



Rother District Council

Infrastructure Delivery Plan



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1.0 Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) is part of the evidence base informing the preparation of spatial policy in the Rother Core Strategy. While the Core Strategy maps the best approach to delivering the vision set out in the Sustainable Community Strategy for Rother, the IDP identifies the infrastructure needed to support development proposed by the LDF and assists with project managing the planning, programming and funding of work required to ensure that infrastructure is provided in a timely manner.
- 1.2 Infrastructure is defined by the Core Strategy as the basic requirements for the satisfactory development of an area and includes such things as roads, footpaths, sewers, schools, open space and other community facilities.
- 1.3 Paragraph 162 of The National Planning Policy Framework (NPPF) states Local planning authorities should work with other authorities and providers to:
 1. Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, (including heat), telecommunications, utilities, waste health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
 2. Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.
- 1.4 The purpose of this IDP is three fold:
 1. Firstly to evidence Rother District Council's work on assessing the quality and capacity of infrastructure to meet forecast demands and to identify infrastructure required to support development as required by the National Planning Policy Framework (NPPF)
 2. Secondly to guide Rother District Council's work with key external partners and stakeholders to promote and facilitate the timely provision of infrastructure.
 3. Thirdly to identify any shortfalls of funding and/or land for infrastructure provision to inform Rother District Council's decisions regarding the justifications for introducing a Community Infrastructure Levy and / or seeking Section 106 agreements to assist the provision of infrastructure required to support development.
- 1.5 The IDP is a key 'live' corporate document. It will be continually reviewed and update as the Local Plan is implemented and as further detail on infrastructure requirements and delivery emerge. Updated versions of the IDP will be reported through the Annual Monitoring Report.

- 1.6 It is important to note that as locations for specific developments are proposed in individual settlements further analysis of infrastructure shortfalls will be required. This will be carried out in relation to the Site Allocations Development Plan Document (DPD) and any additional infrastructure required to support development will be included in the IDP at that stage.
- 1.7 The Infrastructure Delivery Plan Schedule (Appendix A) is a summary of key information regarding the infrastructure required to support development proposed by the Spatial Strategy. The content of the schedule detailed at Appendix A of this IDP provides a firm base for Rother District Council's work with Infrastructure Bodies and the Local Strategic Partnership (LSP) on infrastructure provision. Infrastructure Bodies include service providers which provide infrastructure directly e.g. water companies. It also covers bodies which oversee and ensure sufficient infrastructure capacity is provided e.g. the County Council as education authority.
- 1.8 The main ways of funding and delivering infrastructure are through:
1. Direct funding and provision through the responsible bodies capital investment programmes;
 2. Funding from development, secured through either a Community Infrastructure Levy (CIL) or Section 106 Agreements to enable provision by responsible bodies;
 3. Provision by developers, on behalf of and supervised by the responsible bodies, through Section 106 Agreements.

2.0 Infrastructure Planning and National Policy

- 2.1 The NPPF stipulates in paragraph 156 that planning authorities should set out the strategic priorities for the area in the Local Plan and this should include strategic policies to deliver the provision of infrastructure for transport, telecommunications, waste management, water supply, waste water, flood risk and coastal change management, and the provision of health, security, community and cultural infrastructure and other local facilities.
- 2.2 Further stipulated in paragraph 157 of the NPPF is Local plans are expected to plan positively for the development and infrastructure within their boundaries (and beyond) to meet the objectives, principles and policies of the NPPF.

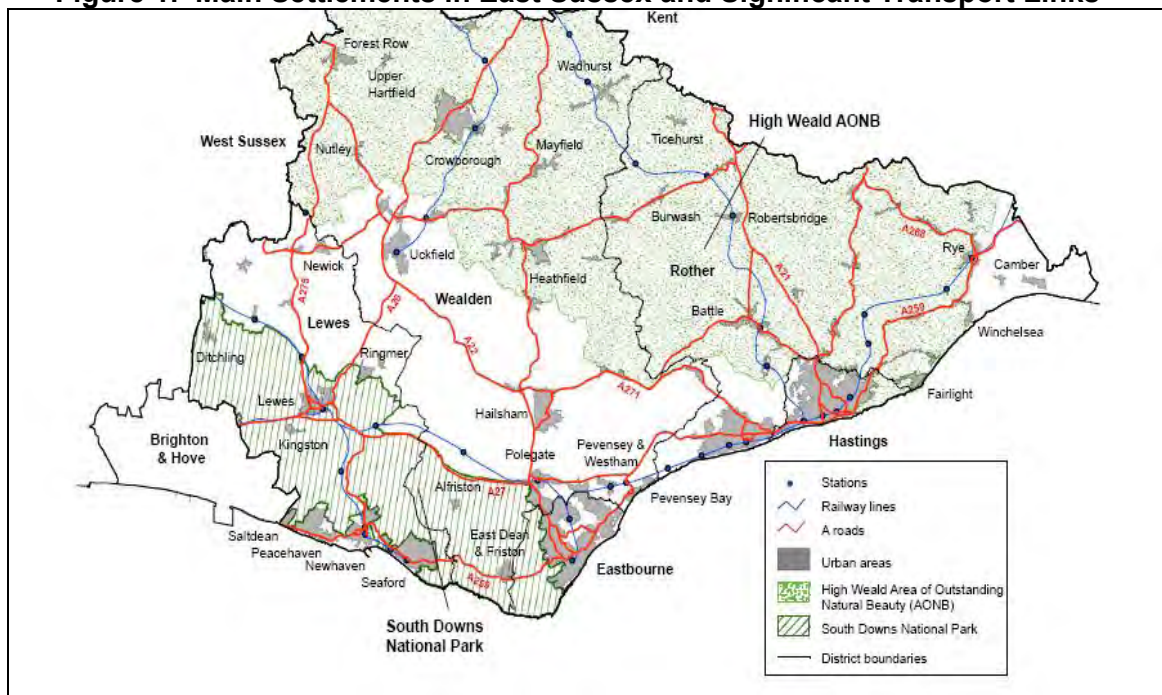
3.0 Strategic and Cross Boundary Infrastructure

3.1 It is important to clearly identify what infrastructure is needed to deliver the development set out within the Core Strategy. Much of that infrastructure will be within the district boundary but other elements may cross boundaries, be deliverable by several providers and benefit development in more than one planning authority. Rother District Council will work closely with ESCC and the other authorities in East Sussex to deliver timely infrastructure to facilitate growth and development and ensures the Council fulfils its Duty to Cooperate obligations. The following are key areas where cross boundary infrastructure requirements will require cooperation with adjacent authorities.

ROAD

3.2 Strategic accessibility within the district is relatively poor, particularly in terms of journey times to London and access to regional centres such as Gatwick, Ashford and Brighton. The main strategic road network that serves the district consists of the A27/A259 corridor along the south coast and the A21 linking Hastings and the eastern part of Rother district to the M25, London and beyond. Both corridors experience heavy volumes of traffic during peak times and this can make journey times slow and unreliable. Congestion impacts on the punctuality of freight deliveries; detracts from the general accessibility of the coastal towns as locations for business and contributes towards pollution and air quality problems. It is lack of an efficient strategic road infrastructure that has impacted on the economic competitiveness of Rother and Hastings and has brought about relatively low levels of inward investment compared to the rest of the South East.

Figure 1: Main Settlements in East Sussex and Significant Transport Links –



Source: East Sussex in Figures 2011

- 3.3 The most significant road project in Rother is the construction of the Bexhill to Hastings Link Road, which will provide an alternative route between the two towns. It will help reduce the congestion on the A259 and benefit the economy by improving access to homes, jobs and essential services as well as release land for employment and housing in the area. In July 2009, planning permission was granted for the Bexhill to Hastings Link Road and in March 2012 the scheme was given funding approval by the Department for Transport for £56 million with the remainder being funded by the County Council. Construction of the road started in 2013 with the road open to traffic by May 2015.
- 3.4 There has been consistent support for improvements to the A21 strategic road corridor and it has been identified as key strategic objective in the Core Strategy. Several schemes to improve journey times, reduce congestion and improve safety were put forward for funding including:
1. Improvements to the Baldslow Interchange just north of Hastings;
 2. A21 Kippings Cross to Lamberhurst;
 3. A21 Flimwell to Robertsbridge; and
- 3.5 The proposed upgrade to the A21 between Tonbridge and Pembury was given formal approval on the 1 May 2014 by the Secretary of State and follows the public inquiry held between May and July 2013 and the release of the Inspector's Report. Advance work could start in autumn 2014 with main construction as early as spring 2015.

RAIL

- 3.6 The district is served by several train operators but the essential infrastructure that governs capacity and speed is delivered by Network Rail which is responsible for maintenance and investment in track, signalling systems, bridges and tunnels. Network Rail publishes details of its investment plans through Route Utilisation Strategies (RUS). Rother District falls partly in the Kent RUS area and partly in the Sussex RUS area.
- 3.7 The main economic and population hubs along the East Sussex coastal strip are linked by the East Coastway route which also connects to the regionally important centres of Gatwick and Brighton and onto Ashford with its high speed rail link into London and onto mainland Europe. However, connections to London are strategically the most significant in the district dominating local commuter patterns.
- 3.8 The rail network and standard of train services in the county are severely restricted by shortcomings in the infrastructure; for example, sections of single track, inadequate signalling, and routes which cannot accommodate electric

trains. Services are also limited by capacity restraints on the approaches to the London termini.

- 3.9 In its Kent RUS, Network Rail proposed that, following completion of the Thameslink programme, the service from Hastings to Canon Street would cease and peak services from Hastings to London would be cut by a third and would run to Charing Cross. This could increase overcrowding, potentially increase 'rail heading' to other stations and reduce the attractiveness of parts of Rother as a suitable location for business. Rother District Council will continue to work with neighbouring authorities to lobby for the retention of the Cannon Street services. Also, there are no significant improvements planned to upgrade the infrastructure on the Hastings to Charing Cross line in order to increase the power supply south of Tunbridge Wells to enable 12 car trains to run down to Hastings on a permanent basis albeit 12 cars are being provided in the peak hour periods.
- 3.10 It is acknowledged that overcrowding occurs further to the west along the East Coastway (Ashford to Brighton) as referenced in para 8.8.2 of the Sussex RUS.
- 3.11 The modern 2 car diesel units are often overcrowded and additional rolling stock or improvements to the line to enable electric trains to run between Hastings and Ashford would help to relieve these issues.
- 3.12 Rother District Council has consistently sought electrification and further dualling of the East Coastway track beyond Hastings to Ashford, as well as service improvements. Network Rail has indicated there is a potential business case to be made for extending HS1 rail service into Bexhill via Hastings and Rye. Further work is required to build a business and regeneration case to support the proposal. The council is working closely with HBC and ESCC to prepare a robust regeneration case to supplement Network Rail's operational business case. This work is expected to be completed by the end of 2014.

WATER SUPPLY

- 3.13 Rother's water and wastewater is dealt with by two companies: Southern Water and South East Water. Southern Water supplies water to part of Rother District and is wastewater service provider for the whole of the district. Significantly, a number of groundwater sources are located within Rother and are important sources of water but water supply within the district is predominantly provided by a number of strategically important reservoirs which also supply water to Hastings area namely Bewl, Powdermill and Darwell Reservoirs.
- 3.14 Rother District Council will continue to strengthen its working relationships with partner organisations which also have an interest in the provision of infrastructure which crosses boundaries and benefits development in more than one area. We will work with East Sussex County Council and neighbouring authorities to assess the level of contributions where various developments contribute to a shortfall in capacity which requires intervention.

4.0 Infrastructure Delivery Plan Schedule

- 4.1 The IDP Schedule identifies infrastructure fundamental to the delivery of the objectives and spatial strategy of the Core Strategy. It identifies both the infrastructure required to support the level and distribution of development proposed in the Local Development Framework and also those infrastructure improvements that are required to resolve existing deficiencies and promote sustainable communities.
- 4.2 Rother District Council recognises that whilst it may wish to secure the delivery of all infrastructure items, prioritisation is required to reflect legislation, deliverability, development viability and the service priorities of the relevant organisations involved at the time.
- 4.3 A consistent schedule format has been agreed by all Local Authorities in East Sussex with the following column headings:
- Service and issue to be addressed
 - Output – the location, nature and brief description of the scheme;
 - Justification – Core Strategy objectives and related policies, and supporting evidence of need;
 - Lead body – main delivery agency plus any supporting partners;
 - Cost – actual or estimated cost of delivering the scheme;
 - Funding arrangements – anticipated sources of levels of funding and projected funding streams;
 - Development in the Plan that depends on the output – the level or areas of development that result in the need for the scheme;
 - Scheme status – whether the scheme is a concept, proposal or committed scheme;
 - Timeframe – when the scheme is going to be delivered.
 - Importance to strategy – how critical the scheme is to the delivery of the strategy and development sites.
 - Risk to delivery of output – the degree of risk that the scheme will not be delivered.
 - Alternatives – alternative strategies if there is a high risk of the scheme not being delivered.
- 4.4 The schedule categorises infrastructure requirements in the following respects:

Timeframe Delivery of Output

1. Short term – within 5 years
2. Medium term – between 5 to 10 years
3. Long term – more than 10 years

Importance to the Strategy

1. 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 Core Strategy;

2. Important

The infrastructure proposed is required to support the planned development as well as overall spatial strategy objectives but does not need to be prioritised;

3. Desirable

The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall spatial strategy objectives

Risk to Delivery

1. High Risk

Fundamental constraints attached to the delivery of the scheme e.g. no clear funding stream, no site identified, land/site assembly issues.

2. Medium Risk

Some constraints attached to the delivery of the scheme.

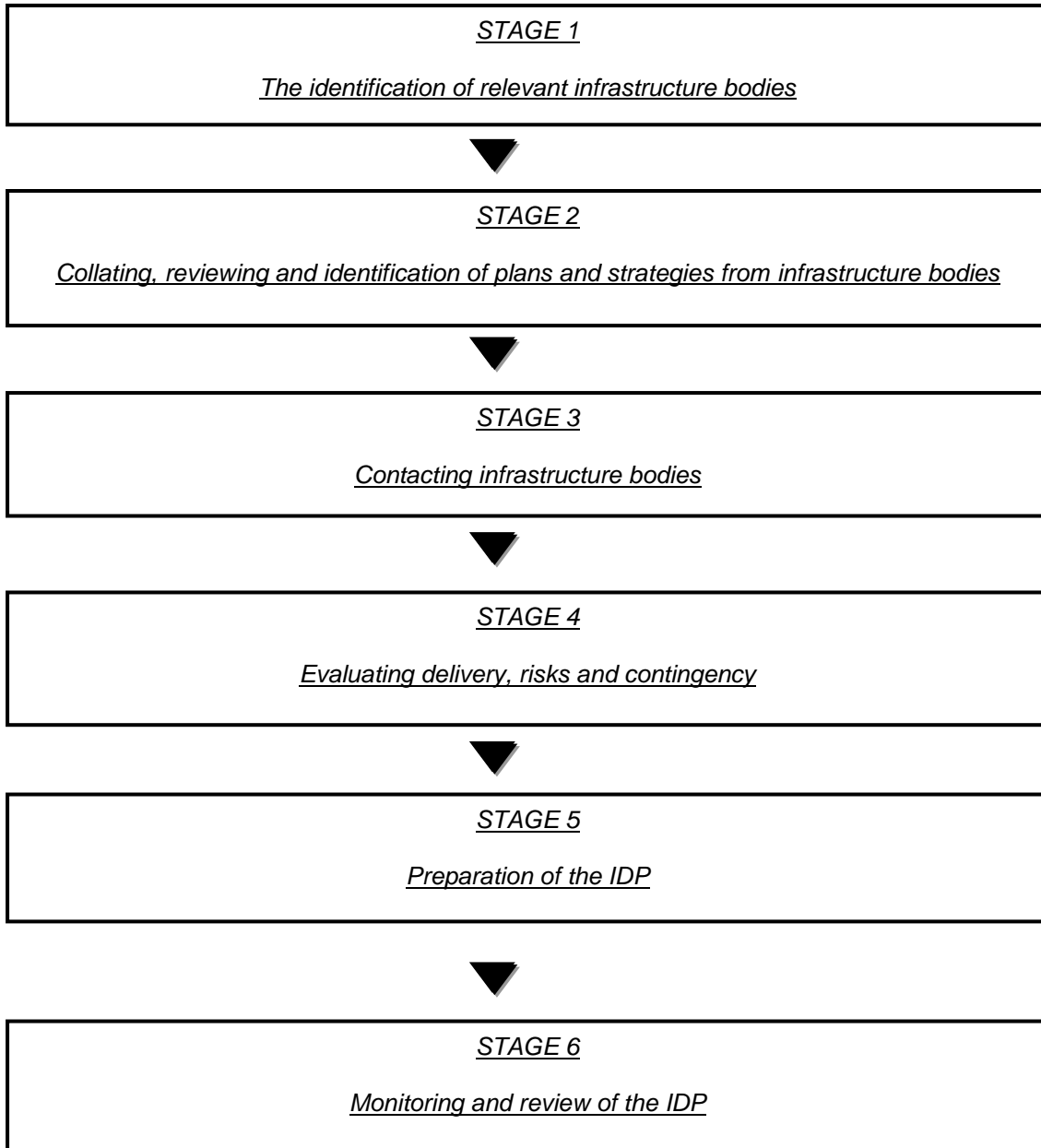
3. Low Risk

Strong certainty of delivery – costs identified, funding in place, political and community support.

5.0 Preparation of the Infrastructure Delivery Plan

- 5.1 The preparation of an IDP for Rother District Council has involved a number of stages and required the input from relevant Infrastructure Bodies. Figure 1 IDP Processes is a summary of how this was done.

Figure 2: IDP Processes



Stage 1 - Identification of Infrastructure Bodies

- 5.2 Rother District Council identified relevant infrastructure Bodies for each infrastructure type. Initial contact was made with infrastructure Bodies to confirm contact details. Some Infrastructure Bodies were already involved with the Local Strategic Partnership but in the majority of cases, this was building upon earlier discussions regarding infrastructure which had taken place during the earlier stages of the Core Strategy process. A number of Infrastructure Bodies previously not involved in the process were contacted with requests for information regarding their intentions and to provide a contact within the organisation.

Stage 2 - Collating, Reviewing and Identification of Plans and Strategies from Infrastructure Bodies

- 5.3 The next stage was to review the list of plans, strategies, capital programmes for each Infrastructure Body. Existing and emerging plans and strategies were reviewed to identify existing levels of infrastructure provision within Rother, including any deficiencies that may already exist but identified by the provider. Alongside this, it was noted when the various plans and strategies had planned existing capital and infrastructure investment as part of their individual corporate programmes.
- 5.4 To co-ordinate Infrastructure delivery with other authorities in East Sussex an officer county-wide group was established to share information, resources and experiences. A generic schedule format was agreed providing consistency across the county. To conform to best practice the schedule would state key pieces of information including:
1. Type and scope of infrastructure and responsible delivery bodies;
 2. Costing of the scheme;
 3. Timing and phasing of the scheme; and
 4. Risk to delivery and contingency measures where risk is high.

Stage 3 - Contacting Infrastructure Bodies

- 5.5 The first part of consultation involved draft schedules being sent to the relevant infrastructure service providers to comment on. A request was made to each individual Infrastructure Body to provide information regarding existing capacity and elaborate on any planned infrastructure development up to 2028.
- 5.6 The second part of the consultation involved Rother District Council following up by sending information on the scale, type and broad locations for the Core Strategy development proposals to enable them to identify the infrastructure requirements necessary to support the delivery of the Core Strategy and identify shortfalls in provision. Each Infrastructure Body was then requested to consider

opportunities to deliver new infrastructure or opportunities for expanding existing provision, including locations, phasing and costing where known.

5.7 Where the Infrastructure Body identified a shortfall in provision they were asked what specific items of infrastructure would be required and they were asked to complete a schedule of information on each item, identifying:

1. The site or location to which the infrastructure requirement related to;
2. The item of infrastructure required;
3. Identify need and whether required in the short (5 years), medium (5 -10 years) or long term (10 years hence);
4. Identify strategic delivery partners;
5. The cost, if known;
6. Sources of funding, if known; and
7. Details of any dependencies – e.g. permissions or funding approvals required.

Stage 4 - Evaluating delivery, risks and contingency

5.8 As many Infrastructure Bodies are going through a transitional period not all the necessary information has been to hand. The economic climate has forced many Infrastructure Bodies especially in the public sector to re-evaluate their budgets and forecasts. As such this has impacted on the availability of information. The schedules were completed by the Infrastructure Bodies and returned for review. Each infrastructure item was reviewed to assess its importance to the delivery of the Core Strategy. Where relevant, contingencies were identified to mitigate potential risks.

Stage 5 - Preparation of the IDP

5.9 The information from Infrastructure Bodies, together with the risk assessment and contingency information was compiled into the Infrastructure Delivery Plan Schedule.

Stage 6 - Monitoring and review of the Infrastructure Delivery Plan

5.10 The Infrastructure Delivery Plan is a living document and has and will be periodically reviewed to update infrastructure requirements and delivery details. The most obvious vehicle for reporting updates on the IDP is the Annual Monitoring Report (AMR). The AMR will inform the Council and the wider community on the current state of infrastructure capacity and provision within Rother. It will include the progress of implementation of infrastructure to enable the Core Strategy to achieve its strategic objectives. A consistent shortfall in infrastructure provision will involve a reassessment of Core Strategy policies or the mechanisms that deliver infrastructure and will bring about a change if it is necessary.

5.11 The AMR will be subject to Council approval. It is through the AMR process that infrastructure planning will achieve a corporate and political legitimacy. It will be important to retain contact with the Infrastructure Bodies and it is anticipated that one means of contact will be through the Local Strategic Partnership.

Neighbourhood Plans

5.12 It should be noted that a number of Parishes and Town Councils have decided or expressed an interest to undertake a Neighbourhood Plan in Rother. The Council will work closely with the relevant community organisations to ensure that infrastructure requirements to facilitate neighbourhood plans is taken in consideration and included within the IDP.

6.0 Identification of Key Infrastructure Sectors

6.1 The identification of key infrastructure sectors is highlighted in Figure 2. Within those sectors it was important to breakdown the different infrastructure types and contact providers.

Figure 3: Key Infrastructure

Sector	Infrastructure Type	Lead Body¹
Transport	Road Network Rail Network Public Transport Cycling and Walking Infrastructure	East Sussex County Council, Highways Agency, Sustrans, Network Rail, Train operating companies Bus operating companies Community Transport operators
Community Infrastructure	Community, Arts, Culture and Leisure Adult Social Care and Supported Accommodation Libraries Cemeteries and Places of Worship	Rother District Council, East Sussex County Council, Parish Councils
Education	Nursery Education Primary and Secondary Education Further and Higher Education	East Sussex County Council
Health	Health Care (Acute Care and General Hospitals, Psychiatric Hospitals, Primary Care Services and Ambulance Services)	NHS Sussex Hastings and Rother CCGs
Green Infrastructure	Sports Centres and Pitches Parks, Open Space and Play Areas	East Sussex County Council Rother District Council High Weald AONB Joint Advisory Committee
Utility Services	Water and Waste Water Energy Supply (gas, electricity and renewable energy) Telecommunications Flood Defence Waste Management	Southern Water (Rye and eastern part of district) South East Water (Bexhill and western part of district) National Grid UK Power Networks Southern Gas Networks Environment Agency British Telecom East Sussex County Council
Emergency Services	Police Service Fire Service Ambulance Service	East Sussex Fire Service Sussex Police South East Coast Ambulance Services

¹ Figure 2 is for indicative purposes only

APPENDIX A – Infrastructure Delivery Plan Schedule

Infrastructure Delivery Plan Schedule

Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	<p>Bexhill to Hastings Link Road</p> <p>Provide a strategic link between the two towns</p> <p>Provide additional capacity and connectivity, reduce congestion and pollution and enable access to development sites</p>	<p>5.6km single carriageway road between A259 in Bexhill and B2092 Queensway in Hastings.</p>	<p>Core Strategy Policies: OSS2, BX1, TR1</p> <p>Local Transport Plan 2011 - 2026</p> <p>BHLR Public Inquiry</p> <p>Rother/Hastings Local Plan transport modelling work 2011/12</p> <p>Regeneration catalyst for Bexhill and Hastings. Unlock land for housing and employment. Decrease journey times. Reduce congestion.</p>	<p>Lead: ESCC</p> <p>Partners: Rother DC Hastings BC</p>	<p>£90 – 100m</p>	<p>DfT, ESCC Capital Programme</p> <p>Final Funding approval given in April 2013</p>	<p>Significant development in NE Bexhill, North and/or West Bexhill</p>	<p>Short term</p>	<p>Committed</p> <p>Under Construction and due to open in Summer 2015</p>	<p>Critical</p> <p>A significant quantum of development is dependent on the output to reduce congestion and ensure reliable journey times</p>	<p>Low</p> <p>Funding is in place and currently the road is under construction</p>	<p>N/A</p>
<p>Pedestrian/ cycle route linking Bexhill to Hastings.</p>	<p>A 'Greenway' route for pedestrians, cyclists and equestrians</p>	<p>Objectives and Policy</p> <p>Core Strategy Policy BX1(v), EN5(vi)</p> <p>Local Transport Plan 2011 - 2026</p> <p>Evidence</p> <p>BHLR Public Inquiry 2009</p> <p>A sustainable route between two communities which will tie into the development of the cycle strategies for Hastings and Rother</p>	<p>Lead: ESCC</p> <p>Partners: Rother DC Hastings BC</p>	<p>Included in cost of BHLR above</p>	<p>Actual:</p> <p>DfT, ESCC Capital Programme</p>	<p>Route is part of Link Road scheme (please see above)</p>	<p>Short term</p>	<p>Under construction</p> <p>Due to open in Summer 2015</p>	<p>Critical</p> <p>As part of BHLR scheme</p> <p>A large amount of development is dependent upon output to reduce congestion and ensure reliable journey times.</p>	<p>Low</p> <p>Funding is in place and currently under construction</p>	<p>None</p>	

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Transport	Non strategic road network capacity improvements	Improvements to A2036 Corridor Penland Rd n. bound/ w. bound	<p>Core Strategy Policies BX1(v), TR2(i)</p> <p>Local Transport Plan 2011 – 2026</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012 Needed to achieve acceptable operating conditions on the transport network.</p>	ESCC	<p>Estimate £200k</p> <p>Further work required to establish detailed costs.</p>	<p>Actual:</p> <p>Development contributions</p> <p>Potential</p> <p>Development contributions Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)</p>	<p>Significant development in and around Bexhill</p> <p>Development in Hastings will also benefit</p>	Short term	Conceptual	Critical	Low	None
	Non strategic road network - additional capacity and reduced congestion	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.	<p>Policy & Objectives</p> <p>Core Strategy Policy HF1(iv)</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>BHLR Complementary Highway Improvement Plan</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p> <p>Needed to achieve acceptable operating conditions on the transport network.</p>	Lead: ESCC	£2.5m (includes A259 bus priority measures – see below)	<p>Actual</p> <p>ESCC Capital Programme for the Harrow Lane/The Ridge and Queensway/The Ridge junction improvements</p>	<p>Development on the Hastings fringe.</p> <p>Development in Bexhill will also benefit</p>	Short term	Committed	Critical	Low	None identified

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Transport	Non Strategic road network – additional capacity, improved connectivity and accessibility	A259 Bexhill Road – Bus Priority Measures o include: A259 w. bound bus lane on approach to Glyne Gap, A259 e. bound bus lane on approach to Harley Shute Road A259 w. bound bus lane between Filsham Rd and Harley Shute Rd.	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1(v)(a), TR2</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>BHLR Complementary Highway Improvement Plan</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p> <p>Improve bus journey time reliability and lock in benefits of reduced levels of traffic on A259</p>	<p>Lead: ESCC</p> <p>Partners: Rother DC Hastings BC Local bus operators Highways Agency (Glyne Gap roundabout)</p>	2.5M (includes The Ridge improvements – see above)	<p>Actual</p> <p>ESCC Capital Programme</p>	<p>All development in and around Bexhill</p> <p>Development in Hastings will also benefit</p>	Short term	<p>Committed</p> <p>Scheme identified as part of the BHLR CHIP and is a planning condition of the BHLR planning permission</p> <p>Scheme consulted upon in January 2014 and approved by the Lead Member for Transport & Environment in April 2014. Construction will be post Link Road opening ie 2015/16.</p>	<p>Critical</p> <p>A significant amount of development is depended upon this output to improve bus journey time reliability and lock in benefits of reduced levels of traffic on A259</p> <p>Will further support bus services between Bexhill and Hastings</p> <p>Interdependence with BHLR</p>	<p>Medium</p> <p>Local objections to scheme could be an issue.</p> <p>Options for solution are limited as land is constrained</p>	None identified – is a requirement of the funding for the BHLR

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Transport	Non strategic road network - additional capacity, improved flow	Queensway Gateway Road	<p>Policy & Objectives</p> <p>Core Strategy Policy HF1(iv)</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>Needed to unlock employment space in North Hastings (LRA 7 & LRA8)</p>	<p>Lead: Seachange Sussex</p> <p>Partner: ESCC</p>	£15m	<p>Actual:</p> <p>Local Growth Fund (subject to business case)</p>	<p>Will directly unlock employment space in North Hastings</p> <p>Other employment development and housing development in rest of Hastings and Bexhill will also benefit</p>	Short term	<p>Planning Application submitted October 2014. Decision expected January 2015. Subject to planning permission scheme constructed in 2015/16</p>	Critical	Low	N/A

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Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Non strategic road network - additional capacity, improved flow	Junction improvements at A269/Holliers Hill//A2036 Wreastwood Road / London Road	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1(v), TR2(i)</p> <p>Evidence</p> <p>Local Transport Plan 2011 - 2026</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p>	Lead: ESCC	Estimate: £300 – 400k	<p>Actual:</p> <p>Potential</p> <p>Development contributions Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)</p>	Significant development at north east and northBexhill	Short term	Concept	Critical	Low	N/A
Non strategic road network capacity improvements	Junction improvements at A269/ Watermill Lane	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1(v), TR2(i)</p> <p>Local Transport Plan 2011 - 2026</p> <p>Evidence</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p>	Lead: ESCC	Estimate: £200k	<p>Actual</p> <p>Potential</p> <p>Development contributions Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)</p>	All development to north east of Bexhill	Medium	Concept	Important	Low	N/A	

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Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Non strategic road network capacity improvements	A259 Little Common roundabout Junction improvements including Peartree Lane approach and A259 E. bound	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1(v), TR2(i)</p> <p>Evidence</p> <p>Local Transport Plan 2011 - 2026</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p>	<p>Lead: Highways Agency</p> <p>Partner: ESCC</p>	<p>Estimate: £300 – 400k</p> <p>Further detailed work required to establish costs.</p>	<p>Actual</p> <p>Potential</p> <p>Development contributions</p> <p>Highways Agency</p> <p>Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)</p>	Development in Bexhill and especially in west Bexhill	Short/medium	Concept – some proposals put forward as part of land north of Barnhorn Road, West Bexhill planning consent.	<p>Critical</p> <p>A significant amount of development is dependent upon output to reduce congestion and achieve acceptable network operating conditions</p>	Low	N/A
	Non strategic road network, additional capacity, improved connectivity and accessibility.	Town centre traffic management improvements B2098 Terminus Road / Buckhurst Place / Sackville Road	<p>Policy & Objectives</p> <p>Core Strategy Policy BX2</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>Rother and Hastings Local Plan's transport modeling work 2011/2012</p> <p>. Needed to achieve acceptable operating conditions.</p>	<p>Lead: ESCC</p> <p>Partner: Rother District Council</p>	<p>Estimate: £300k</p> <p>Further detailed work required to establish costs.</p>	<p>Actual</p> <p>Potential</p> <p>Development contributions</p> <p>Development contributions</p> <p>ESCC</p> <p>RDC</p> <p>Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)</p>	All development in and around Bexhill	Short/medium term	Concept	<p>Important</p> <p>A large amount of development in Bexhill will benefit from this output to achieve acceptable network operating conditions</p>	low	N/A

Infrastructure Delivery Plan Schedule

Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Non strategic road network, additional capacity, improved connectivity and accessibility.	A259 corridor A259 / B2095 approach A259/ Sutherland Avenue	Policy & Objectives Core Strategy Policy BX1(v), TR2(i) Evidence Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012	Lead: ESCC Partner: Rother District Council,	Estimate (both junctions): £250k Further detailed work required to establish costs.	Actual Potential Development contributions ESCC RDC Local Growth Fund – Hastings/Bexhill junction capacity improvement package (subject to business case)	All development in and around Bexhill	Short/medium term	Concept	Important A large amount of development in Bexhill will benefit from this output to achieve acceptable network operating conditions	low	N/A
	Non strategic road network, access to development site	New road from development access junction south to connect with new signal junction on Wrestwood Road 'North Bexhill Gateway Road'	Objectives Core Strategy Policy BX1 Evidence Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012	Lead: Seachange Sussex Partners: ESCC Rother district Council and Developer	n/a	Actual Regional Growth Fund via the South East Local Enterprise Partnership	Development to north east of Bexhill	Short term - In advance of development occupation	Planning permission granted Built out	Critical A large amount on development in north east Bexhill is dependent on this output	Low	N/A

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Transport	Non strategic road network, access to development site	New road from development access junction north to connect with the and A269 Ninfield Road North Bexhill Access Road	Policy & Objectives Core Strategy Policy BX1 Evidence Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012	Lead: Seachange Sussex Partners: ESCC Rother district Council and Developer	Estimate: £10m Further work required to establish costs.	Actual Local Growth Fund (subject to business case) - £5m Potential South East LEP Development Contributions	Development to north of Bexhill	Short term	Feasibility Design	Critical A large amount on development in north Bexhill is dependent on this output	Medium	N/A
	Bus services and facilities	Quality Bus partnership to improve infrastructure, services, waiting areas and information on key bus corridors in Bexhill	Policy & Objectives Core Strategy Policy BX1, TR2 Evidence Local Transport Plan 2011 - 2026	Lead: ESCC Partners: Rother District Council, Bus operators, Highways Agency	Approx £10k per bus stop for improvements Approx £10k per RTP1 sign Approx £120,000 per annum per bus	Actual Development contributions Potential Development contributions	All development in and around Bexhill	Short/Medium	Bus stop improvements :Concept Further progress dependent on planning conditions and Section 106 agreements for individual sites or as part of local transport schemes RTP1: Proposed roll out of RTP1 at key stops in Bexhill in 2015	Important Will improve the attractiveness and convenience of bus services to encourage travel by sustainable mode, Reduce demand for highway space and mitigate congestion arising from new development.	Medium	N/A

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Transport	Bus services and facilities	Provision of new or improved, DDA compliant bus infrastructure and waiting facilities on current or new routes serving development sites including Real Time Passenger Information signs at key stops e.g. major employment sites	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1, TR2</p> <p>Evidence</p> <p>Local Transport Plan 2011 - 2026</p>	<p>Lead : ESCC</p> <p>Partners: Rother District Council, Bus operators</p>	<p>Approx £10k per bus stop for improvements</p> <p>Approx £10k per RTPi sign</p>	<p>Actual</p> <p>Development contributions</p> <p>Potential</p> <p>Development contributions</p> <p>ESCC</p>	All development in the district	Short/Medium	<p>Bus stop improvements :Concept</p> <p>Further progress dependent on planning conditions and Section 106 agreements for individual sites or as part of local transport schemes</p> <p>RTPi: Proposed roll out of RTPi at key stops in Bexhill in 2015</p>	Important	Medium	None
	Walking and cycling infrastructure	Improvements to walking and cycling corridors to ensure connectivity and accessibility of new development into existing networks, communities, town and secondary centres, employment & social infrastructure	<p>Policy & Objectives</p> <p>Core Strategy Policy BX1(c), BX2, TR2</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>Rother Walking and Cycling Strategy (emerging)</p>	<p>Lead: ESCC</p> <p>Partners: Rother District Council, Local cycling groups</p>	Further work required to establish costs for individual routes / improvements	<p>Actual</p> <p>LSTF bid</p> <p>Development contributions</p> <p>Potential</p> <p>Development contributions</p> <p>ESCC</p> <p>Local Growth Fund – Hastings/Bexhill walking and cycling package (subject to business case)</p>	All development in the district	Short/Medium	<p>Concept</p> <p>Further progress dependent on planning conditions and Section 106 agreements for individual sites</p>	Important	Medium	None

Infrastructure Delivery Plan Schedule

Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Blackfriars Site Battle	Site specific infrastructure to support strategic site	Development of a strategic housing and community provision in Battle	Lead: ESCC Partners: Rother district Council and Developer	Further work required to establish costs.	Actual Potential Development Contributions SELEP LGF	Blackfriars Site	2016/17	Concept	Critical	High	n/a
	Bexhill to Ashford rail line upgrade to accommodate HS1 service to stop at Bexhill and Hastings	Upgrade the Marshlink rail line Shorten journey times to London and improve connections	Catalyst for Regeneration of Hastings and Bexhill and improve commuter travel times between south coast and London	Lead: Network Rail Partners: RDC HBC ESCC KCC	£130m	Actual Potential DfT / Network Rail SELEP	All development in the A21/A259 growth corridor would benefit but is not dependent	2019-2024	Concept	Desirable	High	n/a

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Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Improved accessibility to stations	Access improvements to stations which may include additional car parking, cycle and pedestrian access and facilities based on findings of ESCC Station Audit and plans of train operating companies.	<p>Policy & Objectives</p> <p>Core Strategy Policy TR2</p> <p>Evidence</p> <p>Kent RUS 2010</p> <p>Local Transport Plan 2011 - 2026</p>	<p>Lead: Train operators</p> <p>Partners: ESCC</p>	Further work required to establish costs.	<p>Actual</p> <p>Potential</p> <p>Train operators/NR</p> <p>Development contributions</p>	All development	Medium Term	<p>Some routes in Bexhill being development to preliminary design.</p> <p>Rest: concept</p>	<p>Important</p> <p>Improve sustainable access to stations and reduce overcrowding and congestion at rail car parks as appropriate and where possible</p>	Medium	None
Community Transport - additional capacity, improved accessibility	More bus / transport services serving groups with access difficulties where commercial services are not appropriate or available.	<p>Policy & Objectives</p> <p>Core Strategy Policy TR2</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p>	<p>Lead: Community Transport operators</p> <p>Partners: ESCC, Rother District Council, Parish Councils and community groups</p>	Not known - further work is required to establish costs	<p>Actual:</p> <p>Potential:</p> <p>Development contributions</p>	All development but particularly that in rural areas and market towns.	Short/Medium Term	Concept	<p>Important</p> <p>improve the availability, attractiveness and convenience of bus travel, particularly in rural areas, to encourage travel by sustainable mode, reduce demand for highway space and mitigate congestion arising from new development</p>	Medium	None	

Infrastructure Delivery Plan Schedule

Transport	Service & Issue	Output	Justification	Lead Body	Cost	Funding	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Battle Improved accessibility, safety and connectivity and reduced congestion	Management of cross town traffic congestion in Battle. Improved traffic management. Implement measures to increase use of sustainable transport.	Policy & Objectives Core Strategy Policy BA1 Evidence Local Transport Plan 2011 – 2026 Rother Walking and Cycling Strategy (emerging)	Lead: ESCC Partners: Rother District Council, Battle Town Council, Local community groups	Further work required to establish costs.	Actual Potential Development contributions ESCC	All development in Battle	Short Term to Long Term	Concept to Detailed	Important	Medium	Promote efficiencies and improve management in the existing network.
	Rye Improved accessibility, safety and connectivity and reduced congestion	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	Policy & Objectives Core Strategy Policy RY1 Evidence Local Transport Plan 2011 - 2026 Rother Walking and Cycling Strategy (emerging)	Lead: ESCC Partners: Rother District council, Rye Town Council, Local community groups	Further work required to establish costs.	Actual Potential Development contributions ESCC	All development in Rye	Short Term to Long Term	Concept to Detailed	Important	Medium	Promote efficiencies and improve management in the existing network.

Infrastructure Delivery Plan Schedule

	<i>Service & Issue</i>	<i>Output</i>	<i>Justification</i>	<i>Lead Body</i>	<i>Cost</i>	<i>Funding</i>	<i>Development in Local Plan which depends on output</i>	<i>Timeframe delivery of output</i>	<i>Scheme Status</i>	<i>Importance to Strategy</i>	<i>Risk to delivery of output</i>	<i>Alternatives and/or Mitigations</i>
Utilities	To meet water supply shortfalls in areas of water stress, surpluses from RZ8 from 2024 could be transferred through RZ7 and RZ3 through a strategic mains connection.	Water could be transferred across different areas to meet shortfalls. Strategic main connection	Meet regulatory requirement to provide water	South East Water	£22.8m	Not known – further work required	Development in all areas would benefit but is not dependent.	Long Term	Conceptual	Desirable	Medium	Promote water conservation and support water efficiency initiatives through planning policy
	Local Medium Pressure reinforcement. Increased capacity to supply forecast growth in Hastings and Bexhill.	Local network reinforcement Consolidation of existing infrastructure for future growth	Policy IM2 Appropriate infrastructure is in place to support development.	Southern Gas Networks	£3m	Southern Gas Networks	Development in Bexhill and Hastings areas would benefit but is not dependent.	Medium	Conceptual	Desirable	Medium	Dependent on growth.
	High speed Broadband, Upgrade existing infrastructure to accommodate high speed provision.	2015 90% of county have superfast broadband and everyone has basic level of 2mbps. By 2017 every one in E.S has super fast broadband.	Improve access to high speed broadband to areas where it is commercially difficult to accommodate. Local broadband plan	ESCC	Further work required to establish costs	Broadband Delivery UK £10.6m ESCC £15m Delivery Partners (match funding) Developer Contributions	Development in all areas would benefit but is not dependent.	Short term	Detailed	Desirable	Medium	N/A

Infrastructure Delivery Plan Schedule

	<i>Service & Issue</i>	<i>Output</i>	<i>Justification</i>	<i>Lead Body</i>	<i>Cost</i>	<i>Funding Arrangements</i>	<i>Development in Local Plan which depends on output</i>	<i>Timeframe delivery of output</i>	<i>Scheme Status</i>	<i>Importance to Strategy</i>	<i>Risk to delivery of output</i>	<i>Alternatives and/or Mitigations</i>
Utilities	Water Supply Infrastructure	Mains (Local) reinforcement to transfer additional water from Hazards Green	Accommodate growth Policy IM2	South East Water	Unknown at present	Finacial contributions from development	Subject to capacity checks to be carried out on a site-by-site basis.	Short term to medium term	Ongoing Further work to be undertaken through the Site Allocations DPD process	Desirable	Low	n/a
	Sewerage infrastructure	Local infrastructure improvements	Accommodate growth Policy IM2	Developer	Unknown at present	Finacial contributions from development	Subject to capacity checks to be carried out on a site-by-site basis.	Short term to medium term	Ongoing Further work to be undertaken through the Site Allocations DPD process	Desirable	Low	n/a
	To meet quality standards required by the environmental permit (discharge consent).	Improvements to wastewater treatment works (Battle WWTW)	infrastructure to accommodate growth	Southern Water	Confidential	Southern Water Funding approved	Development in all areas would benefit but is not dependent.	Short Term	Completion scheduled for December 2012	Desirable	Low	n/a
	To meet quality standards required by the environmental permit (discharge consent).	Improvements to Wastewater treatment works (Sedlescombe WWTW)	infrastructure to accommodate growth	Southern Water	Confidential	Southern Water Funding approved	Development in all areas would benefit but is not dependent.	Short Term	Completion scheduled for December 2012	Desirable	Low	n/a
	To meet quality standards required by the environmental permit (discharge consent).	Improvements to Wastewater treatment works (Stubbs Lane, Brede WWTW)	infrastructure to accommodate growth	Southern Water	Confidential	Southern Water Funding approved	Development in all areas would benefit but is not dependent.	Short Term	Completion scheduled for December 2012	Desirable	Low	n/a
	To meet quality standards required by the environmental permit (discharge consent).	Improvements to Wastewater treatment works (Westfield WWTW)	infrastructure to accommodate growth	Southern Water	Confidential	Southern Water Funding approved	Development in all areas would benefit but is not dependent.	Short Term	Completion scheduled for December 2012	Desirable	Low	n/a
	To meet quality standards required by the environmental permit (discharge consent).	Improvements to Wastewater treatment works (Westfield WWTW)	infrastructure to accommodate growth	Southern Water	Confidential	Southern Water Funding approved	Development in all areas would benefit but is not dependent.	Short Term	Completion scheduled for December 2012	Desirable	Low	n/a

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Education	Early years places additional capacity	<u>Bexhill</u> 236 places (15 hour slots) for children eligible for funding	ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £1.8m	<u>Actual:</u> Funding from the Early Learning Places capital grant will contribute towards cost <u>Potential:</u> Government grant, ESCC capital programme, contributions from S106 agreements and CIL	Development in Bexhill area which is not yet permitted. It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	Short term Places required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development in the town	High Currently insufficient funding is identified to deliver additional early years places in the town	All options are currently being explored
		<u>Rye</u> 40 places (15 hour slots) for children eligible for funding	ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £0.3m	<u>Actual:</u> c £0.02m S106 contributions agreed <u>Potential:</u> Government grant, ESCC capital programme (1), development contributions from S106 agreements and CIL	Development in Rye area which is not yet permitted. It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	Short term Places required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development in the area	High Currently insufficient funding is identified to deliver additional early years places in the area	All options are currently being explored
		<u>Battle</u> 24 places (15 hour slots) for children eligible for funding	ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £0.2m	<u>Actual:</u> None <u>Potential:</u> Government grant, ESCC capital programme (1), development contributions from S106 agreements and CIL	Development in Battle area which is not yet permitted. It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	Short term Places required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development in the area	High Currently insufficient funding is identified to deliver additional early years places in the area	All options are currently being explored

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Education	Early years places additional capacity	<u>Hurst Green</u> 16 places (15 hour slots) for children eligible for funding	ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £0.1m	<u>Actual:</u> None <u>Potential:</u> Government grant, ESCC capital programme (1), development contributions from S106 agreements and CIL	Development in Battle area which is not yet permitted. It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	Short term Places required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development in the area	High Currently insufficient funding is identified to deliver additional early years places in the area	All options are currently being explored
		<u>Westfield</u> 16 places (15 hour slots) for children eligible for funding	ESCC's Early Years Forecasting Model updated on 12.12.13	ESCC	Estimated cost = c £0.1m	<u>Actual:</u> None <u>Potential:</u> Government grant, ESCC capital programme (1), development contributions from S106 agreements and CIL	Development in Battle area which is not yet permitted. It will also support built and already committed developments	ESCC will work with Early Years providers to ensure sufficient places are available to meet demand in the future	Short term Places required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development in the area	High Currently insufficient funding is identified to deliver additional early years places in the area	All options are currently being explored

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Education	Primary school places additional capacity	<u>Bexhill</u> One form of entry (210 places) through the establishment of a new school on land north of Pebsham (BX2)	'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = £4.5m (exc land value)	<u>Actual:</u> None <u>Potential:</u> Government grant, ESCC capital programme, development contributions from S106 agreements and CIL	Development in Bexhill area which is not yet permitted.	Establishment of new schools subject to Secretary of State approval, planning permission and capital funding being identified	Medium term Places required from 2019/20	Important Without the provision of additional capacity there will be insufficient school places to meet demand from development in the town later in the plan period	High Land within BX2 is required to establish the new school. Currently insufficient funding is identified to deliver the new school	Options will be explored in due course
		<u>Rye</u> Half a form of entry (105 places) through expansion of Rye Community Primary School	'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = c £2.5m	<u>Actual:</u> None <u>Potential:</u> Government grant, ESCC capital programme, development contributions from S106 agreements and CIL	Development in Rye area which is not yet permitted. It will also support built and already committed developments	Expansion of schools subject to statutory legislation, planning permission and capital funding being identified	Short term Places required from 2015/16	Critical Without the provision of additional capacity there will be insufficient school places to meet demand from development in the area	High Currently insufficient funding is identified to deliver additional primary school places in the area	Options are currently being explored
	Secondary school places additional capacity	<u>Bexhill</u> One form of entry (150 11-16 places) through expansion of an existing school	'School Organisation and Place Planning in East Sussex 2013/14' document	ESCC	Estimated cost = c £5m	<u>Actual:</u> c £0.04m S106 contributions held <u>Potential:</u> Government grant, ESCC capital programme, development contributions from S106 agreements and CIL	Development in Bexhill area which is not yet permitted	ESCC will work with secondary schools in the area to ensure sufficient places are available to meet demand in the future	Medium term Places required from 2022/23	Important Without the provision of additional capacity there will be insufficient school places to meet demand from development in the town later in the plan period	High Currently insufficient funding is identified to deliver additional secondary school places in the town	Options will be explored in due course

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Education	FE College Provision for 16-19 year olds	<u>Sussex Coast College, Hastings</u> An additional 130 workplaces in total of which 30% (39 workplaces) attributed to Rother District IDP (see note 1)	ESCC's Post-16 Forecasting Model update on 13.11.13	Sussex Coast College, Hastings	Estimated cost = c £1.79m in total of which 30% (£0.54m) attributed to Rother District IDP	<u>Actual:</u> None <u>Potential:</u> - CIL - Skills Funding Agency capital funds e.g. College Capital Investment Fund - Local Enterprise Partnership Grants - College reserves or borrowings subject to affordability criteria	Development in Rother District which is not yet permitted.	ESCC will work with the Sussex Coast College Hastings to ensure sufficient places are available to meet demand in the future	Long term	Important Without the provision of additional capacity there will be insufficient post-16 places to meet demand from development	High Currently no funding is identified to deliver additional post-16 places in the area	Options will be explored in due course
		<u>Plumpton College</u> Additional 100 workplaces in total of which 10% (10 workplaces) attributed to Rother District IDP (see note 1)	ESCC's Post-16 Forecasting Model update on 13.11.13	Plumpton College	Estimated cost = c £1.27 million in total of which 10% (£0.127m) attributed to Rother District IDP (see note 1)	<u>Actual:</u> None <u>Potential:</u> - CIL - South East Local Enterprise Partnership - Coast to Capital Local Enterprise Partnership	Development in Rother District which is not yet permitted.	ESCC will work with Plumpton College to ensure sufficient places are available to meet demand in the future	Medium term	Important Without the provision of additional capacity there will be insufficient post-16 places to meet demand from development	High Currently no funding is identified to deliver additional post-16 places in the area	Options will be explored in due course

Infrastructure Delivery Plan Schedule

Library Services	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Mobile Library and Office Services	Improved access to library services particularly in rural and hard to reach areas	Provision of the best service at the best price in the right place and right time for residents	ESCC	Further work required to establish costs	Potential: ESCC future capital programme Development Contributions	Development in all areas would benefit but is not dependent.	Short To Long Term	Conceptual	Desirable	Low	N/A
	Library provision in Bexhill and Battle	Improved library services in Bexhill and Battle.	Responding to distribution of housing growth to ensure provision of the best service for residents	ESCC	Further work required to establish costs	Potential: ESCC future capital programme Development Contributions	Development in all areas would benefit but is not dependent.	Short To Long Term	Conceptual	Desirable	Low	N/A

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Community – Sports & Recreation	Undersupply of 3-6 badminton courts across Rother Under supply of between 55-101 Health and Fitness stations Under supply of between 304m2 and 401m2 of accessible pool water equivalent to 5-6 25m lanes across Rother District Council Multi Use Games Area (MUGAs)	Improve Sports and recreational facilities and provision across Rother A dedicated coastal water sports centre Provision would address the shortfall identified in the strategy	In accord with Policy CO3 in the Core Strategy Shortage of provision across the district identified in the Leisure Facilities Strategy 2009.	RDC – developer partnership	Further work required to establish costs	RDC Developer contributions	Development in all areas would benefit but is not dependent.	Medium	Conceptual	Important	High	Monitored capacity. Developed existing facilities as communities grow and develop
	Bexhill Sport Leisure Development	Centralised provision of new sporting amenity for Bexhill. The development would provide facilities for proposed growth to the north and NE Bexhill.	In accord with Policy CO3 in the Core Strategy The facility would address a shortfall in the town for additional swimming provision and a multi sport centre on a single site.	RDC – developer partner	15M	SE LEP Developer Contributions S106 contributions 1m secured to date.	Development in Bexhill area which is not yet permitted. Viability and location is subject to further investigation.	Medium	Conceptual	Important	High	Monitored capacity. Developed existing facilities as communities grow and develop

Infrastructure Delivery Plan Schedule

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Flood Defence	Improvements to flood defence schemes in eastern Rother Rother Tidal Walls East.	Ongoing implementation of flood defence schemes to increase standard of protection from a 1-20 yr sop to 1 - 200 and includes a set-back for habitat creation	In accord with Core Strategy Policy EN6/EN7 Protect Rye from flooding	Environment Agency and Rother DC (South Foreland to Beachy Head SMP)	£11m	Flood Defence Grant in Aid (Government) Contributions from development Further funding is sought for the completion of the East Bank	Further work is required in the Site Allocations to assess development in the locality	Short Term to Medium Term.	Approval dependant upon securing partnership/3 rd party financial contribution to the scheme. Outline Design Complete.	Important	Medium	New development in the locality will assessed in accordance with NPPF.
	Cliff End to Fairlight Cove Debris from cliff erosion will front cliff toe and provide natural protection to the cliffs	The policy here is to allow ongoing natural erosion of the cliffs to form a natural defence at the foot of the cliff.	In accord with the Shoreline Management Plan and 'hold the line' strategy	RDC	n/a	n/a	n/a	Short Term to Long Term	Committed	Important	Low	New development in the locality will assessed in accordance with NPPF.
	Cliff End to River Rother	Ongoing Capital maintenance of shingle Beaches and timber groynes	Protect Cliff End Pett Level Winchelsea Beach and Dogs Hill from coastal flooding	Environment Agency	£1.1m 2012 -2014 £1.2m 2015-2021	Flood Defence Grant in Aid.	Development in all areas would benefit but is not dependent.	Annual Maintenance	Committed	Important	Low	New development in the locality will assessed in accordance with NPPF.

Core Strategy Infrastructure Delivery Plan

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Flood Defence	Fairlight Cove East (Sea Road) Cliff top village frontage. Cliff toe defence in place to limit erosion	Managed realignment. The cliff will retreat until a sustainable cliff top position is achieved.	The cliffs are important for their geology and landscape quality (ANOB and SSSI). In accord with the Shoreline Management Plan and 'hold the line' strategy	RDC	n/a	n/a	n/a	Short Term to Long Term	n/a	Important	Low	Monitoring of flood defences. New development in the locality could be restricted. Assessment in accordance with NPPF
	Fairlight Cove Central (Rockmead Road) Potential construction of slope toe defence structure. Landsliding 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.	Hold the line in the short and medium term to protect residential properties.	In accord with the Shoreline Management Plan and 'hold the line' strategy Recreational assets such as coastal footpaths (The Saxon Shoreway) may require re-routing	RDC	n/a	n/a	n/a	Short Term to Long Term	n/a	Important	Low	Monitoring of flood defences. New development in the locality could be restricted. Assessment in accordance with NPPF

Core Strategy Infrastructure Delivery Plan

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Flood Defence	<p>Bexhill to Cooden</p> <p>Hold the line policy through maintenance and improvement of existing defence structures. Groynes and a seawall have halted the historic erosion of this shoreline.</p>	Protect the shoreline and local community from the impact of coastal erosion and climate change.	In accord with Policy EN6 (i)(ii)	RDC	n/a	n/a	n/a	Short Term to Long Term	n/a	Important	Low	<p>Monitoring of flood defences.</p> <p>New development in the locality could be restricted. Assessment in accordance with NPPF</p>
	<p>Jury's Gap to The Suttons</p> <p>Removal of the existing groynes and Construction of new hard defence to improve standard.</p> <p>Amenity beach backed by low coast road and properties. Links to Dungeness flood risk area.</p>	Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change.	In accord with Policy EN6	Environment Agency and Rother DC (South Foreland to Beachy Head SMP)	£21.7m	Flood Defence Grant in Aid (Government)	Funding has been approved. The scheme is being drawn up now and will begin between 2011 and 2014.	Short Term to Long Term	Committed	Important	Low	<p>Monitoring of flood defences.</p> <p>New development in the locality could be restricted. Assessment in accordance with NPPF</p>

Core Strategy Infrastructure Delivery Plan

	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Flood Defence	<p>Camber Sands</p> <p>Continued dune management. (Broom Hill Sands)</p> <p>Shingle recycling protecting 9km beach frontage between Eastbourne and Bexhill. Protect the dunes and local community. Links to Dungeness flood risk area</p>	<p>Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change</p>	<p>Protect the integrity of the SSSI designated dunes from heavy recreational use. The dunes also act as natural barrier to tidal flooding protecting the local community.</p>	<p>Environment Agency and Rother DC (South Foreland to Beachy Head SMP)</p>	<p>£21,000 pa</p>	<p>Ongoing maintenance costs, £7,000 from RDC</p>	<p>This scheme involves ongoing maintenance that is managed by RDC. Review sand dune movement. EA role is to monitor the condition of the dunes, maintaining fencing and timber groynes.</p>	<p>Short Term to Long Term</p>	<p>Committed</p>	<p>Important</p>	<p>Low</p>	<p>Monitoring of flood defences.</p> <p>New development in the locality could be restricted. Assessment in accordance with NPPF</p>
	<p>Pevensey Coastal Defence</p> <p>Protect shoreline from coastal erosion. Pevensey Levels, 10,000 properties and caravan parks</p>	<p>Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change</p>	<p>In accord with Policy EN6 and Shoreline Management Plan.</p>	<p>DEFRA, Environment Agency and Pevensey Coastal Defence Ltd</p>	<p>£30m</p>	<p>Private Finance Initiative</p>	<p>Ranges from cost of materials and maintenance in accordance with contractors agreement or a severe storm occurrence that threatens the shingle embankment.</p>	<p>Short Term to Long Term</p>	<p>Committed</p>	<p>Important</p>	<p>Low</p>	<p>Monitoring of flood defences.</p> <p>New development in the locality could be restricted. Assessment in accordance with NPPF</p>

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Green Infrastructure	Green Infrastructure and Open Space Provision The scheme will address an identified deficit in green space provision in the district. It will also retain a clear strategic gap between Bexhill and Hastings.	Combe Valley Countryside Park 600 acres between Bexhill and Hastings. Developed for recreation activities and nature conservation alongside continuing agriculture.	The implementation of the Countryside Park conforms with Policy BX1/HF1/EN5/CO3 in the Core Strategy	ESCC RDC, HBC	407K currently up to 2015 Further future funding to be determined	Development contributions, £400k (rounded) currently agreed	All development in Bexhill and Hastings area will benefit.	Short Term	Committed	Important	Low	N/A
	Egerton Park, Bexhill	Enhance access on the south side.	The redeveloped Egerton Park in Bexhill to become the future benchmark for provision in the District. In accord with Policy CO3	RDC	1.03m (50K per annum for 2009 – 2013)	RDC capital receipts budget and INTERREG IVA grant.	All development in western Bexhill will benefit but not dependent.	Short Term	Committed	Desirable	Low	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Manor Gardens, Bexhill Refurbish the walled garden. Manor Gardens is a formal ornamental public green space	The refurbishment will solidify a valuable asset within the community and increase visitor patronage.	In accord with Policy CO3	RDC	Further work is required to establish costs	TBC	Funding to be sought	Medium Term	Conceptual	Desirable	Medium	Review of existing capacity. Improve maintenance
	Broad Oak Park, Address the deficit in provision for older children in Little Common.	Scope to develop the 28.5 ha site for play, education and wildlife.	In accord with Policy CO3	RDC	Further work is required to establish costs	TBC	Subject to the development of Management Plan and available funding streams	Medium Term	Conceptual	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.

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Green Infrastructure	Collington Wood Update provision and cater for older children. Address the deficit in provision.	Provide play facilities for older children at Collington Wood	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term	Conceptual Further work to be undertaken through the Site Allocations DPD process	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Rye Harbour Farm Habitat Creation Programme Addresses a shortage of access to green space. Compensates for loss of habitats in and around Rye. Will also provide Healthand well-being benefits.	Benefits to biodiversity and habitats with improved access to greenspace, and associated informal recreation. Will be part of the Rye Nature Reserve.	In accord with Policy CO3/EN5	Environment Agency Sussex Wildlife Trust Partners: RDC ESCC	Further work required to establish costs	Environment Agency	Development in Rye area would benefit but is not dependent.	Short Term	Committed Further work to be undertaken through the Site Allocations DPD process	Desirable	Low	N/A.

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Green Infrastructure	Amenity Greenspace The Open Spaces, Sports Recreation Study identifies a deficit of 0.84HA per 1000 population	Address a shortfall in the district Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Further work to be undertaken through the Site Allocations DPD process	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Children's Play Space Local Areas for Play (LAPs), Local Equipped Areas for Play (LEAPs) and Neighbourhood Equipped Areas for Play (NEAPs) The Open Spaces, Sports Recreation Study identifies a deficit of 0.14 HA per 1000 population	Address a shortfall in the district Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Further work to be undertaken through the Site Allocations DPD process	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Young People Recreational facilities (MUGA) The Open Spaces, Sports Recreation Study identifies a deficit of 0.18 HA per 1000 population	Address a shortfall in the district Please refer to section 16 Summary and Conclusions of the Open Space, Sports and recreation Study 2007	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Further work to be undertaken through the Site Allocations DPD process	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.

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Green Infrastructure	<p>Parks & Gardens Provision</p> <p>The Open Spaces, Sports Recreation Study identifies a deficit of 0.32HA per 1000 population</p>	<p>Address a shortfall in the district</p> <p>Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007</p>	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Dependent on Growth. Funding to be sought	Short Term to Medium Term	<p>Conceptual</p> <p>Further work to be undertaken through the Site Allocations DPD process</p>	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	<p>Allotments</p> <p>The Open Spaces, Sports Recreation Study identifies a deficit of 0.12 per 1000 population</p>	<p>Address a shortfall in the district</p> <p>Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007</p>	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Dependent on Growth. Funding to be sought	Short Term to Medium Term	<p>Conceptual</p> <p>Further work to be undertaken through the Site Allocations DPD process</p>	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	<p>Outdoor Sports and Facilities</p> <p>The Open Spaces, Sports Recreation Study identifies a deficit of 1.15 per 1000 population</p>	<p>Address a shortfall in the district</p> <p>Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007</p>	In accord with Policy CO3	RDC	Further work required to establish costs	Developer Contributions	Dependent on Growth. Funding to be sought	Short Term to Medium Term	<p>Conceptual</p> <p>Further work to be undertaken through the Site Allocations DPD process</p>	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.

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Environment	Urban Diffuse Pollution - Surface Water Outfalls	Address problem surface water outfalls in the Rother District Council area that impact on surface water quality	<p>Protect and improve surface water quality in Rother District Council Area.</p> <p>The Environment Agency has published River Basin Management Plans that identify measures that will achieve WFD requirements for all water bodies in England and Wales.</p> <p>Regulation 17 of the Water Environment (WFD)(E&W) Regulations 2003 places a duty on each public body including local planning authorities to 'have regard to' river basin management plans.</p>	Environment Agency Rother DC Southern Water ESCC Highways	£300K	<p>Development Contributions</p> <p>EA - Defra WFD Grant in Aid Southern Water - Revenue RDC - CIL / Section 106 ESCC - Grant in Aid Directive 2000/60/EC the 'Water Framework Directive' applies to surface waters (including coastal waters out to one nautical mile) and groundwater.</p> <p>Work in partnership with EA, Southern Water and East Sussex County Council Highways Department to:</p> <ul style="list-style-type: none"> • identify where surface water outfalls might be impacting on water bodies; • seek options that reduce impacts on water bodies; • assess the risk of deterioration or failing to improve water bodies; • require all practicable mitigation. 	Applicable to all developments which require the provision of surface water drainage	3 year project Year 1 - Identification and feasibility Year 2 - Design / Consultation Year 3 – Implementation	<p>Conceptual</p> <p>Further work to be undertaken through the Site Allocations DPD process</p>	Important	Medium	N/A

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Environment	Heavily Modified Waterbodies	Address Heavily Modified Waterbodies	Water bodies designated as being Heavily Modified under the Water Framework Directive are those where changes to hydromorphology could be impacting on ecology. Measures to improve hydromorphological conditions in the water body have been identified in the South East River Basin Management Plan. Implementing these measures contributes towards achieving the ecological potential of the water body.	TBC	Development contributions	Under the Water Framework Directive (2000/60/EC), the UK must ensure the protection and where necessary improvement of river and coastal hydromorphology adversely impacted by flood management and land drainage schemes, unless there is justification otherwise. Work in partnership with EA and Developers to identify measures that can be put in place to improve hydromorphological conditions in the water bodies in Rother District Council area.	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Further work to be undertaken through the Site Allocations DPD process	Important	Medium	N/A

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Emergency Services	Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
	Sussex Police Effective Policing in Rother's communities in accordance with Policy CO6	To maintain an effective policing service that is directly related to new development in Rother.	In accord with Policy CO6	Sussex Police	TBC	Council Tax Government Grants Developer Contributions	n/a	Medium term	n/a	Desirable	Low	n/a

