

INFRASTRUCTURE DELIVERY PLAN

March 2019

**Rother District Council
Town Hall
London Road
Bexhill-on-Sea
East Sussex
TN39 3JX**

www.rother.gov.uk

This information can be available in large print, Braille, audiotape/CD or in another language upon request.

Please telephone: (01424) 787668

Email: planning.strategy@rother.gov.uk

Contents

1.	Introduction	4
2.	Infrastructure Planning and National Policy	7
3.	Strategic and Cross Boundary Infrastructure	8
4.	Infrastructure Delivery Plan Schedule	12
5.	Preparation of the Infrastructure Delivery Plan	14
6.	Identification of Key Infrastructure Sectors	18

Appendices

Appendix A – Infrastructure Delivery Plan Schedule

1.0 Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) is part of the evidence base informing spatial policy of the Rother Local Plan. The Local Plan comprises: the Core Strategy (adopted 2014), the Development and Site Allocations (DaSA) Local Plan (submitted for examination 2019) and Neighbourhood Plans. Saved policies of the Rother District Local Plan (2006) also currently form part of the Local Plan although these will largely be superseded upon adoption of the DaSA.
- 1.2 This IDP (2019) is an update of the IDP last published in 2015.
- 1.3 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 Local Plan and assists with project managing the planning, programming and funding of work required to ensure that infrastructure is provided in a timely manner.
- 1.4 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.
- 1.5 The purpose of this updated 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 allocation of money collected through the Community Infrastructure Levy (CIL) and to provide the justifications for seeking funding or direct provision for infrastructure as part of developments under Section 106 of the Town & Country Planning Act.
- 1.6 The IDP is a key 'live' corporate document. It will be regularly reviewed and updated as the Local Plan is implemented and as further detail on infrastructure requirements and delivery emerge. Updated versions of the IDP will be reported through the Annual Monitoring Report.

- 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 Local Plan. The content of the Schedule 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.

Community Infrastructure Levy (CIL)

- 1.9 The Community Infrastructure Levy (CIL) allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area to fund a wide range of infrastructure that is needed to support new development. As almost all development has some impact on the need for infrastructure, services and amenities, this tariff-based approach is seen as an effective, quicker and fairer framework to fund new infrastructure to support growth.
- 1.10 CIL was introduced across Rother district on 4th April 2016 and applies to new residential and some retail development. There are exemptions to CIL which are detailed in full on the Council's website.
- 1.11 The Council has adopted a differential zone approach to setting residential CIL rates across the district. Zone 1 comprises Battle, the Rural North and West; Zone 2 comprises Rye, Hastings Fringes and the Rural East; and Zone 3 comprises Bexhill, which is itself divided into 3 sub-zones (urban, rural and strategic urban extension).
- 1.12 Fifteen percent of CIL receipts are passed directly to those Parish and Town Councils where development has taken place as a "neighbourhood proportion". This rises to twenty-five percent if a Neighbourhood Plan is in place. In Bexhill, where there is no Town Council, the neighbourhood proportion is retained by the District Council for spending on relevant infrastructure within Bexhill.

- 1.13 The Council is currently required to publish a list of those infrastructure projects that may be funded by CIL. This is called a ‘Regulation 123 List’. The adopted Regulation 123 List is published on Rother District Council’s website.

Forthcoming legislative changes

- 1.14 The Government published a technical consultation on draft changes to the CIL Regulations on 20th December 2018, indicating its intention to make some legislative changes relating to CIL and development contributions.
- 1.15 Proposed changes include: lifting the current restriction that prevents local authorities pooling Section 106 contributions to fund a single infrastructure project; requiring the reporting of developer contributions from the Community Infrastructure Levy and section 106 planning obligations through an Infrastructure Funding Statement on a statutory basis; and removing restrictions that currently prevent section 106 planning obligations being used to collect contributions towards infrastructure included on a Regulation 123 list.
- 1.16 The Council will continue to monitor legislative changes.

2.0 Infrastructure Planning and National Policy

- 2.1 Paragraph 20 (parts b and c) of the National Planning Policy Framework (NPPF) (2019) states that strategic policies should make sufficient provision for:
 - (b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); and
 - (c) community facilities (such as health, education and cultural infrastructure).
- 2.2 Paragraph 26 notes that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary,
- 2.3 Planning Practice Guidance notes that a Local Plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area, but the Plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought forward¹.

¹ Paragraph: 055 Reference ID: 61-055-20180913

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 Local Plan. 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 East Sussex County Council, the other authorities in East Sussex, and other neighbouring authorities to deliver timely infrastructure to facilitate growth and development and ensure the Council fulfils its Duty to Cooperate obligations².
- 3.2 This could also include assessing the level of contributions where various developments contribute to a shortfall in capacity which requires intervention. The following are key areas where cross boundary infrastructure requirements will require cooperation with adjacent authorities.

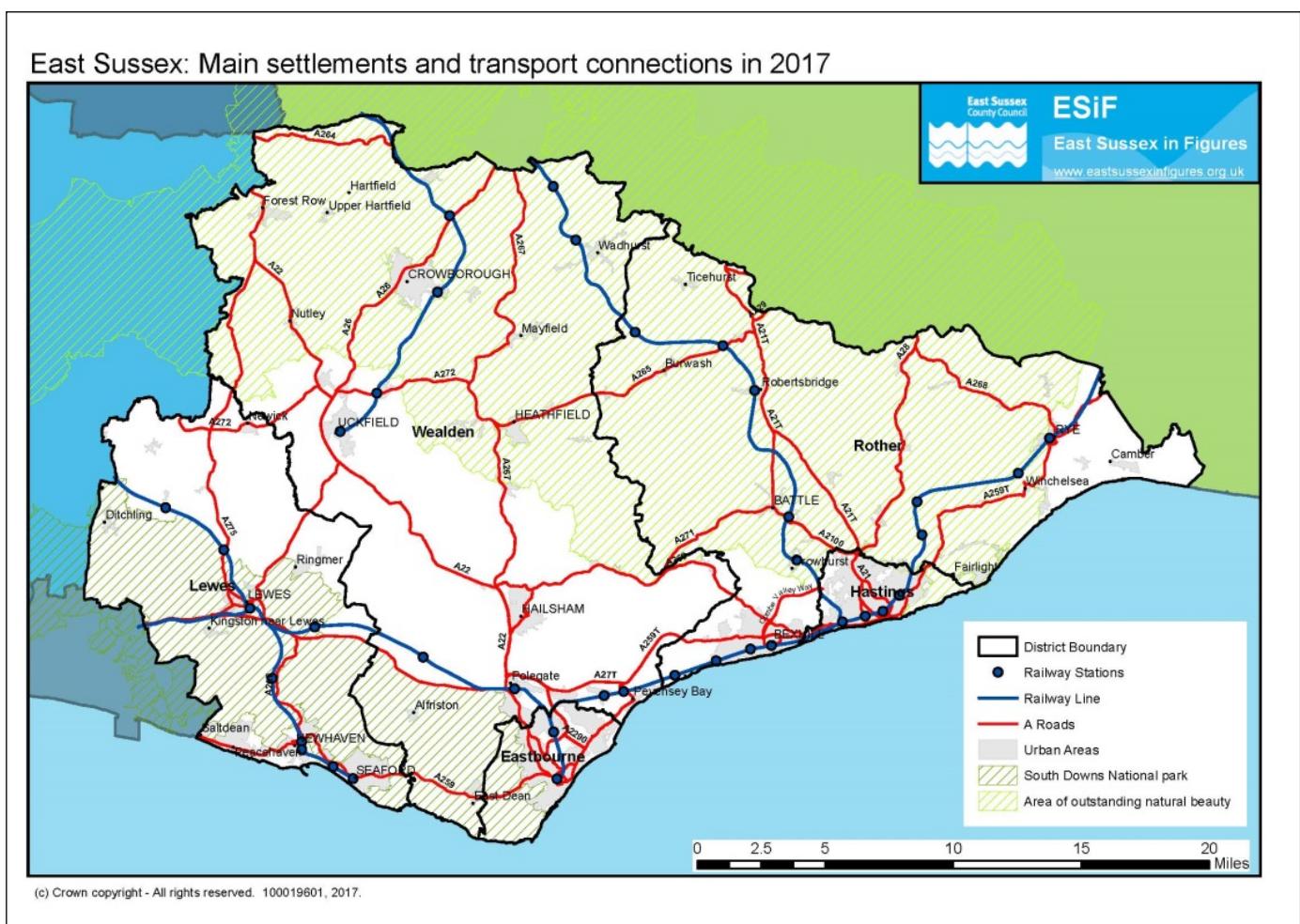
ROAD

- 3.3 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. The lack of efficient strategic road infrastructure 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.
- 3.4 The most significant road project in Rother in recent years has been the construction of the Bexhill to Hastings Link Road (completed 2015), now called Combe Valley Way (A2690), which provides an alternative route between the two towns and has helped to reduce congestion on the A259 and benefitted the economy by improving access to homes, jobs and essential services as well as releasing land for significant employment and housing development in the area. The scheme was funded by the Department for Transport and East Sussex County Council.
- 3.5 A further major scheme: the North Bexhill Access Road (NBAR), which provides a link between Combe Valley Way and the A269 and opens up additional housing land, as identified in the Core Strategy and Development and Site Allocations Local Plan, is virtually complete.

² See the Duty to Cooperate Statement at Section 5 of the Rother District Council Development and Site Allocations Local Plan Proposed Submission Consultation Statement (September 2018) for further details.

- 3.6 Highways England and its partners are currently undertaking a five-year strategic planning cycle to understand the pressures on, and opportunities for, the Strategic Road Network, which will result in the definition of their future road programme for the second road period (2020-2025). Over the course of 2018-19, Highways England will develop its Strategic Business Plan, setting out how it intends to deliver its commitments between 2020 and 2025. It intends to publish its final Road Investment Strategy for this period (RIS2), including details of projects that will benefit, in late 2019.
- 3.7 There has been consistent support for improvements to the A21 strategic road corridor and it has been identified as a key strategic objective in the Core Strategy. While some earlier substantial improvements schemes are not now being progressed, following a Safety Study of the A21 Trunk Road, Highways England has put forward several road safety improvement schemes for funding in RIS2. However, until such time as the announcement on RIS2 funding is made, it cannot be ascertained whether or not these will be funded.
- 3.8 The upgrade to the A21 between Tonbridge and Pembury, to the north of the district, was completed in 2017.

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



Source: East Sussex in Figures 2018

RAIL

- 3.9 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 Area Route Studies. Rother District falls partly in the Kent study area and partly in the Sussex study area.
- 3.10 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.
- 3.11 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.
- 3.12 The Sussex Area Route Study (2015) confirms that Network Rail is working to improve journey times. One method is to increase the speed at which trains can travel on the line, which requires upgrades to infrastructure including signals. The East Coastway section between Hampden Park and Bexhill will be upgraded although timescales are yet to be finalised as the improvement is dependent on a number of non-signalling related issues.
- 3.13 The Sussex Area Route Study acknowledges that overcrowding occurs further to the west along the East Coastway (Ashford to Brighton section). These trains are the busiest regional services in the route study area, with the demand being most concentrated between Hastings and Brighton. To address overcrowding the timetables have been revised and Network Rail forecasts that the service will now not be overcapacity by 2024 or 2044.
- 3.14 Rother District Council, together with Hastings Borough Council and East Sussex County 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 included detailed analysis of the cost benefits of extending the High Speed (HS1) rail service into Bexhill via Hastings and Rye in the Kent Area Route Study (2018). The next step will be consideration by the Department for Transport and bidders for the South Eastern Franchise.
- 3.15 The Kent Area Route Study recognises journey times between Hastings and London via Tunbridge Wells are slow but there are no significant improvements planned to upgrade the infrastructure on the Hastings to Charing Cross line.

WATER SUPPLY

- 3.16 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 the Hastings area namely Bewl, Powdermill and Darwell Reservoirs.

ENVIRONMENT

- 3.17 Rother District has several national and international environmental designations straddling its area. The Dungeness Complex of Natura 2000 Sites extend towards Rye from the Folkestone and Hythe District Council area, while the Pevensey Levels, to the west of Bexhill, which extends into Wealden District, is both a Special Area of Conservation (SAC) and Ramsar Site.
- 3.18 The High Weald Area of Outstanding Natural Beauty (AONB) covers much of the District as well as extending much further across Kent and Sussex, into Surrey. Its defining characteristics and priorities for conservation and enhancement are set out in the High Weald AONB Management Plan 2019-2024.
- 3.19 The Combe Valley Countryside Park is a notable green space between Hastings and Bexhill to which the relevant Councils are committed for leisure and amenity purposes.

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 Plan 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.

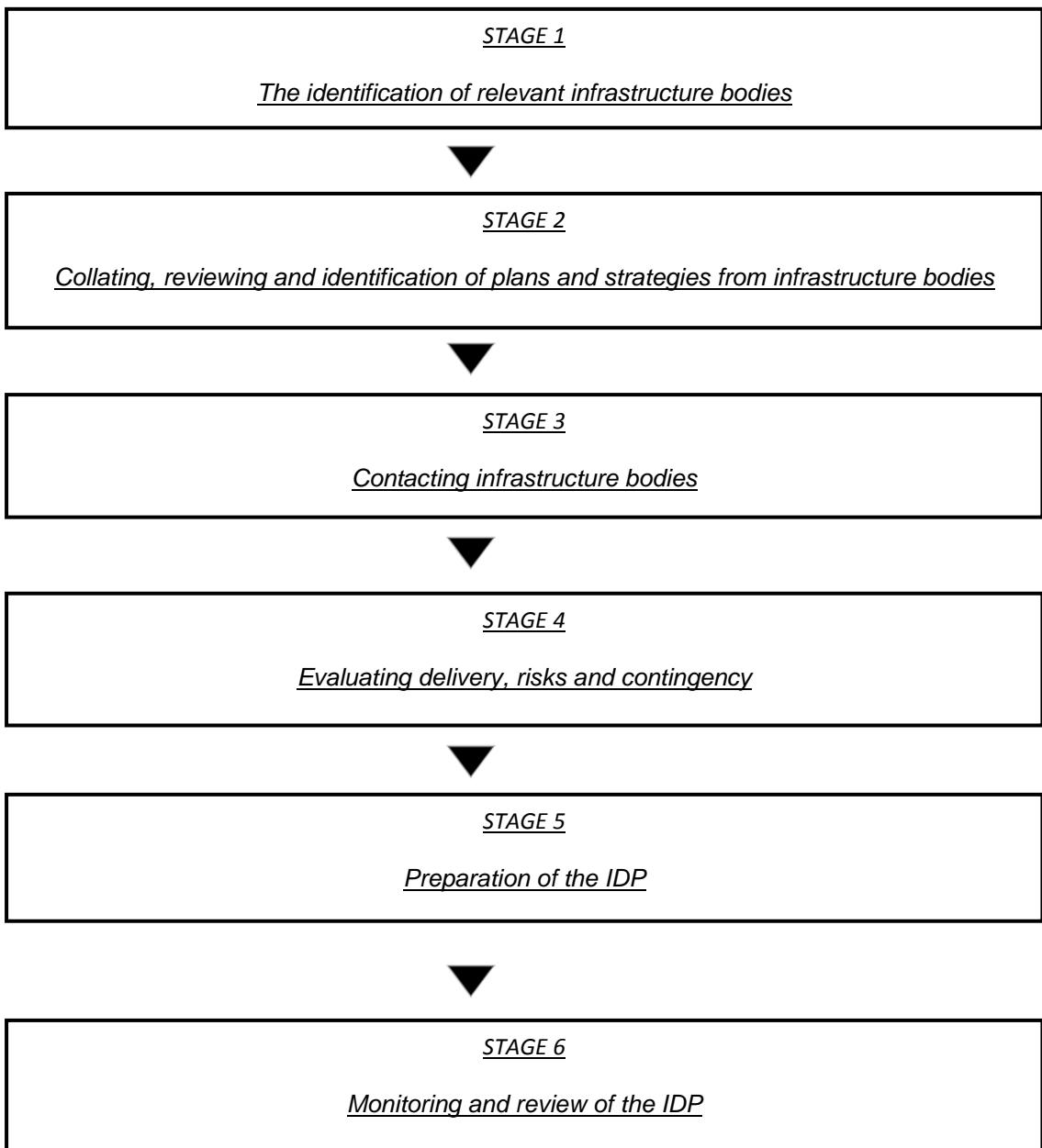
3. Low Risk

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 2 shows a summary of how this was done.

Figure 2: IDP Processes



5.2 The following paragraphs explains how the IDP was originally prepared.

Stage 1 - Identification of Infrastructure Bodies

5.3 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

5.4 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.

5.5 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

5.6 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.

5.7 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.

- 5.8 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

- 5.9 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

- 5.10 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

- 5.11 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.

- 5.12 In addition to general updates, this 2019 update of the IDP has involved reviewing the current strategies of the Infrastructure Bodies; writing directly to the Infrastructure Bodies to request updated information on infrastructure and compiling the information from the Infrastructure Bodies into the Infrastructure Delivery Plan Schedule.

6.0 Identification of Key Infrastructure Sectors

- 6.1 The identification of key infrastructure sectors is highlighted in Figure 3. Within those sectors it was important to breakdown the different infrastructure types and contact providers.

Figure 3: Key Infrastructure

Sector	Infrastructure Type	Lead Body ³
Transport	Road Network Rail Network Public Transport Cycling and Walking Infrastructure	East Sussex County Council Highways England 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 Further Education Colleges
Health	Health Care (Acute Care and General Hospitals, Psychiatric Hospitals, Primary Care Services and Ambulance Services)	NHS Sussex Hastings and Rother Clinical Commissioning Group (CCG)
Environment	Management of watercourses and waterbodies Water quality Designated sites	Environment Agency East Sussex County Council Rother District Council Neighbouring Authorities
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
Flood Defence	Flood defences	Environment Agency East Sussex County Council Rother District Council
Utility Services	Water and Waste Water Energy Supply (gas, electricity and renewable energy) Telecommunications Waste Management	Southern Water South East Water National Grid UK Power Networks Southern Gas Networks East Sussex County Council
Emergency Services	Police Service Fire Service Ambulance Service	East Sussex Fire and Rescue Service Sussex Police South East Coast Ambulance Services

³ Figure 3 is for indicative purposes only

Appendix A – Infrastructure Delivery Plan Schedule

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 Improvements could include widening on approaches to junctions, signalisation of junctions or re-phasing of existing traffic signals.	Core Strategy Policies BX1(v), TR2(l) Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012. Needed to achieve acceptable operating conditions on the transport network.	ESCC	Estimate £500K Further work required to establish detailed costs.	Actual: Development contributions Potential Development contributions External funding (e.g. Local Growth Fund or equivalent from LEP)	Significant development in and around Bexhill Development in Hastings will also benefit	Short term	Conceptual	Critical To mitigate congestion at key junctions on the corridor resulting from traffic related to development	Low None

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 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.	Policy & Objectives Core Strategy Policy HF1(iv) Evidence Local Transport Plan 2011 – 2026 BHLR Complementary Highway Improvement Plan Rother and Hastings Local Plan's transport modeling work 2011/2012 Needed to achieve acceptable operating conditions on the transport network.	Lead: ESCC Actual	£2.5m (includes A259 bus priority measures – see below) ESCC Capital Programme for the Harrow Lane/The Ridge and Queensway/The Ridge junction improvements	Development on the Hastings fringe. Development in Bexhill will also benefit	Short term	Part completed/Committed Scheme identified as part of the BHLR CHIP and is a planning condition of the BHLR planning permission Junction improvements at The Ridge/Harrow Lane and The Ridge/Queensway completed 2015 prior to opening of Combe Valley Way (BHLR). The Ridge feasibility study completed in 2015 – identified package of walking, cycling & public transport measures as well as improvements to Rye Road junction. Arising from the feasibility study a number of interventions have been completed/committed including pedestrian crossings in Hastings and a package of bus stop improvements programmed for delivery 2019/20.	Critical A significant amount of development is dependent upon output to achieve acceptable network operating conditions. Interdependence with BHLR Further improvements identified for The Ridge will help to improve local accessibility onto, along and across the corridor	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 to include: A259 w. bound bus lane on approach to Glyne Gap, A259 e. bound bus lane on approach to Harley Shute roundabout, A259 w. bound bus lane between Filsham Rd and Harley Shute Rd.	Policy & Objectives Core Strategy Policy BX1(v)(a), TR2 Evidence Local Transport Plan 2011 – 2026 BHLR Complementary Highway Improvement Plan Rother and Hastings Local Plan's transport modeling work 2011/2012 Improve bus journey time reliability and lock in benefits of reduced levels of traffic on A259	Lead: ESCC Partners: Rother DC Hastings BC Local bus operators Highways England (Glyne Gap roundabout)	£2.5m (includes The Ridge improvements) ESCC Capital Programme	Actual All development in and around Bexhill. Development in Hastings will also benefit	Short Phase 1 – Glyne Gap to Harley Shute Road – completed November 2018 Phase 2 – Glyne Gap roundabout and Phase 3 – Harley Shute Road to Filsham Road – programmed for delivery in 2019/20.	Part completed/ Committed Scheme identified as part of the BHLR CHIP and is a planning condition of the BHLR planning permission Will further support bus services between Bexhill and Hastings Interdependence with BHLR	Critical 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 Interdependence with BHLR	Low Scheme has been consulted on and TRO has been advertised/ objections upheld. First phase of scheme delivered with second and third phases programmed.	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	Risk to delivery of output	Alternatives and/or Mitigations		
Transport	Non strategic road network – additional capacity, improved flow	Queensway Gateway Road	Policy & Objectives Core Strategy Policy HF1 (v) Evidence Local Transport Plan 2011 – 2026 Needed to unlock employment space in North Hastings (LRA 7 & LRA 8)	Lead: Sea Change Sussex Partner: ESCC	£12m	Actual: Local Growth Fund	Will directly unlock employment space in North Hastings. Other employment development and housing development in rest of Hastings and Bexhill will also benefit.	Short term	Construction. Completion of first phase – Queensway to mid roundabout – in 2018/19; construction of second phase – mid roundabout to A21 – programmed for completion in 2019/20.	A significant amount of development is dependent upon this output to achieve acceptable network operating conditions.	Low	N/A
	Non strategic road network - additional capacity, improved flow	Junction improvements at A269/Holliers Hill//A2036 Wrestwood Road / London Road	Policy & Objectives Core Strategy Policy BX1(v), TR2(i) Evidence Local Transport Plan 2011 - 2026 Rother and Hastings Local Plan's transport modelling work 2011/2012 Rother DaSA modeling work 2018	Lead: ESCC	Estimate: 500 – 800k. Further work required to establish costs.	Actual: Development contributions	Significant development at North East and North Bexhill	Short term	Feasibility Design – scheme delivery linked to receipt of contributions from housing developments in the NE Bexhill area	Critical A significant amount of development is dependent upon output to achieve acceptable network operating conditions	Low	N/A

Infrastructure Delivery Plan Schedule

Service & Issue	Output	Justification	Lead Body	Cost	Funding	<i>Development in Local Plan which depends on output</i>	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations	
											Actual Potential	
Transport	Non strategic road network capacity improvements	Junction improvements at A269/ Watermill Lane	Policy & Objectives Core Strategy Policy BX1(v), TR2(i) Local Transport Plan 2011 - 2026 Evidence Rother and Hastings Local Plan's transport modeling work 2011/2012 Rother DaSA modeling work 2018	Lead: ESCC	Estimate £200k Further work required to establish costs.	Development contributions External funding (e.g. Local Growth Fund or equivalent from LEP)	All development to north east and north of Bexhill	Medium	Concept	Important A significant amount of development will benefit from this output in terms of reducing congestion and achieving acceptable network operating conditions, although queuing has been substantially reduced following the closure of Wartermill Lane to the north beyond the town.	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 capacity improvements	A259 Little Common roundabout Junction improvements	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: Highways England Partner: ESCC	Estimate £300-400k Further detailed work required to establish costs	Actual Potential Development contributions HighwaysEngland	Development in Bexhill and especially in west Bexhill	Short/medium	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.	Critical A significant amount of development is dependent upon output to reduce congestion and achieve acceptable network operating conditions	Low	N/A

Infrastructure Delivery Plan Schedule

Service & Issue	Output	Justification	Lead Body	Cost	Funding	<i>Development in Local Plan which depends on output</i>	Timeframe delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
											Policy & Objectives
Transport	Non strategic road network, additional capacity, improved connectivity and accessibility.	Town centre accessibility traffic management improvements	Policy & Objectives Core Strategy Policy BX2 Evidence Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012 Rother DaSA modeling work 2018 Town Centre Strategy (emerging) Needed to achieve acceptable operating conditions.	Lead: ESCC Partner: Rother District Council	Costs unknown Further detailed work required to establish costs.	Actual Development contributions Potential Development contributions ESCC RDC External funding (e.g. Local Growth Fund or equivalent from LEP)	All development in and around Bexhill	Short/medium term	Concept Dependent on outcomes of the Town Centre Strategy	Important A large amount of development in Bexhill will benefit from this output to achieve acceptable network operating conditions	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, additional capacity, improved connectivity and accessibility.	London Road corridor – accessibility improvements and London Road /Beeching Road junction improvement	Policy & Objectives Evidence Local Transport Plan 2011 – 2026 Rother and Hastings Local Plan's transport modeling work 2011/2012 Rother DASA modelling work 2018 Town Centre Strategy (emerging) Needed to achieve acceptable operating conditions.	Lead: ESCC Partner: Rother District Council	Costs unknown Further detailed work required to establish costs.	Actual Potential Development contributions ESCC RDC External funding (eg. Local Growth Fund or equivalent from LEP)	All development in and around Bexhill	Short/medium term	Preliminary design	Critical A large amount of development in Bexhill will benefit from this output to achieve acceptable network operating conditions, including on the A259.	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, additional capacity, improved connectivity and accessibility.	A259 corridor including A259 / B2095 approach, A259/ Sutherland Avenue and A259/A269 London Road junctions	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 Rother DaSA modeling work 2018	Lead: ESCC Partner: Rother District Council.	Estimate (both junctions): £250K Further detailed work required to establish costs.	Actual Potential Development contributions ESCC RDC External funding (e.g. Local Growth Fund or equivalent from LEP)	All development in and around Bexhill	Short/medium term	Concept	Critical A large amount of development in Bexhill will benefit from this output to achieve acceptable network operating conditions	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, access to development site	New road from development access junction north to connect with Watermill Lane 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: Sea Change Sussex Partners: ESCC Rother district Council and Developer	Estimate £16.6m	Actual Local Growth Fund	Development to north of Bexhill	Short term	Construction First phase – A269 Ninfield Road to Watermill Lane opened Dec 2018; second phase – Watermill Lane to Combe Valley Way programmed to open early 2019	Critical A large amount of development in north Bexhill is dependent on this output	Low	N/A
	Strategic road network, road safety improvements on A21	Road safety improvement schemes on A21 trunk road (specific details unavailable)	Policy & Objectives Core Strategy Policy TR1 Evidence Safety Study of the A21 Trunk Road (Highways England)	DfT/Highways England	Unknown	Potential DfT. Highways England has put forward the schemes for funding in the Road Investment Strategy (RIS) 2. The announcement on RIS2 is scheduled for late 2019 and until such time it cannot be ascertained whether the schemes will be funded.	All development around the A21 corridor and beyond would benefit but is not dependent.	Unknown	Concept	Important	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	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 (infrastructure provision) Parish or District Council (bus shelter maintenance) Partners: Rother District Council, Bus operators, Highways England	Approx £15K per bus stop for improvements Approx £12k per bus shelter Approx £13k per RTPI sign Approx £140k per annum, per bus	Actual Development contributions Potential Development contributions ESCC External funding (e.g. Local Growth Fund or equivalent from LEP)	All development in and around Bexhill	Short/Medium	Bus stop improvements : Concept to construction Further progress dependent on planning conditions and Section 106 agreements for individual sites or as part of local transport schemes	Important Early provision 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

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
	Bus services and facilities	Provision of new or improved, at early phase of development, 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	Policy & Objectives Core Strategy Policy BX1, TR2 Evidence Local Transport Plan 2011 - 2026	Lead : ESCC (infrastructure provision) Parish/ District Council (bus shelter maintenance) Partners: Rother District Council, Bus operators	Approx £15K per bus stop for improvements Approx £12k per bus shelter Approx £13k per RTPI sign	Actual Development contributions Potential Development contributions ESCC External funding (e.g. Local Growth Fund or equivalent from LEP)	All development in the district	Short/ Medium	Bus stop improvements: Concept to construction Further progress dependent on planning conditions and Section 106 agreements for individual sites or as part of local transport schemes.	Important Early provision 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	None

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	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	Policy & Objectives Core Strategy Policy BX1(c), BX2, TR2 Evidence Local Transport Plan 2011 – 2026	Lead: ESCC Partners: Rother District Council, Local cycling groups East Sussex Cycling and Walking Investment Plan (emerging)	Further work required to establish costs for individual routes/ improvements	Actual Local Growth Fund – Hastings Bexhill Movement and Package (£9m) Development contributions Potential Development contributions ESCC External funding (e.g. Local Growth Fund or equivalent from LEP)	All development in the district	Short/Medium	Concept to preliminary design A number of routes in Bexhill have been identified which, where practicable, will be delivered by March 2021 using the proportion of LGF monies allocated to cycle routes in the town. Further routes will be developed and delivered as and when further funding becomes available.	Important To ensure that sustainable access is provided at every development site	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 Battle	Delivery of strategic housing in Battle Abnormal cost to open up the site for development	Development of a strategic housing provision in Battle	Lead: RDC Partners: ESCC and Developers	5m	Development Contributions Housing Investment Fund	Blackfriars housing allocation	2019 onwards	Detailed design for road, outline for housing	Critical	High	n/a
	Bexhill to Ashford rail line upgrade to accommodate HS1 service to stop at Eastbourne, Bexhill, St Leonards Warrior Square, and Hastings and Rye	Enhancement at Ashford West from HS1 link to Marshlink via Ashford International station. Line speed improvements on the Marshlink rail line. New bi-mode rolling stock to run on electrified HS1 link / non electrified Marshlink. Shorten journey times to London and improve economic connectivity	Catalyst for regeneration of Hastings and Bexhill and improve commuter travel times between south coast and London and economic connectivity of East Sussex.	Lead: Network Rail Partners: RDC HBC ESCC KCC	Phase 1 Ashford West Est. £15-25m Phase 2 Line speed improvements Est. £40-110m Phase 3 – rolling stock Est. cost unknown.	Actual Potential DfT SELEP External/private funding	All development in the A21/ A259 growth corridor would benefit but is not dependent.	2020-2028	Phase 1 – Detailed design, Phase 2 - Concept	Desirable	High	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	Improved accessibility to stations	Access improvements to stations which may include additional car parking, cycle and pedestrian access and facilities based on Station Plans introduced by South Eastern franchise train operating company or improved mobility access improvements introduced as part of the Access for All programme.	Policy & Objectives Core Strategy Policy TR2 Evidence Kent Route Study 2017 South Eastern franchise specification 2018 Access for all funding bids (2018) Local Transport Plan 2011 - 2026	Lead: Train operators Partners: ESCC	Further work required to establish costs.	Actual Potential Train operators/NR Development contributions	All development	Short/Medium Term	Concept	Important Improvements will be dependent on South Eastern franchisee developing Station Travel Plans or the outcome of Access for All bids.	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
	Community Transport - additional capacity, improved accessibility	More bus / transport services serving groups with access difficulties where commercial services are not appropriate or available.	Policy & Objectives Core Strategy Policy TR2 Evidence Local Transport Plan 2011 – 2026	Lead: Community Transport operators Partners: ESCC, Rother District Council, Parish Councils and community groups	Not known - further work is required to establish costs	Actual: None. Potential: Development contributions	All development but particularly that in rural areas and market towns.	Short/ Medium Term	Concept	Important 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	Medium	None
	Strategic road network capacity improvements and accessibility	A259 Trunk Road between Glyne Gap and Barnhorn Road parking enforcement measures (should this extend to all trunk road)	Policy & Objectives Core Strategy Policy TR2 Evidence Vehicles contravening parking regulations can increase congestion and, when in bus stops and bus lanes, reduce accessibility	Lead: ESCC Partners: Highways England	Development set up and enforcement costs if extending ESCC's Rother civil parking scheme to Rother's trunk roads	Scheme would need to be self-financed from penalty charge income	All developments in and around Bexhill and wider area	Medium term	Potential future extension of new Rother Civil Parking Scheme due to be introduced in 2020	Important To mitigate congestion resulting from traffic relating to development	Medium as dependent upon cooperation of Highways England	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	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 East Sussex Cycling and Walking Investment Plan (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 East Sussex Cycling and Walking Investment Plan (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

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
	Bus services and facilities	<p>Road layouts in new developments need to be suitable for buses.</p> <p>New developments should link to existing road infrastructure by way of through-roads rather than cul-de-sacs wherever possible to facilitate access by buses.</p> <p>Bus services to serve new developments need to be put in place at an early stage of occupation.</p>	<p>Encourage and support sustainable travel in accordance with Core Strategy Policy TR2</p>	<p>Lead: Developers Partners: East Sussex County Council; Rother District Council; bus operators</p>	<p>Cost dependent on specifics of schemes.</p>	<p>Potential: Development contributions</p>	<p>All development in the district. Particularly development in and around the Bexhill Hastings Quality Bus Corridor.</p>	<p>Short/medium. Timeframe dependent on when developments come forward.</p>	<p>Dependent on developments coming forward.</p>	<p>Important</p>	<p>Medium</p>	<p>N/A</p>

Infrastructure Delivery Plan Schedule

Category	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
Utilities	Local Intermediate/ Medium Pressure reinforcement, if gas is to play a major role in meeting the energy requirements of development identified in the Local Plan	Local network reinforcement	Core Strategy Policy IM2. Appropriate infrastructure is in place to support development.	Southern Gas Networks	Not known	Southern Gas Networks	Development in all areas would benefit but is not dependent.	Medium	Conceptual	Desirable	Medium	Dependent on growth.
	Superfast Broadband, Upgrade existing infrastructure to accommodate fibre to enable access to superfast services	By end of 2015 whole county has access to at least 2mbps download speed. By end of 2020 90% of county has access to superfast fibre broadband (i.e. 24mbps and above).	To improve connectivity across the County by investing in broadband infrastructure development in accordance with Core Strategy Policy EC1.	ESCC	To extent of available funding.	£34.3m public sector funding (ESCC and DCMS), together with supplier match funding.	All 64 exchanges in East Sussex to benefit from fibre upgrade.	Short term	Detailed	Desirable	Medium	N/A

Infrastructure Delivery Plan Schedule

Category	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
Utilities	Water Supply Infrastructure. The need to maintain and increase water supply from Bewl reservoir while reducing the risk of the spread of Invasive Non Native Species to the European protected site at Pevensey Levels.	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.	Accommodate growth in accordance with Core Strategy Policies SRM2 and IM2, ensure the protection of European Protected sites in accordance with Core Strategy Policy EN5. Water Industry National Environment Programme (WINEP)	South East Water	£33.6m	South East Water	Development in all areas would benefit but is not dependent.	Medium term (from 2025)	Conceptual	Important	Medium	n/a
	To meet water supply shortfalls in areas of water stress, surpluses from 2028 could be transferred from WRZ1 to WRZ7 (Blackhurst to Bewl)	Water could be transferred across different areas to meet shortfalls. Strategic main connection	Meet regulatory requirement to provide water In accordance with Core Strategy Policy SRM2.	South East Water	£8.6m	South East Water	Development in all areas would benefit but is not dependent.	Long Term (from 2028)	Conceptual	Desirable	Medium	Leakage reductions Water efficiency measures
	Water Supply infrastructure	Additional storage at Standard Hill Reservoir site near Hazards Green WTW	Provide resilience and manage daily variation in demand for additional properties in Bexhill	South East Water	£2m	Contributions from developers and new customer charges	Subject to capacity checks to be carried out on a site-by-site basis.	Short term to medium term	Ongoing	Desirable	Low	n/a

Infrastructure Delivery Plan Schedule

Utilities	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
	Water Supply infrastructure	Mains reinforcement to transfer additional water from both Hazards Green and sources to west. Some more local reinforcement for the villages	Growth in Bexhill, Battle and also Northiam, Staplecross in particular	South East Water	Dependent on actual requirements	Contributions from developers and new customer charges	Subject to capacity checks to be carried out on a site-by-site basis.	Short term to medium term	Ongoing	Desirable	Low	n/a
	Sewerage network infrastructure	Sewerage network reinforcement	Accommodate growth Policy IM2	Developer/ Southern Water	Unknown at present	Developer/ Southern Water via the new Infrastructure Charge/ Southern Water capital works programme	Subject to capacity checks to be carried out on a site-by-site basis.	Short term to medium term	Ongoing	Desirable but Critical in relation to strategic network improvement scheme for Bexhill	Low	n/a
	Wastewater Treatment Infrastructure	Improvements to wastewater treatment works	To accommodate growth and/or meet higher water quality standards	Southern Water	Unknown	Southern Water 5 yearly price review.	Development in all areas over the lifetime of the Local Plan	Medium to long term	Ongoing	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	Risk to delivery of output	Alternatives and/or Mitigations		
Education	Early years places additional capacity	<u>Bexhill</u> Provision of additional early years places in Bexhill possibly through the construction of a new primary school and nursery on land at North East Bexhill	ESCC Education Commissioning Plan 2017-2021	ESCC	Approx. £6 million (including new primary school)	Potential: 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	Medium term Places required from middle of the next decade	Land for a school and nursery has outline planning permission (ref. RR/2015/1760 /P).	Important Without the provision of additional capacity there will be insufficient early years places to meet demand from development.	High Sufficient funding has yet to be identified.	n/a
	Primary school places additional capacity	<u>Bexhill</u> Provision of additional primary places possibly through the construction of a school and nursery on land at North East Bexhill	Education Commissioning Plan 2017-2021	ESCC	Approx. £6 million (including new nursery)	Potential: Government grant, ESCC capital programme, development contributions from S106 agreements and CIL	Development in Bexhill area which is not yet permitted. It will also support built and already committed developments.	Medium term Places required from middle of next decade	Land for a school and nursery has outline planning permission (ref. RR/2015/1760 /P).	Important Without the provision of additional capacity there will be insufficient school places to meet demand from development	High Sufficient funding has yet to be identified.	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 Mitigations	
Education	Special school provision	Bexhill A new free school is due to open in Bexhill in 2020 to cater for up to 94 pupils aged 11-16 with behavioural issues and excluded children,	Education Commissioning Plan 2017-2021	SABDEN Academy Trust	Not known.	To be funded by the Education and Skills Funding Agency (ESFA)	Development in Bexhill and the surrounding area which is already built, committed and also that which is not yet permitted.	Due to open in Bexhill in 2020.	Not known.	Important. The numbers of children and young people requiring special school places is forecast to rise.	Not known.	The County Council is working closely with its current schools and potential new providers to develop a strategy for the provision of additional capacity. The strategy includes the development of new schools and a review of specialist facilities.

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 Mitigations
Education	East Sussex College Group (Sussex Coast College, Hastings)	East Sussex College Group (ESCG) strategic plan and forecasting tool	East Sussex College Group	TBC	Potential: Education & Skills Funding Agency	Development in Rother District which is not yet permitted.	Long term	Not known.	Important	High	Other options are under review.
	An additional 427 workplaces by 2027-28 in total of which 100 workplaces attributed to Rother District IDP	Bexhill College	National demographic profiling Increased housing locally. New initiatives such as T levels require more curriculum time and increased classroom space.	Bexhill College	Estimated cost £2.5m in total of which 70% (£1.75M) attributed to Rother IDP	<u>Actual:</u> None <u>Potential:</u> -CIL -ESFA Condition Improvement Fund -LEP Grants -College reserves or borrowing according to affordability criteria	It will support already agreed housing developments in Rother	Medium Term	Not known.	High	Not known.

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	Plumpton College Netherfield Centre Additional places for skills development programmes (25 per annum specific to Rother district)	National demographic profiling Plumpton College Strategic Plan SELEP Strategic Economic Plan	Plumpton College	Estimated cost £420k	<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.	Medium term	Not known.	Important	High	Possible shared prosperity funding, or loss of places due to lack of funding availability.
	Plumpton College Netherfield Centre Additional places for specialist High Needs provision (15 per annum specific to Rother district)	National demographic profiling Plumpton College Strategic Plan SELEP Strategic Economic Plan	Plumpton College	Estimated cost £180k	<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.	Medium term	Not known.	Important	High	Possible shared prosperity funding, or loss of places due to lack of funding availability.

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	Plumpton College Netherfield Centre	National demographic profiling	Plumpton College	Estimated cost £250k	<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.	Medium term	Not known.	Important	High	Possible shared prosperity funding, or loss of places due to lack of funding availability.
	FE College Provision for adults	Bexhill College Additional 60 places by 2028 in total of which 70% (42) would be attributed to Rother District IDP Specialist facilities will be needed to expand the number of courses at this level. The current facilities will not accommodate additional provision.	To meet the needs of students who want to progress to HE level study but wish to study locally, often whilst in employment. Specialist facilities will be needed to expand the number of courses at this level. Providing appropriate facilities to adult education at an accessible location and right time for local residents.	Bexhill College	Estimated £830,000	<u>Actual</u> None <u>Potential:</u> -CIL - LEP Grants -College reserves or borrowing according to affordability criteria	It will support already agreed housing as well as continue to developing a workforce to meet the needs of new businesses who may relocate here in the business parks being developed.	Medium term	Not known.	Important	Currently there is no funding available.

Infrastructure Delivery Plan Schedule

Community - 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
	Library service provision in Bexhill, Battle, Rye and surrounding areas	Increase/ enhance capacity of Library and Information services in development areas, including modifications to buildings layout, increasing stock, delivering outreach programs to target need groups.	Responding to distribution of housing growth to ensure provision of a modern, sustainable library service that meets the needs of those who live, work and study in Rother	ESCC	Further work required to establish costs	Potential: CIL, development contributions.	Development in all areas would benefit but is not dependent.	Short To Long Term	Conceptual	Desirable	Medium	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	
Health Provision	Mental Health Care Inadequate provision county-wide with current provision no longer fit for purpose	100 bed dedicated care centre, combining and replacing existing units at various locations, countywide.	Sussex Partnership Foundation Trust – review of existing estate Care Quality Commission Well Led Inspection of the Trust In accordance with Policy CO2 of the Core Strategy.	Sussex Partnership Foundation Trust	£30m-£45m	<u>Actual:</u> <u>Potential:</u> Existing trust annual capital allowance, public sector funding partnership	All development will benefit but is not dependent.	Short term	Concept	Desirable	Medium	N/A

Infrastructure Delivery Plan Schedule

Infrastructure Delivery Plan Schedule

Community – Sports & Recreation	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
	Bexhill Sport Leisure Centre Development	Centralised provision of new sporting amenity for Bexhill. The development would provide facilities for proposed growth to the north and NE Bexhill.	In accordance with Policy CO3 in the Core Strategy and Policy BEX4 of the Development & Site Allocations Local Plan (submitted 2019). The facility would address a shortfall in the town for additional swimming provision and a multi sports centre on a single site. Shortage of provision identified in the Indoor Sports & Leisure Facilities Strategy 2015 – 2025 (2015).	RDC – developer partner	15M	<u>Actual:</u> Developer contributions (c. £1M secured to date) <u>Potential:</u> SELEP Developer Contributions Sport England CIL	Development in Bexhill area which is not yet permitted.	Medium	Conceptual/Feasibility design. Site allocation in the Development & Site Allocations Local Plan (submitted 2019) (Policy BEX4).	Important	Medium	Monitor capacity. Develop/ refurbish existing facilities as communities grow and develop.

Infrastructure Delivery Plan Schedule

Community – Sports & Recreation	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
	New Multi-Use Games Area, skate park and improved BMX track at Sidley Recreation Ground, Canada Way, Bexhill with ancillary facilities including floodlighting and public toilets.	Improve sports and recreational facilities and provision.	In accordance with Policy CO3 of the Core Strategy	RDC	c£700,000	Actual: £300,000 RDC Capital Programme including £99,970 of S106 contributions from the NE Bexhill development. Potential: Conditional awards: <ul style="list-style-type: none">• £100,000 Sport England.• £76,000 Big Local lottery funding through the Heart of Sidley.• £5,000 Hastings Round Table.• £4,230 contributions and fundraising through collaboration between The Source, Hastings and Bexhill Burners BMX Club.	Development in Bexhill would benefit but is not dependent.	Delivery in the financial year 2019-2020 and 2020-2021.	Conceptual/Feasibility design. Cabinet approval obtained to increase the Capital Programme by £300,000 to help meet the project costs.	Desirable	Medium	N/A
	New full size 3G Artificial Grass Pitch , ancillary changing facilities and community hub at Sidley Sport and Social Club, Bexhill	Improve sports and recreational facilities and provision and address a shortfall of 3G AGP in the District.	In accordance with Policy CO3 of the Core Strategy and Policy BEX11 of the Development & Site Allocations Local Plan (submitted 2019). The Playing Pitch Strategy (2016) identifies a shortfall in 3G Artificial Grass Pitches in Rother	Heart of Sidley	£1.5M	Potential: Heart of Sidley contribution; Sport England; Developer Contributions	Development in Bexhill and surrounding areas would benefit but is not dependent.	Medium term	Conceptual/Feasibility design Site allocation in the Development & Site Allocations Local Plan (submitted 2019) (Policy BEX11).	Important	Medium	Grass pitches with smaller ancillary uses as before.

Infrastructure Delivery Plan Schedule

Community – Sports & Recreation	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
	Grass football pitches The Playing Pitch Strategy (2016) identifies a deficit of capacity across Rother and Hastings for grass football pitches, with deficiency being most severe for youth and mini soccer pitches.	Address a shortfall in the District. Please refer to Section 12 of the Rother and Hastings Playing Pitch Strategy (2016)	In accordance with Policy CO3 of the Core Strategy Shortage of provision identified in the Rother and Hastings Playing Pitch Strategy (2016)	RDC	Further work required to establish costs	<u>Actual:</u> None <u>Potential:</u> Developer contributions CIL	Development in all areas would benefit but is not dependent	Medium	Conceptual	Desirable	Medium	Review of existing capacity. Improve maintenance. Expand existing amenities.
	3G Artificial Grass Pitches The Playing Pitch Strategy (2016) identifies a shortfall in 3G Artificial Grass Pitches in the district and recommends the development of 2 full-sized pitches.	Address a shortfall in the District. Please refer to Section 13 of the Rother and Hastings Playing Pitch Strategy (2016)	In accordance with Policy CO3 of the Core Strategy. Shortage of provision identified in the Rother and Hastings Playing Pitch Strategy (2016)	RDC Bexhill College Football clubs	Further work required to establish costs	<u>Actual:</u> None <u>Potential:</u> Developer contributions CIL	Development in all areas would benefit but is not dependent	Medium	Conceptual	Desirable	Medium	N/A

Infrastructure Delivery Plan Schedule

Community – Sports & Recreation	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
	Rugby pitches The Playing Pitch Strategy (2016) identifies a deficit of capacity in Rye and Bexhill/Hastings.	Address a shortfall in the District. Please refer to Section 13 of the Rother and Hastings Playing Pitch Strategy (2016)	In accordance with Policy CO3 of the Core Strategy Shortage of provision identified in the Rother and Hastings Playing Pitch Strategy (2016)	Not known	Further work required to establish costs	<u>Actual:</u> None <u>Potential:</u> Developer contributions CIL	Development in all areas would benefit but is not dependent	Medium	Conceptual	Desirable	Medium	Increase the quality of existing pitches
	Under supply of all-weather Multi Use Games areas at Bexhill College	Improve sport and recreational facilities for Bexhill College students and across the district. Shortage of provision in the district as identified by the Leisure Facilities Strategy	Increase in students in the College and a lack of facilities which can be used all year round for teaching and recreation.	Bexhill College	Further work required to establish the cost.	<u>Actual:</u> None in place <u>Potential:</u> -CIL -ESFA Condition Improvement Fund -LEP Grants - potential Sport England grants -College reserves or borrowing according to affordability criteria	Development in Bexhill would benefit but is not dependent.	Medium	Conceptual	Desirable	High	Continue to use grass areas when weather permits

Infrastructure Delivery Plan Schedule

Flood Defence	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
	Improvements to flood defence schemes in eastern Rother Rother Tidal Walls East.	Ongoing implementation of flood defence schemes to increase standard of protection (sop) from a 1-20 yr sop to 1 - 200 and includes a set-back for habitat creation	To accord with Core Strategy Policy EN6/EN7 Protect Rye from flooding	Environment Agency (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	Development in Rye and the surrounding area.	Short Term to Medium Term.	Approval dependent upon securing partnership/3rd party financial contribution to the scheme. Outline Design Complete.	Critical	Medium	New development in the locality will be assessed in accordance with NPPF.
	Cliff End to Fairlight Cove	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 in partnership with the East Kent Engineering Partnership and the Environment Agency.	n/a	n/a	n/a	Short Term to Long Term	Committed	Important	Low	New development in the locality will be assessed in accordance with NPPF.
	Pett Sea Defences (shingle renourishment)	Ongoing Capital maintenance of shingle Beaches and timber groynes	Protect Cliff End, Pett Level, Winchelsea Beach and Dogs Hill from coastal flooding	Environment Agency	£1.2m 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 be assessed in accordance with NPPF.

Infrastructure Delivery Plan Schedule

Flood Defence	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
	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.	The cliffs are important for their geology and landscape quality (ANOB and SSSI). To accord with the Shoreline Management Plan and 'hold the line' strategy	RDC in partnership with the East Kent Engineering Partnership and the Environment Agency.	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) Construction of slope toe defence structure in 2016. Landsliding cliff activity attributed to elevated ground water levels and cliff toe erosion. The geological important 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. Recreational assets such as coastal footpaths (The Saxon Shoreway) may require re-routing.	To accord with the Shoreline Management Plan and 'hold the line' strategy	RDC in partnership with the East Kent Engineering Partnership and the Environment Agency.	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

Infrastructure Delivery Plan Schedule

Service & Issue	Output	Justification	Lead Body	Cost	Funding Arrangements	Development in Local Plan which depends on output	Timeline delivery of output	Scheme Status	Importance to Strategy	Risk to delivery of output	Alternatives and/or Mitigations
Flood Defence	Bexhill to Cooden 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.	Protect the shoreline and local community from the impact of coastal erosion and climate change.	In accordance with Core Strategy Policy EN6 (i)(ii).	RDC	n/a	Ongoing maintenance costs, £7,000 from RDC	n/a	Short Term to Long Term	n/a	Important	Low
	Jury's Gap to The Suttons Broomhill Sands defences completed 2014. Annual maintenance of shingle beach in front of Suttons properties. Amenity beach backed by low coast road and properties. Links to Dungeness flood risk area.	Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change.	In accordance with Core Strategy Policy EN6	Environment Agency (South Foreland to Beachy Head SMP)	£200k annually	Flood Defence Grant in Aid (Government)	n/a	Short Term to Long Term	Committed	Important	Low

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	Camber Sands Continued dune management. Protect the dunes and local community. Links to Dungeness flood risk area	Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change	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. In accordance with Core Strategy Policies EN5 and EN6.	Environment Agency and ESCC (South Foreland to Beachy Head SMP) EA role is to monitor the condition of the dunes, maintaining fencing and timber groynes.	£21,000 pa	Ongoing maintenance costs	Development in the Camber area benefits.	Short Term to Long Term	Committed	Important	Low Monitoring of flood defences. New development in the locality could be restricted. Assessment in accordance with NPPF
	Pevensey Coastal Defence Protect shoreline from coastal erosion. Pevensey Levels, 10,000 properties and caravan parks	Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change	In accordance with Core Strategy Policy EN6 and Shoreline Management Plan.	DEFRA, Environment Agency and Pevensey Coastal Defence Ltd	£30m	Private Finance Initiative Ranges from cost of materials and maintenance in accordance with contractors agreement or a severe storm occurrence that threatens the shingle embankment.	Development in the Pevensey area benefits.	Short Term to Long Term	Committed	Important	Low Monitoring of flood defences. New development in the locality could be restricted. Assessment in accordance with NPPF
	Lydd Ranges Sea Defences	Protect the shoreline and local community from the impact of coastal processes, flood risk and climate change	In accordance with Core Strategy Policy EN6.	Environment Agency (South Foreland to Beachy Head SMP)	£41m	Flood Defence Grant in Aid (FDGIA) (Government) Private contributions	Development at the far eastern end of the district will benefit.	Short Term to Long Term	Scheme being developed, anticipated construction start Summer 2020.	Important	Not known Monitoring of flood defences. New development in the locality could be restricted. Assessment in accordance with the NPPF.

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	Alternatives and/or Mitigations	
Flood Defence	Tillingham Sluice Tidal Barrier, Rye Vertical gate is approaching the limit of design life with increased risk of failure, increased levels of maintenance and operator attendance. Gate currently lower than defences each side.	Capital scheme to extend life of asset, improve resilience and improve standard of protection to 0.5% AEP to 2058. In accordance with Core Strategy Policy EN6.	The sluice is an integral part of Rother West Tidal Bank flood defences, contributing to Folkestone to Cliff End Management Strategy (FOCES), protecting against flooding.	Environment Agency	Phase 1: £0.5m (2019-20) Phase 2: £2.5m (2024-27)	Flood Defence Grant in Aid (FDGIA) (Government)	Development in Rye and eastern Rother will benefit.	Short Term to Medium Term	Phase 1 outline business case due for completion March 2019	Important	Not known New development in the locality could be restricted. Assessment in accordance with the NPPF.

Infrastructure Delivery Plan Schedule

Green Infrastructure	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
	Strategic Initiatives Overview											
	Key Objectives			Implementation Details			Timeline & Resources			Impact & Monitoring		
	Initiative Details			Timeline & Resources			Impact & Monitoring			Risk & Mitigation		
	Green Infrastructure and Open Space Provision	Combe Valley Countryside Park. 1480 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	Combe Valley Countryside Park Community Interest Company (CIC), Groundwork South, ESCC RDC, HBC	Unknown	Development contributions	All development in Bexhill, Hastings, Crowhurst and the surrounding area will benefit.	Short Term	Committed	Important	Low	N/A
	Manor Gardens, Bexhill	Refurbish the walled garden. Manor Gardens is a formal ornamental public green space	In accordance with Core Strategy 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,	Scope to develop the 28.5 ha site for play, education and wildlife.	In accordance with Core Strategy 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.

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
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 accordance with Core Strategy 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 health and 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 accordance with Core Strategy Policy CO3/EN5 Environment Agency, Sussex Wildlife Trust Partners: RDC ESCC	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	Desirable Low	N/A.

Infrastructure Delivery Plan Schedule

Green Infrastructure	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
	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 accordance with Core Strategy Policy CO3	RDC/ Developers?	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Some site allocations within the Development and Site Allocations Local Plan (submitted 2019).	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 accordance with Core Strategy Policy CO3	RDC/ Developers?	Further work required to establish costs	Developer Contributions	Development in all areas would benefit but is not dependent.	Short Term to Medium Term	Conceptual Some site allocations within the Development and Site Allocations Local Plan (submitted 2019).	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 accordance with Core Strategy 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	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.

Infrastructure Delivery Plan Schedule

Green Infrastructure	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
	Parks & Gardens Provision	Address a shortfall in the district The Open Spaces, Sports Recreation Study identifies a deficit of 0.32HA per 1000 population	In accordance with Core Strategy Policy CO3 Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007	RDC	Further work required to establish costs	Developer Contributions	Dependent on Growth. Funding to be sought	Short Term to Medium Term	Conceptual	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Allotments	Address a shortfall in the district The Open Spaces, Sports Recreation Study identifies a deficit of 0.12 per 1000 population	In accordance with Core Strategy Policy CO3 Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007	Town and Parish Councils Developers	Further work required to establish costs	Developer Contributions Town and Parish Council funds Third party funding	Dependent on Growth. Funding to be sought	Short Term to Medium Term	Conceptual Some site allocations within the Development and Site Allocations Local Plan (submitted 2019).	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.
	Outdoor Sports and Facilities	Address a shortfall in the district The Open Spaces, Sports Recreation Study identifies a deficit of 1.15 per 1000 population	In accordance with Core Strategy Policy CO3 Please refer to section 16 Summary and Conclusions of the Open Space, Sports and Recreation Study 2007	RDC	Further work required to establish costs	Developer Contributions	Dependent on Growth. Funding to be sought	Short Term to Medium Term	Conceptual Some site allocations within the Development and Site Allocations Local Plan (submitted 2019).	Desirable	Medium	Review of existing capacity. Improve maintenance and look into possible expansion of existing amenities.

Infrastructure Delivery Plan Schedule

Environment	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
	Management of water levels in ordinary watercourses and water infrastructure within the three internal drainage districts covered by the Pevensey and Cuckmere Water Level Management Board (PCWLMB) to mitigate against flooding and drought.	Improvements to the drainage network required as a consequence of increased surface water rates/ volumes arising from new development.	PCWLMB's byelaws Land Drainage Act Core Strategy Policies EN6 and EN7.	PCWLMB Developers	The tariff for contributions, based on the area of impermeable surfaces within the site, is set by the PCWLMB and is available on their website.	Prior consent is required from the PCWLMB where development will result in an increase in the rate or volume of flows in any watercourse and one of the conditions imposed as part of any such approval is the payment of a development contribution to the Board. This applies to development within the PCWLMB's district and its wider hydrological catchment. The charge is used to fund improvements to the drainage network (as detailed in "Output" section).	Development in all areas would benefit but is not dependent.	Short term. Dependent on when relevant developments come forward.	Ongoing	Important	Low	N/A
	Maintenance of integrity of Natura 2000 Sites: Pevensey Levels	Ensuring water quality in the Pevensey Levels. Suitable SuDS in developments	EC Habitats Directive Core Strategy Policy EN5, DaSA Policies DEN4, DEN5.	Rother District Council, Wealden District Council, Eastbourne Borough Council, Natural England, Environment Agency, IDB.	Cost of SuDS as part of development	Individual developers but with potential for strategic solutions.	Development within the Pevensey Levels Hydrological Catchment Area.	Short term. Dependent on when relevant developments come forward.	Ongoing	Critical	Low	N/A

Infrastructure Delivery Plan Schedule

Environment	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
	Maintenance of integrity of Natura 2000 Sites: the Dungeness Complex (SPA, SAC, Ramsar)	Preventing degradation of the habitats of the Dungeness Complex	EC Habitats Directive Core Strategy Policy EN5, DaSA Policy DEN4 To implement the Sustainable Access and Recreation Management Strategy (SARMS)	Rother District Council, Folkestone and Hythe District Council	Circa £50,000	CIL, partnership funding	Development within 200 metres of designated sites.	Short term. Dependent on when relevant developments come forward.	Ongoing	Critical	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
Sussex Police To maintain effective policing in Rother's communities, taking account of population growth (the new households to be delivered over the remaining plan period) and the changing nature of crime at both the national and local level.	To ensure new development makes adequate provision for the future policing needs that it will generate. To include (to 2028): 12 additional officers and 10 additional support staff; investment in increasing vehicle fleet capacity; police accommodation; additional Automatic Number Plate Recognition (APNR) camera coverage; new Internet Protocol (IP) CCTV cameras; Community Safety Partnerships.	NPPF (paragraphs: 17, 58, 59, 70, 156, 162, 177,186) To accord with Core Strategy Policy CO6	Sussex Police	£1,208,019 (Not including fixed ANPR provision, which is yet TBC); to include: c.£149,000 set up costs for additional officers and staff; £421,000 accommodation for new staff (including new sites at Battle and Rye); £578,000 for vehicle fleet and £60,000 for mobile ANPR. Investment in new IP cameras in highly populated areas in Bexhill town centre is recommended (£4,750 per camera) together with additional funding for Community Safety Partnerships.	Sussex Police receives 61% of its funding from central government and 39% from local taxation. It relies on borrowing to fund capital infrastructure. This funding covers salary and maintenance costs but not the infrastructure costs arising directly as a result of the development proposed. Therefore, Developer Contributions (CIL, S106) are required.	All new housing throughout the District.	Medium term (to 2028)	Concept	Important	Medium (reliant on developer contributions)	Existing infrastructure will eventually become stretched to breaking point, adversely affecting the level of policing received by existing and new communities.