and Battle, with additional provision in larger villages. These facilities form the backbone of local primary care, coordinated through Primary Care Networks (PCNs). PCNs provide extended-hours services, chronic disease management, community nursing, mental health support, and preventative care initiatives.
- 6.7 There are five PCN footprints covering parts of Rother, in each PCN there are usually approximately 30,000 to 50,000 patients:
- a. Rural Rother PCN – entirely within the district boundary.
 - b. Bexhill, Hastings & St Leonards, and High Weald PCNs – spanning across other East Sussex districts/boroughs.
 - c. Weald PCN – covering areas in Kent as well as Rother.

Health and care infrastructure

- 6.8 According to JSNA, current health and care infrastructure across Rother includes:
- a. 2 community hospitals
 - b. 10 GP practices and 12 Branch practices
 - c. 16 community pharmacies
 - d. 65 care homes (April 2024)

Pharmacies

- 6.9 As of April 2025, the East Sussex Pharmaceutical Needs Assessment (PNA) indicates that Rother District has 16 community pharmacies, a decrease from 18 in 2022. This reduction reflects a broader trend observed across East Sussex, where the total number of community pharmacies has declined by 6% since the previous assessment.
- 6.10 Despite the decrease in numbers, the PNA notes that access to pharmacies in Rother remains generally good. Detailed analyses have shown that the majority of residents can reach a pharmacy within a reasonable distance, ensuring continued access to essential pharmaceutical services.
- 6.11 The PNA also highlights the importance of pharmacies in delivering public health services. Pharmacies in Rother are encouraged to adopt the 'Healthy Living Pharmacy' approach, which involves providing opportunistic health advice, supporting self-care, and delivering prevention services. This initiative aims to enhance the role of pharmacies in promoting health and well-being within the community.
- 6.12 Existing pharmacies are expected to continue meeting the needs of the growing population, if they are supported in expanding their services and maintaining accessibility

Urban–rural access disparities

- 6.13 More than half of Rother's population live in rural or fringe areas, where access to GP services can be more difficult due to travel distances, reliance on branch surgeries, workforce pressures, and variability in service availability. Access tends to be better in the urban centres, where provision is denser and more comprehensive.

System integration and future-readiness

- 6.14 The Improving Lives Together (2024) Document (Sussex Integrated Care Strategy Five-Year Plan) sets ambitions for integrated care across primary, community, social care, mental health, and voluntary services, shifting provision closer to people's homes. In Rother, primary care practices are evolving into hubs for Integrated Community Teams, coordinating holistic and preventative care.
- 6.15 Progress towards this integration is underway. The Shared Delivery Plan (2023) highlights improvements in aligning primary care, community, and social care delivery through place-

based models, aiming to embed Integrated Community Teams that deliver a “core offer” across services.

- 6.16 Workforce shortages are a persistent constraint. The Improving Lives Strategy identifies workforce growth, support, and digital capacity as priorities, recognising the impact of recruitment, skill mix, and retention on service availability.
- 6.17 Many existing GP premises remain serviceable but face limitations such as restricted space for multidisciplinary teams, aging infrastructure, and inadequate digital systems for remote consultations. These challenges are expected to intensify with population growth and service integration demands. The Health & Wellbeing Background Paper notes that improving accessibility, connectivity, and spatial planning is essential to supporting health and wellbeing in future.

Future requirement

- 6.18 The Improving Lives Together Strategy sets out system ambitions to expand integrated community models of care. To support this, new or upgraded premises will be needed to host multi-disciplinary teams, shared community services, and flexible spaces for outreach, home visits, telehealth, and group clinics. Existing GP premises may need expansion or replacement to enable this integrated model.
- 6.19 Inequalities in rural access must be addressed. Where face-to-face premises are not feasible, greater use of mobile clinics, satellite hubs, and enhanced telemedicine services will be critical to ensuring equitable access in remote areas.
- 6.20 The NHS Sussex ICB’s paper titled Delivering Improving Lives Together - New Models of Care highlights the need for redesign of services across urgent, community, and primary care settings in response to population change and fiscal pressures, including the redesign of neighbourhood health through ICT footprints.
- 6.21 Future primary care in Rother must evolve from standalone GP services to locally integrated health and care centres, capable of supporting preventative, chronic disease and population health interventions, delivered through collaborative working, enhanced use of digital tools, and flexible infrastructure responsive to growth and demographic change.

- 6.22 Population growth under the Local Plan, particularly in Bexhill, Rye, and adjacent parishes, is expected to increase the number of primary care users. Engagement with NHS Sussex ICB indicates this would result in increased demand in primary care services, staff, infrastructure and preventative and early intervention strategies.

Financial & delivery requirements

- 6.23 Delivery of new or expanded primary care facilities will require a combination of funding sources and partnership coordination:

a. Developer contributions:

- i. S106 (site-specific) contributions to provide land, fund new or expanded primary care provision directly associated with new housing developments
- ii. Strategic CIL receipts retained by RDC to support wider strategic infrastructure in identified growth areas

b. Government funding streams:

- i. Revenue and capital allocations from NHS Sussex ICB, ESCC, and relevant national primary care funding programmes to expand or enhance facilities and workforce capacity, and service delivery

c. Local and partnership funding:

- i. Collaboration with PCNs, voluntary and community organisations, and other stakeholders to deliver integrated care hubs, co-located community facilities, and innovative models of service provision, ensuring accessibility and resilience across the district

Secondary care: hospitals, diagnostic hubs

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department of Health and Social Care (DHSC): government department responsible for overseeing the provision, funding, and strategic direction of healthcare services, including hospitals and specialist secondary care.
- ▼ NHS Sussex Integrated Care Board (ICB): responsible for planning, commissioning, and funding primary and community care services across Sussex, including Rother.
- ▼ Sussex Health and Care Assembly: The Integrated Care Partnership (ICP) for the Sussex Integrated Care System. It's a formal joint committee set up between NHS Sussex, Brighton & Hove City Council, East Sussex County Council and West Sussex County Council. Its membership includes representatives from universities, voluntary and community organisations, Healthwatch, further education, housing and local enterprise, across Sussex.
- ▼ East Sussex Health and Wellbeing Board: statutory forum where political, clinical, professional and community leaders from across the care and health system come together to improve the health and wellbeing of their local population and reduce health inequalities. It has statutory powers and meets in public.
- ▼ East Sussex County Council (ESCC): provides public health, adult social care, and children's services, which are critical for health and wellbeing infrastructure.
- ▼ East Sussex Healthcare NHS Trust (ESHNT): the main NHS Trust providing hospital and acute care for Rother residents. ESHNT runs Conquest Hospital (Hastings) and Eastbourne District General Hospital, and community hospitals in Bexhill and Rye.
- ▼ Maidstone and Tunbridge Wells NHS Trust (MTW): Provides acute hospital services for residents in the northern parishes of Rother District (e.g., Ticehurst, Etchingham, Hurst Green), primarily via the Tunbridge Wells Hospital at Pembury.
- ▼ Kent Community Health NHS Foundation Trust (KCHFT): Provides community health services, including district nursing, rehabilitation, and inpatient beds at Hawkhurst Community Hospital. KCHFT is a key delivery partner for residents in the northern parishes of Rother, offering intermediate care closer to home and reducing the need for travel to coastal facilities.

- ▼ NHS Community Diagnostic Centres (CDCs): local facilities allowing access to diagnostic testing and reduce waiting times for patients. Part of NHS England's national infrastructure investment to ease pressure on hospitals.
- ▼ Healthwatch East Sussex: Independent health and care champion who represents patients' and residents' views on hospital and diagnostic services. They provide evidence and feedback to shape service planning and delivery.
- ▼ Voluntary and Community Sector Organisations (VCS): support patient pathways, particularly for vulnerable groups. VCS help reduce hospital pressures through community health support and aftercare.
- ▼ Private healthcare providers operating in Rother (e.g., Spire, Nuffield, independent clinics): complementary role in delivering elective and diagnostic services.

Relevant evidence base documents:

- ▼ Health and Wellbeing Background Paper (RDC, 2024)
- ▼ Improving Lives Together: Our ambition for a healthier future in Sussex (Sussex Integrated Care Strategy Five-Year Plan) (Sussex Health and Care Assembly, 2024)
- ▼ Improving Lives Together Ambition to reality: Our Shared Delivery Plan (Sussex Health and Care Assembly, 2023)
- ▼ Improving Lives Together: Our Plan for Our Population: A summary of our Shared Delivery Plan (Sussex Health and Care Assembly, 2023)
- ▼ Improving Lives Together Shared Delivery Plan Year Two (Sussex Health and Care Assembly, 2024)
- ▼ Estates and Infrastructure Strategy (Sussex Health and Care Assembly, 2024)
- ▼ Building for our Future Programme (ESHNT, 2022)
- ▼ Annual Reports & Quality Accounts 2023-24 (ESHNT, 2023)
- ▼ East Sussex Health and Wellbeing Strategy: Health Lives, Healthy People (2022 – 2027) (East Sussex Health and Wellbeing Board)
- ▼ Rother district area profile (JSNA, 2025)

- 6.24 Secondary care services form a critical component of Rother District's health and social care infrastructure. These services provide acute medical care, specialist treatments, elective procedures, and diagnostic testing that cannot be delivered in primary care settings. The planning and delivery of secondary care is coordinated through a multi-layered framework (as discussed in the Primary Care section above). Due to proximity and functional overlap with Hastings Borough, infrastructure resilience depends on coordinated investment across both administrative areas to support shared facilities.

Current provision

Hospital services and capacity

- 6.25 Rother District's secondary needs are met through a combination of acute hospitals and local community facilities. Due to the geography of the district, patient flows are split between providers in East Sussex and Kent:
- a. **Conquest Hospital in Hastings:** Operated by ESHNT, this is the primary acute facility for many Rother residents (Bexhill, Battle, Rye). It provides emergency (A&E), inpatient, outpatient, and specialist services. It also acts as a consultant-led maternity hub and provides Special Care Baby Unit (SCBU) provision for the East Sussex-wide region. These services serve a broad catchment area that goes beyond the Hastings-Rother boundary.
 - b. **Eastbourne District General Hospital:** Also operated by ESHNT, offering a full range of district general hospital services, including emergency care, surgery, and specialist services.
 - c. **Tunbridge Wells Hospital (Pembury):** Operated by MTW. This facility serves residents in the northern rural parishes of the district who are geographically closer to Pembury than Hastings.
- 6.26 According to the ESHNT Building for Our Future Programme (2022) and the ESHNT Annual Reports & Quality Accounts (2023-24), Conquest Hospital has approximately 500 inpatient beds, supported by multiple outpatient clinics, surgical theatres, and emergency care facilities. Conquest Hospital is also the central point for acute paediatric and maternity care for the district. Eastbourne District General Hospital has a similar scale of

inpatient and outpatient capacity, providing complementary elective and specialist services for Rother residents.

- 6.27 In addition to acute sites, the district is served by Community Hospitals which provide outpatient clinics, rehabilitation, and intermediate care, reducing the need for travel to acute sites:
- a. **Bexhill Hospital (Irvine Unit):** Hosting outpatient services, a range of clinics, and the new Community Diagnostic Centre.
 - b. **Rye, Winchelsea and District Memorial Hospital:** Providing intermediate care beds, outpatient clinics, and a minor injuries unit (MIU).
 - c. **Hawkhurst Community Hospital (Kent):** Operated by Kent Community Health NHS Foundation Trust. Located just across the northern district boundary, this facility provides inpatient rehabilitation beds and clinics, serving residents in the northern rural parishes (e.g., Hurst Green, Bodiam) who are geographically closer to Hawkhurst than coastal facilities.

Diagnostic and elective care capacity

- 6.28 A significantly expanded Community Diagnostic Centre (CDC) has been established at Bexhill Hospital. This acts as a diagnostic hub for the district, offering X-ray, MRI, CT, and ultrasound services to reduce waiting times and separate elective diagnostics from acute emergency flows at the Conquest Hospital.
- 6.29 Private providers, including Spire and Nuffield clinics, deliver elective procedures and diagnostic services, offering complementary capacity for patients. While these providers increase choice and reduce waiting times, their capacity is generally smaller and targeted towards planned procedures rather than emergency care

Capacity pressures

- 6.30 Current secondary care infrastructure faces capacity pressures, particularly for emergency care, elective surgeries, and outpatient services. Factors contributing to these pressures include population growth, an ageing demographic, rising prevalence of long-term conditions, and increasing complexity of care needs.

- 6.31 The Improving Lives Together: Five-Year Plan (2024) highlights that hospitals and diagnostic services must be modernised, expanded, and better integrated with community and primary care to meet current and future demand.

Future requirement

- 6.32 Planned growth in the Local Plan is expected to add additional demand on secondary care services; this could include increased hospital admissions, outpatient appointments, and diagnostic testing. While the ageing demographic remains a primary driver of demand, the Council recognises that new housing developments will also increase requirements for maternity and paediatric services. The Council understands the importance of careful planning for future hospital infrastructure, workforce expansion, and community-based diagnostic facilities to ensure timely and effective care delivery, considering the ageing population and rising prevalence of long-term conditions. The Council will continue dialogue with its partners (including HBC and ESHNT) to identify any additional pressure on bed occupancy, emergency department capacity, and staffing levels, ensuring that acute care provision remains resilient to the cumulative impact of growth across both local plan areas.

Financial & delivery requirements

- 6.33 Delivery of any new or expanded secondary care facilities will require a combination of funding sources and partnership coordination:

a. Developer contributions:

- i. S106 (site-specific) contributions to provide land, fund new or expanded secondary care provision directly associated with new housing developments (however, planning obligations towards secondary healthcare are not regularly sought, as this type of infrastructure typically receive funding from the Department of Health and Social Care)
- ii. Strategic CIL receipts retained by RDC to support wider strategic infrastructure in identified growth areas

b. Government funding streams:

- i. Central government capital allocations for hospital expansion, redevelopment, or modernisation under national healthcare programmes (e.g., NHS Capital Funding Programmes)
- ii. Targeted government grants to support innovative service delivery, including diagnostic hubs, elective care expansion, or integrated care facilities aligned with the Improving Lives Together: Five-Year Plan

c. Local and partnership funding:

- i. Local and partnership funding such as joint funding arrangements with neighbouring authorities, and collaboration with private healthcare providers will support the delivery of capital improvements, co-located facilities, and shared diagnostic services, ensuring coordinated investment in local secondary care infrastructure

6.34 Delivery of these facilities will require careful phasing alongside planned housing and population growth. Early engagement with developers, ESHNT, and other stakeholders will be necessary to:

- a. Identify appropriate sites for new or expanded secondary care provision
- b. Align funding contributions with infrastructure needs
- c. Ensure timely delivery to match the anticipated increase in demand from residential development
- d. Integrate secondary care expansion with primary care, community health, and diagnostic service networks to optimise patient pathways

6.35 The overall objective is to ensure that future secondary care provision is adequately funded, strategically planned, and delivered in a coordinated manner to meet both current and projected healthcare needs of Rother District residents.

6.36 Currently, no secondary care infrastructure has been identified as a result of planned growth in the Local Plan.

Community care: mental health, social care, care homes

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department of Health and Social Care (DHSC): sets national policy, legislation, and funding frameworks for adult social care, mental health, and integration.
- ▼ NHS England: oversees national mental health priorities (e.g. Community Mental Health Transformation Programme) and workforce planning.
- ▼ NHS Sussex Integrated Care Board (ICB): responsible for planning, commissioning, and funding primary and community care services across Sussex, including Rother.
- ▼ Sussex Health and Care Assembly: The Integrated Care Partnership (ICP) for the Sussex Integrated Care System. It's a formal joint committee set up between NHS Sussex, Brighton & Hove City Council, East Sussex County Council and West Sussex County Council. Its membership includes representatives from universities, voluntary and community organisations, Healthwatch, further education, housing and local enterprise, across Sussex.
- ▼ Sussex Partnership NHS Foundation Trust: the specialised NHS organisation that provides mental health, learning disability, and neurodevelopmental services to people living in South East England. They offer care to individuals of all ages, including children, young people, adults, and older adults, across various settings like homes, clinics, hospitals, and secure units.
- ▼ East Sussex Health and Wellbeing Board: statutory forum where political, clinical, professional and community leaders from across the care and health system come together to improve the health and wellbeing of their local population and reduce health inequalities. It has statutory powers and meets in public.
- ▼ Care Quality Commission (CQC): regulates, inspects, and rates all care providers to ensure quality and safety of services across care homes, domiciliary (home-based) care, and community mental health support.

- ▼ Healthwatch East Sussex: local consumer champion for health and social care, gathering resident feedback on local services and holding providers accountable.
- ▼ Independent and voluntary sector care providers: operate residential care homes, nursing homes, and domiciliary (home-based) care services commissioned by ESCC or privately purchased by individuals.
- ▼ Rother Voluntary Action (RVA) and local charities (e.g. Age UK East Sussex, Mind in Sussex, Alzheimer's Society): provide community-based support, befriending, carer support, mental health drop-ins, and wellbeing programmes that reduce demand on statutory services.
- ▼ East Sussex County Council (ESCC): has statutory responsibility for social care services, including support for older people, people with disabilities, safeguarding, and commissioning care home placements. Also delivers community-based support, reablement, and prevention services.
- ▼ Rother District Council (RDC): while not a direct provider of social care, RDC contributes through housing and planning policy, enabling suitable accommodation for vulnerable groups, and supporting local community wellbeing initiatives.
- ▼ Neighbourhood Mental Health Team in Rother: established by NHS Sussex, the team bring together community NHS, voluntary sector, and primary care mental health services to help people access local information and more joined-up mental health support.

Relevant evidence base documents:

- ▼ East Sussex County Council's Council Plan 2026-27 (ESCC, 2026)
- ▼ East Sussex Adult Social Care Market Position Statement (ESCC, 2026)
- ▼ East Sussex Health and Wellbeing Strategy Health Lives, Healthy People (2022 – 2027) (East Sussex Health and Wellbeing Board)
- ▼ Rother district area profile (JSNA, 2025)
- ▼ Rother and Hastings Housing and Economic Development Needs Assessment Update 2024 (HEDNA 2024)

6.37 Community care in Rother District is provided by a wide range of services that support the health, wellbeing, and social care needs of residents. This includes mental health

support, adult social care, care home provision, domiciliary (home-based) care, and preventative community services. These services are delivered through a combination of statutory, voluntary, and independent sector organisations.

Current provision

- 6.38 Rother District currently benefits from a mixed model of community care provision, but it also faces increasing demand for community care services due to population growth and an ageing demographic, resulting in higher pressure on care home placements and home-based support. The prevalence of long-term conditions and mental health needs is rising, placing additional strain on existing services. Recruitment and retention challenges across social care and community health sectors further limit the capacity to meet demand. There is also a shortage of specialist care home provision for residents with complex or high-dependency needs, while voluntary and community organisations are under pressure to deliver preventative and wellbeing services to reduce reliance on statutory care.

Mental health services

- 6.39 Mental health services are delivered locally by the Sussex Partnership NHS Foundation Trust via the Neighbourhood Mental Health Team, community clinics, and voluntary sector support. Services include early intervention, crisis support, counselling, and specialist therapy.
- 6.40 A significant new facility, Combe Valley Hospital, is currently under construction in Bexhill (Mount View Street). Due to open in 2025/26, this 54-bed hospital will replace outdated inpatient services currently located at Eastbourne District General Hospital, providing modern, purpose-built accommodation for adults and older people with mental health needs.

Adult social care services

- 6.41 Rother has an older population compared to much of East Sussex, with about a third of residents aged 65 and over (2021 Census). This demographic drives a growing need for adult social care services for older and disabled people, including support to live independently at home and access to long-term care.

- 6.42 Adult social care in Rother includes home care services, residential and nursing care, and housing with care, such as sheltered and extra-care housing.
- 6.43 ESCC has statutory responsibility for adult social care, assessing people's needs, safeguarding, and ensuring there is care and support available to meet people's care needs. Services are provided or commissioned through a combination of in-house teams and independent and voluntary sector providers. ESCC has prepared the '[What Matters to You](#)' action plan: 2025/26 which outlines the six key priorities and explains how ESCC will take those priorities forward in planning for the future of adult social care in East Sussex.
- 6.44 In response to these demands, Rother District Council has also implemented various initiatives to support independent living. The [Housing Financial Assistance Policy 2021–2025](#) outlines measures to offer flexible assistance, including Disabled Facilities Grants, aimed at enabling residents to remain in their homes for as long as possible. Planning for both home-based and residential care services is essential to ensure the district can meet the needs of its aging population over the coming decades.

Care homes

- 6.45 Rother District is home to approximately 65 registered care homes (as of 2024), including both residential and nursing facilities, which provide essential support for older adults and individuals with disabilities. These homes are regulated by the Care Quality Commission (CQC) to ensure they meet national standards of care. The majority of these facilities are located in towns such as Bexhill, Rye, and Battle, with a concentration in Bexhill-on-Sea.
- 6.46 While current capacity figures suggest reasonable provision, the nature of the stock is a key challenge. Many existing homes are in converted older properties that may not meet modern standards for complex nursing or dementia care (e.g., lack of en-suite facilities or level access). Consequently, some older homes may exit the market, creating a need for new, purpose-built facilities even if total bed numbers appear sufficient.

Voluntary and community services

- 6.47 Organisations such as RVA, Age UK East Sussex, Mind in Sussex, and the Alzheimer's Society provide supplementary support, befriending, and wellbeing initiatives that reduce demand on statutory services.

Future requirement

- 6.48 The Housing and Economic Development Needs Assessment (HEDNA) Update 2024, which was prepared to support Hastings and Rother's emerging Local Plans, identifies a need for **559** Retirement Living or Sheltered Housing units in Rother by 2043 to meet the projected demand.
- 6.49 The HEDNA 2024 also projects a need between **-137 to 961** additional care beds (including both nursing and residential care beds) in Rother by 2043 to accommodate growing demand. However, given the qualitative issues identified above, the effective need is likely towards the higher end of this range to account for the replacement of registered beds in facilities that are no longer fit for purpose.

Financial & delivery requirements

- 6.50 Delivery of community care infrastructure will require a combination of funding sources and coordinated planning:

a. Developer contributions:

- i. S106 (site-specific) obligations to deliver care home provision or facilities directly associated with new housing developments
- ii. Strategic CIL receipts retained by RDC to support wider social care and community health infrastructure in growth areas, including voluntary sector capacity-building

b. Government funding streams:

- i. Capital allocations through DHSC and NHS England to expand or modernise care homes, community mental health facilities, and social care accommodation
- ii. Targeted grants for workforce development, integration initiatives, and preventative care programmes

c. Local and partnership funding

- 6.51 Delivery will require early engagement with developers, ESCC, RDC, NHS Sussex, and voluntary providers to ensure infrastructure is provided in a timely and coordinated manner, aligned with planned growth and local population needs.

7. Green & blue infrastructure, & flood defence

Parks and open space

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Natural England (NE): government's advisor for the natural environment in England. NE supports the creation and development of accessible local greenspace.
- ▼ Sport England: government body responsible for growing and developing grassroots sport and getting more people active across England. They also provide funding and strategic guidance for sport and recreation facilities.
- ▼ Fields in Trust: a charity that legally protects parks and green spaces for communities to enjoy in perpetuity.
- ▼ East Sussex County Council (ESCC): has a role in wider green infrastructure planning and rights of way (e.g. public footpaths and bridleways linking open spaces). ESCC works with RDC on accessibility, transport links, and children's play facilities associated with schools.
- ▼ Rother District Council (RDC): responsible for setting local planning policy, open space standards, and securing developer contributions for new or improved open

space. RDC has a direct responsibility for maintaining some parks, open spaces, and playing fields across the district. The Parks & Open Spaces Team has a role in managing day to day maintenance and improvement of some facilities.

- ▼ Active Sussex (County Sports Partnership): supports participation in sport and physical activity, works with RDC and clubs to enhance playing fields and open spaces.
- ▼ Friends of Parks Groups / Community Trusts (e.g. Friends of Egerton Park, Rye Greenway groups): these volunteer-led groups support maintenance, events, and fundraising.
- ▼ Town & Parish Councils: key community delivery partners for grassroots projects and improvements.
- ▼ Local sports clubs and associations: often lease or manage pitches and facilities, contribute to investment and maintenance.

Relevant evidence base documents:

- ▼ Rother Climate Strategy 2030 (RDC, 2024)
- ▼ Rother Environment Strategy 2020-2030 (RDC, 2020)
- ▼ Hastings and Rother Playing Pitch and Built Facilities Strategy 2023 – 2039 (Continuum, 2023)
- ▼ Open Space, Sport and Recreation Study (PMP Consultancy, 2006)
- ▼ A Green Infrastructure Study (RDC, 2011)

- 7.1 Rother District's green and blue infrastructure (GBI) network forms an essential component of its natural capital, contributing to biodiversity, recreation, climate resilience, and community wellbeing. The district's geography — stretching from the High Weald's wooded valleys to the coastal plains and marshes — supports a rich mosaic of habitats and landscapes. Together, these assets enhance environmental quality and underpin the district's attractiveness and health outcomes.
- 7.2 Strategic guidance from Natural England, Fields in Trust, and ESCC provide support on landscape management, accessibility, and green infrastructure connectivity across the wider network. Guidance can be found via:

- a. [Natural England's Green Infrastructure Framework page](#)
- b. [Fields in Trust Standards page](#)
- c. [Sussex Nature Recovery Strategy page](#)

- 7.3 At the local level, the Rother Environment Strategy 2020–2030 and Rother Climate Strategy 2030 emphasise the importance of protecting and enhancing these assets as part of the district's approach to tackling climate change, improving air quality, and supporting biodiversity net gain. Green infrastructure also underpins flood mitigation, sustainable drainage (SuDS), and urban cooling—key elements in building climate resilience.
- 7.4 The Council manages a range of parks, gardens, and amenity spaces, working with Town and Parish Councils, community groups, and volunteers to maintain and enhance these assets.

Current provision

- 7.5 The district has a broad portfolio of open spaces, including formal parks (such as Egerton Park in Bexhill), recreation grounds, local amenity greens, allotments, coastal promenades, nature reserves, and the Combe Valley Countryside Park. Rother's settlements are generally well-served by accessible green space.
- 7.6 The Open Space, Sport and Recreation Study (PMP, 2006) and Green Infrastructure Study (RDC, 2011) remain the principal evidence base for open space planning, identifying generally good overall provision but highlighting deficiencies in some rural and peripheral areas. Key challenges identified include limited accessibility to natural greenspaces in certain settlements, ageing infrastructure in some parks, and under-provision of smaller amenity areas within new housing developments.
- 7.7 Blue infrastructure—comprising rivers, streams, wetlands, and the coastal margin—forms a critical component of Rother's green network. Assets such as the River Rother, Combe Haven Valley, and Pevensey Levels provide ecological connectivity, flood storage capacity, and opportunities for habitat restoration and nature-based recreation. These assets play an important part in managing flood risk and coastal resilience.

Parks and amenity green spaces

- 7.8 Formal parks such as Egerton Park (Bexhill) and Sidley Recreation Ground provide high-quality recreational and amenity functions within urban areas. Smaller neighbourhood greens and landscaped open spaces are distributed across settlements, though the Open Space, Sport and Recreation Study (PMP, 2006) and Green Infrastructure Study (2011) identified localised deficiencies in accessible urban green space, particularly in peripheral or rural settlements.

Natural and semi-natural greenspaces

- 7.9 Much of Rother's landscape is characterised by the High Weald NL, ancient woodlands, wetlands, and river corridors. Designated sites, including Combe Valley Countryside Park and Pevensey Levels SSSI/Ramsar site, provide regionally important biodiversity and ecosystem services. Smaller Local Nature Reserves (LNRs), such as Rye Harbour Nature Reserve and Gillham Wood, are managed by local authorities and conservation trusts.

Coastal and blue infrastructure

- 7.10 The district's coastline includes beaches, dunes, and coastal grazing marshes at Camber and Fairlight, offering flood storage, recreation, and wildlife habitat. The River Rother, River Brede, and Combe Haven act as strategic blue corridors, forming part of natural flood management systems and connecting inland habitats to the coast. Sustainable Drainage Systems (SuDS) have been introduced in newer developments to manage surface water runoff and enhance ecological value, though opportunities remain to retrofit SuDS and enhance riparian corridors in existing urban areas.

Green corridors and public rights of way (PROW)

- 7.11 Rother's public rights of way (managed by ESCC) and long-distance trails — including the 1066 Country Walk, King Charles III England Coast Path National Trail, and Saxon Shore Way — form key green corridors linking settlements and open spaces. The Rother Green Infrastructure Study (2011) highlights the importance of these routes for ecological connectivity, recreation, and sustainable transport, recommending improved surfacing, accessibility, and signage.

Future requirement

- 7.12 As the district grows, there will be increasing demand for accessible, high-quality open space and connected green corridors to serve new and existing communities. The Council's strategic objectives, as set out in the Rother Climate Strategy 2030, place strong emphasis on enhancing the quality, accessibility, and multifunctionality of the green infrastructure network.
- 7.13 Future demand for open space and playing fields will increase alongside planned housing and population growth, particularly in Bexhill, Battle, and Rye.
- 7.14 A key project for meeting demand is the enhancement of Combe Valley Countryside Park, a 600-hectare area providing countryside access, recreational opportunities, and proactive wildlife habitat management. The Park was jointly established by RDC, HBC, and ESCC. In 2015, a Community Interest Company (CIC) was formed with a board comprising representatives from the three councils, local businesses, landowners, and stakeholders, including the Friends of Combe Valley Foundation. Park enhancements are delivered as a multi-year programme, shaped by community needs, dependent on external funding, and approved by the CIC Board, of which RDC is a member.

Financial & delivery requirements

- 7.15 Delivery of new and improved green and blue infrastructure will rely on a combination of developer contributions, public sector investment, and community-led projects:
- a. **Developer contributions:**
 - i. S106 (site-specific) obligations to deliver site-specific parks and open space provision and/or facilities directly associated with new developments
 - ii. Strategic CIL receipts retained by RDC to support wider provision
 - b. **External funding sources**—including Sport England, Fields in Trust, DEFRA's Green Infrastructure Framework, and National Lottery or Active Sussex programmes—to support facility upgrades and accessibility improvements
- 7.16 Town and Parish Councils, community trusts, and "Friends of Parks" groups will continue to play an important role in maintenance, small-scale improvements, and local stewardship

- 7.17 The Council will continue to work with ESCC, Sport England, and local delivery partners to ensure that future provision supports both growth and environmental objectives, enhancing community wellbeing, biodiversity, and climate resilience across the district.

Biodiversity and nature conservation

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Natural England (NE): non-departmental public body that provides guidance and funding for biodiversity enhancement and nature conservation.
- ▼ Environment Agency (EA): non-departmental public body that manages watercourses, wetlands, and floodplains with ecological value. EA supports habitat creation and protection within river corridors.
- ▼ Marine Management Organisation (MMO): responsible for licensing, regulating, and planning marine activities in the seas around England, ensuring sustainable development in coastal and marine areas.
- ▼ Historic England (HE): non-departmental public body whose role is to advise the government and protect England's historic environment. Where heritage landscapes intersect with ecological conservation, HE ensures historic landscapes are managed in ways compatible with biodiversity objectives.
- ▼ East Sussex County Council (ESCC): the Responsible Authority tasked with producing and enabling the delivery of the East Sussex and Brighton & Hove Local Nature Recovery Strategy. ESCC provides strategic guidance on biodiversity, ecological networks, and habitat connectivity. ESCC also supports local initiatives through environmental services, ecological advice, and rights of way management.
- ▼ Rother District Council (RDC): the Parks & Open Spaces Team manages some local nature reserves, biodiversity projects, and green infrastructure networks. The Planning department is responsible for local planning policies on biodiversity, protecting designated sites, and securing mitigation or enhancement through planning obligations.

- ▼ Town and Parish Councils: own and manage various local green spaces, village greens, and pocket parks, playing a key role in delivering biodiversity improvements at the neighbourhood level.
- ▼ Sussex Wildlife Trust: manages nature reserves, provides biodiversity advice, and delivers community engagement projects.
- ▼ Sussex Local Nature Partnership: a voluntary partnership of over 30 organisations covering the whole of Sussex. Local Nature Partnerships are specific consultation bodies in plan-making.

Relevant evidence base documents:

- ▼ Draft East Sussex and Brighton & Hove Local Nature Recovery Strategy (ESCC, 2025)
- ▼ South Inshore and Offshore Marine Plan (MMO, 2018)
- ▼ Rother Climate Strategy 2030 (RDC, 2024)
- ▼ Rother Environment Strategy 2020-2030 (RDC, 2020)
- ▼ Rother Biodiversity Audit 2023 (RDC, 2023)
- ▼ A Green Infrastructure Study (RDC, 2011)
- ▼ A revision of the Ancient Woodland Inventory for Rother district, East Sussex (Weald and Downs Ancient Woodland Survey, 2010)

7.18 Rother District is characterised by a rich and diverse natural environment, encompassing ancient woodlands, river valleys, wetlands, grasslands, and an extensive coastline. These habitats form part of the wider ecological network, contributing to national biodiversity and climate resilience. The district contains parts of the High Weald National Landscape and several nationally and internationally designated sites, including Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), a Special Protection Area (SPA), Ramsar wetlands, and Local Nature Reserves (LNRs).

7.19 The policy framework for biodiversity conservation is underpinned by the Environment Act 2021, which mandates Biodiversity Net Gain (BNG) and introduces Local Nature Recovery Strategies LNRs as the main delivery mechanism for ecological enhancement.

The Sussex and Brighton & Hove Local Nature Recovery Strategy, coordinated by ESCC identifies priority habitats and species and set a spatial strategy for recovery.

- 7.20 Key local delivery partners include Natural England, the Environment Agency, Sussex Wildlife Trust, and community conservation groups, who collectively support habitat restoration, species protection, and public engagement. The Rother Environment Strategy 2020–2030 and Rother Climate Strategy 2030 commit the Council to protecting biodiversity, enhancing green corridors, and integrating nature-based solutions into local planning and climate adaptation measures.

Current provision

- 7.21 Rother’s biodiversity resource is extensive and varied. The district has an exceptionally diverse and high-value natural environment, reflected in a range of international, national, and local biodiversity designations. These designations form a structured hierarchy of protection:
- a. **International designations**, such as Ramsar Sites, Special Protection Areas (SPAs), and Special Areas of Conservation (SACs), safeguard habitats and species of global importance
 - b. **National designations**, including Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs), protect areas of significant ecological or geological interest
 - c. **Local designations**, such as Local Nature Reserves (LNRs) and Local Wildlife Sites (LWSs), recognise and conserve areas of substantive ecological value and community importance. Because statutory national designations form a representative rather than comprehensive network, LWSs frequently support habitats and species of national significance.
- 7.22 Together, these designations create an interconnected ecological network that underpins Rother’s natural capital and green infrastructure.

Designated sites

- 7.23 The district contains numerous nationally and internationally designated sites, including Rye Harbour, Pevensey Levels, Combe Haven Valley, and Darwell Wood SSSIs —

representing some of the most ecologically valuable landscapes in the South East. Rye Harbour Nature Reserve, jointly designated as part of the Dungeness, Romney Marsh and Rye Bay SPA and Ramsar Site, is managed by the Sussex Wildlife Trust and supports over 4,523 recorded species, including 736 species of conservation concern (Source: [Sussex Wildlife Trust](#), accessed 2025). The Pevensey Levels SAC and Ramsar Site provide critical habitat for wetland invertebrates, waders, and aquatic vegetation of international significance.

Woodlands

- 7.24 The Weald and Downs Ancient Woodland Survey (2010) stated that approximately 15.54% of Rother's total land area is covered by ancient woodland (an irreplaceable habitat)—the highest proportion in East Sussex. These woodlands, largely within the High Weald NL, form a key element of the district's ecological network but face pressures from development, disturbance, and invasive species.

Wetlands and rivers

- 7.25 The River Rother, River Brede, and Combe Haven catchments provide important blue corridors supporting wetland habitats and species. The Environment Agency and Natural England support habitat management and floodplain restoration along these corridors, integrating biodiversity enhancement with flood risk reduction through targeted re-naturalisation of rivers and the de-culverting of watercourses where possible. Re-naturalising these corridors increases biodiversity, improves flood resilience, and supports human well-being by creating higher-quality natural environments.
- 7.26 The Environment Agency offers a charged pre-application advice service for any new proposed developments near main rivers, their associated flood defence infrastructure and flood zones. This includes advice for land contamination and developments situated on principal aquifers or within Source Protection Zones. Engaging with this service in a timely, meaningful manner should lead to a better quality, more environmentally sensitive development.

Coastal and marine habitats

- 7.27 Rother's coastline is extensive, comprising two distinct stretches separated by the Borough of Hastings:

- a. **The western section** extends from Normans Bay to West St Leonards (including Bexhill)
 - b. **The eastern section** stretches from Fairlight to Camber.
- 7.28 These areas are home to diverse coastal, intertidal and marine habitats—including mudflats, saltmarsh — as well as vegetated shingle, and grazing marsh. This ecological value is recognised through international designations:
- a. **The western coastline** interacts with the Pevensey Levels (SAC, SSSI and Ramsar site),
 - b. **The eastern coastline** is covered by the Dungeness, Romney Marsh and Rye Bay designations (SPA, SAC, and Ramsar site).
- 7.29 The latter designation adjoins the majority of the district’s total coastal frontage, highlighting the international importance of the interface between terrestrial and marine environments. Together, these sites support critical biodiversity (including migratory birds) and provide resilience against sea-level rise.

Local Nature Reserves and Community Sites

- 7.30 At the local level, Rother District Council manages several LNRs, including Gillham Wood, Beech Farm Field, and Church Wood. These sites provide accessible opportunities for education, recreation, and wildlife conservation. Community groups and volunteers, such as the Friends of Gillham Wood and Bexhill Environmental Group, play an active role in site maintenance, habitat management, and local biodiversity monitoring, contributing significantly to the district’s wider ecological network.

Future requirement

- 7.31 Future priorities for biodiversity in Rother focus on habitat connectivity, climate resilience, and nature recovery. The East Sussex and Brighton & Hove Local Nature Recovery Strategy provides the primary framework for identifying and targeting areas for restoration, including degraded woodland, floodplains, and grassland corridors. It guides the delivery of mandatory BNG through the planning process, ensuring that new developments contribute positively to the district’s ecological network. To support these

objectives, the Rother Green and Blue Infrastructure Framework Study contains guidance on how development can safeguard and integrate with the strategic GBI network.

- 7.32 No specific new land allocations for biodiversity have been identified at this stage; however, RDC will work closely with ESCC, Natural England, Sussex Wildlife Trust and relevant developers and land owners through the Local Plan and IDP process to ensure that ecological networks are safeguarded and enhanced in tandem with development.

Financial & delivery requirements

- 7.33 The delivery of biodiversity and nature conservation objectives will depend on a mix of regulatory, partnership, and funding mechanisms:
- a. **Developer obligations:** Delivery of BNG through the planning system will be secured via on-site provision and/or off-site provision (e.g. through habitat banks), with the Local Nature Recovery Strategy incentivising delivery of the most valuable habitats in the best strategic locations
 - b. **External funding sources:** such as DEFRA's Nature for Climate Fund, Local Nature Recovery Fund
 - c. **Partnership delivery:** Ongoing collaboration with the Sussex Wildlife Trust, Environment Agency, Natural England, and Sussex Local Nature Partnership will enable co-delivery of restoration projects and community engagement initiatives.
- 7.34 Investment in biodiversity will deliver multiple benefits across Rother — supporting ecosystem services, improving resilience to climate change, and enhancing the quality of life for residents. Future monitoring and delivery will be coordinated through the Local Plan, Infrastructure Delivery Plan updates, planning application process, ensuring ongoing alignment with national environmental policy and local priorities, taking account of the Local Nature Recovery Strategy.

Allotments

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Town and Parish Councils: The statutory allotment authorities within the district (including Bexhill-on-Sea, Battle, and Rye). They are responsible for the provision, management, and maintenance of allotment sites and for maintaining waiting lists. They are listed on RDC's website.
- ▼ Allotment Associations and Site Committees: Local voluntary groups that often manage the day-to-day operations of specific sites (e.g., lettings, minor maintenance) on behalf of the Town/Parish Council or as independent bodies.
- ▼ Rother District Council (RDC): responsible for strategic planning policy. RDC ensures new developments contribute to allotment provision where necessary (e.g., through CIL or S106) and protects existing open spaces through the Local Plan.
- ▼ East Sussex County Council (ESCC): may support initiatives that integrate allotments into wider green infrastructure strategies.

Relevant evidence base documents:

- ▼ A Green Infrastructure Study (RDC, 2011)
- ▼ RDC Allotment Service Data (RDC, 2016)
- ▼ Rother Open Spaces, Sport and Recreation Study – Section 11: Allotments and Community Gardens Amended Sept 2009 (RDC, 2009)

- 7.35 Allotments serve multiple purposes, including local food production, community engagement, physical and mental wellbeing, and biodiversity benefits.
- 7.36 Allotments in Rother are managed under the statutory framework set out in the Small Holdings and Allotments Act 1908 and subsequent legislation. Following the creation of Bexhill Town Council, the statutory duty to provide allotments where there is demand rests with the **Town and Parish Councils**. Day-to-day management is often delegated to allotment associations and site committees, who oversee individual sites, allocate plots, and manage maintenance.
- 7.37 It should be noted that the Memorandum by the Department of the Environment, Transport and the Regions (AL 23), dated 1998, which outlines the legislative framework

for allotments in England, provides clarification that while allotment authorities are legally obligated to provide sufficient allotments where there is demand, the legislation does not prescribe specific minimum standards or the extent of provision. It emphasises that local authorities have discretion in determining the level of allotment provision based on local needs and priorities.

Current provision

7.38 There are approximately 13 major allotment sites across the district meeting demand in both urban and rural areas. Sites vary in size and capacity, typically offering between 1 and 55 plots each. Following the transfer of assets, many sites in Bexhill are now under the ownership of Bexhill-on-Sea Town Council, though some remain privately managed or run by associations. Key sites, listed on [RDC's website](#), include:

- (1). Sidley House, Turkey Road, Bexhill – managed by Bexhill-on-Sea Town Council
- (2). Preston Road, Watermill Lane, Bexhill – managed by Bexhill Allotment and Small Holders Association
- (3). Ingrams Avenue, Crowhurst Lane, Bexhill – managed by Ingrams Allotments
- (4). Barrack Hall Park, Belle Hill, Bexhill – managed by Barrack Hall Allotment Committee
- (5). Broad Oak Park, Bexhill – managed by Site Association
- (6). Collington Wood, Bexhill – managed by Site Association
- (7). Watermill Lane, Bexhill – managed by the Bexhill Allotments and Smallholders Association
- (8). Birchen Field, Ninfield Road, Bexhill – managed by the Bexhill Allotments and Smallholders Association
- (9). Summerhill – managed by Site Association
- (10). Preston Road, Norfolk Close – managed by Bexhill-on-Sea Town Council

(11). Watch Oak, Battle allotments – managed by Battle Town Council

(12). Tillingham (Love Lane), Rye – managed by Rye Town Council

(13). South Undercliff, Rye – managed by Rye Town Council

Future requirement

- 7.39 Demand for allotments is expected to grow with population increases and interest in local food production, sustainability, and community-led green space. Town and Parish Councils will continue to monitor demand, working with associations to identify opportunities for additional plots, expansion of existing sites, or the creation of new sites within accessible locations.
- 7.40 The Open Spaces, Sport and Recreation Study (2009) recommended a rural local standard of 0.17ha per 1,000 population and an urban standard of 0.45ha per 1,000 population be set.
- 7.41 While no specific land allocations are identified in the Local Plan for new allotments, they will be considered as part of broader green infrastructure planning, particularly where development provides the opportunity to integrate community gardens or multifunctional open space.

Financial & delivery requirements

- 7.42 The delivery and maintenance of allotments is primarily funded through Town and Parish Council budgets (precepts) and rental income from tenants. RDC does not fund the day-to-day maintenance of these sites.
- 7.43 Expansion or creation of new sites **may** be supported through:
- a. Developer contributions: Section 106 agreements or CIL funds (often passed to Town/Parish Councils),
 - b. External grants: funding from bodies such as the National Lottery or environmental trusts.

Cemeteries and burial space

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Rother District Council (RDC): burial authority, responsible for the management and maintenance of public cemeteries and burial grounds in their local areas, though there is no overarching statutory duty to provide burial space.
- ▼ Hastings Borough Council (HBC): Operator of the Hastings Cemetery and Crematorium, providing essential cremation and burial services to Rother residents.
- ▼ Parish and Town Councils: in Rother, Battle Town Council and Salehurst Parish Council manage and maintain local burial grounds and churchyards in their areas.
- ▼ Churches and religious organisations: own and manage churchyards and religious burial grounds.
- ▼ Environment Agency (EA): provides regulatory guidance on groundwater protection and environmental impacts for new burial sites.
- ▼ Historic England / Local Heritage Groups: provide advice and oversight where cemeteries or burial grounds are of historical or architectural significance.

Relevant evidence base documents:

- ▼ [RDC's Cemetery and Funeral Services webpage](#)

7.44 Rother District Council (RDC) acts as the burial authority, managing and maintaining public cemeteries to meet local community needs, although there is no statutory duty to provide burial space. Parish and town councils, churches, and other religious organisations also manage local burial grounds and churchyards. The Environment Agency provides guidance on environmental protection, while Historic England and local heritage groups advise on sites of historic or architectural significance.

Current provision

- 7.45 There is currently no provision for cremation within Rother District. As a result, residents are directed to facilities in neighbouring authorities, primarily the Hastings Cemetery and Crematorium, as well as facilities in Wealden, Eastbourne, and Tunbridge Wells. Furthermore, due to the proximity of settlements and the shared Housing Market Area, many Rother residents use burial plots within Hastings.
- 7.46 Rother District Council will continue to monitor demand for burial space and work with HBC, parish councils, religious organisations, and community stakeholders to plan for future needs. This includes identifying potential sites for expansion, optimising existing cemetery layouts, and ensuring that provision aligns with demographic trends and cultural needs.
- 7.47 No specific land allocations for new burial sites are currently identified in the Local Plan, but any future proposals would require appropriate environmental and planning assessments, including EA guidance on groundwater protection.

Future requirement

- 7.48 The housing allocations proposed in the Local Plan are expected to increase the demand for both burial and cremation services. It is recognised that this growth will place an additional burden on the Hastings Cemetery and Crematorium. RDC will continue to monitor demand for burial space and work with parish councils, religious organisations, and community stakeholders to plan for future needs. RDC will also work jointly with HBC to consider the cumulative impact of both authorities' Local Plans on these facilities to ensure that future capacity requirements are addressed collaboratively.

Financial & delivery requirements

- 7.49 The provision and maintenance of cemeteries are primarily funded through RDC budgets and fees charged for interments, memorials, and related services. For cross-boundary facilities, RDC will engage in dialogue with HBC to determine if fundings are required to support capacity enhancements necessitated by planned growth.
- 7.50 Any future expansion or development of cemetery facilities would be delivered through a combination of Council funding, income from charges, and potential contributions from parish councils or other stakeholders.

- 7.51 Ongoing maintenance and infrastructure improvements, such as pathways, drainage, and accessibility upgrades, will continue to be managed through the Council's operational budgets.

Flood defences, sustainable drainage (SuDS), riverside improvements

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Environment Agency (EA): non-departmental public body responsible for strategic flood risk management from all sources, including river maintenance on main rivers and the regulation of flood defences. It holds a strategic overview role, provides national leadership for flood and coastal erosion risk management, and delivers flood defence projects, particularly for main rivers and the sea.
- ▼ Marine Management Organisation (MMO): responsible for licensing, regulating, and planning marine activities in the seas around England, ensuring sustainable development in coastal and marine areas.
- ▼ Rother District Council (RDC) - local planning authority, ensures development incorporates appropriate SuDS and manages minor watercourse maintenance.
- ▼ East Sussex County Council (ESCC): the lead local flood authority (LLFA), responsible for managing flood risk from surface water, groundwater, and ordinary watercourses within its administrative area. Flood Risk Management Team is the relevant contact.
- ▼ Romney Marsh Area Internal Drainage Board (RMAIDB): responsible for the control and maintenance of approximately 350km of watercourses in East Sussex and Kent.
- ▼ Pevensey and Cuckmere Water Level Management Board (PCWLMB): responsible for water level management and the maintenance of watercourses in the western part of the district (Pevensey Levels and Normans Bay, and surrounding hydrological catchments including West Bexhill, North Bexhill, parts of Central Bexhill, Catsfield, and Crowhurst). The Board exercises statutory consenting and enforcement powers under the Land Drainage Act 1991 and its Land Drainage

Byelaws, regulating any works affecting watercourses or actions increasing the flow or volume of water entering its drainage district.

- ▼ Southern Water: Statutory water and sewerage undertaker and designated Risk Management Authority (RMA) under the Flood and Water Management Act 2010. SW is responsible for the operational maintenance of the public wastewater and combined sewer network. Through its Clean Rivers and Seas Plan, SW actively designs and delivers catchment-scale nature-based solutions, strategic storm overflow reduction paths, and localized community SuDS retrofitting initiatives aimed at separating rainwater from the sewer network at source.
- ▼ South East Rivers Trust (SERT): the river restoration charity for South East England. SERT leads river and catchment restoration initiatives within Rother and hosts the Cuckmere and Pevensey Levels Catchment Partnership. They deliver nature-based solutions such as wetland creation and natural flood management that improve water quality, enhance biodiversity, and bolster landscape resilience.
- ▼ Hastings Borough Council (HBC): a key neighbouring authority for cross-boundary water management within the shared Combe Haven catchment, where development in Bexhill and Hastings has mutual hydraulic impacts.

Relevant evidence base documents:

- ▼ East Sussex Local Flood Risk Management Strategy 2016 - 2026 (ESCC, 2016)
- ▼ South Inshore and Offshore Marine Plan (MMO, 2018)
- ▼ Rother District Level 1 Strategic Flood Risk Assessment (JBA Consulting, 2021)
- ▼ Draft SFRA Level 1 Update (JBA Consulting, 2024)
- ▼ Rother Climate Change Study – Net Zero Carbon Evidence Base Report (ARUP, 2023)
- ▼ Rother Climate Strategy 2030 (RDC, 2024)
- ▼ Rother Environment Strategy 2020-2030 (RDC, 2020)
- ▼ Rother tidal walls east flood risk management strategy (EA, 2021)
- ▼ Policy Statement on Water Level and Flood Risk Management (RMAIDB, 2019)
- ▼ A Green Infrastructure Study (RDC, 2011)

- ▼ Southern Water Clean Rivers and Seas Plan
- ▼ Southern Water SuDS Guidance
- ▼ Southern Water Source Protection Zone (SPZ) SuDS Guidance
- ▼ Pevensey and Cuckmere Water Level Management Board Byelaws and Planning Guidance
- ▼ Water Level Management Plans (Pevensey Levels)

7.52 Geographically, the District spans two distinct Environment Agency hydrological areas (Management Catchments) which dictate the flow of surface water, fluvial flood risk, and opportunities for catchment-scale natural flood management:

- a. The majority of the District is centred around the **Rother Management Catchment**, specifically the Rother Levels, Rother Upper, and Brede and Tillingham operational catchments within it.
- b. However, the coastal settlement of Bexhill, along with other fringe areas bordering the Hastings boundary (including areas to the North of Hastings Borough), hydrologically shares catchments, specifically the **Combe Haven operational catchment (which belongs to the Cuckmere and Pevensey Levels Management Catchment)** with neighbouring Borough of Hastings. Because these areas share catchments with Hastings, water management in this area is a cross-boundary issue requiring integrated measures to manage fluvial and surface water flows.

7.53 Flood risk management and sustainable water management in Rother are delivered through a coordinated approach involving various authorities and stakeholders. The above listed organisations work together to ensure a comprehensive approach to flood risk and water management in the district, integrating climate adaptation measures, biodiversity enhancement, and community safety. In addition, this coordination also considers cross-boundary and catchment-scale impacts, particularly regarding downstream implications of the Eastern Rother catchment and the shared Combe Haven system.

Current provision

- 7.54 Rother's flood risk management infrastructure comprises a combination of hard-engineered and natural systems.

Coastal and tidal flood defences

- 7.55 Coastal and tidal flood defences are maintained along key settlements including Rye and Bexhill, complemented by EA-managed river embankments on the Rother, Brede, and other main rivers. RMAIDB maintains an extensive network of drainage channels, pumping stations, and sluices in the eastern low-lying areas (Rye catchment), while the PCWLMB manages the equivalent infrastructure on the Pevensey Levels in the west.
- 7.56 However, strategic land drainage pumping infrastructure serving the Pevensey Levels catchment, originally installed in the 1970s to evacuate extreme rainfall flows, has reached the end of its design life. Because capital funding for the refurbishment or replacement of these pumps is currently limited, receiving watercourses within the Board's district experience prolonged high water levels during winter months, restricting downstream discharge capacity for connecting catchments.

SuDS

- 7.57 Across urban and rural areas, SuDS have been implemented in new developments and retrofitted in existing sites to attenuate surface water runoff, improve water quality, and reduce peak flows into watercourses (JBA Consulting, 2021; ESCC, 2016).

Riverside and wetland improvements

- 7.58 Riverside and wetland improvements led by SERT and RDC include habitat restoration, riverbank reinforcement, and wetland creation to manage floodwaters naturally while enhancing biodiversity and landscape amenity (RDC, 2020; ARUP, 2023). Existing flood risk management provision is largely sufficient to meet current levels of risk, though climate change projections indicate increasing frequency of extreme rainfall events, sea level rise, and tidal surges, which will challenge existing infrastructure (RDC, 2024).

Future requirement

- 7.59 Future flood and water management in Rother will require ongoing investment, adaptation, and collaboration to address climate change and growth pressures.

- 7.60 Because the District's hydrological boundaries do not align with administrative borders, development must consider cross-boundary cumulative impacts; for example, increased runoff from development in Bexhill could exacerbate flood risk downstream in the Combe Haven operational catchment (Hastings). Similarly, development within the Rother Management Catchment must consider the cumulative effect of surface water discharge on the low-lying Romney Marsh and the drainage networks managed by the RMAIDB. Likewise, development across West Bexhill, North Bexhill, Central Bexhill, Catsfield, and Crowhurst drains directly to watercourses within the PCWLMB drainage district and the Pevensey Levels.
- 7.61 Future infrastructure should therefore address cross-catchment attenuation to ensure that new development does not increase the burden on shared watercourses, bypass existing flood storage areas, or overload the combined sewer network. Key requirements include:
- a. the maintenance and reinforcement of coastal and main river defences;
 - b. further implementation of source-separating multifunctional SuDS in all new developments to optimise local network capacity, ensuring runoff rates and volumes do not exceed greenfield equivalents;
 - c. retrofitting SuDS in existing urban areas to disconnect surface water from foul systems; and
 - d. natural flood management measures such as wetland creation, re-meandering of watercourses, and riparian habitat restoration (ARUP, 2023; RDC, 2024).
- 7.62 As mentioned above, planned growth across the West Bexhill Growth Area, North Bexhill, Central Bexhill, Catsfield, and Crowhurst drains directly into watercourses managed by the PCWLMB and the wider Pevensey Levels network. Accommodating this growth presents distinct infrastructure delivery challenges:
- a. Due to impermeable bedrock, heavy Weald clay subsoils, and high or perched groundwater tables across Bexhill, Catsfield, and Crowhurst, ground infiltration cannot be relied upon as a primary drainage mechanism. As a consequence, site masterplans must account for increased land-take requirements to accommodate above-ground attenuation infrastructure (such as balancing ponds, swales, and storage wetlands) to achieve greenfield equivalent runoff rates prior to discharge.

- b. Because receiving watercourses within the Pevensey Levels depend on ageing 1970s pumping assets and routinely experience elevated winter water levels, gravity outfalls can become submerged or tide/tail-locked for extended intervals. Sustainable drainage infrastructure in these catchments requires additional on-site attenuation volume to safely store surface water during periods of restricted downstream discharge without causing on-site or off-site surface flooding.
- c. To ensure that strategic SuDS, balancing basins, and connecting drainage channels remain serviceable over their operational lifetime, site delivery must safeguard physical operational easements and access corridors. These dedicated access tracks are essential to allow mechanical plant to undertake ongoing desilting, clearance, and structural maintenance without obstructing neighbouring land uses.
- d. The Pevensey Levels is an internationally protected Ramsar and SAC wetland habitat that depends on high water quality. Drainage infrastructure must integrate multi-stage, nature-based treatment features (such as sediment forebays and reedbeds) upstream of discharge points into Board watercourses to intercept silt and urban pollutants at source.

7.63 In line with the 2025 National Standards for SuDS and Southern Water's Surface Water Management Policy, a strict discharge hierarchy applies; in summary:

- a. Surface water must be harvested for re-use or managed via infiltration as a priority;
- b. Connection to the combined sewer is a last resort; developers must often "offset" new connections by disconnecting surface water elsewhere to prevent "urban creep";
- c. In addition, any development proposed inside Environment Agency's Source Protection Zones must adhere to specialised guidance to prevent surface runoff from contaminating critical underlying drinking water aquifers and subsequently, protect groundwater quality.

7.64 Enhancing coordination between RDC, ESCC, EA, RMAIDB, PCWLMB, SERT, Southern Water and Hastings Borough Council, will be essential to plan for infrastructure upgrades and manage flood risk across catchment areas. Cross-boundary flood risk management opportunities will be treated as a live issue, RDC and its partners will consider

documenting and managing ongoing collaboration via suitable frameworks, such as a SoCG.

- 7.65 In addition, to de-risk site masterplanning, ensure sufficient land take is allocated for surface water storage, and satisfy statutory drainage byelaws, applicants bringing forward sites within the PCWLMB catchment area (including West Bexhill, North Bexhill, Central Bexhill, Catsfield, and Crowhurst) should consider joint pre-application discussions with the PCWLMB and ESCC (as LLFA) at the earliest possible stage.
- 7.66 Monitoring of flood risk zones and adaptation of planning policies will also be required to ensure that future development is resilient to projected climate impacts (JBA Consulting, 2021).

Financial & delivery requirements

- 7.67 Funding and delivery of flood risk management and SuDS improvements will rely on a combination of sources:

a. Developer contributions:

- i. S106 (site-specific) obligations and planning conditions to provide site-specific SuDS, river corridor enhancements, flood mitigation measures, and dedicated maintenance access easements, within new developments or to contribute to relevant off-site measures
- ii. Strategic CIL receipts retained by RDC to support wider strategic flood risk management infrastructure. Examples include localised and community-level retrofits—such as permeable paving, smart water butts, and rain gardens—to offset the drainage pressures caused by historical urban creep and sewer inundation.
- iii. Under PCWLMB byelaws, any development increasing the volume or flow of water into the Internal Drainage District must formally agree discharge rates and obtain written consent from the Board prior to works commencing. Surface Water Development Contributions or commuted maintenance sums may be required by the Board to mitigate downstream capacity impacts on board-maintained drainage infrastructure and water control structures.

- b. **Government, EA and Pevensey and Cuckmere WLMB funding:** Capital investment for major flood defences, coastal protection schemes, and strategic pumping station refurbishment/ replacement programmes across the Pevensey Levels and Romney Marsh.
- c. **Local and partnership funding:** Organisations such as SERT use grants, volunteer effort, and partnerships to deliver ecological and nature-based solutions that enhance resilience and biodiversity.
- d. **Utility capital investment (water industry AMP cycles):** Strategic capital funding from Southern Water's five-year Asset Management Periods (currently AMP8 2025–2030) and their Clean Rivers and Seas Plan. This includes fully funded strategic process enhancements, storm overflow reductions, and regional pathfinder engineering schemes across the district's identified wastewater catchments.

8. Utility & energy

Water supply and wastewater infrastructure

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Ofwat: the water services regulation authority, responsible for the economic regulation of the water and sewerage sectors.
- ▼ Drinking Water Inspectorate (DWI): the independent regulator for drinking water quality, ensuring supplies are safe and meet legal standards.
- ▼ Environment Agency (EA): regulates abstraction licences, discharges, and is consulted on planning proposals involving non-mains drainage solutions and environmental risk.

- ▼ Southern Water: the statutory sewerage undertaker for Rother District. They also supply potable water to the eastern part of the district (Rye and Hastings fringe).
- ▼ South East Water: Supplies potable water to the central and western parts of the district (including Bexhill and Battle).
- ▼ East Sussex County Council (ESCC): the lead local flood authority (LLFA), plays a strategic role in managing local flood risk, specifically from surface runoff, groundwater, and ordinary watercourses, and advises on local drainage and flood risk infrastructure in the area.
- ▼ Romney Marsh Area Internal Drainage Board (RMAIDB): Responsible for the control and maintenance of watercourses in the eastern part of the district.
- ▼ Pevensey and Cuckmere Water Level Management Board (PCWLMB): Responsible for water level management and maintenance of watercourses in the western part of the district (Pevensey Levels).
- ▼ Rother and Romney Catchment Partnership: a collaboration of organisations, including wildlife trusts and the Environment Agency, South East Rivers Trust, High Weald National Landscape, among others. The partnership's aim is to improve the water environment in the Rother and Romney catchments.
- ▼ South East Rivers Trust (SERT): the river restoration charity for South East England. SERT hosts the Cuckmere and Pevensey Levels Catchment Partnership and leads nature-based solutions to improve water quality and biodiversity.
- ▼ Rother District Council (RDC): local planning authority, ensuring linked infrastructure and policy compliance. Responsible for sharing geospatial housing trajectories with water companies to ensure utility investment matches planned growth.

Relevant evidence base documents:

- ▼ National Standards for Sustainable Drainage (2025)
- ▼ Water Industry National Environmental Programme (WINEP)
- ▼ Water Ready (Future Homes Hub, 2024)
- ▼ Rother District Level 1 Strategic Flood Risk Assessment (2021)

- ▼ Draft SFRA Level 1 Update (JBA Consulting, 2024)
- ▼ Southern Water Clean Rivers and Seas Plan
- ▼ Southern Water SuDS Guidance
- ▼ Southern Water Source Protection Zone (SPZ) SuDS Guidance
- ▼ Southern Water Water Resources Management Plan (Southern Water, 2024)
- ▼ Southern Water Business Plan 2025-30 (Southern Water, 2024)
- ▼ South East Water Business Plan 2025–30 (South East Water, 2024)
- ▼ South East Water Strategic Direction Statement (South East Water, 2023)
- ▼ Rother and Romney Catchment Plan 2014 - 2024 (Rother and Romney Catchment Partnership, 2014)
- ▼ Water Efficiency and Reuse in Housing: Design Guide for a Changing Climate (Good Homes Alliance)

- 8.1 Based on [Environment Agency's Hydrological Boundaries](#), Rother District spans two hydrological areas (also known as Management Catchments). Much of the district is centred around the **Rother Management Catchment** (specifically the Eastern Rother), which includes the River Rother and its tributaries like the Brede and Tillingham. However, the western coastal area (including Bexhill and Normans Bay) falls within the **Cuckmere and Pevensey Levels Management Catchment** and shares the constituent Combe Haven operational catchment with Hastings.
- 8.2 Rother District faces significant challenges related to water scarcity, ageing infrastructure, and increasing demand. Key issues include:
- a. Water stress: the district is identified as an area of 'serious water stress' by the Environment Agency. Infrastructure planning must prioritise the 'Environmental Destination' goals of the Environment Agency, i.e. improving the natural world by reducing abstraction while catering for population growth. This requires a holistic approach involving leakage reduction, purified recycled water initiatives, and high water-efficiency standards in new developments.

- b. Connectivity: the hydrological connectivity to the Pevensey Levels (a designated SAC and Ramsar site) means that water quality and wastewater management are critical planning considerations.
- c. Nutrient neutrality: the Council's Habitats Regulations Assessment (HRA) highlights that water company investment is essential to prevent nutrient pollution and protect the ecological integrity of these internationally designated sites.
- d. Supply-demand deficit and growth alignment: South East Water's 2026's correspondence highlights a significant gap between the emerging Local Plan housing target and the baseline projections utilized in South East Water's WRMP24 and raised concerns that accommodating growth beyond WRMP24 assumptions is highly challenging due to limited available supply-demand surpluses in the region.
- e. Impacts from people movement and population growth on water resources, for example seasonal variations from workforce, students, and visitors.

8.3 In terms of relevant service providers, Rother is served by Southern Water who provides wastewater (sewerage) services to connected properties in the district, and water supply to the east, and South East Water who provides potable water supply to the west. These water companies have a statutory duty to invest in infrastructure capable of meeting the demands arising from projected population growth; this investment is planned in five-year Asset Management Periods (AMP) overseen by Ofwat. The current period, AMP8, runs from 2025 to 2030. While they are not statutory consultees on planning applications, where consulted by the LPA they will assess, on a case-by-case basis, the capacity and performance of the public water supply and sewer networks. They advise on any reinforcement or upgrades required to ensure that new development does not lead to an unacceptable reduction in service levels. The Local Plan requires new developments to connect to the mains drainage network wherever possible and to avoid the use of private sewage treatment works or New Appointments and Variations (NAV's). Developers must, therefore, engage in early consultation with utility providers to ensure capacity is assessed and secured prior to the submission of planning applications. Planning applicants are responsible for providing appropriate on-site drainage and flood risk management infrastructure where required to support proposed development.

Current provision

- 8.4 The **Rother River Basin Catchment**, which covers the district, is served by a substantial wastewater infrastructure network. This includes over 1,349 kilometres of sewers, 56 wastewater treatment works (WTWs), and 212 pumping stations. Approximately 89% of homes and 82% of businesses in the region are connected to mains sewer systems. Approximately 89% of homes and 82% of businesses in the region are connected to mains sewer systems.

Wastewater Treatment Works (WTW) Capacity

- 8.5 Southern Water monitors treatment capacity annually to ensure works can handle current and future demand. This involves measuring "headroom", the volume of wastewater a plant is permitted to treat. Importantly, these measures are used to prioritise future investment and are not necessarily absolute limits to growth. If demand is projected to exceed a permit, Southern Water coordinates with the Environment Agency to review permit levels and plan necessary upgrades to accommodate new development without harming the environment.
- 8.6 Southern Water's previous 2023 Drainage and Wastewater Management Plan (DWMP) for the Rother River Basin Catchment originally identified several key challenges and strategic objectives to address current and future drainage and wastewater management issues. The 2023 DWMP highlighted the need to manage the impacts of population growth, urban development, and climate change on the existing infrastructure. It emphasised the importance of reducing storm overflows, mitigating flooding risks, enhancing network resilience, and improving water quality through effective management of nutrient discharges. The 2023 DWMP also outlined a comprehensive strategy that includes infrastructure upgrades, sustainable drainage solutions, and collaborative efforts with stakeholders to ensure the long-term sustainability and efficiency of the drainage and wastewater systems in the Rother River Basin Catchment. Southern Water is now developing the next stage of the DWMP that will prioritise the wastewater asset investment proposals feeding into their AMP9 business plan (for the period covering 2030 to 2035).
- 8.7 Southern Water is currently implementing the Clean Rivers and Seas Plan, which uses "Pathfinder" projects to separate clean rainwater from the combined and foul sewer network. This reduces the burden on the system and the need for storm overflows. Rather than relying solely on traditional, carbon-heavy grey utilities infrastructure, greener, nature-based surface water solutions are being employed wherever possible to secure wider environmental benefits. These interventions include retrofitting SUDS,

installing regional wetlands, and deploying community-level green infrastructure—such as planters and hundred of slow-drain water butts—all working to protect network capacity, reduce storm overflow releases, and restore the natural water cycle. (Refer to the section on ‘Flood defences, sustainable drainage (SuDS), riverside improvements’ above for more information).

Potable Water Supply

- 8.8 In terms of water supply, South East Water has committed to a £1.9 billion investment in infrastructure over the 2025–2030 period. This investment aims to improve service resilience, especially during extreme weather events, and to address challenges related to water scarcity and supply security. To improve network interconnectivity, resilience levels, water quality and the environment within South East Water’s supply area, more specifically, within their WRZ3 (Eastbourne) water resource zone, several schemes have been planned within South East Water's current Business Plan, such as:
- a. New infrastructure in the area to accommodate upgrades at Bewl WTW and changes to operation of the Bewl to Darwell transfer;
 - b. Mains reinforcement at Telham; and
 - c. Upsizing of South East Water’s service reservoir at Standard Hill.
- 8.9 South East Water is preparing its growth forecasts for its Water Resources Management Plan 2029 (WRMP29), with a new baseline demand forecast expected by spring 2027 and proposed strategic interventions scheduled for spring 2028, establishing an opportunity to realign statutory investment cycles with RDC's growth targets in the Local Plan.

Future requirement

- 8.10 The projected growth in Rother District, driven by new housing developments and population increases, will place additional pressure on existing water supply and wastewater infrastructure. This necessitates proactive planning, and high-efficiency design, and timely investment to ensure that services can meet future demand. To this end, the Council is committed to providing necessary information, including housing supply and trajectory data to Southern Water and South East Water to assist their modelling.

Wastewater infrastructure capacity protection

- 8.11 Surface water separation and network capacity protection: To prevent storm runoff from inundating foul networks and triggering storm overflows, new development must comply with the discharge hierarchy, source separation requirement, and Source Protection Zone policies discussed extensively within the Flood Defences and Sustainable Drainage (SuDS) section of this IDP. The Local Plan policies resist new surface water connections to ensure the district's planned housing growth remains within safe wastewater operational thresholds.
- 8.12 Nutrient neutrality: Under the Levelling Up and Regeneration Act, water companies must upgrade "Nutrient Significant Plants" to the Highest Technically Achievable Limit (TAL) by 31 March 2030. This is a statutory requirement to protect the ecological integrity of sites like the Pevensey Levels.
- 8.13 Investment priorities: Southern Water's 2023 DWMP identifies key areas for investment, including capacity upgrades to accommodate growth, flood risk management, and environmental resilience against climate change. These include:
- a. Infrastructure capacity upgrades: Enhancing capacity at Wastewater Treatment Works (WTWs) to accommodate growth
 - b. System flood risk management: Reducing the flood risk associated with wastewater systems which is strongly influenced by the historic overloading of sewer networks by rainfall and surface water run-off from roads and paved developments
 - c. Environmental protection: Addressing nutrient discharges (Phosphates/ Nitrates) to protect the Pevensey Levels SAC and other sensitive watercourses
 - d. Resilience building: Reducing storm overflows and hardening infrastructure against climate change

Potable water: efficiency improvement and quality protection

- 8.14 While national Building Regulations (Part G) set a baseline of 125 litres per person per day (l/p/d), the Council notes the progressive water-efficiency roadmaps established in the water industry's 2024 'Water Ready' report. This document outlines a wider ambition

to reduce per capita consumption for new homes in water-stressed areas down to 100 l/p/d by 2025, 90 l/p/d by 2030, and 80 l/p/d by 2035.

- 8.15 Given the district's designation as a 'seriously water-stressed' area, the Council aims to align with Southern Water's target to reduce personal consumption to a tighter standard of 100 l/p/d by 2040 to ensure long-term supply resilience. Developers are encouraged to exceed baseline requirements through measures such as rainwater harvesting, greywater recycling, and smart metering. Reducing individual demand remains a cost-effective way to preserve network capacity and delay the need for major new infrastructure. The Council will also seek to work with utility companies to explore potential methods for validating developer efficiency claims post-occupation to ensure target consumption rates are achieved in practice.
- 8.16 Additionally, commercial and non-residential developments are encouraged to support Southern Water's target to reduce business water demand by 9% by 2037.
- 8.17 South East Water's business plan outlines initiatives to improve service resilience and address water scarcity issues, ensuring a sustainable water supply for the district's growing population.
- 8.18 While managing demand through water efficiency is important, securing long-term supply resilience equally requires the robust protection of water quality at its source. Because the South East region (within which Rother is located) is already classified as water-stressed, the protection of these sources is even more critical to secure future drinking water supplies in the region and prevent any supply loss due to contamination. Over 70 per cent of the water supplied across the region comes from groundwater sources. Contamination of groundwater sources can be very difficult and time-consuming to clean up; the Council will work together with the EA and water companies to ensure that groundwater SPZs are appropriately considered in planning decisions. Consideration will be given to the risks to groundwater from activities which might pose a pollution risk, such as the redevelopment of brownfield sites with an industrial legacy and wastewater treatment solutions that incorporate reed beds or soakaways as part of the treatment process.

Financial & delivery requirements

8.19 Funding and delivery of water and wastewater infrastructure requirements will rely on a combination of sources:

- a. Developer-led (local network):
 - i. Infrastructure charges: Standard reinforcements to accommodate a specific new development are funded via developer connection fees. Southern Water offers "Sustainable Development Incentives" (reduced charges) for homes built to high water-efficiency standards and sustainable drainage standards.
 - ii. S106 obligations: Planning obligations may be sought for site-specific infrastructure or off-site upgrades that are directly necessitated by a development, particularly where these are not covered by standard connection charges.
 - iii. Planning conditions: For sites where network capacity is currently unavailable, the Council may apply a "no occupation until capacity is available" condition. Developers must provide build-out rates to Southern Water to align the timing of network upgrades with the first occupations. Developers are encouraged to use Southern Water's pre-planning enquiry service to align delivery timelines.
 - iv. Strategic CIL receipts: RDC may use a portion of CIL revenues to support wider water-related infrastructure. Examples include retrofitted off-site sustainable drainage schemes to mitigate historic 'urban creep' and solutions to unlock growth areas with restricted on-site drainage options.
- b. Strategic investment (treatment works) funded through the water industry's 5 yearly investment planning – for which Ofwat approves the spending requirements based on (an allowed level of) customer generated income. These include:
 - i. Significant environmental enhancement projects, such as nutrient removal upgrades, which are legally determined by the Environment Agency as part of the Water Industry National Environmental Programme (WINEP).
 - ii. Other major upgrades which could include growth schemes at WTWs, major sewer schemes. These are funded via the five-year business plans (AMP8/9) approved by Ofwat.. This funding is drawn from customer-generated utility

income and is unlocked by providing the regulator with clear evidence of growth, including RDC's adopted housing trajectories.

- c. The Pevensey and Cuckmere Water Level Management Board (PCWLMB) also secures developer contributions (such as commuted sums or Surface Water Development Contributions) to contribute to towards works that are required on local flood risk and drainage infrastructure the Board is in control of within its internal drainage district.
- d. Local and partnership coordination:
 - i. Integrated planning and collaboration between Southern Water, South East Water, ESCC (as the LLFA), RMAIDB, PCWLMB, and RDC is essential to ensure that growth is supported by resilient infrastructure and the local water environment is protected.
 - ii. Community engagement, demand management, and blockage awareness: Engaging with local communities and public education campaigns are essential to raise awareness about water conservation to reduce the overall burden on the network and address the district's status as an area of "serious water stress." Community engagement regarding the root causes of sewer blockages will be supported to raise awareness of correct waste disposal habits (the "3Ps"—Pee, Poo, and Paper), keeping sewer networks flowing freely, avoiding dry weather sewer flooding, and protecting the local environment.

8.20 In addition, delivery must ensure that all infrastructure complies with national policies and standards, environmental regulations and contribute to the protection and enhancement of the local water environment, particularly regarding nutrient neutrality and the protection of the Pevensey Levels.

8.21 The financial commitments outlined in Southern Water's and South East Water's business plans are essential to achieving these objectives. However, ongoing monitoring and adjustments may be necessary to address emerging challenges and ensure that infrastructure developments align with the district's growth and environmental goals.

8.22

Waste and recycling infrastructure

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ East Sussex County Council (ESCC): acts as both the waste planning as well as waste disposal authority. They are responsible for determining strategic waste policy and planning applications, as well as managing the disposal of household waste across the county, through contracts for services and infrastructure such as disposal facilities, recycling centres, and energy recovery plants.
- ▼ Rother District Council (RDC): waste collection authority, handles household waste and recycling collection within Rother. The service is delivered through a contract with Biffa Municipal, which also covers street and beach cleaning.
- ▼ East Sussex Joint Waste and Recycling Committee: established by ESCC, Hastings Borough Council, Rother District Council and Wealden District Council, with the intention of facilitating the authorities in working together to improve the quality and effectiveness of the discharge of their waste collection functions.
- ▼ Biffa: waste collection and street cleaning contractor in Rother.
- ▼ N+P: ESCC's contractor. Manages the onwards haulage from ESCC sites, and the processing of all kerbside dry mixed recycling (DMR) at their facility in Crayford, Kent.
- ▼ Veolia: ESCC's contractor. Manages the disposal side of the waste system under the ESCC contract, including operation of the Newhaven energy recovery facility, composting in Whitesmith, material recovery facility in Hollingdean, and several recycling sites.

Relevant evidence base documents:

- ▼ East Sussex Waste and Minerals Local Plan (WMLP) comprising of:
 - i. The Waste and Minerals Local Plan - Revised Policies (adopted 24 October 2024)

- ii. The Waste and Minerals Local Plan - Revised Policies (amendments to Adopted Policies Map (October 2024)
- iii. The Waste and Minerals Sites Plan (adopted 7 February 2017)
- iv. The Waste and Minerals Plan (adopted 19 February 2013)
- ▼ East Sussex Joint Waste Management Strategy (2014-2025)
- ▼ ESCC updated figures for calculating development contributions (ESCC, 2015)

- 8.23 Waste management in Rother is delivered through a two-tier system. East Sussex County Council (ESCC) acts as the waste disposal authority, responsible for the strategic disposal of waste across the county, including contracts for processing recycling, energy recovery, composting, recycling facilities, and waste treatment infrastructure. Rother District Council (RDC) is the waste collection authority, responsible for household waste and recycling collection, street cleaning, and beach cleaning, which is delivered through a contract with Biffa Municipal.
- 8.24 The East Sussex Joint Waste and Recycling Committee facilitates collaborative working across ESCC, RDC, Hastings Borough Council, and Wealden District Council to improve the quality, efficiency, and sustainability of waste management services.
- 8.25 Veolia, under contract to ESCC, manages the disposal side of most of the county's waste system, including the Newhaven energy recovery facility, Whitesmith composting facility, the Hollingdean Materials Recovery Facility (MRF), and other recycling sites. N+P, under contract to ESCC, manages the processing of kerbside dry mixed recycling at Crayford MRF.
- 8.26 The strategic framework for waste and recycling is guided by the East Sussex Waste and Minerals Local Plan (MWLP). Under Policy SP6, specific waste facilities and household recycling sites are safeguarded to protect operational capacity. To implement this, Waste Consultation Areas (WCAs) are established around these sites; this requires the District Council to consult the Waste Planning Authority on non-waste development proposals to ensure capacity is not constrained. Separately, under Policy SP3, the MWLP identifies Areas of Search; these are broad locations like Land North of Sidley and Burgess Road where waste development is supported in principle, with delivery and phasing tied to major urban expansions.

- 8.27 The East Sussex Joint Waste Management Strategy (2014–2025) also sets out aims and targets for managing waste sustainably, including reducing waste generation, increasing reuse, recycling and recovery, and responding to future growth in waste demand.

Current provision

- 8.28 Kerbside collection of household waste, recycling, food and garden waste in Rother is undertaken by Biffa Municipal, supported by a network of bring sites and civic amenity facilities. Residual and recyclable waste is transported to ESCC-managed facilities for bulking, treatment or disposal.
- 8.29 The system provides weekly food waste collection, fortnightly residual and dry recycling, and chargeable garden waste collections during the growing season. Public engagement programmes encourage waste reduction and recycling, with Rother achieving recycling rates broadly in line with county averages. Current facilities are designed to accommodate existing waste flows and projected household numbers under current planning assumptions, but capacity may be constrained in areas of significant growth.

Future requirement

- 8.30 Planned housing growth in the Rother Local Plan will generate additional household waste and recycling volumes, placing additional demand on both collection and disposal infrastructure.
- 8.31 The Council will continue to work collaboratively with ESCC to monitor, identify, and manage future waste and recycling infrastructure needs. This includes ensuring sufficient capacity at existing facilities, and planning for growth in household and commercial waste. In accordance with Policy SP 3 of the adopted Waste and Minerals Sites Plan (2017), broad 'Areas of Search' are identified where waste management development will be supported, particularly when delivered as part of major urban expansions or mixed-use growth. This includes locations such as Land North of Sidley (Bexhill) and Burgess Road (Hastings). Because the deliverability of these facilities is often dependent on the phasing of the wider development area, RDC will ensure that proposals demonstrate compatibility with neighbouring uses and the respective Local Plans, ensuring that waste infrastructure is effectively integrated into the district's growth.

Financial & delivery requirements

8.32 Delivery of waste and recycling infrastructure in Rother will require:

a. Developer contributions:

- i. S106 (site-specific) contributions to facilities directly associated with new developments
- ii. Strategic CIL receipts retained by RDC to support wider infrastructure enhancement

b. Strategic funding streams: County-wide infrastructure enhancements or other ESCC-managed funding mechanisms to increase energy recovery, composting, and materials recovery capacity

c. Local and partnership funding: Coordination between ESCC, RDC, Veolia, and Biffa to ensure timely expansion and adaptation of facilities, including upgrades to transfer stations and recycling sites to accommodate growth

Energy infrastructure

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department for Energy Security and Net Zero (DESNZ) – Sets national policy, strategy, and funding for energy security and decarbonisation.
- ▼ Ofgem: the energy regulator for Great Britain and is responsible for regulating the energy market, including networks, supply, and generation.
- ▼ National Grid Electricity Transmission (NGET): Owns and maintains the high-voltage electricity transmission network across England and Wales. NGET builds and maintains the strategic transmission system, connecting generation sources and transporting power to the distribution network. (Note: NGET is distinct

from National Grid Electricity Distribution (NGED), National Grid Ventures (NGV), and gas network operators).

- ▼ National Energy System Operator (NESO): Independent system operator (established 1 October 2024, taking over network planning from NGESO) responsible for strategic electricity and gas network planning. Early engagement with NESO is required to determine supply capacity and strategic reinforcement needs.
- ▼ National Gas Transmission: Owns and operates the high-pressure gas transmission network (operating independently of National Grid), ensuring regional gas capacity and security of supply, including future hydrogen and biomethane integration.
- ▼ UK Power Networks (UKPN): the statutory Distribution Network Operator (DNO) for Rother, responsible for local electricity distribution, network upgrades, and grid reinforcement.
- ▼ SGN: manages the local gas distribution network, with a focus on maintenance, upgrades, and decarbonisation (e.g. hydrogen readiness, biomethane).
- ▼ Community Energy Groups: deliver local renewable energy generation (e.g., solar, micro-wind), energy efficiency projects, and resilience initiatives. Examples in Rother include Energise Sussex Coast and Energise South..
- ▼ Independent Distribution Network Operators (IDNO): private licensed companies (e.g. GTC, ESP, Fulcrum, Last Mile) that design, build, own and operate electricity distribution networks on new developments, complementing UKPN's role as the statutory DNO.
- ▼ Energy suppliers (EDF, E.ON, Octopus, etc.): not infrastructure owners, but important in rolling out smart grids, demand management, and consumer-side initiatives.

Relevant evidence base documents:

- ▼ Rother Climate Change Study – Net Zero Carbon Evidence Base Report (ARUP, 2023)
- ▼ Rother Climate Strategy 2030 (RDC, 2024)
- ▼ Rother District Wind Energy Feasibility Study (RDC, 2021)

- ▼ The Future Homes and Buildings Standards: 2023/24 consultation and 2025 implementation (DESNZ/DLUHC)
- ▼ UK Power Networks RIIO-ED2 Business Plan (2023–2028) (UKPN, 2023)
- ▼ National Grid Electricity Transmission RIIO-T3 Business Plan (National Grid, 2024)
- ▼ National Gas Transmission RIIO-GT3 Business Plan for 2026-31 (National Gas, 2024)
- ▼ SGN Environment Strategy (SGN, 2021)
- ▼ SGN Environmental Action Plan (SGN, 2024)
- ▼ SGN RIIO-GD3 Business Plan 2026-31 (SGN, 2024)
- ▼ Net Zero Strategy: Build Back Greener (HM Government, 2021)
- ▼ RIIO-3 Draft Determinations for the Electricity Transmission, Gas Distribution and Gas Transmission sectors (Ofgem, 2025)
- ▼ Design Guidelines for Development Near Pylons and High Voltage Overhead Power Lines (NGET)
- ▼ Technical Guidance Note: Third-Party Guidance for Working Near National Grid Electricity Transmission Equipment (NGET)

8.33 The delivery of energy infrastructure in Rother is guided by national, regional, and local evidence, as listed above. Together, these documents underpin the IDP’s assessment of current and future energy infrastructure needs, supporting Rother’s growth while aligning with decarbonisation and resilience objectives.

Current provision

8.34 Rother's current energy provision relies primarily on electricity and gas, with limited but growing renewable contributions.

Electricity

- 8.35 Low- and medium-voltage distribution in the district is managed by UK Power Networks, supported by private IDNO networks for new developments. Infrastructure includes overhead lines, underground cables, and primary substations. The RIIO-ED2 plan (2023–2028) prioritises resilience, reduction of outages, and integration of low-carbon technologies, including connections for solar PV and battery storage.

Gas

- 8.36 Local gas distribution is managed by SGN, supplying natural gas to homes and businesses across the district. Approximately two-thirds of homes in Rother use gas for heating, with the remainder off the gas grid (RDC, 2024; SGN, 2021).
- 8.37 The network is maintained to ensure reliability, with upgrades delivered in line with RIIO-GD3 targets. SGN is implementing environmental and decarbonisation initiatives, including hydrogen-ready infrastructure and biomethane injection (SGN, 2021; 2024). However, it is noted that the regulatory landscape for new connections is shifting significantly due to national carbon reduction targets.

Renewable and community energy

- 8.38 Several small-scale solar, micro-generation, and energy efficiency projects are underway, including initiatives led by community energy groups such as Energise Sussex Coast.
- 8.39 Operational renewable energy sites in the district include St Francis Farm (4 MW solar PV) and Catsfield Solar Farm (12 MW solar PV), alongside landfill gas turbines at Pebsham providing 2.4 MW. Smaller-scale solar and energy efficiency projects continue to expand through community-led initiatives.

Transmission Infrastructure

- 8.40 Electricity is connected to National Grid Electricity Transmission's (NGET) high-voltage transmission network, ensuring capacity for peak demand and resilience. Specific strategic NGET assets located within Rother include:
- a. Ninfield 400kV Substation and Ninfield 132kV Substation;

- b. ZJ Route 400kV Overhead Transmission Lines (Dungeness – Ninfield 1 and 2);
- c. 4VM Route 400kV Overhead Transmission Lines (Bolney – Ninfield 1 and 2).

8.41 Gas transmission is supplied separately via National Gas Transmission's high-pressure pipelines to SGN's local distribution network.

Future requirement

8.42 Rother District Council has committed to achieving net-zero carbon emissions by 2030, focusing on electrification, renewables scaling, and gas decarbonisation.

8.43 Planned housing, commercial, and industrial growth in Rother will increase demand for electricity and gas connections, while decarbonisation objectives require network reinforcement and the integration of low-carbon technologies. In accordance with the Future Homes Standard (FHS), it is anticipated that from 2025, new residential developments will be required to utilise low-carbon heating sources (such as heat pumps or heat networks) rather than traditional gas boilers. Consequently, while the existing gas network will require ongoing maintenance and decarbonisation, new-build growth will drive a significant increase in electricity demand rather than a standard expansion of the gas distribution network for domestic heating.

8.44 Key considerations for energy infrastructure planning include:

- a. Reinforcement of electricity networks to serve new developments, including new substations and underground/overhead cabling, in line with UKPN RIIO-ED2 plans.
- b. Decarbonisation of the gas network: expansion or modification of the gas network to support hydrogen-ready connections or industrial use, noting that the FHS will restrict new domestic gas connections for heating in favour of electrified or heat-network solutions.
- c. Integration of community and local renewable energy projects, including solar, heat networks, and battery storage, to support net zero carbon objectives (Rother Climate Strategy 2030, 2024).

- d. Resilience improvements to withstand climate-related events, including flooding, heatwaves, and storms, aligning with national energy security objectives (National Grid Electricity Transmission RII0-T3, 2024).
- e. Smart grid and digital network upgrades to support flexible demand, electric vehicles, and energy efficiency initiatives (Ofgem, 2025).
- f. Existing NGET transmission assets (overhead lines, cables, and substations) will be safeguarded. Overhead lines should be retained in-situ, and developments near transmission infrastructure must demonstrate that they will not compromise safety, operability, maintenance access, asset replacement, or future network expansion. Statutory safety clearances must be maintained, ensuring that any changes to ground levels beneath lines do not infringe minimum clearances in line with NGET technical guidance.
- g. Existing and potential access corridors required for the delivery and removal of Abnormal Indivisible Loads (AILs), such as strategic replacement transformers for Ninfield Substation, must be safeguarded. Highway alterations or developments that prejudice or constrain AIL access will be resisted unless suitable mitigation or agreed alternative routes are secured.
- h. Facilitating strategic transmission reinforcement and expansion projects (including the Great Grid Upgrade and offshore renewable connections) necessary to support national net zero targets and local resilience.

8.45 Rother District Council will continue to liaise with NGET, NESO, UKPN, SGN, and developers to coordinate and identify infrastructure requirements, ensuring timely delivery to support growth while meeting environmental and resilience targets.

Financial & delivery requirements

8.46 Delivery of energy infrastructure will rely on a combination of funding and partnership approaches:

- a. **Developer contributions:** Site-specific connections, network reinforcement, and low-carbon technology provisions are generally funded by developers, often

through Section 106 agreements or direct connection charges. IDNOs may deliver localised electricity infrastructure for new developments.

- b. **Network operator investment:** NGET, UKPN, and SGN will fund upgrades required for broader network reinforcement and resilience, in line with RIIO-T3 (electricity transmission), RIIO-ED2 (electricity distribution), and RIIO-GD3 (gas distribution) price control business plans, which include allowances for low-carbon and renewable integration.
- c. **Government and regulatory support:** DESNZ funding, Ofgem incentives, and Net Zero Strategy mechanisms support decarbonisation, resilience, and renewable energy deployment.
- d. **Local and community initiatives:** Community energy projects and energy efficiency programmes may be funded via grants, local schemes, or third-party partnerships, contributing to local generation and network flexibility.

8.47 Coordination between Rother District Council, network operators (including NGET and NESO), developers, and community energy groups is essential to ensure infrastructure is delivered in tandem with growth, supporting the district's net zero and resilience objectives.

Digital infrastructure

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Department for Science, Innovation and Technology (DSIT): national government department, sets policy, targets, and investment priorities for broadband, mobile, and digital infrastructure.
- ▼ Ofcom: national regulator, oversees telecommunications market, ensures fair competition, consumer protection, and spectrum management.

- ▼ East Sussex County Council (ESCC): local authority, coordinates digital infrastructure planning, supports broadband rollout in rural areas, and manages public sector ICT networks.
- ▼ Broadband network providers (such as Openreach (BT), Virgin Media O2, CityFibre, Hyperoptic, other ISPs): deliver fibre, fixed-line, and cable broadband, often partnering with local authorities and developers.
- ▼ Mobile networks and tower infrastructure operators (such as EE, Vodafone, Three, O2 and CTIL): provide 4G/5G coverage, backhaul, and manage shared towers to expand mobile connectivity.
- ▼ Independent Network Operators / Local Fibre Companies: private providers, deliver network solutions for new developments, business parks, and public sector sites.
- ▼ Digital Innovation Hubs / Tech Partnerships: local organisations, support community broadband projects, smart city initiatives, and SME digital adoption (e.g., Sussex Innovation Centre).

Relevant evidence base documents:

- ▼ Rother District Council Digital and Customer Services Strategy (RDC, 2024)
- ▼ Digital connectivity in East Sussex Portal (ESCC)
- ▼ Gigabit broadband in the UK: Government targets, policy, and funding (House of Common Library, 2024)

8.48 Digital connectivity is a key enabler of economic growth, social inclusion, and public service delivery in Rother. The district is served by a mix of urban and rural infrastructure, with ongoing improvements in broadband, mobile, and emerging smart technologies.

Current provision

8.49 **Broadband:** Fibre-to-the-Premises (FTTP) coverage is increasing but remains patchy in rural areas. Openreach reports partial fibre coverage in Bexhill and Rye, with slower DSL or hybrid fibre in more remote settlements/ rural areas (RDC Digital Strategy, 2024). The

Universal Service Obligation (USO) ensures that all residents can request a basic broadband connection of at least 10Mbps (revised USO, 2020).

- 8.50 **Mobile networks:** 4G coverage is generally available across the district, but gaps exist in isolated rural areas. 5G rollout is limited to key towns and business hubs, with ongoing expansion by EE, Vodafone, and Three.
- 8.51 **Public sector and business connectivity:** Several schools, community hubs, and business parks have gigabit-capable connections, though speeds and resilience vary across sites (ESCC Digital Connectivity Portal).
- 8.52 **Community initiatives:** Small-scale community broadband and shared network projects support areas not served by commercial operators, often leveraging government schemes such as the Gigabit Broadband Voucher Scheme (not currently available in East Sussex) (House of Commons Library, 2024). These projects can help hard-to-reach properties gain access to high-speed connections and are typically funded through a combination of grants, local partnerships, and third-party contributions where available.

Future requirement

- 8.53 No specific land use requirements for digital infrastructure have been identified at this stage. However, the Council will continue to liaise and work with broadband and mobile network providers, independent network operators, and regional partners to plan for any future needs arising from population growth, housing development, or changes in technology. This approach ensures that the district can maintain and enhance connectivity, particularly for hard-to-reach areas, and support emerging digital infrastructure requirements over the plan period.

Financial & delivery requirements

- 8.54 Delivery will rely on a combination of funding sources:
- a. **Developer contributions:** Site-specific ducting, cabling, and network connections funded via planning conditions or Section 106 agreements.
 - b. **Network operator investment:** Openreach, Virgin Media O2, CityFibre, and others fund commercial network expansion.

- c. **Government and regulatory support:** DSIT funding, the Gigabit Programme, and Shared Rural Network support rural broadband and mobile expansion.
- d. **Community initiatives:** Grants and third-party partnerships support local broadband schemes and digital inclusion projects.

8.55 Coordination between RDC, ESCC, network operators, developers, and community partners is essential to ensure that digital infrastructure keeps pace with growth and supports economic, educational, and social objectives.

9. Emergency & security services

Police services

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ Sussex Police: provides policing and public safety services across Rother, operating from local stations and community facilities. It works with partners, including local authorities and other emergency services, to ensure effective crime prevention, emergency response, and community safety infrastructure.

Relevant evidence base documents:

- ▼ Sussex Police & Crime Plan 2024/28 (Sussex Police, 2024)
- ▼ Sussex Police & Crime Commissioner's Medium Term Financial Strategy (MTFS) 2024–2028 (Sussex Police & Crime Commissioner, 2024)
- ▼ Sussex Police Estate Transformation Strategy 2025–2036 (Sussex Police, 2025)

- 9.1 Policing in Rother District is provided by Sussex Police, which operates across three divisions: West Sussex, East Sussex, and Brighton & Hove. Each division is subdivided into districts, with Rother District being one of them. The district is further divided into Neighbourhood Policing Teams (NPTs).
- 9.2 The Sussex Police & Crime Plan 2024–2028, developed by the Sussex Police & Crime Commissioner, outlines the strategic direction for policing in Sussex. The plan focuses on three public priorities:
- a. Preventing crime and supporting victims and witnesses
 - b. Investigating crime and bringing offenders to justice
 - c. Improving trust in policing and building public confidence

Current provision

- 9.3 The below police stations are located within Rother District:
- a. Bexhill Police Station (Terminus Road)
 - b. Rye Police Station (Cinque Ports St)
 - c. Battle Police Station (North Trade Road, Battle)
- 9.4 Sussex Police also maintain a visible presence in Rother District through its Neighbourhood Policing Teams, which are actively engaged in community policing, crime prevention, and addressing local concerns.

Future requirement

- 9.5 As Rother District continues to experience population growth, particularly in urban areas like Bexhill and Rye, there will be an increased demand for policing services. The Sussex Police & Crime Plan anticipates this growth and emphasises the need for:
- a. Increasing the presence of officers in communities to deter crime and build public trust.

- b. Ensuring that resources are distributed effectively to meet the evolving needs of the district.
- c. Strengthening partnerships with local authorities and community organisations to address crime and safety concerns collaboratively

9.6 In addition, the Sussex Police Estate Transformation Strategy 2025–2036 identifies the need to modernise and optimise the police estate across Sussex, including Rother. The strategy highlights that much of the current estate is surplus to requirements, ageing, inflexible, and costly to maintain, with some buildings located in less optimal areas. Future requirements will therefore include strategic decisions on retaining, reinvesting, or disposing of existing properties, exploring shared facilities with other public service partners, trialling flexible neighbourhood policing models, and considering the acquisition or construction of new, appropriately located facilities. This approach aims to ensure a sustainable, efficient, and operationally fit estate that meets the evolving needs of communities in Rother.

Financial & delivery requirements

9.7 The implementation of the Sussex Police Estate Transformation Strategy in Rother will require careful financial planning and multi-year delivery. Funding and delivery considerations include:

- a. **Developer contributions and partnership:** Collaboration with local authorities and other public service partners may enable shared facilities or community-accessible hubs, potentially supported by developer contributions where new housing growth generates additional demand
- b. **Capital investment and budget allocation:** The transformation will involve reinvestment in retained buildings, disposal of surplus assets, and potential acquisition or construction of new facilities. Capital funding will need to be allocated strategically to ensure operational effectiveness, meet equality and accessibility standards, and support the transition to NET ZERO carbon for retained estate
- c. **Efficiency measures and cost optimisation:** Disposal of surplus or high-cost leased properties, alongside trials of flexible neighbourhood policing models, will

help reduce ongoing operational expenditure. Efficiency savings and careful prioritisation of capital projects will be required to ensure long-term financial sustainability while maintaining service delivery in Rother

- 9.8 The Council will continue to engage with Sussex Police through the Local Plan and IDP process to identify and plan for future requirements.

Fire services

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ East Sussex Fire and Rescue Service (ESFRS): statutory fire and rescue authority, responsible for fire prevention, emergency response, community safety, and resilience across Rother and East Sussex.
- ▼ Hastings Borough Council (HBC): neighbouring authority involved in strategic cross-boundary emergency response planning. HBC collaborates with RDC to assess the impact of growth in the Hastings Fringe area on shared infrastructure, specifically regarding the capacity of Hastings-based facilities.

Relevant evidence base documents:

- ▼ ESFRS Productivity & Efficiency Plan 2024-25 (ESFRS, 2024)
- ▼ Our Corporate Plan 2024-2025 (ESFRS, 2024)

- 9.9 East Sussex Fire and Rescue Service (ESFRS) is the statutory fire and rescue authority responsible for fire prevention, emergency response, community safety, and resilience across Rother and East Sussex. As a Category 1 responder under the Civil Contingencies Act 2004, ESFRS collaborates with other emergency services to maintain a public Community Risk Register produced by the Sussex Resilience Forum (SRF).
- 9.10 The ESFRS operates within the framework set by the East Sussex Fire Authority, which oversees the strategic direction and financial planning of the service. The Corporate Plan

2024–2025 and the Productivity & Efficiency Plan 2024–2025 outline the service's objectives and strategies for the upcoming year.

Current provision

- 9.11 ESFRS provides comprehensive fire and rescue services across Rother District. While several community fire stations, are located within the district, the northern and western fringes of the Hastings urban area (located within Rother) are served by infrastructure located in Hastings Borough. Serving stations include:
- a. Bexhill Community Fire Station (Wholetime and On-Call)
 - b. Battle Community Fire Station (On-Call)
 - c. Rye Community Fire Station: (On-Call)
 - d. Broad Oak Community Fire Station (On-Call)
 - e. Burwash Community Fire Station (On-Call)
 - f. Northiam Community Fire Station: (On-Call)
 - g. The Ridge Community Fire Station, Hastings (Wholetime): Strategically located to provide the primary response for Rother settlements and development allocations in the Hastings Fringe area.
- 9.12 These stations are part of the Service's Eastern Area, which serves the Hastings and Rother districts. While Bexhill is staffed 24/7 (wholetime), the rural stations rely on 'On-Call' (retained) firefighters who respond from their home or place of work, ensuring a flexible and responsive service to meet the needs of local communities. This operational structure is reciprocal: while Hastings-based stations cover parts of the Rother fringe, Rother's stations, notably the 24/7 facility at Bexhill, also provide support and additional capacity back to Hastings. This allows a flexible emergency response across the entire area, reflecting the need of emergency services to operate 'borderlessly'.

Future requirement

- 9.13 As Rother District continues to experience growth and development, particularly in urban areas such as Bexhill and Rye, there will be an increased demand for fire and rescue services. The Productivity & Efficiency Plan 2024–2025 identifies the need to:
- a. Enhance response times, by optimising station locations and staffing levels to ensure rapid response to emergencies.
 - b. Invest in training and equipment, to equip personnel with the necessary skills and tools to address emerging risks, including those associated with climate change and urban development.
 - c. Community engagement, strengthening partnerships with local authorities and community organisations to promote fire prevention and safety initiatives.
- 9.14 The East Sussex Fire Authority's Statement of Accounts 2023/24 outlines the financial strategies supporting the delivery of fire and rescue services. This does not provide specific details around future land use or infrastructure requirements for their services within Rother District. The Council will continue to engage with HBC and ESFRS through the Local Plan and IDP process to identify and plan for future requirements. Both councils acknowledge the importance of joint engagement with ESFRS to align infrastructure planning with planned growth in the shared Housing Market Area.

Financial & delivery requirements

- 9.15 Delivery of fire and rescue services in Rother is primarily funded through the East Sussex Fire Authority, which sets budgets and oversees expenditure on personnel, training, vehicles, equipment, and station maintenance. Capital and operational funding are aligned with statutory responsibilities, risk assessments, and service priorities as outlined in the ESFRS Corporate Plan 2024–2025, and Productivity & Efficiency Plan 2024–2025. The East Sussex Fire Authority's Statement of Accounts 2023/24 also outlines the financial strategies supporting the delivery of fire and rescue services.
- 9.16 Where new development, housing growth, or changes in land use are likely to increase demand for fire and rescue services, Rother District Council will work with ESFRS to assess potential impacts. This may include considering site-specific contributions or mitigation measures to support enhanced response capacity, such as additional appliances,

station upgrades, or on-call staffing enhancements, in line with national planning guidance and local planning policies.

- 9.17 Coordination between Rother District Council, ESFRS, and developers ensures that new developments are adequately served, maintaining effective emergency response times and public safety, while supporting the strategic objectives of ESFRS in resilience, community safety, and service efficiency.

Ambulance services

Context and overview

Relevant authorities, key stakeholders and delivery partners:

- ▼ South East Coast Ambulance Services (SECAmb): provides emergency and urgent healthcare response across Rother, operating from ambulance stations and rapid response units.
- ▼ Hastings Borough Council (HBC): neighbouring authority who shares interest in cross-boundary emergency planning, particularly the capacity of Hastings-based infrastructure that serves both districts.

Relevant evidence base documents:

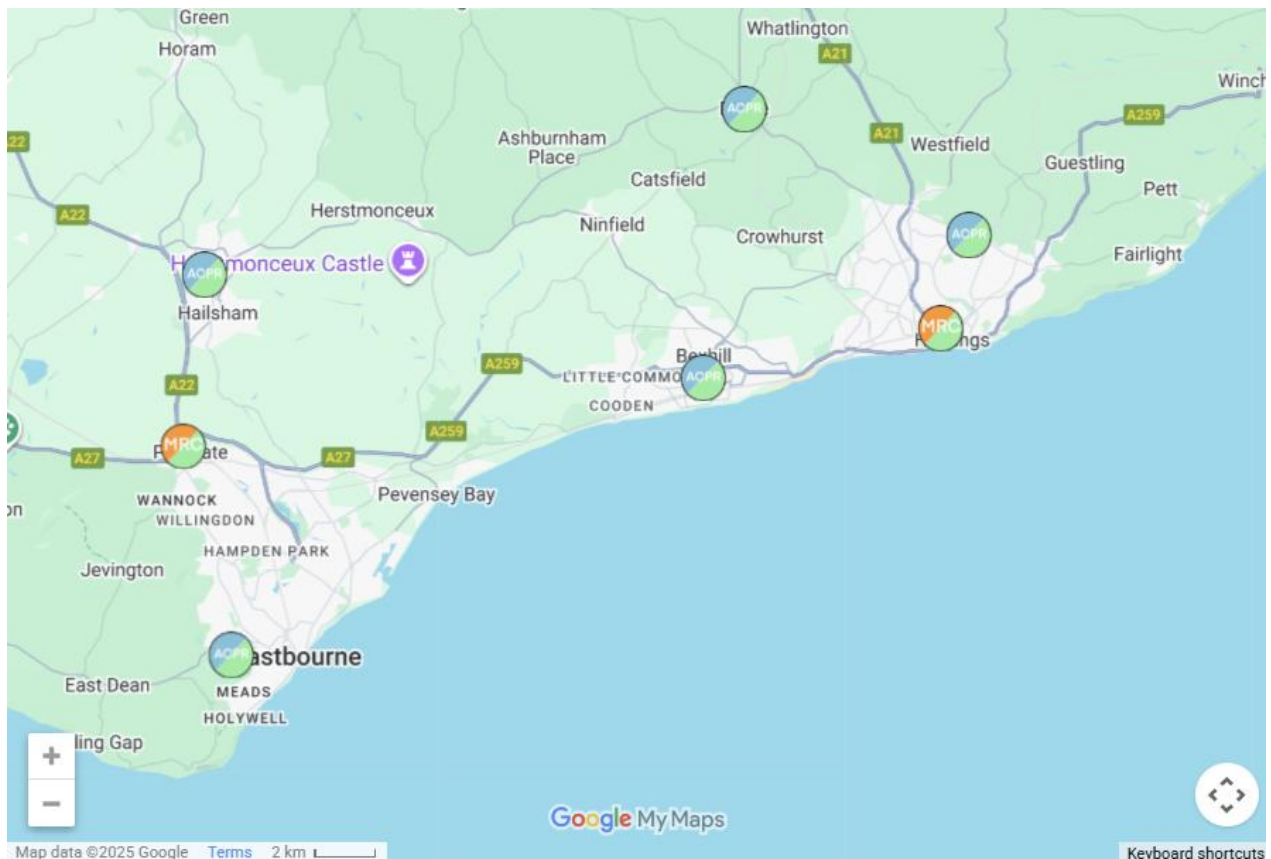
- ▼ South East Coast Ambulance Services Strategy 2024-29: Saving Lives, Serving Our Communities (SECAmb, 2024)

- 9.18 South East Coast Ambulance Service NHS Foundation Trust (SECAmb) is the statutory provider of emergency and urgent healthcare response across Rother District and the broader South East Coast region, encompassing Kent, Surrey, and Sussex. Established in 2006, SECAmb operates a network of ambulance stations and rapid response units, delivering services such as 999 emergency responses, NHS 111 triage, and urgent care support. The Trust's strategic direction is outlined in the SECAmb Strategy 2024–2029: Saving Lives, Serving Our Communities, which focuses on enhancing patient care, workforce development, and system integration.

Current provision

- 9.19 SECAmb employs various facility types to deliver emergency and urgent care services across its operational area. These include emergency operations centres, ambulance stations, Ambulance Community Response Posts (ACRPs), Make Ready Centres (MRCs), Hazardous Area Response (HART) centres, and vehicle maintenance centres.
- 9.20 Ambulance Community Response Posts (ACRPs) are strategically located facilities that serve as bases for emergency response vehicles and crews. ACRPs are typically situated in areas where there is a need for enhanced response capabilities.
- 9.21 Make Ready Centres (MRCs) are central hubs where ambulances are cleaned, restocked, and prepared for deployment. These centres play a crucial role in ensuring that emergency response vehicles are ready for service.
- 9.22 In Rother District, SECAmb operates three ACRPs in Bexhill, Battle, and Rye.
- 9.23 While there is no MRC located within Rother itself, the district is served by a facilities in neighbouring areas::
- a. Polegate MRC: Located in Polegate, East Sussex, this MRC supports the preparation of ambulances for deployment across the region
 - b. Hastings MRC: Situated in Hastings, this depot plays a key role in ensuring that emergency response vehicles are ready for service in the surrounding areas

Figure 8: Map of SECAmb facilities (source: <https://www.secamb.nhs.uk/our-locations/>)



Future requirement

- 9.24 The SECamb Strategy 2024–2029 does not include specific details regarding future land-use or infrastructure requirements for Rother. Rother District Council will continue to work closely with SECamb through the Local Plan and Infrastructure Delivery Plan (IDP) process to identify, assess, and plan for any future operational needs and infrastructure requirements.

Financial & delivery requirements

- 9.25 Delivery of ambulance services in Rother relies primarily on funding through NHS allocations, as managed by SECamb, with capital and operational expenditure determined by national and regional commissioning priorities. SECamb investments cover vehicle fleets, emergency operations centres, Make Ready Centres, Ambulance Community Response Posts, staff training, and equipment.
- 9.26 Where new housing, commercial, or mixed-use development increases demand for emergency services, Rother District Council may seek to engage with SECamb to understand potential impacts and explore developer contributions and/or CIL

expenditure where appropriate, in line with national planning guidance and local planning policy. Contributions could support enhanced local response capacity, additional vehicles, or minor infrastructure improvements.

- 9.27 Coordination between Rother District Council, SECamb, and developers will ensure that new development is supported by timely and effective emergency service provision, without placing undue pressure on existing resources, while aligning with SECamb's strategic objectives for response times, patient care, and system resilience. RDC and HBC recognise that engaging with SECamb on long-term infrastructure planning is a priority. Both councils will seek to work together to improve engagement with SECamb, ensuring that the cumulative growth across the Hastings-Rother area is properly reflected in SECamb's future estates and "Make Ready" strategies.

10. Overcoming the infrastructure funding gap

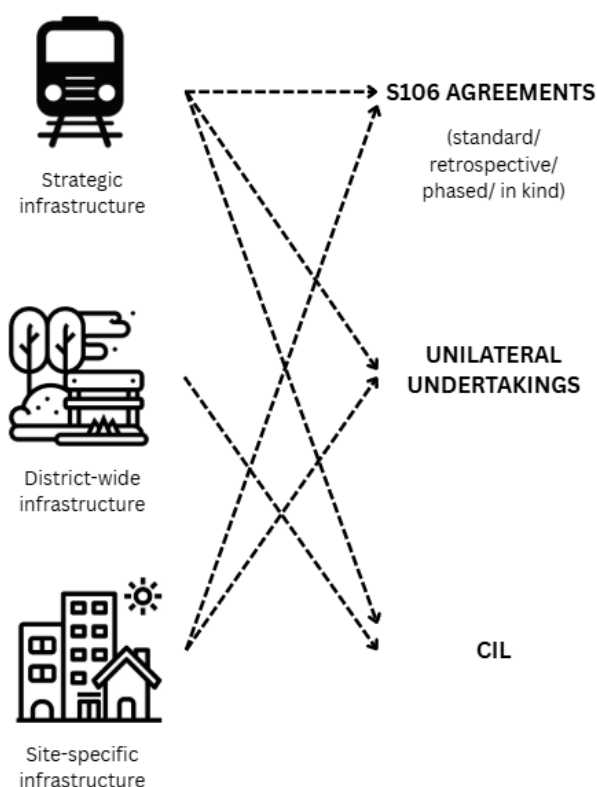
Approach to secure funding

- 10.1 New development should meet its own infrastructure needs as far as possible; this is often achieved through seeking Section 106 (S106) and Section S278 (S278) agreements to deliver the required infrastructure.
- 10.2 The Council's adopted Community Infrastructure Levy (CIL) will be used to fund elements of strategic and growth-related infrastructure. However, it is recognised that CIL alone will not be sufficient to fund all Local Plan infrastructure requirements over the Plan period. Therefore, other funding mechanisms and partnerships will need to be explored.
- 10.3 S106 agreements are one of the main ways the Council secures infrastructure. S106 agreements are legal agreements with developers to fund or deliver the infrastructure

needed to support new development, such as schools, roads, transport improvements, community facilities, and affordable housing. Depending on the type of infrastructure and when it is needed, these obligations may be met through financial payments or “in-kind” contributions such as the direct provision of facilities or land. Contributions can be paid or delivered upfront before development starts, phased in stages as the development progresses, or provided retrospectively even after development has begun or finished to ensure infrastructure is delivered. The ESCC figures for calculating development contributions details the scope and range of contributions towards infrastructure which the County Council may seek to make development acceptable in planning terms. It should be noted that this document by ESCC does not cover services provided by second tier local authorities (District and Borough Councils), such as affordable housing or open space, nor contributions that may be sought by other infrastructure providers, such as the NHS or water companies.

- 10.4 In addition to S106 agreements, Section 278 (S278) agreements are also used by highways authorities (ESCC and National Highways) where off site transport infrastructure is involved. S278 agreements are legal contracts between developers and the highways authorities, enabling developers to carry out alterations or improvements to the public highway that are necessary as a direct result of their development. Such works can include new or altered access points, junctions, traffic signals, pedestrian crossings, and other highway infrastructure. The developer is typically responsible for the design, funding, and construction of these works, which must be approved by the highways authorities to ensure they meet required standards. Once completed and accepted, the infrastructure may be adopted by the highways authorities, transferring maintenance responsibilities to the public sector. These agreements are particularly important for mitigating the impacts of development on the existing highway network and ensuring safe and efficient access.
- 10.5 Different types of infrastructure will require different approaches to securing delivery. The IDP outlines the main approach for each infrastructure item in the schedule; however, the precise mechanisms—whether through CIL, S106 agreements, planning conditions, other legal instruments, external funding sources, or a combination of these—will be determined through the development management process on a site-by-site basis.
- 10.6 The figure below illustrates the types of planning obligations and delivery mechanisms the Council may use to fund or secure different types of infrastructure; this excludes external funding sources.

Figure 9: Types of planning obligations and delivery mechanism to secure different types of infrastructure



Developer's contributions in relation to transport measures

- 10.7 Strategic transport schemes that serve the whole district may be funded via CIL and/ or external funding where a funding gap exists.
- 10.8 Where more than one site allocation in an area generates the need for a specific highways scheme, financial contributions will be sought through Section 106 Agreements. The approach to determine developers' contribution in relation to identified transport measures from each site allocation is as follows:
- Transport measures or interventions are matched to those developments which result in that mitigation being required, based on available information in relation to trip generation and professional judgement

- b. When considering traffic impacts of employment sites against residential sites, the dwelling equivalence based on forecast trip generation will be used as a suitable proxy
- 10.9 National Highways applies a vision and validate' approach (also known as 'monitor and manage'), as set out in DfT Circular 01/2022, which supports a shift from predicting traffic growth ('predict and provide') to planning for sustainable outcomes. This approach emphasises managing demand through sustainable travel measures, monitoring network performance, and implementing interventions only where necessary to maintain safety and reliability on the Strategic Road Network.
- 10.10 Under this approach, development proposals for site allocations will demonstrate how vehicle trip generation would continually be lower than the worst-case scenario baseline across the Plan period, which is the target set in their traffic monitoring and management plan. If, through monitoring, development fails to reach its target, contributions towards mitigation would be triggered.
- 10.11 The costs and mitigation measures in the IDP are based on the worst-case assumptions. It does not include the cost of monitoring, which is to be funded by developers.
- 10.12 Where development fails to reach its target, and contributions are triggered, the expected contributions for each development allocation will be reviewed and updated once greater certainty is available regarding the design, costs, and external funding of key strategic transport projects. The IDP Part B assumes that external funding is not available in calculating the developers' contribution to inform site viability and ensure that critical projects can and will be delivered to support planned growth in worst-case scenarios.

Developer's contributions in relation to education infrastructure

- 10.13 The approach to calculate developers' contribution to education and early years is as follows:
- a. CIL is used to address the cumulative, strategic impact on education capacity across the district. It is the primary developer funding mechanism applied to smaller, non-strategic developments that fall below S106 planning obligation thresholds, and CIL may also contribute towards wider strategic education projects

- b. Where development creates a direct need for additional school capacity that cannot be addressed by existing surplus or strategic CIL funding, contributions and/or land will be secured via S106 agreements. This ensures that development directly mitigates its own impact on school capacity.
- c. ESCC's general approach is to identify specific education projects or interventions in terms of additional new capacity. Where new schools are needed, all developments are expected to provide contributions (financial and non-financial) to adequately mitigate their impacts, this needs to be considered holistically based on strategic development proposals and the mitigation required to meet the needs of the new communities.
- d. Where no specific project has been identified, all developments over a certain threshold will be required to make a general financial contribution towards education and early years provision as per the ESCC guidance for calculating development contributions.

Developer's contributions in relation to healthcare infrastructure

10.14 The approach to apportionment in relation to healthcare facilities is as follows:

- a. Schemes for new or extended/ upgraded health facilities will be matched to those developments which result in that scheme being required.
- b. The costs of each scheme will be apportioned based on the level of impact arising from each of these developments (the number of homes delivered).
- c. Where no specific project has been identified, developments over a certain threshold may also be required to make a more general contribution towards GP surgery capacity.

Developer's contributions in relation to sports facilities

- 10.15 The Council will refer to Sport England's playing pitch calculator to inform planning applications and S106 agreements with regards to developers' contributions.

Infrastructure that is not typically delivered or secured by developer's contributions

- 10.16 The following types of infrastructure are not typically delivered or secured by developer's contributions:
- a. Dentists – dental services are provided by independent practitioners, with the addition of NHS funding to subsidise provision for NHS patients. It would not normally be the case for S106 to be sought for new dental capacity, unless part of a wider co-located health development.
 - b. Pharmacies – pharmacists are private practitioners, who receive NHS funding to provide free prescriptions to those qualifying, and additional NHS health services. It would not normally be the case for S106 to be sought for new pharmacy capacity, unless part of a wider co-located health development.
 - c. Secondary healthcare facilities such as hospitals are provided by hospital trusts, which are in turn receive funding from the Department of Health and Social Care. Planning obligations towards secondary healthcare are not regularly sought. Secondary healthcare facility requirement has not been identified in respect of planned growth in the district.
 - d. Utilities – most types of strategic utility upgrades are subject to separate charging regimes for the connection of new development. It is anticipated that providers will meet most of the costs of strategic upgrades unless stated otherwise in the IDP Part B.
 - e. Broadband – off-site broadband upgrades are coordinated by ESCC and are not normally expected to be funded through S106.
 - f. Others – such as libraries, waste sites, ROW, cultural (archaeology).

Understanding the IDP Part B (Schedule)

- 10.17 Part B (the Schedule) of the IDP presents the headline findings on the infrastructure required to support growth across the Plan period, as well as the estimated remaining funding gap. Consistent with the report's structure, the Schedule is organised into different infrastructure categories. The Schedule:
- a. identifies the infrastructure needed to ensure all development is policy-compliant and capable of serving the additional population
 - b. outlines how the Council could prioritise and facilitate the delivery of infrastructure; and
 - c. summarises potential funding sources that the Council could explore to meet its infrastructure requirements.
- 10.18 Chapters 1 to 10, together with the Schedule, should be read in conjunction with one another. Both should be reviewed periodically to reflect new information, including changes in adopted policies, emerging strategies, updated costs, and unexpected demographic shifts. This chapter explains the columns in the Schedule and provides guidance on how the information should be understood and applied.

Priority ranking of infrastructure

- 10.19 The proposed infrastructure interventions have been categorised according to their relative importance in supporting the delivery of the Local Plan, ranging from critical to desirable.

Priority ranking	Criteria
Critical	The infrastructure proposed is critical to the delivery of planned development as well as the overall spatial strategy objectives and should be identified as a priority at the appropriate stage in relation to implementation of the Local Plan.
Essential	The infrastructure proposed is required to support the planned development as well as overall spatial strategy objectives but does not need to be prioritised.
Desirable	The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall spatial strategy objectives.

Timeframe of delivery

Timeframe	Explanation
Short term	Within 5 years.
Medium term	5-10 years.
Long term	More than 10 years.

Risk to delivery

- 10.20 In addition to priority ranking, each infrastructure intervention has been assessed in terms of the risk to its successful delivery. This reflects the degree of certainty associated with securing funding, identifying sites, resolving land assembly issues, and achieving political and community support. The following risk categories have been applied to provide a clear understanding of potential delivery challenges:

Risk	Explanation
High	Fundamental constraints attached to the delivery of the scheme e.g. no clear funding stream, no site identified, land/site assembly issues.
Medium	Some constraints attached to the delivery of the scheme.
Low	Strong certainty of delivery – costs identified, funding in place, political and community support.

Delivery partners

- 10.21 Infrastructure provision is a shared responsibility, as neither the Council nor individual stakeholders can deliver the full package of interventions in isolation. The Council's role is to coordinate and facilitate delivery through a diverse range of partners, each operating under specific frameworks. For clarity, a 'Delivery Partner' refers to any strategic stakeholder (public or private) involved in the planning, design, technical approval, or funding of infrastructure; they are not necessarily the body that directly delivers the infrastructure itself. These partnerships function based on the below principles:

- a. **Collaborative delivery:** The Council works with partners to oversee aspects such as modelling, preliminary design, or safety auditing. However, the role of a partner varies; while some may manage projects directly, others act solely in a technical or regulatory capacity.
- b. **Funding and contributions:** Financial arrangements differ across the delivery framework and between delivery partners. Certain infrastructure providers accept direct developer contributions to fund works whilst other strategic partners do not accept contributions and instead require developers to fund and implement the works themselves.
- c. **Governance and legal agreements:** Where a partner does not act as the delivery body, projects are typically governed by direct legal agreements—such as S278 agreements—between the developer and the relevant infrastructure authority. This ensures that the developer remains responsible for delivery while meeting the authority’s technical and safety standards. For example, National Highways acts as a statutory Delivery Partner for all schemes affecting the Strategic Road Network (A21 and A259) to provide technical approval, safety audit sign-off, and DMRB compliance; however, for the avoidance of doubt, National Highways does not fund or construct developer-led mitigation schemes.

Estimated cost to be apportioned to LDP sites

- 10.22 The ‘Estimated Cost to be apportioned to LDP Sites’ and ‘Relevant LDP sites/ settlement’ columns in the Schedule outline high-level figures to be contributed by site allocations in the Local Plan. The Council acknowledges that there may be a need to consider instances where one developer has provided land and/or delivered infrastructure which will be used by several sites. In these cases, it is necessary to ensure that contributions provided by individual sites and developments will be proportionate and equitable, and to ensure that viability of individual schemes is not unduly affected. Detailed discussions with all relevant stakeholders will be required as and when detailed schemes / planning proposals are being put forward.
- 10.23 It is important to note that any costs in the IDP are based on a ‘reasonable’ approach for plan-making, and represent the infrastructure and mitigation required in relation to the growth proposed and details provided at that time. The amount of contributions actually required may be different as it will be based on actual quantum, unit mix, project cost,

viability considerations and detail design etc. at the time of the application. The details of the contributions will be linked to the latest evidence such as Transport Statements and Transport Assessments at the planning application stage, and when more details about the development are known.

Indicative nature of costs

- 10.24 As outlined in Chapter 1, an IDP provides a ‘snapshot in time’ of infrastructure requirements. The information supplied by infrastructure providers will inevitably evolve, reflecting changing priorities, needs, and circumstances. Therefore, the IDP should be regarded as a live document, with the figures in the Schedule treated as indicative rather than prescriptive. Infrastructure requirements to support growth will naturally change over the Plan period, and future iterations of the IDP may remove or update items as more detailed data becomes available.
- 10.25 While some schemes—such as highways interventions—have undergone more detailed costing, many others are based on a combination of best estimates, forward projections, and historical precedents. In most cases, costs are not derived from detailed designs, highlighting the need for caution in their interpretation.
- 10.26 All costs presented in the Schedule exclude land acquisition costs. This approach is considered appropriate, as estimated land values would still omit site-specific factors, such as abnormal development costs, and would therefore not materially improve the robustness of the cost assessment.

Current funding gap vs Remaining funding gap

- 10.27 **Current funding gap:** Reflects the situation at the time of writing. It should be noted that funding information is not available for some projects. In certain areas, it is expected that developers will cover the full costs, while in other areas, further work is required among relevant stakeholders to identify funding opportunities and apportion costs appropriately to site owners and other parties.
- 10.28 **Remaining funding gap:** Represents the current funding gap minus the estimated costs expected to be met through contributions from site allocations. This provides an indication of the residual infrastructure funding shortfall that will need to be addressed through alternative sources or strategic prioritisation.

PART B

ROTHER IDP - PART B

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
TRA001	Package of improvements to focus on key junctions to improve traffic flow and road safety on the A2036 Corridor	Improvements could include widening on approaches to junctions, signalisation of junctions or rephasing of existing traffic signals.	Bexhill-on-Sea	Critical	Short Term	Low	ESCC	IDP 2019 (for adopted LDP)	£ 500,000	Estimated.						Developer contributions External funding	Development in and around Bexhill.		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA002	Package of junction improvements to support traffic movements to/from the A21 and strategic road network from the Ridge corridor	The Ridge corridor – to include junction improvements e.g. at Queensway, Junction Road and Harrow Lane to improve access to the A21 and strategic road network.	Hastings Fringe	Critical	Short Term	Low	ESCC	IDP 2019 (for adopted LDP)	£ 2,500,000	Estimated. Including TRA003 below.			Unknown			Developer contributions ESCC Capital Programme	Development on the Hastings fringe. Development in Bexhill.		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA003	Package of measures to improve bus journey times on A259 Bexhill Road.	Package of measures to improve bus journey times on A259 Bexhill Road. Westbound bus lane on approach to Glyne Gap. Eastbound bus lane on approach to Harley Shute roundabout. Westbound bus lane between Filsham Rd and Harley Shute Road.	Bexhill-on-Sea	Critical	Short Term	Low	ESCC National Highways Hastings BC Local bus operators	IDP 2019 (for adopted LDP)	£ -	Cost is included in TRA002 above.			Unknown			ESCC Capital Programme	All development in and around Bexhill.		Chapter 3: Transport infrastructure/ Public transport
TRA005	A269/ A2036/ London Road Junction	Junction improvements at A269/Holliers Hill//A2036 Wrestwood Road / London Road	Bexhill-on-Sea	Critical	Short Term	Low	ESCC	IDP 2019 (for adopted LDP)	£ 800,000	Estimated £500k - £800k			Unknown			Developer contributions	Significant development at North East and North Bexhill		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA006	A269/ Watermill Lane Junction	Junction improvements at A269/ Watermill Lane	Bexhill-on-Sea	Critical	Medium Term	Low	ESCC	IDP 2019 (for adopted LDP)	£ 200,000	Estimated. Further work required to establish costs.			Unknown			Developer contributions External funding	All development to north east and north of Bexhill.		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA007	A259 Little Common roundabout	Junction improvements at A259 Little Common roundabout	Bexhill-on-Sea	Critical	Short/ Medium	Low	National Highways ESCC	IDP 2019 (for adopted LDP)	£ 400,000	Estimated £300k - £400k			£ -			Developer contributions	Development in Bexhill and especially in west Bexhill.	Completed/ concept. Improvements implemented at the roundabout as part of land north of Barnhorn Road, West Bexhill development. Further improvements may be required later in plan period and will be kept under review.	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA008	Package of accessibility improvements (focussed on dropped kerbs, tactile paving and markings)	Town centre accessibility traffic management improvements	Bexhill-on-Sea, Battle and Rye) and other key local centres within rural areas	Critical	Short/ Medium	Low	ESCC	IDP 2019 (for adopted LDP)		Cost unknown			Unknown			CIL Developer contributions External funding ESCC programme of local transport	All development in and around Bexhill.		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA009	Package of accessibility and junction improvements: London Road corridor	Accessibility improvements and London Road/ Beeching Road junction improvement	Bexhill-on-Sea	Critical	Short Term	Low	ESCC	IDP 2019 (for adopted LDP)	£ 1,200,000		£ 300,000	£300k Strategic CIL funding secured	£ 900,000			CIL Developer contributions External funding	All development in and around Bexhill.	Elements of the scheme have been delivered - e.g. Beeching Road and Sackville Road junction improved and delivered 2024. The remainder of the London Road scheme, which includes the Town Hall Square element, is to be delivered.	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA010	Package of junction improvement measures: A259 corridor improvements	Measures include A259 / B2095 approach, A259/ Sutherland Avenue and A259/A269 London Road junctions	Bexhill-on-Sea	Critical	Short/ Medium	Low	ESCC	IDP 2019 (for adopted LDP)	£ 250,000	Estimated for both junctions			Unknown			Developer contributions External funding	All development in and around Bexhill.		Chapter 3: Transport infrastructure/ Highways infrastructure

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
TRA011	A21 safety improvements	Road safety improvement schemes on A21 trunk road.	Bexhill-on-Sea/Battle	Unknown	Unknown	Medium	National Highways	IDP 2019 (for adopted LDP)		Cost unknown	Roads Investment Strategy (RIS) funding		£ -		£ -	Roads Investment Strategy (RIS) funding	All development around the A21 corridor and beyond would benefit but is not dependent.	Completed June 2026	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA012	Bus infrastructure improvements	Improve bus infrastructure, services, waiting areas and information on key bus corridors in Rother.	Bexhill-on-Sea	Critical	Short/ Medium	Medium	ESCC Bus operators	IDP 2019 (for adopted LDP) East Sussex Local Transport Plan 2024-2050	£ 330,000	ESCC 2025 CIL funding submission put forward a £330k project for bus stop improvements	£ 300,000	£300k secured from Fryatts Way RR/21/1656 for DRT services (appeal decision)	£ 30,000		£ 30,000	CIL Developer contributions External funding	All development. Particularly development in and around the Bexhill Hastings Quality Bus Corridor.	Specific locations to be identified through further audits. CIL funding to be confirmed.	Chapter 3: Transport infrastructure/ Public transport
TRA013	Packages of measures to improve walking, wheeling and cycling – local and inter urban	District-wide new or improved facilities for people walking, wheeling and cycling pedestrian and cycling facilities and measures (including improved cycle links and pedestrian links and measures on the wider network, including crossing facilities and signage integrating with the existing and new pedestrian and cycle accesses created on site.	Bexhill-on-Sea	Critical	Short/ Medium	Medium	ESCC Walk, Wheel, Cycle Trust National Highways	IDP 2019 (for adopted LDP) East Sussex Local Transport Plan 2024-2050 LCWIP networks – Bexhill, Battle and Rye and approaches for rural areas	£ 200,000	ESCC 2025 CIL funding submission identified a project cost of £200k for dropped kerb	£ 9,000,000	Local Growth Fund – Hastings and Bexhill Movement Package. £120k secured from Worsham Farm for cycle schemes RR/15/1760	£ 200,000		£ 200,000	CIL Developer contributions External funding	All development.	Specific locations to be identified through further audits. CIL funding to be confirmed.	Chapter 3: Transport infrastructure/ Cycling & Walking
TRA014	Blackfriars Battle	Delivery of strategic road in Battle to open up the Blackfriars site for housing development.	Battle	Critical	Short/ Ongoing	High	RDC Developers	IDP 2019 (for adopted LDP)	£ 5,000,000			Contributions secured for bus services, infrastructure (RTPI, clearways); works to include new bus stops, active routes to station and upgrades to ProW 76 to allow cycling to station and town centre.	£ -	£ -	£ -	Developer contributions Housing Investment Fund	Blackfriars housing allocation.	This site is now active and pp granted RR/19/604 220dw	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA015	Upgrades to the rail network between Ashford International and Eastbourne	To facilitate HS1 services to stop at Eastbourne, Bexhill, St Leonards Warrior Square, Hastings and Rye	Bexhill-on-Sea	Desirable	Short/ Medium	High	Great British Railways Hastings BC ESCC KCC	IDP 2019 (for adopted LDP)		Full upgrade between Ashford and Ore including third rail electrification and between Bexhill and Hampden Park, providing direct services via HS1 to London and maximising journey time savings - costs estimated at £800 - £1bn.	£ 1,000,000,000		Unknown			External funding	All development in the A21/ A259 growth corridor.		Chapter 3: Transport infrastructure/ Public transport
TRA016	Packages of measures to improve accessibility to stations	Packages of measures to improve access to stations. Measures may include cycle and car parking, pedestrian access and facilities, and improved mobility access introduced as part of the Access for All programme.	District wide	Critical	Short/ Medium	Medium	Great British Railways ESCC	IDP 2019 (for adopted LDP)	£ 5,600,000	Currently costed for creating step free access to all play platforms at Battle Train Station. Based on Network Rail's CIL funding bid	£ 1,000,000	£1M secured through CIL in 2022	£ 4,600,000	Not applicable	£ 4,600,000	External funding Developer Contributions	All development		Chapter 3: Transport infrastructure/ Cycling & Walking

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
TRA019	Package of measures to improve traffic flow through traffic management and sustainable transport measures : Battle	Management of cross-town traffic congestion in Battle. Improved traffic management. Implementation of measures to increase use of sustainable transport.	Battle	Critical	Short to Long	Medium	ESCC Battle Town Council Local community groups	IDP 2019 (for adopted LDP)	£ 707,000	ESCC 2025 CIL funding submission identified a project cost of £707k for Battle Hill Pedestrian Crossing	£ 507,000	£507k secured via ESCC Capital Funding and \$106 from the Blackfriars development.	£ 200,000		£ 200,000	Developer contributions ESCC funding CIL	All development in Battle.	CIL funding to be confirmed.	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA020	Package of measures to reduce town centre congestion: Rye	Introduce measures to tackle heavy congestion in the town centre during the summer. Increase sustainable transport provision in the town. Promote initiatives to improve strategic connectivity between Rye and the wider region.	Rye	Critical	Short to Long	Medium	ESCC	IDP 2019 (for adopted LDP)		Cost unknown			Unknown			Developer contributions ESCC funding	All development in Rye.		Chapter 3: Transport infrastructure/ Highways infrastructure
TRA022	Junction improvements: A259/ B2182/ Peartree Lane (Little Common Road) - A259 Corridor	Potential conversion of existing roundabout to signalised junction.	Bexhill-on-Sea	Critical	Short Term	Medium	National Highways East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA023	Junction improvements: A259/West Down Road improvement	Potential conversion of priority junction to a roundabout or signalised junction.	Bexhill-on-Sea	Critical	Short Term	Medium	National Highways East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Part of the Leisure centre development, RR/19/430/P (applicant RDC). Mini roundabout is approved subject to tech details in planning conditions	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA024	Junction improvements: A259/ A269 to improve junction efficiency, keep traffic flowing whilst maintaining active travel provision.	Former High School Site Development to provide mitigation at this junction. Potential additional mitigation, such as changing pedestrian crossing arrangements to decrease the lost time in signal operation and additional right turn lane capacity on main approaches is recommended.	Bexhill-on-Sea	Critical	Short Term	Medium	National Highways East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA025	Junction improvements to increase capacity: Glyne Gap Roundabout	Potential increased flare capacity on A2036 and additional lane on Retail Park arm.	Bexhill-on-Sea	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding Bus Service Grant		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA026	Junction improvements: A269/A2036 traffic signal	A269/A2036. Traffic signals to be considered.	Bexhill-On-Sea	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA027	Junction improvements to increase capacity: A269 Turkey Road	Potential additional flare capacity on A269 approaches and thereafter potential signalised of the existing mini roundabout.	Bexhill-On-Sea	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA028	Junction improvements to increase capacity: B2087/ A21	Potential additional right turn lane to increase capacity of A21 approaches and flare lane addition on A268 arm.	Bexhill-On-Sea	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
TRA029	Junction improvements: Cooper's Corner A21	Potential conversion of existing priority T-junction to a standard round about layout.	Hurst Green	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA030	Active travel measures: cycle parking	Improved cycle parking in urban areas and at new developments.	District wide	Critical	Short Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Cycling & Walking
TRA031	Supporting modal interchange mobility hubs: residential	Explore potential to create mobility hubs for a range of travel modes at stations, larger residential developments, town and village centres. Including those in Battle, Bexhill, Etchingham and Rye.	District wide	Critical	Short Term	Medium	East Sussex Highways	STEB (2023) East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Cycling & Walking
TRA032	Supporting modal interchange: mobility hubs : railways station	To improve interchange for bus and 'first and last mile' travel modes at Bexhill, Battle and Rye railway stations.	Bexhill Battle Rye	Critical	Short Term	Medium	DfT/Network Rail/Great British Railways East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Cycling & Walking
TRA033	EV and Hydrogen Infrastructure Expansion	Increased roll out of EV charging and hydrogen fuelling infrastructure on- street and at key destinations across district.	District wide	Critical	Short Term	Medium	East Sussex County Council EV chargepoint provider	STEB (2023) RDC Environment Strategy	£ -	Cost unknown			Unknown			CIL Developer contributions External funding		Scheme to be reviewed through the next stage of Transport Assessment work	Chapter 3: Transport infrastructure/ Highways infrastructure
TRA034	Sustainable travel: District wide sustainable movement corridors.	Potential to create seamless public transport and active mode movement between Bexhill and neighbouring key urban centres, including Eastbourne and Hastings.	District wide	Critical	Short Term	Medium	East Sussex Highways	RDC Environment Strategy	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Cycling & Walking
TRA035	A259 Corridor	Potential small scale local widening to improve capacity at the A259/A2036 Glyne Gap roundabout	Bexhill-on-Sea	Critical	Medium Term	Medium	East Sussex Highways	STEB (2023)	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Highways infrastructure
TRA037	Rail service: Marshlink High Speed	Introduction of a new hourly service from Bexhill to London St Pancras throughout the day (dedicated train in the peak, joins Dover train in the off-peak) to result in a 35-minute journey time saving between Bexhill direct to London.	Bexhill-on-Sea	Critical	Medium Term	Medium	Great British Railways		£ -	Cost unknown			Unknown	NA		CIL External funding			Chapter 3: Transport infrastructure/ Public transport
TRA038	Public transport enhancements: Hastings/Bexhill	Intra and inter urban bus enhancements along the eastern section of A259, including bus priority measures.	Bexhill-on-Sea	Essential	Medium Term	Medium	ESCC National Highways	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport
TRA039	Mobility hubs in Battle, Bexhill, Etchingham and Rye.		Across district	Essential	Medium Term	Medium	ESCC Transport for the South East	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Cycling & Walking
TRA044	Public transport enhancements: Eastbourne-Bexhill-Hastings	Eastbourne-Bexhill- Hastings bus enhancements (along A259).	Bexhill-On-Sea	Essential	Medium Term	Medium	ESCC Bus operator(s)	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport
TRA045	Public transport enhancements: Hastings Rye- Ashford	Hastings-Rye- Ashford bus enhancements (Along A259 east to Rye and then via Camber and eastwards to Dover along the coast).	Rye	Essential	Medium Term	Medium	ESCC National Highways Bus operators	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
TRA046	Public transport enhancements: Hurst Green- Uckfield	Hurst Green- Uckfield bus opportunities.	Hurst Green	Essential	Medium Term	Medium	ESCC National Highways Bus operator(s)	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport
TRA047	Public transport enhancements: Hailsham- Battle/Hastings via A271		Battle	Essential	Medium Term	Medium	ESCC Bus operator(s)	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport
TRA048	On-demand Digital Demand Responsible Transport (DDRT) rural and village transport.	Covers all rural villages and connectivity within them and to/from market towns.	Across district	Essential	Medium Term	Medium	ESCC	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			Unknown			CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Public transport
TRA050	Highway improvements A21 Kippings Cross to Lamberhurst dualling	Note: This provision is outside of Rother however it will alleviate congestion in the A21 corridor around the northern part of the district.	Lamberhurst	Essential	Medium Term	Medium	National Highways	East Sussex Local Transport Plan 2024-2050	£ -	Cost unknown			£ -	NA	£ -	CIL Developer contributions External funding			Chapter 3: Transport infrastructure/ Highways infrastructure
TRA052	Public Rights of Way improvements	PROW improvements to support connectivity from development and the additional pressure on the use of the off-site local Rights of Way network in the immediate area of development.	District wide	Essential	Short Term	Low	ESCC East Sussex Highways Private and public landowners	East Sussex Rights of Way Improvement Plan 2007 to 2017 and East Sussex Rights of Way Access Plan (RoWAP - currently under development – adoption likely in 2027.)	£ -	Cost unknown			£ -	NA	£ -	CIL Developer Contributions External funding			Chapter 3: Transport infrastructure/ Highways infrastructure
UTI002	Superfast broadband	Upgrade of existing infrastructure to accommodate fibre to enable access to superfast services.	District Wide	Desirable	Short Term	Medium	ESCC	IDP 2019 (for adopted LDP)	£ 34,300,000				Unknown	Not applicable		External funding			Chapter 8: Utility and energy
UTI003	Bewl Darwell water infrastructure upgrade	Replacement of the Bewl Darwell raw water transfer, with the expansion of the Bewl water treatment works with improved transfer links to WRZ3 at Hazards Green.	District Wide	Essential	Medium Term	Medium	South East Water	IDP 2019 (for adopted LDP) Water Industry National Environment Programme (WINEP)	£ 33,600,000				Unknown	Not applicable		South East Water			Chapter 8: Utility and energy
UTI004	Water supply infrastructure	Infrastructure to meet water supply shortfalls in areas of water stress, surpluses from 2028 could be transferred from WRZ1 to WRZ7 (Blackhurst to Bewl)	District Wide	Desirable	Long Term	Medium	South East Water	IDP 2019 (for adopted LDP)	£ 8,600,000				Unknown	Not applicable		South East Water			Chapter 8: Utility and energy
UTI005	Additional water supply storage	Additional water supply storage at Standard Hill Reservoir site near Hazards Green. Note: This asset is located just outside the district boundary (in Wealden) but is critical for serving Rother residents.	District Wide	Desirable	Short/ Medium	Low	South East Water	IDP 2019 (for adopted LDP)	£ 2,000,000				Unknown	TBC		Developer contributions Customer charges	LDP sites: TBC Others: Relevant sites only, subject to checks on a site-by-site basis.		Chapter 8: Utility and energy
UTI006	Water mains reinforcement	Mains reinforcement to transfer additional water from both Hazards Green and sources to the west. Some more local reinforcement for the villages. Note: This asset is located just outside the district boundary (in Wealden) but is critical for serving Rother residents.	District Wide	Desirable	Short/ Medium	Low	South East Water	IDP 2019 (for adopted LDP)		Cost unknown			Unknown	TBC		Developer contributions Customer charges	LDP sites: TBC Others: Bexhill, Battle and also Northiam, Staplecross in particular.		Chapter 8: Utility and energy
UTI007	Sewerage network infrastructure	Sewerage network reinforcement and connections to support new development.	District Wide	Essential	Short to Long	Low	Southern Water	IDP 2019 (for adopted LDP)	£ -	Connection fees agreed with Southern Water post planning application.			£ -	TBC	£ -	Customer charges (developer connection fees)	All development		Chapter 8: Utility and energy

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
UTi009	Fairlight pathfinder	The promotion of sustainable drainage systems to control the quantity and rate of run-off as well as to improve water quality wherever practicable.	Fairlight	Critical	Short Term	High	Southern Water	IDP 2019 (for adopted LDP)	£ 2,000,000				Unknown	Not applicable		Southern Water Partner funding			Chapter 8: Utility and energy
UTi027	Wallcrouch WTW - WINEP (Sanitary & Chemical). Southern Water's investment in strategic wastewater assets.	AMP8 process enhancement needs to be defined further.		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 1,200,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi028	Wallcrouch WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Possible nature based solutions to be further defined.		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 1,200,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi029	Battle WTW - WINEP (Chemical). Southern Water's investment in strategic wastewater assets.	AMP8 process enhancement for chemical removal.		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 3,600,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi030	Burwash Common WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 1,600,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi031	Ferry Hill Winchelsea WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 4,600,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi032	Guestling Green WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 4,900,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi033	Icklesham WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 4,500,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi034	Staplecross WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 3,300,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi035	Westfield WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 3,000,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi036	Winchelsea Beach WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 5,300,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi037	Stubbs Lane Brede WTW - WINEP (Nutrients). Southern Water's investment in strategic wastewater assets.	Nutrient removal of phosphorus to the lowest Technically Achievable Limit (TAL).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 5,900,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi038	Fairlight WTW - WINEP Quality (Sanitary). Southern Water's investment in strategic wastewater assets.	AMP8 process enhancement for tightening of sanitary permit parameters.		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 700,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			

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UTi039	Ticehurst WTW - WINEP Quality (Sanitary). Southern Water's investment in strategic wastewater assets.	AMP8 process enhancement for tightening of sanitary permit parameters.		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 12,300,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi040	Burwash Common WTW - Regulatory Full Flow to Treatment permit increase. Southern Water's investment in strategic wastewater assets.	Increased treatment capacity (also reducing risk of storm overflow release).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 800,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi041	Rye Wells water supply area - Future resource. Part of Southern Water's investment in strategic water assets.	Reconfiguration providing up to 1.5Ml/day by 2040		Critical	Short Term	Medium	Southern Water	Southern Water (2024) Water Resources Management Plan	TBC	Southern Water's estimated AMP8 Investment not yet available.			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi042	Darwell Reservoir - Future resource. Part of Southern Water's investment in strategic water assets.	Conjunctive use with recycled water from Hastings providing up to 6.8Ml/d by 2051		Critical	Short Term	Medium	Southern Water	Southern Water (2024) Water Resources Management Plan	TBC	Southern Water's estimated AMP8 Investment not yet available.			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi043	Rye water supply area - Future resource. Part of Southern Water's investment in strategic water assets.	Bulk import to provide up to 10Ml/d by 2050		Critical	Short Term	Medium	Southern Water	Southern Water (2024) Water Resources Management Plan	TBC	Southern Water's estimated AMP8 Investment not yet available.			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi044	All water supply areas - Water efficiency improvement. Part of Southern Water's investment in strategic water assets.	Smart metering rollout and other water efficiency programme measures to reduce demand by 37.4Ml/d by 2049-50		Critical	Short Term	Medium	Southern Water	Southern Water (2024) Water Resources Management Plan	TBC	Southern Water's estimated AMP8 Investment not yet available.			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi045	All water supply areas - Leakage Programme. Part of Southern Water's investment in strategic water assets.	Implementing leakage reduction measures from 2025- 26 (AMP8) to reduce leakage by 10.9Ml/d by 2049-50 (AMP12)		Critical	Short Term	Medium	Southern Water	Southern Water (2024) Water Resources Management Plan	TBC	Southern Water's estimated AMP8 Investment not yet available.			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi046	Fairlight waste water catchment - WINEP overflows. P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 5,700,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi047	Hastings Bexhill waste water catchment - WINEP overflows. P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 14,400,000	£7.4M Southern Water's plans for AMP8 investment period through WINEP schemes (with a further £7M into AMP9)			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTi048	Mill Corner Northiam waste water catchment - WINEP overflows / other (targeting). P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 1,600,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			

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UTI049	Quickbourne Lane Northiam waste water catchment - WINEP overflows / other (targeting)	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 3,400,000	£0.2M Southern Water's plans for AMP8 investment period through WINEP schemes (with a further £3.2M into AMP9)			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTI050	Stubbs Lane Brede waste water catchment - WINEP overflows / other (targeting). P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 4,600,000	£0.3M Southern Water's plans for AMP8 investment period through WINEP schemes (with a further £4.3M into AMP9)			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTI051	Westham waste water catchment - WINEP overflows / other (targeting). P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 11,300,000	Southern Water's plans for AMP8 investment period through WINEP schemes			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
UTI052	Westfield waste water catchment - WINEP overflows / other (targeting). P/o Southern Water's investment in surface water management to reduce releases from storm overflows.	Root-cause spill reduction achieved through enhanced surface water management (combination of increased storm tank capacity solution and SuDS).		Critical	Short Term	Medium	Southern Water	WINEP (AMP8 investment period)	£ 4,200,000	£0.3M Southern Water's plans for AMP8 investment period through WINEP schemes (with a further £3.9M into AMP9)			Unknown	Not applicable		Southern Water Capital Investment (via customer-generated income)			
EDU001	Early years places and primary school additional capacity	Provision of additional early years and primary school places in Bexhill through the construction of new primary school and nursery provision on land at Northeast Bexhill (BX44 Land at Worsham Farm).	Bexhill-on-Sea	Critical	Short Term	High	ESCC	East Sussex Childcare Sufficiency Assessment 2026 East Sussex School Organisation Plan 2025-2029	£ -	Unknown			Unknown		£ -	CIL Developer contributions Government grant ESCC Capital Programme	Land to be provided on site BX44 Land at Worsham Farm. Other site allocation in the area. To be determined on a case by case basis.		Chapter 5: Education
EDU002	Early years places and primary school additional capacity	Provision of early years and primary school places in Bexhill through the construction of new primary school and nursery provision at West Bexhillll (potentially at site BX25 Beeches Farm and land north of Barnhorn Road)	Bexhill-on-Sea	Critical	Medium Term	Medium	ESCC	East Sussex Childcare Sufficiency Assessment 2026 East Sussex School Organisation Plan 2025-2029									Land to be provided on site BX25. Relevant site allocations in the area.		Chapter 5: Education
EDU003	Early years places and primary school additional capacity	Provision of early years and primary school places in Bexhill through the construction of new primary school and nursery provision at North Bexhill (potentially at site BX37 Land west of Ninfield Road or site BX35 Land north of Haven Brook Avenue (west).	Bexhill-on-Sea	Critical	Medium Term	Medium	ESCC	East Sussex Childcare Sufficiency Assessment 2026 East Sussex School Organisation Plan 2025-2029	£ -	Unknown			Unknown		£ -	CIL Developer contributions Government grant ESCC Capital Programme	Land to be provided potentially at site BX37 Land west of Ninfield Road; or site BX35 Land north of Haven Brook Avenue (west). Other site allocation in the area. To be determined on a case by case basis.		Chapter 5: Education
EDU004	Secondary school places additional capacity	Provision of secondary school places through the expansion of existing provision.	Bexhill-on-Sea	Essential	Long Term	Medium	ESCC	East Sussex School Organisation Plan 2025-2029	£ -	Unknown					£ -	CIL Developer contributions Government grant ESCC Capital Programme	Relevant site allocations in the catchment.		Chapter 5: Education

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EDU005	Special educational needs	Provision of more specialist base places in mainstream schools. Additional special school places, including post-16 provision, to serve children and young people with the most complex needs.	District wide	Essential	Short, medium and long term	Medium	ESCC	East Sussex School Organisation Plan 2025-2029 Emerging East Sussex Special Educational Needs and Disabilities (SEND) Strategy 2026-2030	£ -	Unknown			Unknown		£ -	CIL Government grant ESCC Capital Programme	LDP sites: TBC Others: All developments in the area		Chapter 5: Education
COM001	Enhanced library capacity for Bexhill, Battle and Rye library services	Increased stock, modifications to buildings layout, and delivery of outreach programs to target need groups. 'e-Library Service: improved access to online library services including East Sussex Community Information Service (ESCIS) particularly in rural and hard to reach areas.	Bexhill, Battle and Rye	Desirable	Short to Long	Low	ESCC	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ -	Unknown			Unknown	Not applicable		CIL ESCC Capital Programme	NA		Chapter 4: Community & cultural facilities
COM002	Bexhill Sports Leisure Centre and Ravenside Leisure Pool reburbishment	Refurbishment work at Bexhill Sports Leisure Centre and Bexhill Leisure Pool on Ravenside Retail Park.	Bexhill-on-Sea	Essential	Medium term	High	RDC	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ 2,500,000		£ 2,500,000	RDC - £2.5m (DLUCH)	£ -	£ -	£ -	CIL External funding	NA	RIBA stage 1-3 design work instructed. Construction to be undertaken and completed in 2026.	Chapter 4: Community & cultural facilities
COM003	Sidley Recreation Ground Community Hub	New skate park and improved BMX track, with ancillary facilities including floodlighting and public toilets. New community hub.	Bexhill-on-Sea	Essential	Short Term	High	RDC	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ 3,430,000		£ 3,430,000	A combination of Levelling Up Funding, Heart of Sidley, CIL, S106	£ -	£ -	£ -	CIL Developer contributions Sport England External funding	NA	Skate park and BMX track improvement was delivered. The community hub is currently being built, completion anticipated in May 2026.	Chapter 4: Community & cultural facilities
COM004	Battle Abbey Senior School – Hockey and Football improvements	Work with school to retain space to be available for community hockey use. Improve maintenance of football pitches and increase community use.	Battle	Desirable	Short/ Medium	Medium	School	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ -	Cost unknown			Unknown	Not applicable	Unknown	Unknown	N/A	No further update.	Chapter 4: Community & cultural facilities
COM005	Battle Sports and Recreation Ground	Improved changing provision and improved maintenance of pitches. Resurface of AGP in 2025.	Battle	Essential	Short/ Medium	Medium	Football Foundation Battle Town Council	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ 955,000	As per the IDP 2019	£ 400,000	Awarded £400k of CIL in 2023. Remaining funding gap to be confirmed.	£ -	Not applicable	£ -	CIL External funding	Battle	A new sports pavilion is currently being built at the recreation ground. This will include new changing provisions and toilets, but this does not include any works related to the pitches or resurfacing. https://battletowncouncil.gov.uk/projects/pavilion-at-ntr	Chapter 4: Community & cultural facilities

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COM006	Guestling Playing Fields	New changing provision and improved maintenance of pitches.	Guestling	Desirable	Short/ Medium	Medium	Guestling Parish Council	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ -	Cost unknown	£ -		Unknown	Not applicable		Unknown	Guestling	No further update.	Chapter 4: Community & cultural facilities
COM007	Mid/North Rother option for 3G AGP	Development of new 3G AGP (subject to planning and funding).	Mid/North Rother	Essential	Short/ Medium	Medium	Football Foundation	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ 1,075,000	Estimated	£ -	Currently no funding secured.	£ 1,075,000	To be confirmed	£ 1,075,000	CIL Developer contributions External funding Rother capital programme	Mid/ North Rother	Site for provision to be confirmed. No further update.	Chapter 4: Community & cultural facilities
COM008	Facilities and cricket pitches improvements and improved maintenance	Improvements and improved maintenance of facilities including cricket pitches at Burwash, Battle, Burwash, Iden, Polegrove (Bexhill), and Bexhill Downs.	Mid/North Rother	Desirable	Short/ Medium	Medium	Parish/Town Councils Cricket Clubs	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ -	Cost unknown			Unknown			Unknown	District wide	No further update.	Chapter 4: Community & cultural facilities
COM009	Northiam Playing Fields	New football pavilion and changing provision, and further improvement to the local recreational ground.	Northiam	Desirable	Short/ Medium	Medium	Northiam Parish Council Northiam 75 Football Club	IDP 2019 (for adopted LDP) Playing Pitch and Built Facilities Strategy 2023-2039.	£ 755,000	As per the IDP 2019	£ -		£ 755,000	To be confirmed	£ 755,000	CIL Developer contributions External funding	Northiam	Pitch improvements and grass-crete was installed. Further work on the new football pavillion and facility is outstanding.	Chapter 4: Community & cultural facilities
COM011	District-wide community & cultural facilities	Improvement, enhancement, and creation of community and cultural facilities across the district, including but not limited to arts and cultural venues, museums or other public depositories, sports and recreation facilities, and youth facilities and services.	Across district	Desirable	Long Term	Low	Town and Parish Councils	Emerging Local Plan's strategic objectives	£ -	Cost unknown	£ -		£ -	Not applicable	£ -	CIL RDC Capital Programme External funding	All development		Chapter 4: Community & cultural facilities
COM012	Kiteye Farm (North Bexhill) outdoor sports facilities	Football or other outdoor sports facilities as part of the Kiteye Farm / North Bexhill development. (Details to be determined through planning application; if this site is not to be brought forward for sports pitches then an alternative location in the western part of Bexhill will be required.)	Bexhill-on-Sea	Essential	Medium Term	Medium	Developer	Playing Pitch and Built Facilities Strategy 2023-2039	£ -	Cost unknown	£ -	To be delivered by developer.	£ -	£ -	£ -	Developer contributions	Kiteye Farm		Chapter 4: Community & cultural facilities
COM013	Northeye (West Bexhill) football pitch or a senior cricket pitch	Replace the existing pitch with a full-sized adult football pitch or a senior cricket pitch with associated pavilion and parking facilities, as part of redevelopment of the site for housing. (Details to be determined through planning application.)	Bexhill-on-Sea	Essential	Medium Term	Medium	Developer	Playing Pitch and Built Facilities Strategy 2023-2039	£ -	Cost unknown	£ -	To be delivered by developer.	£ -	£ -	£ -	Developer contributions	Northeye		Chapter 4: Community & cultural facilities
COM014	Worsham (Northeast Bexhill) football facilities	Outdoor sports facilities (football - 3 pitches (1 senior, 2 junior) and 2 team changing pavilion for the new community. (Details to be determined through planning application.)	Bexhill-on-Sea	Essential	Medium Term	Medium	Developer	Playing Pitch and Built Facilities Strategy 2023-2039	£ -	Cost unknown	£ -	To be delivered by developer.	£ -	£ -	£ -	Developer contributions	Worsham (Northeast Bexhill)		Chapter 4: Community & cultural facilities

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COM015	De La Warr Pavilion phased restoration and refurbishment	Works include minor demolition, reconfiguration, a southwest extension, associated plant, and upgraded landscaping and access.	Bexhill-on-Sea	Essential	Medium Term	Medium	De La Warr Pavilion Charitable Trust Heart of Sidley Arts Council England	Planning Permission RR/2025/1200 /P	£ 54,000,000		?	Combination of UK Government funding, RDC Capital Programme, De La Warr Pavilion Charitable Trust, Arts Council, National Lottery Heritage	?	Not applicable	?	La Warr Pavilion Charitable Trust CIL RDC Capital Programme External Funding	Not applicable	Planning permission secured in June 2025. Project to be delivered in three phases, providing key accessibility, landscaping and building upgrades, plus a new studio, improved gardens, refreshed terraces and updated operational spaces.	Chapter 4: Community & cultural facilities
HEA002	Medical Centre at Robertsbridge	New GP surgery to be built as part of the site allocation RB5, Culverwells, Land north of Station Road, Robertsbridge to provide an improved primary care service for residents who currently use Oldwood surgery (permission RR/2023/27/P).	Robertsbridge	Critical	Short term	Low	NHS Developer	NHS's CIL funding application 2024	£ 3,720,502	NHS' appraisal	£ 1,200,000	£1.2M secured through CIL in 2024 The rest was funded through third party developer.	£ -	NA	Any remaining gap to be covered through revenue	NHS capital programme Revenue funding CIL		In progress as of November 2025. Site work anticipated to start late 2026, expected to be delivered within 2-3 years.	Chapter 6: Health and social care
HEA003	Medical Centre at Beeching Road, Bexhill	Two storey doctors surgery.	Bexhill-On-Sea	Critical	Short Term	Low	NHS Developer	NHS's CIL funding application 2024	£ 10,000,000	NHS' appraisal	£ -	No funding currently secured, CIL was not allocated.	£ 10,000,000	To be confirmed	£ 10,000,000	NHS capital programme Developer contributions CIL Revenue funding		No further update.	Chapter 6: Health and social care
HEA004	Medical Centre at Land at Barnhorn Green	New medical centre as part of the site allocation BX25 Land at Barnhorn Green (Planning permission RR/2022/3018/P).	Bexhill-On-Sea	Critical	Short Term	Low	NHS Developer	NHS Sussex	NHS - please provide information	NHS - please provide information				To be confirmed					Chapter 6: Health and social care
FLO001	Rother Tidal Walls East	Improvements to flood defence schemes in eastern Rother.	Rye	Essential	Short/ Medium	Medium	Environment Agency	IDP 2019 (for adopted LDP)	£ 11,000,000				Unknown			Flood Defence Grant Developer Contributions			Chapter 7: Green and blue infrastructure, and flood defence
FLO002	Cliff End to Fairlight Cove	Debris from cliff erosion will front cliff toe and provide natural protection to the cliffs.	Fairlight	Essential	Short to Long	Low	Environment Agency	IDP 2019 (for adopted LDP)	£ -	N/A			None	N/A	£ -	N/A	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO003	Pett Level beach management	Annual shingle recycling. An intermittent groynes refurbishment will be required in medium term.	Pett Level	Essential	Annual Maintenance	Low	Environment Agency	IDP 2019 (for adopted LDP)	£ 1,000,000	£600k annually. £1M groynes refurb.			Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO004	Fairlight Cove East (Sea Road) Clifftop village frontage	Cliff toe defence in place to limit erosion. Managed realignment. The cliff will retreat until a sustainable clifftop position is achieved.	Fairlight	Essential	Short to Long	Low	RDC in partnership with the East Kent Engineering Partnership and the Environment Agency.	IDP 2019 (for adopted LDP)		N/A			N/A	N/A		N/A	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO005	Fairlight Cove Central (Rockmead Road) slope toe defence	Construction of slope toe defence structure in 2016. Land sliding cliff activity attributed to elevated ground water levels and cliff toe erosion. The geological importance of these cliffs means that the long-term sustainable approach is to allow managed natural retreat.	Fairlight	Essential	Short to Long	Low	RDC in partnership with the East Kent Engineering Partnership and the Environment Agency.	IDP 2019 (for adopted LDP)		N/A			N/A	N/A		N/A	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO006	Bexhill to Cooden flood defence maintenance and improvement	Hold the line policy through maintenance and improvement of existing defence structures. Shingle recycling and beach re-grading protecting beach frontage. Groynes and a seawall have halted the historic erosion of this shoreline.	Bexhill-On-Sea	Essential	Short to Long	Low	RDC	IDP 2019 (for adopted LDP)		Ongoing maintenance costs, £7,000 from RDC			N/A	N/A		N/A	N/A		Chapter 7: Green and blue infrastructure, and flood defence

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FLO007	Broomhill Sands beach management	Annual maintenance of shingle beach in front of Suttons properties. An intermittent shingle recharge will be required in short/medium term. Links to Dungeness flood risk area.	Camber	Essential	Annual maintenance	Low	Environment Agency	EA Capital Programme	£ 2,000,000	£60k annually. £2M recharge.			Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO008	Camber Sands Continued dune management	Protect the dunes and local community. Links to Dungeness flood risk area.	Camber	Essential	Short to Long	Low	Environment Agency ESCC	IDP 2019 (for adopted LDP)	£ 4,200,000	£21k annually			Unknown	N/A	Unknown	Ongoing maintenance costs	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO009	Pevensey coastal defence	Protect shoreline from coastal erosion. Pevensey Levels, 10,000 properties and caravan parks.	Pevensey	Essential	Short to Long	Low	DEFRA Environment Agency	IDP 2019 (for adopted LDP)	£ 30,000,000				Unknown	N/A	Unknown	Private Finance Initiative	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO010	Lydd Ranges beach management	Annual shingle recycling / beach reprofiling. Intermittent beach recharges (approx. every 3-5 years)	Lydd Ranges	Essential	Annual Maintenance	Low	Environment Agency	IDP 2019 (for adopted LDP)	£ 20,000,000	£200k annually. £20M recharge.			Unknown	N/A	Unknown	Flood Defence Grant in Aid Private contributions	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO011	Rother Tidal Walls West remedials	Maintenance of tidal defences along west bank of Rother.	Rye	Essential	Medium Term	Medium	Environment Agency	EA Capital Programme	£ 5,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO012	Brede sluice replacement	Replacement of tidal sluice.	Rye	Essential	Medium Term	Medium	Environment Agency	EA Capital Programme	£ 20,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO013	Tillingham sluice improvements	Additional primary tidal sluice gates on Strand Quay side of A259.	Rye	Essential	Short/ Medium	Medium	Environment Agency	EA Capital Programme	£ 6,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO014	Rother – Scots Float sluice refurbishment	Refurbishment of tidal sluice gates.	Rye	Essential	Medium Term	Medium	Environment Agency	EA Capital Programme	£ 5,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO015	Union Pumping Station refurbishment	Refurbishment of pumping station.	Rye	Essential	Short Term	Medium	Environment Agency	EA Capital Programme	£ 13,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
FLO016	Robertsbridge flood alleviation scheme remedials	Mid-life remedial works to 2004 scheme.	Robertsbridge	Essential	Short/ Medium	Medium	Environment Agency	EA Capital Programme	£ 2,000,000				Unknown	N/A	Unknown	Flood Defence Grant in Aid	N/A		Chapter 7: Green and blue infrastructure, and flood defence
ENV001	Urban Diffuse Pollution - Surface Water Outfalls	Address problem surface water outfalls in the Rother District Council area that impact on surface water quality.	District wide	Essential	Medium Term	Medium	Environment Agency RDC Southern Water ESCC Highways		£ 300,000	Estimated			Unknown	N/A	Unknown	Developer contributions Grant funding	N/A		Chapter 7: Green and blue infrastructure, and flood defence
ENV002	Measures to improve energy efficiency and climate change	Including measures to support district heat network, solar and microgrids, heat mapping, etc.	District Wide	Desirable	Short/ Medium	TBC	ESCC UKPN Community Energy Groups	RDC Environment Strategy	£ -	Unknown			Unknown	Not applicable		CIL External funding			Chapter 8: Utility and energy
ENV003	Solar and microgrid on landfill sites	Build solar arrays on council owned landfill sites to generate income and reduce emissions.	District Wide	Essential	Short/ Medium	TBC		RDC Environment Strategy	£ -	Unknown			Unknown	Not applicable		CIL External funding RDC Capital Programme	Pebsham	Initial feasibility study completed; discussions have taken place to explore options for solar farm site at Pebsham.	Chapter 8: Utility and energy
ENV004	Solar potential in car parks	Investment in solar car ports to increase utilisation of car park land.	District Wide	Essential	Short/ Medium	TBC	Community Energy Groups	RDC Environment Strategy	£ -	Unknown			Unknown	Not applicable		CIL External funding RDC Capital Programme		Discussion is ongoing with Energise South regarding lease and delivery.	Chapter 8: Utility and energy

Ref	Infrastructure item	Details	Location	Priority	Timescales	Risks to delivery	Delivery partners of RDC	Evidence base	Costs (worst case)	Cost explained	Secured funding	Secured funding explained	Current funding gap	Est. cost to be apportioned to LDP sites	Remaining funding gap	Funding mechanism	Relevant LDP sites/ settlement	Progress	Chapter
GRE001	Combe Valley Countryside Park enhancement	Green infrastructure and open space enhancements in line with the Combe Valley Countryside Park CIC strategy to make the park a key destination for people, health and nature interventions. The park is situated within the key strategic gap between Bexhill and Hastings. Delivery is multi-year project, responsive to community needs and external funding opportunities, and approved by CIC Board (of which RDC is a company member of).	Bexhill-on-Sea	Essential	Short Term	Low	ESCC Hastings BC CIC Groundwork South	IDP 2019 (for adopted LDP) CIC Consultation and Park Stakeholder's Input	£ 600,000	Cost updated in a revised 2030 strategy for the park, being developed by the CIC (Community Interest Company).	£ 600,000	Approx. £600k developer contributions agreed which is matched by other external funding.	£ -	To be confirmed	£ -	CIL RDC Capital Programme External funding Developer contributions	District wide	Appr £850k of external funding has been leveraged on the back of £158k of S106 agreements in the last 5 years. CIC Impacts Report 2020-2025 to be published in Feb 2026. Next installment (£100k) is expected in Q4 of 25/26. CIC boards to determine spend and allocations and match funding pursuit.	Chapter 7: Green and blue infrastructure, and flood defence
GRE003	Manor Gardens	Refurbishment of the walled garden.	Bexhill-on-Sea	Desirable	Medium Term	Low		IDP 2019 (for adopted LDP)		Further work required to identify costs.			Unknown	0		CIL Developer contributions RDC Capital Programme External funding	NA	Not yet progressed	Chapter 7: Green and blue infrastructure, and flood defence
GRE004	Broad Oak Park	Scope to improve access, develop the site for play, education, and wildlife.	Bexhill-on-Sea	Desirable	Medium Term	Low		IDP 2019 (for adopted LDP)	£ -	Further work required to identify costs.			Unknown			CIL Developer contributions RDC Capital Programme External funding	NA	Not yet progressed	Chapter 7: Green and blue infrastructure, and flood defence
GRE005	Collington Wood	Update play facilitates to cater for children.	Bexhill-on-Sea	Desirable	Medium Term	Medium		IDP 2019 (for adopted LDP)	£ -	Further work required to identify costs.			Unknown			CIL Developer contributions RDC Capital Programme External funding		Not yet progressed	Chapter 7: Green and blue infrastructure, and flood defence
GRE006	Habitat creation programme	Benefits to biodiversity and habitats with improved access to greenspace and associated informal recreation. As identified through LNRS and other evidence. (This excludes BNG responsibilities of developers).	District Wide	Desirable	Long Term	Medium	Environment Agency Sussex Wildlife Trust ESCC	IDP 2019 (for adopted LDP) Forthcoming LNRS	£ -	Further work required to identify costs.	£ -	No funding currently secured at this stage.	Unknown	To be confirmed.	Unknown	CIL RDC Capital Programme External funding (such as River Trust, ESCC, EA, NE, etc.)	District wide	Awaiting the publication of the LNRS.	Chapter 7: Green and blue infrastructure, and flood defence
GRE009	District-wide Green and Blue infrastructure enhancements	To support climate change mitigation and adaptation.	District Wide	Desirable	Medium Term	Medium	Environment Agency Sussex Wildlife Trust ESCC	IDP 2019 (for adopted LDP) Emerging Local Plan's strategic objectives	£ -	Further work required to identify costs	£ -		£ -	To be confirmed.	£ -	CIL RDC Capital Programme External funding	District wide		Chapter 7: Green and blue infrastructure, and flood defence
GRE010	Allotments	Address demands in the district.	District Wide	Desirable	Medium Term	Medium	Developer	IDP 2019 (for adopted LDP)		Further work required to identify costs			Unknown			RDC			Chapter 7: Green and blue infrastructure, and flood defence