

## **Appendix A**

### **Proposed Submission Version Planning Strategy**

**THIS DOCUMENT IS THE DRAFT DOCUMENT FOR  
CONSIDERATION AT CABINET AND FULL COUNCIL**

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## Foreword

Planning shapes our environment: where we live, work and play. The new Hastings Local Plan presents an opportunity to improve the way we do things in the future - how we use land, what we build, how our town centres will develop and change, and how planning decisions fit with other policies and strategies.

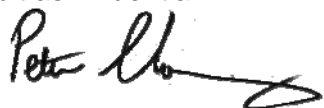


Hastings Borough Council has reached an important stage in the preparation of this plan. The Hastings Planning Strategy sets out the key planning policies that will guide how the borough develops. The Strategy shows how much development will be allowed, where and when. It shows what we'll need to do to provide homes and jobs for Hastings residents, and to continue the regeneration of the area. But none of this is straightforward. We have to stick to government rules about what we put in the plan, and in particular how many new homes we need to provide. And it's important to note that the Hastings Local Plan is just that: a plan. We can't make development happen, nor can we make developers do exactly what we want them to. What we have to do is make sure our plan and the policies in it are as robust as possible, to give us the strongest possible influence over development proposals that come forward.

We need to make sure that the regeneration of our town continues, and that economic growth and prosperity are at the heart of our plan. But we also need to protect the heritage of Hastings, in terms of both historic buildings and open spaces, while ensuring new development is of the highest possible quality, particularly in our town centres and seafront. At first sight, these principles might seem to be at odds. But to maximise the economic opportunities for our town and its residents, we need to make Hastings an attractive and desirable place to visit, live, and do business. In this way, we can do our best to maximise both the prosperity and quality of life for our residents. But we must also be precise, and targeted: what's best for Hastings town centre might not be best for St Helens, nor even St Leonards Town Centre. We need to develop the character, diversity and uniqueness of every part of our borough, recognising the different needs of our increasingly diverse communities. This requires bespoke tailoring, not a blanket thrown over the whole town.

This is where you come in. We've already taken into account the views of local people, businesses and other organisations through earlier consultations, and we're very grateful for the contributions made. The next step is to ensure your support, consider any final comments and then submit the document to the Secretary of State for examination. Then we'll prepare the Hastings Development Management Plan which will set out how specific parcels of land will be developed or conserved, and will refresh the detailed policies the council currently uses to manage development in Hastings.

So this plan is important: it will affect dramatically how the town changes in the coming years. It will shape the look, feel and prosperity of Hastings not just for us, but for generations to come. When the Normans came almost a thousand years ago, they had no development plan. And they didn't consult local people. But their developments influenced the town in ways we can still see today. We can be every bit as influential!



## **Part One – Introduction and Objectives**

### **Chapter 1: Introduction**

### **Chapter 2: About Hastings**

### **Chapter 3: Strategic Objectives**

## Chapter 1: Introduction

### What is this document about?

- 1.1 Planning affects many aspects of our lives – from where we live, work and shop to where and how we can spend leisure time. Effective planning is about managing change rather than letting it happen in an unplanned way.

### The Hastings Local Plan

- 1.2 The Hastings Local Plan will be a set of planning documents, maps and written policies to show where, in what form and in what quantities development can take place. It will set out how Hastings is expected to change over the time period up to 2028, and will reflect other strategies and policies in the area including matters such as education, health and economic development priorities. The documents that make up the Hastings Local Plan are shown in the diagram below:

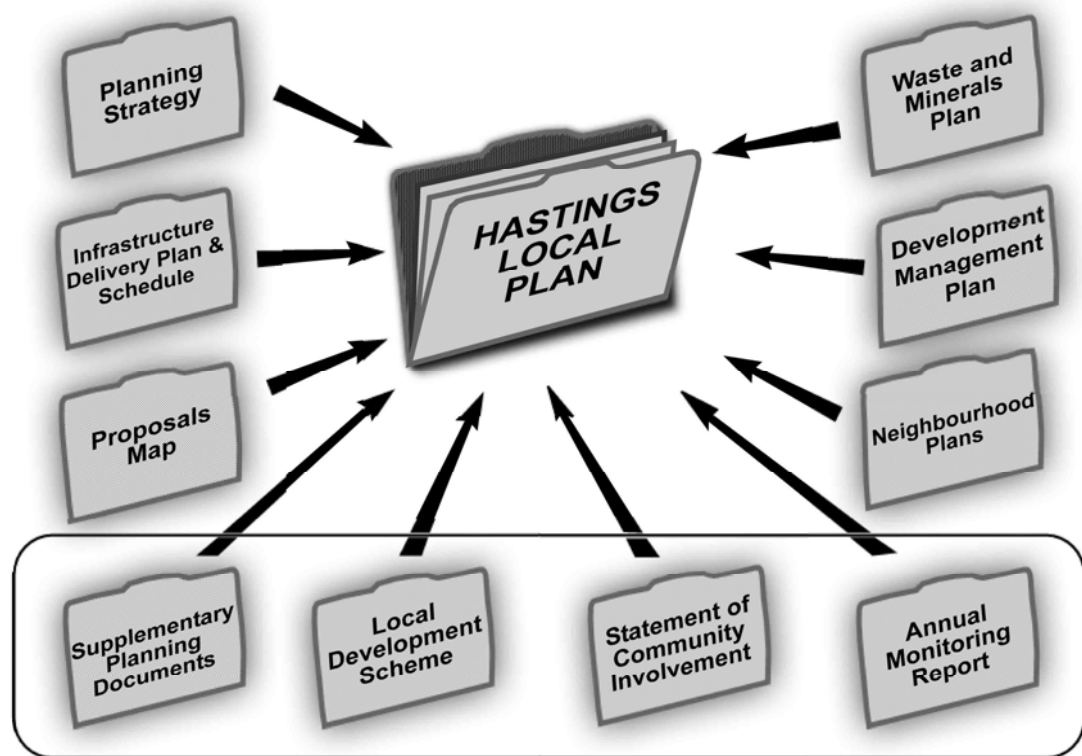


Figure 1: The documents which make up the Hastings Local Plan

- 1.3 **The Hastings Planning Strategy** - this is what you're reading now. It will inform the other plan documents as they're written over the next few years. More detail about developing the Hastings Planning Strategy is given below.
- 1.4 **The Hastings Development Management Plan** – this will identify proposed development sites to meet the vision identified in the Planning Strategy and will contain detailed policies for development management, against which planning applications will be assessed. Work began on this document in autumn 2011 with adoption due in March 2013.

- 1.5 **Infrastructure Delivery Plan and Schedule** – this provides supportive evidence of what physical, social, and environmental infrastructure is required to support delivery of the Planning Strategy.
- 1.6 **Neighbourhood Plans** – these will be introduced through the Localism Act and provide the opportunity for local people to prepare detailed development plans for their own local area.
- 1.7 **Supplementary Planning Documents** - These will provide greater detail on policies in the Local Plan.
- 1.8 **The Local Development Scheme, Statement of Community Involvement, Annual Monitoring Report and Proposals Map** are procedural elements undertaken as part of the planning process. More detail on these documents is available on our website at [www.hastings.gov.uk/ldf/ldfexplained](http://www.hastings.gov.uk/ldf/ldfexplained)

## Changes to the planning system

- 1.9 This Strategy was formerly known as the Local Development Framework Core Strategy. In July 2011 the Government published a draft National Planning Policy Framework<sup>1</sup>, which aims to simplify the plan making system. In the interests of keeping things simple, we have renamed the Core Strategy the Hastings Planning Strategy.
- 1.10 As part of the Localism Act, the regional planning strategy, called ‘The South East Plan’ has also been abolished. The Planning Strategy therefore, no longer makes reference to this.

## Planning for waste and minerals

- 1.11 The management of waste and production of minerals are carried out in a manner that usually extends beyond the boundaries of a single District or Borough Council. It is important therefore that the need for such activity is considered in a wider geographical context and for this reason, planning for waste and minerals is carried out by East Sussex County Council. Local planning policy for this is contained in the East Sussex and Brighton & Hove Waste Local Plan and the East Sussex and Brighton & Hove Minerals Local Plan<sup>2</sup>. Alongside this Hastings Local Plan, these plans form the development plan for the area and District and Borough councils therefore also need to take relevant policies in these plans into account when reaching decisions on planning applications. Planning applications for waste and minerals activity are considered by the County Council.

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<sup>1</sup><http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

<sup>2</sup> The Waste Local Plan and Minerals Local Plan will be replaced by a Waste and Minerals Plan and subsequent site allocations documents in due course. For more information go to the ESCC website: <http://www.eastsussex.gov.uk/environment/planning/development/mineralsandwaste/default.htm>

## **Further information about the Hastings Planning Strategy**

- 1.12 This document; the Hastings Planning Strategy, provides a long-term plan to deliver regeneration and sustainable growth in the town over the next 15 years. The next document, the Hastings Development Management Plan is more specifically concerned with individual development sites and specific details. The purpose of the Planning Strategy is to set an overall framework for the future of the town and it:
- sets out the vision for the future sustainable development and regeneration of the town up to 2028.
  - Identifies the key issues to be addressed through the planning system and sets out generally how we intend to deliver new housing, jobs and infrastructure and also contains policies for protecting our most important green spaces and historic townscapes.
  - sets out how we'll accommodate future levels of housing growth.
  - sets guidelines for the pattern of land uses around the town.
  - forms the context for other Local Plan documents that will be prepared in the future.
  - clearly shows how planning policies and the use of land will support the key targets in the Hastings & St. Leonards Sustainable Community Strategy 2009 - 2026.
  - joins up planning and land issues with plans and proposals affecting health, equalities, community safety, housing, regeneration, community development, employment, education, transport and the environment set out in the Hastings & St Leonards Sustainable Community Strategy.
- 1.13 During the period up to 2028 the Hastings Planning Strategy will be reviewed to reflect progress in its delivery, and it is anticipated that this would be carried out in time to have a revised Strategy adopted by no later than the mid - point of the plan period (i.e.2023).

## **Writing the Hastings Planning Strategy**

- 1.14 We have gone through three stages in producing the Planning Strategy. The first stage – “Issues and Options” was carried out at the end of 2006, when we presented an overview of the local issues, and suggested options for addressing them. We asked for comments, inviting further issues and options to be identified too.
- 1.15 The next stage “Preferred Approaches” took into consideration the comments we received as part of the ‘Issues and Options’ consultation, studies on issues such as flood risk and land for housing, and assessments of the environmental, economic and social impacts of the different issues and options that have been put forward.
- 1.16 In July and August 2011 we carried out a further round of informal consultation to gather views on a locally set housing target for the period up to 2028 as well as new policies and changes to policies since the previous consultation.
- 1.17 This is now the final version and will be submitted to the Government for approval in 2012. It takes on board comments received on the earlier draft versions of the Strategy. The shape and form of the Planning Strategy has

inevitably evolved over time in response to our understanding of the key issues, and to points raised by those who responded to the earlier stages in its preparation. We have tried to make the document succinct and easy to understand; while sufficiently comprehensive to provide a clear explanation about the spatial planning approach the Council intends to follow.

## **Making your representations**

- 1.18 This document is the result of a significant amount of research, assessment and consultation, and it represents the Council's final view on what the Planning Strategy will contain.

### **How to respond**

- 1.19 There are two ways that you can submit your formal representations:

**1. Online (this is our preferred method of response)**

Visit our website at [www.hastings.gov.uk/ldf/consultations](http://www.hastings.gov.uk/ldf/consultations) and follow the instructions.

**2. Written response**

Complete a response form and post (or deliver) it to:

Hastings Planning Strategy Consultation  
Planning Policy Team  
Hastings Borough Council  
Aquila House  
Breeds Place  
East Sussex  
TN34 3UY

- 1.20 Alternatively you can hand your completed response form to the counter staff at the Hastings Information Centre, Town Hall and they will forward it to us.
- 1.21 You can post comments on Facebook [www.facebook.com/shapinghastings](http://www.facebook.com/shapinghastings) or contact us through Twitter [www.twitter.com/ShapingHastings](http://www.twitter.com/ShapingHastings), although these will not be taken forward as formal representations. We will make sure we will reply to any queries posted this way.
- 1.22 Additional copies of the document and response form can be downloaded from [www.hastings.gov.uk/ldf/consultations](http://www.hastings.gov.uk/ldf/consultations)
- 1.23 Representations must be received by 4pm on Monday 30 July 2012

### **What happens next?**

- 1.24 Your formal representations will be passed to an independent Inspector who will be conducting a public examination into the 'soundness' of the document. This is expected to be between February and March 2013. The Inspector will then issue a report with recommendations which will be considered by the Council. The Council will adopt the Spatial Strategy in July 2013.

- 1.25 The Planning Inspectorate has produced a useful guide to the examination process – you can view it at <http://www.planningportal.gov.uk/planning/planningsystem/localplans>

### **Confused by the process?**

- 1.26 We have done our best to keep jargon and technical terms to a minimum and we have included an explanation of some of the terms used in the glossary at the back of this document, but if you would like further clarification please contact us on 01424 451098\* and we will try to help.
- 1.27 You can find further information about the new Hastings Planning Strategy by looking on our website at [www.hastings.gov.uk/ldf/ldfexplained](http://www.hastings.gov.uk/ldf/ldfexplained)

### **Spreading the word**

- 1.28 We have made every effort to inform local people, businesses and organisations about this consultation. It has been advertised through local newspapers, direct mail outs, leaflets and posters, however, we would be grateful if you could help spread the word too – if you know someone who is interested in these issues do encourage them to make comments.

## Chapter 2: About Hastings

- 2.1 Hastings is a community of some 88,000 people located between the sea and the High Weald behind it. Its issues and potential are distinctly urban rather than rural. Together with Bexhill there is an urban area with a population around 140,000. Its history is shaped partly by its relationship to the sea, but also by its distance (60 miles) from London and the physical constraints of geography. The town has 8 miles of coastline and is surrounded by the mainly rural district of Rother, bordered by the High Weald to the north, Combe Haven Valley to the west and Fairlight to the east.



Figure 2: map showing Hastings location in the South East

- 2.2 The Borough has developed from a small fishing port to a substantial town in several phases but two of them have particularly shaped its development:
- The creation of St. Leonards by James Burton and the expansion of Hastings in the Victorian era led to the establishment of the towns as successful resorts, mainly for Londoners
  - The development of both new housing and employment through the town Development Area (TDA) scheme, which was initially promoted, with the Greater London Council, as a London overspill project in the 1970s and early 80s
- 2.3 The decline in the tourism industry since the 1960s eroded the original economic base of for the town. Subsequently, a significant base of manufacturing employment was established on new employment estates as part of the TDA developments but, with a new younger population introduced to Hastings with the accompanying housing developments, it was insufficient to fully make up for the decline in tourism. Conditions were therefore set for the beginning of an extended spiral of decline – in common with many other seaside towns. Poor road and rail links meant that Hastings was too isolated

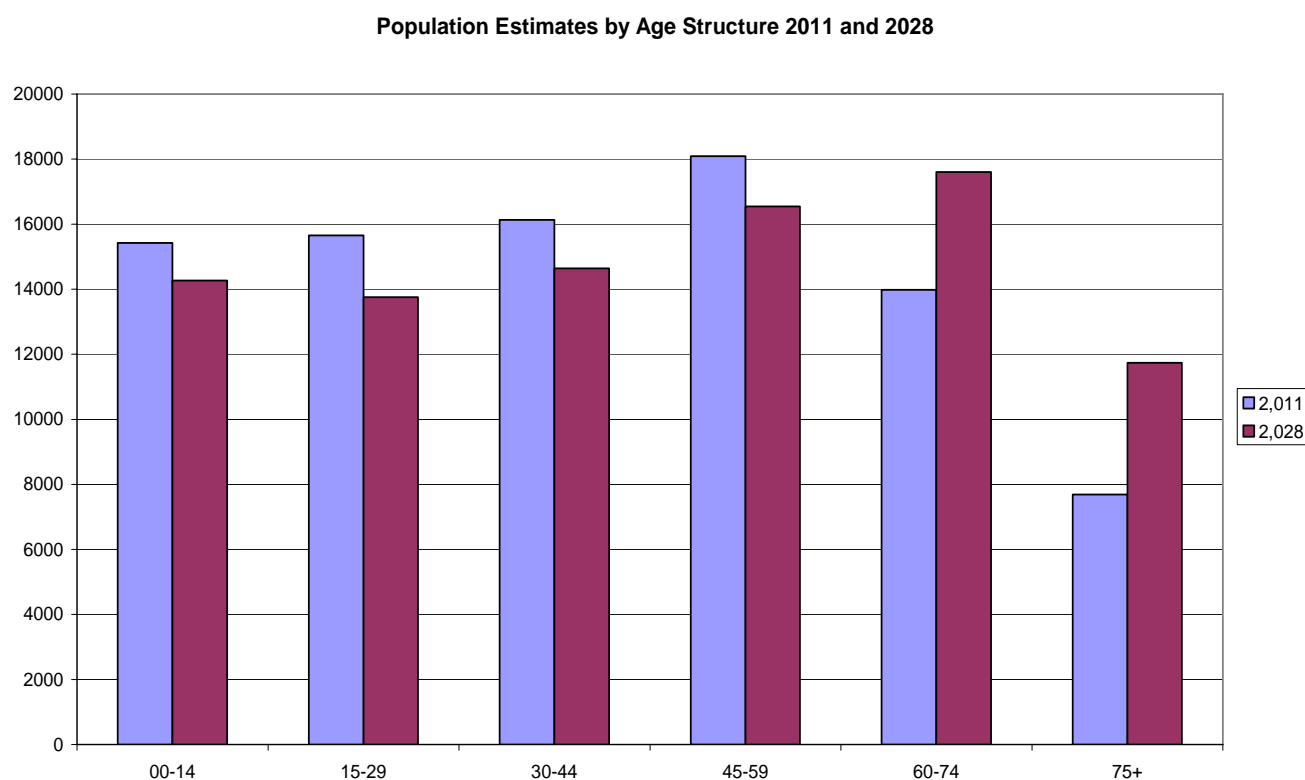
from the commercial opportunities and markets of London for rapid recovery. Poor communication continues and, indeed, with transport improvements in other parts of the region, such as the High speed One (HS1) rail link and trunk road improvements elsewhere, Hastings has continued to fall further behind in relative terms over the last two decades. Thus, local business is at a disadvantage and it is a disincentive to investment. Slow journey times also make it difficult for local people to commute to jobs elsewhere, not only to London, but also to other employment centres such as Crawley/Gatwick and Brighton. As a result, Hastings has become one of the most disadvantaged communities in the UK.

- 2.4 In 2004 the conditions were created to begin the town's revival. Following a decision by government not to support the creation of a Hastings by-pass the local councils and MPs persuaded government to invest substantially in the regeneration of Hastings and Bexhill. Around £200m has been invested to create a new University Centre, College and employment space through the Hastings & Bexhill Task Force. Simultaneously partners have taken dramatic action to improve education, reduce crime and begin to improve the private housing stock. A real effort has been applied to encourage and enforce improvement to the built and natural environment.
- 2.5 We have embraced the potential that culture has to raise aspiration locally and attract visitors from abroad and the UK. Our beach based fishing fleet is being joined by a new Jerwood Art Gallery and performance area. Local people are working hard to restore the Victorian Pier to new life with the help of Heritage Lottery funding.
- 2.6 Our Planning Strategy is aimed at developing a borough which is economically and socially dynamic. This means creating sufficient opportunity for new homes, employment and retail activity. Without growth we cannot provide the context for addressing the needs of those currently excluded from the economic and social life of the town, or attract and retain a balanced population.
- 2.7 We reject the idea that environmental action is a barrier to growth, and consider the town's superb built environment and natural environment as a key factor in our continued revival. They are assets to be both enjoyed and used to attract new people and investment to our town.
- 2.8 Our ambition is a town which is:
  - Prosperous
  - Inclusive and cohesive
  - "Green"
  - Interlinked to the wider economy
  - Skilled
  - Healthy
  - Diverse
- 2.9 This document therefore balances these demands and is interwoven with the planning policies of the neighbouring Rother District Council reflecting our combined economic and functional linkages. It puts in place policies designed to attract and retain the people and investment we need for the future and the changes in population.

- 2.10 Economic downturn has slowed Hastings ability to build upon regeneration investment. The Planning Strategy aims to put the right planning policies in place to enable Hastings to continue its regeneration as the economy grows; and to provide the framework for future economic, environmental and social action.

## A changing population

- 2.11 Hastings population has tended to be younger than the rest of East Sussex and currently, we have an age group profile more similar to the national picture. Based on the housing growth proposed between 2011 and 2028, the population is forecast to grow by 1.6%. At the same time a growth in the number of households is expected from 39,800 in 2011 to 43,000 in 2028 (an increase of 8.1%). This is a reflection of changes in how we live, with more people living long and alone. Of concern, however, is the fact that the working age population is forecast to decline to 39,000 between 2011 and 2028, a decrease of 5.5%.
- 2.12 As figure 3 shows by 2028 there will be a greater proportion of older people, with particular growth in the post retirement age group (29.3% in 2028, compared to 21.6% in 2011). Although we need to plan now to provide the housing, health and social provision for older people, this does not mean simply accommodating projections, but requires a comprehensive strategy to make the area more attractive to younger people and people of working age.



Source Data: East Sussex County Council

Figure 3: Population estimates by age structure 2011 and 2028

## **Achieving a step change in the economy and addressing the causes of deprivation**

### **Deprivation**

- 2.13 In common with a number of coastal areas in the UK, Hastings has suffered from several discouraging economic trends in the recent past, a vulnerable and low wage mainly service sector economy, unemployment issues and significant levels of deprivation. The town's economic revival is a long term process and although significant advances have been made Hastings is still one of the most deprived Local Authority areas in England (19th most deprived out of a total of 326). Deprivation is widespread and this is reflected in the fact that of the 53 Super Output Areas in Hastings, 15 of these neighbourhoods fall within the worst 10% in England and a further 9 rank in the worst 20% (Index of Multiple Deprivation, 2010). Furthermore, 12 of the town's 16 wards contain one or more of these neighbourhoods.
- 2.14 The Council as part of a multi-agency effort, will need to have a particular focus on addressing the causes of deprivation which result in low skills, poor educational attainment, ill health, poverty, lack of job opportunities, poor quality housing and high crime rates.

### **Achieving a step change in the economy**

- 2.15 The Hastings economy is weak in south-east terms, and wages are correspondingly low. Hastings has an economically active rate of 74.9%, well below the South East average, at 79.3% (NOMIS Apr 2010 – Mar 2011). Analysis of 'job density' is important in terms of the potential to find work locally, compared to the South East, Hastings has a lower job density (0.62 and 0.80 respectively) – by implication there are therefore fewer jobs per person.
- 2.16 Our research has shown that we need to achieve a big improvement in the town's economy if we are to achieve regeneration benefits for everyone. We need to diversify the town's economic base and reduce its reliance on public sector jobs; support small businesses to set up and grow; get more people into work through skills training and education, and provide better paid jobs. As well as providing major new space in the town centre and elsewhere, our older employment areas need to be renovated and improved if they are to meet the needs of modern business requirements. This would help to encourage inward investment as well as sustaining the existing businesses in the town.
- 2.17 Hastings has been pursuing an ambitious, collaborative approach to economic and cultural renaissance. Since its formation in 2003, Sea Space and the wider Hastings & Bexhill Task Force has:
- constructed over 18,000m<sup>2</sup> of high quality business space in Hastings, including Lacuna Place and a Creative Media and Innovation Centre
  - facilitated over 7,000m<sup>2</sup> of education space for higher / further education use – Hastings is now a University town;
  - established Enviro21, a modern industrial park focused on the growth of environmental technology companies and advanced manufacturing;

- created capacity for 1,700 new jobs, including the decision by SAGA in late 2010 to locate into Hastings' Priory Quarter, creating up to 800 additional private sector jobs.
- 2.18 These developments offer a real and lasting opportunity to promote the town as a thriving, high quality business location and a desirable place to live and enjoy quality recreation time. With the abolition of the regional development agency, SEEDA, Sea Space and the local mechanisms for taking regeneration forward are being recast but local partners are determined to continue and build on the progress achieved to date.

## **Housing – supply and demand**

- 2.19 The supply of new housing and ultimately the number of new homes that are built in the town over the plan period will have an important role in the town's continuing revitalisation. There are some key features of the Hastings housing market which distinguish it from other parts of the south-east. These include comparatively low house prices; but declining affordability for local people, a bias to smaller dwellings; imbalanced in-migration; a large private rented sector and high levels of deprivation. Left unchecked, some of these processes will continue to act as drivers of change making housing less affordable for local residents, and doing nothing to improve the prospects for economic development and regeneration. Instead, diversifying and renewing our housing stock through new development has an important role to play in fostering much needed economic regeneration and countering the processes that can lead to blighted neighbourhoods.
- 2.20 Both the quality and type of existing homes and future homes have a part to play in assisting regeneration efforts. The quality and mix of new homes within Hastings will be important to the local economy in terms of (i) existing businesses and their ability to attract employees; and (ii) new businesses setting up or locating in the town. The right type of housing could also help retain and attract skilled workers and their families to the town. A more skilled workforce should enhance the ability of Hastings to attract mobile business investment and thus contribute to economic development.
- 2.21 At the same time, access to a decent home for everyone is the foundation for a decent quality of life and a key priority for the Council and its partners. Increasing the availability, affordability and quality of housing for all sections of our community, and enabling residents to access homes that are affordable, accessible and appropriate for their needs and aspirations is a priority.
- 2.22 The need for affordable housing far exceeds supply. Throughout a decade of rising prices (1998-2008) and through the current economic downturn, average house prices in Hastings have consistently remained below the average for the South East – the gap being around £40,000. This is due to a range of factors including the mix of housing<sup>3</sup>. However, the affordability of housing is about the relationship between income and house prices. In Hastings, this ratio is on a par with many areas in the South East because of our low wage economy. The average “lower quartile” or cheapest 25% of

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<sup>3</sup> Hastings & Rother Strategic Housing Market Assessment update 2009/10  
[www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

available market housing, is currently priced at 6-7 times the “lower quartile” or lowest 25% average yearly income in Hastings<sup>4</sup>.

- 2.23 There is also a significant number of people who want a home but lack the finances to either buy or rent one without assistance, and so rely on private renting with top-up support from local housing allowance. Data on housing benefit recipients shows that 6,350 claimants in Hastings live in the private rented sector<sup>5</sup>. This indicates that the private rented sector is playing a significant role in meeting housing need in Hastings and that the number of households on the housing register would be higher if it were not for this supply of low-cost rented accommodation. However, we also know that there is a high proportion of this privately rented accommodation, often in multiple occupation, which is well below minimum acceptable standards. There are some 2,800 Houses in Multiple Occupation (HMO) throughout the Town<sup>6</sup>. Evidence shows that 64% of all HMOs fail to meet the Government’s Decent Homes Standard. Many suffer from low standards of fire safety, management and maintenance, and in some cases, tenants are treated very poorly and the buildings are a focus for crime and anti social behaviour.
- 2.24 There is, therefore, a pressing need for more housing to help support the regeneration agenda in Hastings, and more choice of housing in Hastings, especially affordable housing, to ensure that people have somewhere to live and somewhere that meets their needs.

### **Limited space for growth/development**

- 2.25 However, there are limits to the amount of land available for development and regeneration purposes within the town and outward expansion is constrained by protected landscape and countryside such as the Hastings Countryside Park and the High Weald Area of Outstanding Natural Beauty (AONB). We are aiming to make the best use of previously developed land in the urban areas for both residential and employment development purposes. We also need to work closely with neighbouring Rother District Council. Hastings, together with most of the neighbouring district of Rother, functions as a labour market or “Travel to Work Area” (TTWA). TTWAs are defined as areas in which the bulks (at least 75%) of the resident economically active population also work. Together Hastings and Rother area has one of the weakest economies in the south east and the future of Hastings will be increasingly related to what happens in neighbouring Bexhill. We are therefore working closely with neighbouring Rother District Council to make sure the communities of both Hastings and Bexhill benefit from the regeneration of the two towns.

### **Retail and Hastings Town Centre**

- 2.26 Hastings town centre underwent a major planned improvement and expansion during the 1990s with construction of the Priory Meadow Shopping Centre and pedestrianisation of the main shopping streets. This enabled it to fulfil its

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<sup>4</sup> As above, to measure housing market affordability in an area, the ratio of lower quartile house prices to lower quartile earnings is used, ie. this ratio shows if people with the lowest income can afford the cheapest housing. A high ratio means that housing is less affordable.

<sup>5</sup> Hastings & Rother Strategic Housing Market Assessment update 2009/10

[www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

<sup>6</sup> 2007 Private sector house condition survey

natural role as a sub regional centre. Its catchment area takes in Hastings and St Leonards, parts of Bexhill and the more rural communities to the north and east of Hastings. Competing centres are Eastbourne, Tunbridge Wells and Ashford. It is important the vitality and viability of retail areas in Hastings, including Hastings town centre are safeguarded and enhanced. Failure to plan for future retail needs will mean that these competing centres will begin to absorb the share of the spending that Hastings currently attracts. This would lead to decline of the centre and maybe an inability for it to serve even the needs of Hastings residents.

### **Keeping the special character of the town**

- 2.27 Our seaside location, wooded valleys, varied wildlife, attractive Victorian housing and surrounding countryside all contribute to the special character of Hastings. Our challenge is to conserve and enhance the best of this and at the same time enable high quality development to meet future needs.

### **Dealing with climate change**

- 2.28 As a coastal town, we need to plan ahead to deal with the potential impacts of climate change - the risks from flooding now and in the future, the need to reduce carbon emissions through the better design of buildings and reuse of building materials, and the encouragement of development to incorporate on-site renewable energy generation. We also need to support the role of our greenspaces in helping to deal with flooding and providing shade and cooler environments to help cope with global warming.

### **Low land values**

- 2.29 Land values in Hastings are generally lower than surrounding areas and the rest of the South East. This can affect the economic viability of development and in turn, developer contributions to affordable housing, transport and community infrastructure. We need to get the balance and flexibility right in terms of securing benefits for the community and promoting the development necessary for the town's regeneration so that it is still economically viable to develop sites and provide the infrastructure to meet community needs arising from such new development.

### **Accessibility and transport**

- 2.30 In terms of the national road network, the primary access is the A21 from London and the A259 which runs along the coast. Rail services run along the coast to Brighton in the west and Ashford to the east. There is a choice of service routes into London. London Charing Cross/Cannon Street is the most direct but there are also services to Victoria and, now, with High Speed One, St Pancras via Ashford is a practical option. However, although the choice of rail routes is good, journey times are slow. For example, the fastest route to London (Charing Cross), only 60 miles away, takes over 90 minutes and is even slower during peak times. Road journeys are similarly slow and it is possible to drive from London to Bath in the time it takes to get to Hastings.
- 2.31 The local business community consistently point to the need for improvements to the A21 and A259, and the rail links to London and Ashford as being vital to

making Hastings a more attractive place for businesses to locate in and to operate from.

- 2.32 There have been some improvements to rail services in recent years - in terms of rolling stock and station improvements. However, apart from some expected line speed improvements between Hastings and Ashford, nothing major is currently anticipated that will shorten journey times on the other routes. Nor is there to be a step change in the speed of road connections although some significant improvements are being sought: On the A21, the Tonbridge to Pembury improvement will deal with the biggest cause of journey unreliability between Hastings and London/M25; and locally, the Bexhill Hastings Link Road will provide an alternative link between the two towns relieving the most congested road on the local network. More importantly, the Link Road will open up land for housing and major employment development in North East Bexhill and is seen as a key infrastructure investment needed to continue economic revival in the two towns.
- 2.33 Decisions about trunk road investment and rail improvements are taken at national and regional levels, and so the Council's role is to lobby for improvements rather than deliver them directly. East Sussex County Council, as the transport authority, would be responsible for construction of the Link Road but, again, it is substantially reliant on the award of central government funding.
- 2.34 For local travel within the town, policies are directed towards encouraging greater use by bus, rail, cycling and walking. The rail network offers a good option for some local journeys, particularly between Hastings and Bexhill. For the majority of local journeys, though, bus is the main mode of public transport. For some years, efforts to increase the use of buses have been pursued jointly by the Borough Council, the County Council and the bus company through the Quality Bus Partnership. It has proved successful with a significant growth in bus passenger numbers over several years.
- 2.35 Cycling is promoted through the introduction of safe cycle routes. The seafront route between Hastings and Bexhill is well advanced and plans to extend with links inland will be brought forward through the Local Plan.

### **Making more of our seaside location**

- 2.36 The Seafront is a key component of the identity of the town, and the challenge here is to maximise its potential for major economic activity now and in the future to enhance the quality of life of local residents, improve the attractiveness of the town to tourists and visitors and support new business investment.
- 2.37 The Seafront offers clear connections to the culture and arts agenda, and we need to strengthen the links with tourism. The Jerwood Gallery is an example of cultural regeneration, making the most of its Seafront location.
- 2.38 In common with many coastal towns, the decline of the tourism industry resulted in many of the 'grand' Regency and Victorian seaside properties being converted into flats and Houses In Multiple Occupation in the 1960's and 70s. The tourism strategy is now based around attracting more staying visitors back to the town and encouraging the retention and development of

good quality tourism accommodation combined with an active program of arts and cultural events and festivals.

## **A Shared Approach to Future Prosperity**

### **Why do we have a shared approach?**

- 2.39 Hastings Borough Council and Rother District Council recognise the close inter-relationship between Hastings and Bexhill.
- 2.40 This is not only a reflection of their physical proximity (being virtually conjoined with their centres some 5 miles apart), but they are economically inter-dependent. Hastings is the centre of the “travel to work area” for much of Rother District. Some 10,000 people commute across the Hastings/Rother boundary each day, a half of which are between Hastings and Bexhill. Between them, the two towns serve a much wider area and both have important roles as centres for education, employment and housing.
- 2.41 This level of connectivity inevitably means that, to a large extent, the towns face similar (though not identical) issues and that their futures themselves are intertwined. Added to this, there is a shared interest in the urban fringes, particularly in the area between the towns where a countryside park is being promoted by both Councils.
- 2.42 Both towns are reliant on the same road and rail infrastructure, neither of which is currently serving the area well, especially in terms of helping economic investment.
- 2.43 It is therefore important that the strategies for development and change for Hastings and Bexhill need to be consistent, and complimentary, to be fully effective. As such, a common approach has been agreed as the basis for joint working, to secure a more prosperous future for Hastings and Bexhill. This focuses on shared issues of regeneration, accessibility, and use of land on the urban fringes, especially where a countryside park between the two towns is being jointly promoted.

### **The Bexhill - Hastings Link Road**

- 2.44 The Bexhill - Hastings Link Road, as shown on the key diagram, is proposed to enter Hastings north of the Crowhurst Road junction with Queensway. The Link Road is a key priority for both Hastings and Rother Councils, and is central to improving transport conditions in Bexhill/Hastings and supporting the £300m of economic regeneration funding that has already been invested in education, business and residential infrastructure projects in the two towns. Delivery of the scheme will facilitate further economic regeneration as well as enable large scale housing and employment development in the Bexhill/Hastings area. This will help to address the issues of lower than average household income, high levels of unemployment compared to the rest of the region, as well as deprivation issues in Hastings specifically.
- 2.45 The Link Road will contribute to relieving congestion and poor air quality along the A259, allowing businesses to operate more efficiently and improving the health and quality of life of people living in the vicinity of the A259. The complementary works of developing the Combe Valley Countryside Park,

implementing cycle routes and a 'greenway', a quality bus corridor along the A259 between Glyne Gap and Filsham Road, and localised improvements to the Harrow Lane and Queensway junctions on The Ridge, will enhance the positive impacts of the scheme and improve access for pedestrians, cyclists and public transport users.

- 2.46 The A21 Baldslow Improvement scheme, which focused on addressing the issues of access between Queensway and the A21 particularly along The Ridge, was cancelled following the Government's Comprehensive Spending Review (CSR) in October 2010. As part of this decision, it was highlighted that the scheme was unlikely to come forward in this CSR period or the next (i.e. not before 2019). Despite its cancellation, the Baldslow Link is still seen as having major to potential to continue the delivery of housing and economic regeneration in Hastings and we will continue to work with the County Council, and through the Local Enterprise Partnership, to lobby Government on the importance of the scheme to the overall strategy for the area.
- 2.47 These major transport improvements would reduce the peripheral of Hastings, improve journey time reliability for businesses through to Kent, the M25 and beyond, as well as support inward investment and business expansion.
- 2.48 The joint statement of intent is set out below:

### **Hastings and Rother Councils' shared approach to future prosperity for the Hastings and Bexhill area**

Economic regeneration and growth will be generated through joined up working concentrating on:

- Increasing economic activity and investment, supported by the development of high quality education opportunities and integrated skills training;
- Securing investment in and otherwise assisting areas of socio-economic need, with particular regard to increasing employment opportunities;
- Ensuring a range of housing supply across Hastings and Bexhill to support sustainable growth, including for economically active people and families;
- Developing the economy, healthy lifestyles, the role of culture, sports, arts, tourism and leisure;
- Increasing transport infrastructure capacity, through the Hastings and Bexhill Local Transport Strategy, prepared in association with East Sussex County Council, notably by early construction of the Bexhill Hastings Link Road, improved access to the A21 at Baldslow and a new station at Glyne Gap, as well as measures to foster more sustainable travel patterns; and
- Implementing the Combe Valley Countryside Park, together with other cross-boundary urban fringe development/management schemes

### **The Vision for Hastings**

- 2.49 The overall Planning Strategy vision is:

**“By 2028 Hastings, founded upon our unique heritage, natural environment and seaside location, and supported by social, economic,**

**cultural and environmental regeneration will be a safe and thriving place to live, work and visit, that offers a high quality of life, and has a strong economy and sustainable future.”**

- 2.50 We have also written a statement to describe what the different areas of Hastings might be like in 2028, when the vision has been fulfilled. This is based on what people have said in our consultations and on the strategic objectives we've drafted to achieve the vision.
- 2.51 Remember this is a vision. It will evolve as the town changes. We have to be realistic and recognise that it is impossible to precisely predict and shape the future.

**Vision Statement: Take a trip to Hastings in 2028:**

- 2.52 As soon as you arrive at Hastings Station you feel a sense of civic pride and welcome unmatched elsewhere in the South East. The streets and squares around you are safe, clean, and attractive and filled with people. Even though the waiting buses and taxis are ready to drive you to your destination, you simply want to walk and experience the vitality and energy of this vibrant town on foot.
- 2.53 Your first sight is University Centre Hastings and Sussex Coast College buzzing with healthy, bright students, keen to learn and secure future work in a wide range of creative, cultural and environmental industries that have developed in our town over the past decade. Look closer and you'll find there are students of all ages, not just the young. Adult learning is now an accepted part of the culture of Hastings, and the education sector continues to grow.
- 2.54 Your next sight is the new town centre drop-in health Clinic, a thriving family health centre focussed on healthy living and well-being. Town centre workers and visitors, as well as residents can access health treatment promptly and easily and most arrive on foot or by bike. With the vast improvements in leisure facilities, cycleways and quality open space, the overall health of Hastings' citizens has improved.
- 2.55 Once into the town centre you are surprised by the intensity and diversity of quality housing, shops, offices, cafes, bars and restaurants, and a newly refurbished library. These are set out in a range of distinct commercial quarters that contribute to the evening economy and a thriving nightlife, particularly attractive to the growing student population.
- 2.56 Walking left takes you into the refurbished and expanded Priory Meadow shopping centre with good links in to surrounding streets and neighbourhoods newly alive with specialist shops and services. Right takes you into vibrant Priory Quarter and Trinity Triangle buzzing with cafes, restaurants and lively new leisure facilities. And straight ahead takes you to one of the best seafronts in Britain, leading you on to the well utilised mixed commercial centres in the Old Town and Central St Leonards. By mixing different commercial uses and providing opportunities for urban living, each of these areas has experienced greater numbers of visitors and improved crime figures.

- 2.57 The revitalised seafront provides fun, cultural, health and leisure activities for all ages, which contribute to the town's year round visitor economy: toddlers playing pools, adventure playgrounds, beach volley ball, go karting, multi-use games area, new beach huts, art and maritime museums, a wide variety of beachfront stalls, bars and cafes – and all set in a well lit, beautiful landscape filled with stunning public art and art activities.
- 2.58 The Seafront has retained its distinctive character, and remains an attractive location for hotels and guesthouses to locate. Significant landmarks are easily accessible along the Seafront, from West Marina to the east, along to St Mary in the Castle and the Jerwood Gallery in the west. The Pier is now also fully restored and funding for the remaining improvements is secured. Cycle routes between Hastings and Bexhill are also complete, providing easy access between the two towns.
- 2.59 Which way to walk along the seafront? East to take in the jewel of Hastings' maritime heritage in Hastings Old Town, and indulge in world class gallery visits at The Jerwood and delicious fish dishes, or west to the classic architecture of Burton St Leonards and the wild beauty of Bulverhythe beach and West St Leonards beyond. Traffic along the A259 is well managed and is safe for pedestrians and cyclists enjoying the national cycleway route. Seafront properties are also well maintained by owners who are keen to contribute to the overall quality of the town's built environment.
- 2.60 At each end of the Seafront, the stunning Country parks are even more attractive and accessible to visitors and residents than ever before. The town has a unique setting on the edge of the High Weald Area of Outstanding Natural Beauty, and our policies for greenspace enhancement and protection have ensured that Hastings as a whole has avoided urban sprawl and, despite growth, still remains a compact, sustainable community that has impacted lightly on its surroundings. The character of the gill valleys that extend into the town provide green lungs for wildlife and recreation, extending links into the surrounding countryside, contributing to an extensive and functional Green Infrastructure Network. Most new development has been on brownfield and urban infill sites and all new schemes are sustainably designed to be zero carbon, energy and water efficient and enhance biodiversity.
- 2.61 Transport improvements have meant that wherever people live, they have easy access to a wide range of employment opportunities – from large scale employers on new sites and business parks off Queensway, to micro businesses in supported town centre and neighbourhood business communities throughout Hastings. Business diversity is paramount, so as well as large scale offices, we have ensured an increase in small scale incubation space and revitalisation of run down industrial estates. Peak hour traffic congestion is minimal now that businesses, schools and public sector agencies have adopted green travel plans. We have the smallest ecological footprint of all towns on the south coast and the town centre area now benefits from a state of the art district heating system catering for the needs of businesses, residents and the college and university.
- 2.62 Over 3,000 homes have been built in the town since 2011, empty homes have been bought back into use and existing buildings have been improved inside and out. This has provided a mix of styles, design, sizes and affordability to meet the differing needs of residents. Many more people are now in quality housing that they could not access before. New homes are built to high

sustainability standards that are fully adaptive to the effects of climate change and are closely linked in with the green infrastructure network. This network enables wildlife migration, cools the urban environment and provides accessible opportunities for walking, cycling and recreation for local communities. Green roofs, grey water recycling and sustainable urban drainage systems are now standard features of all new developments.

- 2.63 Hastings is a well known focal point of the South Coast, recognised by most in the South East, and further out. People are proud to live in the town and identify with their own local communities. The town's population has increased with many skilled professionals and their families coming in the past 10 years, attracted by quality housing, a wide range of career choices and the promise of a high quality of life by the sea. Many people work from home taking advantage of modern flexible fibre optic and other information and communications technology; others use improved links to London, Ashford and Brighton to reach their workplaces.
- 2.64 Hastings remains a popular tourist and cultural destination, and hosts many festivals that bring the whole town together, as well as attracting visitors from all over the South East. Hastings has always been famous for its culture and history and is now planning for the major celebrations in 2066, which will attract international interest.

## **Chapter 3: Strategic Objectives**

### **Objective 1:**

#### **Achieve and sustain a thriving economy**

This will be achieved through:

- 1a) working with Rother District Council to ensure regeneration in the Hastings/Bexhill area is beneficial to the economy, environment and communities of both towns.
- 1b) providing for 20,500 of retail floorspace in the town centre by 2028
- 1c) continuing to support and develop the education sector in the town
- 1d) increasing the supply and range of job opportunities in accessible locations across the town, as part achieving a more sustainable pattern of development and activity
- 1e) promoting state of the art telecommunications infrastructure to enable flexible working and to attract investors
- 1f) reducing the levels of out-commuting by providing more jobs in the town
- 1g) in collaboration with the business community, retaining employment land and premises throughout the town, together with new educational, research and higher educational facilities, which contribute to the functioning and growth of the local economy
- 1h) supporting economic development and regeneration with particular emphasis on developing the key economic growth sectors which include hi-tech, knowledge-based and creative industries, manufacturing and the growing finance/insurance sector
- 1i) allocating and protecting appropriate land for business uses in locations such as the employment areas at Castleham, Churchfields, West Ridge, Ivyhouse Lane, Ponswood and the Enviro21 Innovation Park at Queensway
- 1j) encouraging the redevelopment of older employment areas to meet modern requirements in terms of space, size and service provision and to provide for physical investment and improvement.
- 1k) ensuring that the jobs created are accessible to the maximum number of the town's residents through transport, education and skills training, particularly within the most deprived areas such as Central St Leonards, Hollington and the Ore Valley
- 1l) developing Hastings and St Leonards town centres as the focus for employment in the office, retail, leisure, cultural and service sectors, with Hastings town centre being the primary focus
- 1m) recognising the importance of a healthy, properly functioning natural environment as a foundation for sustained economic growth, as well as prospering communities and personal wellbeing. A good quality natural environment creates opportunities for recreation and leisure and is attractive to people and business investment alike.

## **Objective 2:**

### **Ensure everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live**

This will be achieved through:

- 2a) providing for at least 3,400 net new dwellings between 2011 – 2028
- 2b) prioritising new housing on previously developed land to assist regeneration where possible
- 2c) ensuring an appropriate mix of housing is provided in terms of tenure, price, type, size and location, having regard to the accommodation needs of the town
- 2d) making decent housing accessible to more people by increasing the provision of affordable housing, having regard to issues such as fuel poverty and improving/regulating the quality of existing accommodation in the town and bringing vacant dwellings back into use
- 2e) providing more opportunities for people to live in Hastings town centre through identifying opportunities for mixed use schemes and making best use of space above shops, and widening the range of housing available in Central St Leonards, particularly through the provision of good quality affordable housing.

## **Objective 3:**

### **Safeguard and improve the town's environment**

This will be achieved by

- 3a) protecting, enhancing and improving the quality of the town's biodiversity, and in particular, its sites of international, national, regional and local nature conservation importance through better habitat management
- 3b) conserving and managing the historic environment for future generations
- 3c) identifying, protecting and improving a strategic green infrastructure network of green spaces, water and other environmental features, and cycle and pedestrian routes, recognising the unique character of its functions
- 3d) providing open spaces, recreation facilities and streets that are well designed, safe and accessible that satisfy the recreational, health and amenity requirements of the population and visitors.
- 3e) recognising the unique place that the historic environment holds in the town's cultural and maritime heritage and the multiple ways in which it supports and contributes to the economy, society and daily life
- 3f) minimising and reducing the environmental impacts of development, including water, noise, light and air pollution
- 3g) ensuring that all development is designed to a high quality, creating buildings and a sense of identity, place and neighbourhood that enhances local character and distinctiveness
- 3h) ensuring new development only occurs where there is adequate capacity in existing services, facilities and infrastructure or where this capacity can be reasonably provided.

- 3i) ensuring developments contribute to the national objective of no net loss of biodiversity by requiring developers to show how their proposals will contribute positively to the natural environment and avoid harm to biodiversity, adequately mitigate for unavoidable damage, or as a last resort compensate for unavoidable damage.

#### **Objective 4:**

##### **Addressing the impacts of climate change**

This will be achieved by:

- 4a) ensuring that development is located and designed so as to minimise susceptibility to the impacts of climate change, resource demand and the risk of flooding
- 4b) identifying opportunities for renewable energy and combined heat and power schemes
- 4c) recognising the potential of green infrastructure to help combat the harmful effects of climate change
- 4d) requiring all development to be designed to include appropriate climate change mitigation and adaptation measures such as green roofs and walls, sustainable drainage systems, multi-functional green space, biodiversity enhancement and protection, waste reduction and recycling facilities and flood risk management
- 4e) requiring developers to demonstrate how energy efficiency and carbon dioxide reduction is being achieved through their development proposals

#### **Objective 5:**

##### **Supporting sustainable communities**

This will be achieved by:

- 5a) working with partners to improve the quality of life in the town - particularly in most deprived neighbourhoods
- 5b) supporting the hierarchy, vitality and viability of the town's Town, District and Local centres, with an emphasis on maintaining access to local shops and services
- 5c) providing an adequate and accessible network of health facilities to improve health, emotional wellbeing and life expectancy
- 5d) co-locating services and community facilities to maximise access and efficiencies
- 5e) enabling an increased take-up of sports, leisure and cultural activities by residents and visitors through the provision of accessible and affordable facilities and programmes.
- 5f) ensuring developers provide or contribute to the infrastructure needs arising from new development e.g. access, education, open space, play areas
- 5g) reducing crime and the fear of crime through a design led approach
- 5h) promoting access to a healthy natural environment that contributes positively to our physical and mental health and education

## **Objective 6:**

### **Provision of an efficient and effective transport system**

This will be achieved by:

- 6a) working at a local, county and national level to secure improvements in strategic transport infrastructure such as the Bexhill Hastings Link Road and improvements to the A21 and A259 roads
- 6b) working at a local, county and national level to secure improvements to rail and regional services to the town.
- 6c) working with East Sussex County Council and Rother District Council to deliver the Local Transport Plan 3 and measures for the Hastings and Bexhill priority area
- 6d) working with transport providers and the Quality Bus Partnership to improve local bus services, including through the creation of bus priority lanes
- 6e) supporting development which reduces the need to travel, especially by car
- 6f) providing and improving a network of safe, good quality walking and cycling routes and ensuring provision of appropriate facilities for sustainable transport users.

## **Objective 7:**

### **Making best use of the Seafront and promoting tourism**

This will be achieved by:

- 7a) ensuring the seafront has a range of day long and year round activities and facilities that attract residents, workers and visitors
- 7b) supporting the growth and development of the tourism industry in Hastings by retaining and encouraging day visitors and attracting high spending staying visitors, maximising the value of visitor spend, and spreading tourist activity throughout the year.
- 7c) resisting the loss of seafront visitor accommodation to other uses, and encouraging the provision of new visitor accommodation
- 7d) working with local communities to secure a sustainable future for Hastings Pier, the redundant White Rock Baths, and other key landmark sites along the Seafront such as St Mary in the Castle and West Marina
- 7e) encouraging artists and related tourists and visitors through increasing opportunities for vibrant art and craft studios, markets, chalets and retail
- 7f) helping to promote water based leisure, including the coastal based sports clubs

## **Part Two – Development Strategy**

### **Chapter 4: Development Strategy**

- i) Planning Focus Areas**
- ii) Housing**
- iii) Employment**
- iv) Shopping**

## Chapter 4: The Development Strategy

- 4.1 This chapter sets out the overall strategy for Hastings. It explains the three spatial areas that have been identified within the town, and then concentrates on housing, employment and shopping.
- 4.2 Each of these topics is dealt with further in part 4 of this document - Theme Based Policies:  
Housing within Chapter 7: Housing  
Employment in Chapter 8: Local Economy (i) Employment  
Shopping in Chapter 8: Local Economy (ii) Town Centres

### i) Planning Focus Areas

#### Locations for development

- 4.3 Hastings is a small and urban area, and the pattern of future development will be spread around the town. In order to give a picture of what is planned where, we have divided the town into three spatial areas – Western Area, Central Area and Eastern Area. The Seafront has also been identified as a broad area of change, although levels of development will be set out in the respective spatial areas.

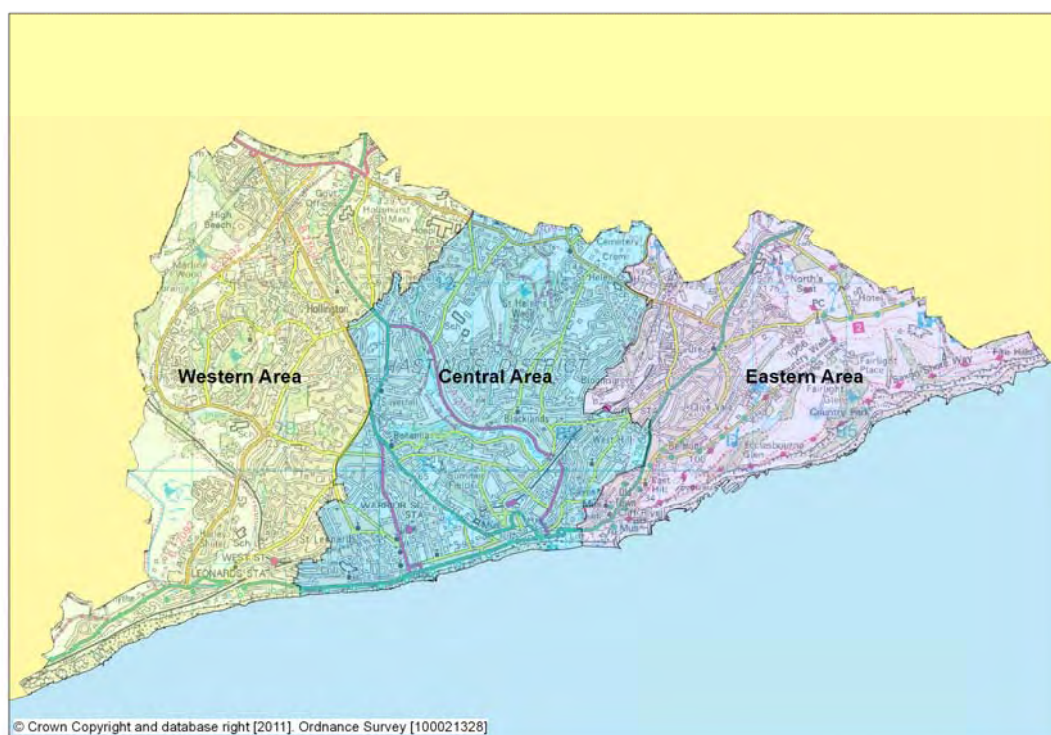


Figure 4: map showing the western, central & eastern areas

#### The Planning Focus Areas

- 4.4 To provide a more local perspective and sense of place, the town has been divided further into a number of Planning Focus Areas. These are broad areas where there is an identifiable community or geography, or where

landscape or function means that they make a logical area for spatial planning. In some cases they are areas that have common problems or issues. Boundaries have been drawn as close as possible to Super Output Area (SOA) boundaries, as this is the geography used for the presentation of important statistics such as the Index of Multiple Deprivation (IMD) and Census data.

4.5 The planning focus areas will provide a useful framework setting the scene for the preparation of the more detailed Development Management Plan, and any Neighbourhood Plans that may be produced by the community. The 13 planning focus areas are:

- Little Ridge and Ashdown
- Greater Hollington
- Filsham Valley and Bulverhythe
- St Helens
- Silverhill and Alexandra Park
- Maze Hill and Burtons' St Leonards
- Central St Leonards and Bohemia
- Hastings Town Centre
- Old Town
- West Hill
- Hillcrest and Ore Valley
- Clive Vale and Ore Village
- Hastings Country Park

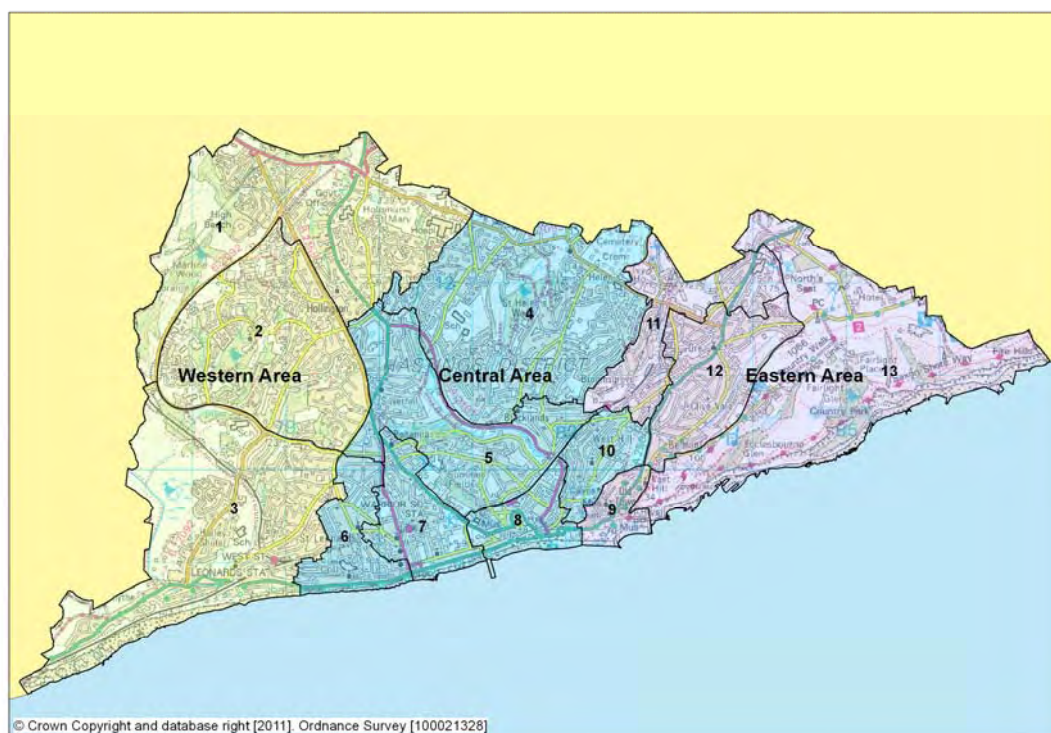


Figure 5: map showing the Planning Focus Areas within western, central & eastern areas

4.6 Strategies for each of the 3 broad spatial areas, including a range of housing development in these areas are set out in the sections that follow. Individual sites to meet the overall housing target (see Policy DS1) will be allocated in

the Development Management Plan, although it is important to note that the detailed level of work required for this may result in some adjustments to the numbers and proportions set out in each of the 3 spatial areas. These adjustments will still be acceptable however, provided that they do not diminish the overall total of housing to be delivered.

## **ii) Housing**

### **Why do we need more homes?**

- 4.7 Access to a decent home for everyone is the foundation for a decent quality of life. A priority of the Council and the Local Strategic Partnership is to increase the availability, affordability and quality of housing and to ensure all sections of our community, in all housing tenures, enjoy safe, desirable, affordable and accessible housing that is appropriate for their needs and aspirations.
- 4.8 We know that the area of Hastings Borough and Rother District operates largely as a single housing and labour market. We also know that there are some key features of our housing market which distinguish it from other parts of the south-east. These include comparatively low house prices; declining affordability for local people, a bias to smaller dwellings; selective in-migration; a large private rented sector and high levels of deprivation. Left unchecked, some of these processes will continue to act as drivers of change making housing less affordable for local residents, and doing nothing to improve the prospects for economic development and regeneration. Instead, diversifying and renewing our housing stock through new development has an important role to play in fostering much needed economic regeneration and countering the processes that can lead to blighted neighbourhoods.
- 4.9 Providing the right mix of well designed, good quality housing in conjunction with employment opportunities, has the potential to offer a real and lasting opportunity to promote the town as a thriving, desirable place to live, work and enjoy quality recreation time.
- 4.10 In determining the number of new homes we need to plan for up to 2028, we have therefore considered the role new houses can play in assisting growth and regeneration. We have also taken into account current demographic projections; the number of people in housing need, and critically, the town's capacity to accommodate new housing development. Though new housing may form an important part of regeneration efforts, we have to reconcile this with the fact that Hastings is a tightly constrained urban area, surrounded by areas of high environmental and landscape importance.

### **Supporting regeneration**

- 4.11 The Council's preferred way forward is a housing target that allows us to support the following objectives without increasing the pressure to build in the town's most environmentally sensitive areas:
- Employment-led growth – that is a scale of housing growth that is proportionate to the town's ability to attract new jobs, retain existing ones and help facilitate sustainable travel to work patterns
  - Meet the needs of those of working age, including promoting the right mix of housing that encourages higher skilled people to move to the town and

to create opportunities for younger people to remain in Hastings. This includes providing more family homes and larger dwellings

- Maximise the provision of affordable housing
- Meet the needs of those residents currently living in unsuitable accommodation – such as overcrowded properties or those in disrepair
- Provide for the needs of the growing number of people of retirement age

### **Capacity to accommodate housing growth**

- 4.12 The demand for new housing arising from trend-based population and household change and growth would result in a need to build many more new homes than previously thought possible – some 7,840 new homes by 2028 or 461 per year. Taking trend-based population projections in isolation ignores factors such as the physical limits to outward growth. It is clear from the Council's Strategic Housing Land Availability Assessment (SHLAA)<sup>7</sup> that attempting to meet the level of housing growth implied by the trend-based demographic projections would require substantial release of greenfield land beyond the current built-up area of the town. However, choices with regard to the location of new housing and the outward expansion of Hastings are very limited. The town's environmental assets, including the nationally important High Weald Area of Outstanding Natural Beauty (AONB) to the north and east of the existing built-up area; the Marline Valley Woods Site of Special Scientific Interest (SSSI) to the north-west, the internationally important Hastings Cliffs Special Area of Conservation (SAC) on the eastern boundary, and the network of important green spaces across the town including Hastings Country Park to the east and Combe Valley Countryside Park to the west, all act as restraints to major outward growth.
- 4.13 The potential to bring forward greenfield land in the north-west of town, with a view to making a strategic land allocation, has been investigated. This is the only major remaining area of the Borough which is free from nationally important landscape and wildlife designations. The land in question (Breadsell) abuts the nationally important Marline Valley Woods SSSI. Housing potential at Breadsell has been carefully assessed with advice from Natural England and the conclusion reached that based on current research, a site could not be allocated as its delivery would be highly uncertain because the degree to which development might impact adversely on the nationally important Marline Valley SSSI is unknown.
- 4.14 Instead, if we are to comply with sustainable development objectives, future housing requirements will need to be met essentially through the identification of development opportunities in the urban area; by including an allowance for windfall development, and by making more efficient use of the existing residential stock – by bringing back into residential use long term empty homes.

### **Higher density development**

- 4.15 The potential for higher density<sup>8</sup> residential development and the contribution

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[http://www.hastings.gov.uk/environment\\_planning/planning/local\\_development\\_framework/strategic\\_housing](http://www.hastings.gov.uk/environment_planning/planning/local_development_framework/strategic_housing)

<sup>8</sup> high, medium & low density development are >50/ha, 30-50/ha and <30/ha respectively)

this can make to meeting housing requirements has been explored. Higher density development, provided it is associated with good design, is considered appropriate for many areas of the town, particularly locations in or close to the town and district centres, or in other areas well served by public transport. Higher density development can help improve affordability and address the housing needs of younger people such as first time buyers or, at the other end of the spectrum, people looking to downsize and/or those whose children have left home.

- 4.16 The potential for a mix of higher density development is already reflected in the Council's estimates of housing capacity through the inclusion of sites that have planning approval or potential sites where high density development may be appropriate, (this will be subject to further examination through the Development Management Plan). Requiring all or the majority of new development to be built at high densities as a result of adopting an unrealistically high housing target is considered to run counter to the planning objectives for the town and national planning guidance.

### **Making the best use of urban and brownfield land**

- 4.17 Future housing requirements will, instead, be met through the identification of a mix of development opportunities which will provide for a range of types and sizes of new dwellings in the urban area and by making more efficient use of the existing residential stock – by bringing back into residential use long term empty homes.
- 4.18 We will look to develop brownfield housing sites first, wherever possible, although a mix of both brownfield and greenfield may be needed to meet the 5 year supply.
- 4.19 Empty homes are a wasted asset, and a good deal of progress has been made by the Council in tackling empty homes in recent years. However, whilst bringing empty homes back into use does not increase the overall housing stock, it does increase the efficient use of the existing stock. In 2010 there was estimated to be approximately 400 long term empty homes in the town. By long term, we mean homes that have been empty for 2 or more years.

### **Balancing homes and jobs**

- 4.20 Our housing target figure aims to support urban renaissance, and to accommodate further development in a way that respected environmental constraints. In particular, it is important not to use demographic forecasts alone as a driver for housing development. This is because the relationship with the economic growth and regeneration, and environmental constraints is much more important in Hastings. The scale of housing development has been determined on the basis that housing growth should not outstrip the ability of the local economy to provide jobs at a corresponding rate. Otherwise we would simply be adding to unsustainable out-commuting. A degree of net out-commuting is not necessarily detrimental to local prosperity, but the trend of an increasing reliance on this, much by car, does have adverse consequences in terms of sustainable development. It is also a sign of an inherent weakness in the local economy.

## Working with Rother District Council

- 4.21 Together with Rother District Council, the Council has jointly explored meeting needs and requirements across the whole housing market area. The Hastings and Rother Housing Market Assessment (SHMA)<sup>9</sup> demonstrates that development at North Bexhill is as important to the housing and employment growth for Hastings as it is to Bexhill.

### The New Homes target

- 4.22 Between 2011 and 2028 the net new homes target will be for 3,400 dwellings.
- 4.23 The target is equivalent to 200 net new homes per annum (as compared to the 210 per annum target contained in the former South East Plan. This target will be achieved through the delivery of identifiable development sites between 2011 and 2022, after this period some reliance on windfall development will be necessary. In addition, in line with the Council's Empty Homes Strategy, it is planned that the targeted return of long term empty homes back into residential use by this Council will occur across all years of the Strategy and that the re-use of these homes will contribute to meeting the overall housing target.
- 4.24 On the basis of the current Empty Homes Strategy (2009 – 2013), it is assumed that approximately 255 long-term empty homes will be returned to use over the Plan period.
- 4.25 The new homes will be delivered primarily through private development, but there will be considerable partnership working with Registered Providers (RPs) in the delivery of affordable housing.

Sources of new homes likely to come forward by 2028	Net number of units
Units completed 2011/12	204
Sites under construction and/or with unimplemented planning permission as at 1 January 2012	1,329
Additional dwellings indicated by the Strategic Housing Land Availability Assessment (not included in the above)	1,389
Small site (less than 6) windfall allowance 2022/23 to 2027/28	240
Long term empty homes brought back into residential use, 2011/12 – 2027/28	255
<b>TOTAL</b>	<b>3,417</b>

Table 1: Delivering the housing allocation 2011 - 2028

- 4.26 Strategic Policies FA1, FA2 and FA5 show a broad distribution of the proposed housing land supply. Individual sites to meet the overall housing target will be identified in the Development Management Plan. The detailed level of work required for this may result in some adjustments to the numbers and proportions set out in each of the 3 spatial areas. These adjustments will

<sup>9</sup> [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

still be acceptable however, provided that they do not diminish the overall total of housing to be delivered.

- 4.27 The Council is required to demonstrate and maintain a continuous rolling supply of specific deliverable sites sufficient to provide five years worth of housing against the overall housing target. National guidance requires the 5-year supply to include an additional allowance of at least 20%, which in effect, will equate to a 6 year supply. The latest position will be set out in the most recent Annual Monitoring Report. This will track the progress of housing completions against Policy DS1 and make an annual reassessment about the adequacy of the supply of deliverable and developable housing land. The Council will use the annual monitoring process to manage land supply. Action will be triggered to increase supply if monitoring reveals that housing completions have fallen below the expected rate of delivery set out in the trajectory and a review of site deliverability indicates that the trajectory is unlikely to be recovered over the next five years without action.
- 4.28 The latest monitoring update concludes that there are sufficient housing sites to deliver 1,323 housing units from 2012/13 to 2016/17. This is equivalent 6.6 years supply. The housing trajectory is shown in Appendix 2.
- 4.29 Windfall development has made a significant contribution to housing delivery in the past. Small site windfalls (less than 6 dwellings) will continue to come forward over all years up to 2028, although it is not necessary to rely on windfall delivery in the first 10 years of the Strategy period. Between 2022 and 2028, an average of 40 windfall dwellings per year has been assumed.
- 4.30 The Development Management Plan and future reviews of the SHLAA may identify new sites, thereby reducing the reliance on windfall.

### **POLICY DS1: New Housing Development**

**The target for housing development will be 3,400 net new homes for the period 2011 – 2028.**

**Sites will be allocated in the Development Management Plan to meet this target.**

**In order to maintain and make effective use of the existing housing stock, the Council will bring back into residential use empty housing in line with its Empty Homes Strategy.**

**In order to protect the existing stock of family size housing, existing homes should remain as dwellings unless they are unsuitable for residential uses, or would be replaced with new residential development**

**A ‘plan, monitor and manage’ approach will be adopted based upon the Annual Monitoring Report and updates of the Strategic Housing Land Availability Assessment, through which progress on housing delivery and the continuous maintenance of a five-year rolling supply plus 20% will be tracked.**

### **Housing Implementation Strategy:**

**Housing land supply will be managed in the following way:**

**If the Annual Monitoring Report reveals that the five-year housing land supply plus 20% cannot be met, the Council will take action to increase the supply of deliverable housing sites by:**

- **Working with land owners, public bodies and developers to bring sites forward;**
- **Promoting Hastings and particular sites to investors;**
- **Investigating reasons for the delay in sites coming forward and consider using Compulsory Purchase Powers (CPOs) if necessary in order to progress development;**
- **Using its own land to stimulate development/interest.**

### **iii) Employment**

- 4.31 National policy indicates that local authorities need to set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth.
- 4.32 Hastings is a major employment centre not just for residents of Hastings but also in the wider Hastings labour market or travel-to-work-area (TTWA) which embraces most of Rother (over 90% of its population) and is bordered by Eastbourne, Tunbridge Wells and Ashford. Yet in economic terms Hastings is weak, ranked amongst the top 20 most deprived boroughs in the Country, with low levels of educational achievement and skills levels, lower average earnings compared to the rest of the South East and in recent years falling job density, (that is the ratio of total jobs to people of working age population). Until very recently, in common with other south coast towns, Hastings has not developed as a location for inward investment, relying on local business growth and the public sector as economic drivers.
- 4.33 However, Hastings has been pursuing an ambitious, collaborative approach to economic and cultural renaissance. Since its formation in 2003, Sea Space<sup>10</sup> and the wider Hastings & Bexhill Task Force has:
- constructed over 18,000m<sup>2</sup> of high quality business space in Hastings, including Lacuna Place and a Creative Media and Innovation Centre
  - facilitated over 7,000m<sup>2</sup> of education space for higher / further education use – Hastings is now a University town;
  - established Enviro21, a modern industrial park focused on the growth of environmental technology companies and advanced manufacturing;
  - created capacity for 1,700 new jobs, including the decision by SAGA in late 2010 to locate in Hastings' Priory Quarter, creating up to 800 additional private sector jobs.
- 4.34 These developments offer a real and lasting opportunity to promote the town as a thriving, high quality business location and a desirable place to live and enjoy quality recreation time.

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<sup>10</sup> With the abolition of the regional development agency, SEEDA, Sea Space and the local mechanisms for taking regeneration forward are being recast but local partners are determined to continue and build on the progress achieved to date

## Providing for new jobs

- 4.35 This section focuses on economic development and specifically business uses<sup>11</sup>.
- 4.36 Population projections<sup>12</sup> continue to show a reducing workforce – when housing growth and other projections are factored in. An important qualification about these projections is that they represent what is projected to happen based on the current population structure and past patterns of migration, as well as prevailing economic activity rates (2008 base). Planning for a smaller workforce in effect represents planning for the status quo, and fails to take account of important policy factors, in particular:
- national policy to stimulate economic growth
  - the strong local commitment to reverse the economic fortunes of the area, not least to address relatively low economic activity and high unemployment
  - desire to reverse the long term trend towards increased dependence on jobs elsewhere
- 4.37 The Strategy therefore aims to counteract the projected reduction in the workforce by assisting employment creation through the provision of land and premises for employment purposes and by encouraging the development of more family housing. This is intended to alter the characteristics of in-migration.
- 4.38 The Employment Strategy and Land Review (ESLR)<sup>13</sup>, Updated August 2011 and jointly prepared with Rother District Council, estimates that the total number of jobs needed in Hastings over the period 2008-2028 is c.6,470. This is based on workforce projections with allowances for achieving higher economic activity rates and a closer balance between the number of indigenous jobs and the number of local workers. Out-commuting is not in itself detrimental to local prosperity, particularly where people are able to travel to better paid jobs and thus bring more money into the Hastings economy. However, sometimes it is an indicator that there is insufficient availability of jobs locally. Overall therefore, although it is to be expected that there will be many workers travelling both into and out of Hastings to work (particularly within the travel to work area), the Plan seeks a healthy economy where there are sufficient jobs within the Borough to support the population. In sustainability terms a better balance of homes and jobs locally is desirable.
- 4.39 If it was not for regeneration activity and major intervention, it is forecast that total employment (labour demand) in Hastings would grow by very modest amounts. Labour demand forecasts suggest that jobs growth will be in mainly public services, including public administration, health and educational sectors. This reflects their important share of employment currently and ignores the considerable regeneration activity which has already seen the successful development of educational, media and eco-industries. It also clearly highlights the need to diversify the town's economic base and a key objective of increasing the supply and range of job opportunities across the

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<sup>11</sup> Business uses are those essentially within Class B of the Use Classes Order, including offices, research and development uses, light manufacturing, general industry, warehousing/storage and similar “sui Generis” uses

<sup>12</sup> East Sussex County Council population projections 2011

<sup>13</sup> [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

town, as part of achieving a more sustainable pattern of development and activity. Our aim is to maintain and strengthen the provision for those sectors where we have particular strengths such as manufacturing and specialist engineering businesses examples of which are vacuum pumps and contact lens manufacture. We will also support cultural and artistic ventures. Sectors, and particularly high value sectors, which we would like to grow, include knowledge-based sectors such as eco-industries and creative media.

- 4.40 It is clear that the provision of employment land and premises needs to be supported by an array of other interventions to succeed. As well as the Council's own commitment to fostering economic activity, there are multi-agency efforts (more fully documented in the ESLR) centred around investment in education and training; business support services, promotional activity; planned investment in transport infrastructure and ICT connections.

### **Business land and premises**

- 4.41 Major improvements in the town's economy are needed if we are to achieve regeneration benefits for everyone. The Strategy will assist in this process by ensuring that sufficient land is identified for employment purposes to allow for future growth in jobs and to encourage business investment by providing choice in the types and locations of employment premises. The amount of land identified should provide for employment growth that at least matches workforce growth, allows for higher levels of economic activity and reduces reliance on out-commuting.
- 4.42 The ESLR concluded that in order to meet the economic regeneration objectives for Hastings and Rother, provision should be made in Hastings for between 65,000 and 70,000m<sup>2</sup> of employment floorspace between 2008 and 2028. This target primarily relates to business accommodation<sup>14</sup>

### **POLICY DS2: Employment Land and Premises**

**To support the town's role as a major employment centre and as the focus for economic regeneration, local economic growth and diversification will be met through the development of up to 70,000m<sup>2</sup> of employment floorspace between 2008 and 2028 and will be achieved by:**

- the continuing development of new office based employment opportunities at Priory Quarter in Hastings town centre;
- the development of Enviro21 Innovation parks adjacent to Queensway, c.15,300m<sup>2</sup>
- the development of c.32800m<sup>2</sup> of land on existing employment areas across the Borough by 2028 at the following locations: Churchfields, Castleham, Ponswood, West Ridge and Ivyhouse Lane
- encouraging the renewal of the existing older stock of employment premises through the implementation of an employment land and premises protection policy
- encouraging the provision of live/work units within housing developments

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<sup>14</sup> comprises use classes B1 – Business, B2 – General industrial and B8 – Storage or distribution, as defined by the Use Classes Order 2010

## **Relationship with North East Bexhill**

- 4.43 The regeneration of Hastings also needs to be considered in the context of the impact of development outside of the town, and in particular, the North East Bexhill proposal in Rother District. This is a major development area aiming to provide some 50,000m<sup>2</sup> of commercial development. It has the scope to meet the needs of both local and in-moving occupiers. The available land at North East Bexhill plays a complementary role to that of Hastings as an employment centre by providing opportunities for employment development as part of an urban extension on a scale not possible within the constrained urban area of Hastings.
- 4.44 North East Bexhill represents one of the most important new land releases within the Hastings travel to work area. However its implementation is dependent on the completion of the proposed Hastings–Bexhill Link Road. There are other important opportunities for business development within the borough, notably Priory Quarter and the Queensway area. Nevertheless, whilst the identified employment land commitments in Hastings are not dependent on the implementation of the road scheme per se, a decision not to proceed with it would have a negative impact on those proposals too:- because of the knock-back to business confidence, and the reduced scale and range of investment that Hastings and Bexhill could accommodate would constrain the potential of the area for regeneration.

### **iv) Shopping**

#### **New retail development**

- 4.45 National planning policy requires us to promote the vitality and viability of town centres, and emphasises that it is important that retail needs are met in full, and not compromised by limited site availability. It sets out that town centre sites should be identified first, and if these are not suitable or viable, edge of centre sites should be considered next, and then other accessible locations.
- 4.46 Later in this plan, policy E3, sets out a hierarchy of commercial centres where retail and employment opportunities are concentrated, to be protected and appropriate new ventures welcomed.

#### **What does the evidence show?**

- 4.47 In 2006, a study on the retail needs of the town up to 2021 was first prepared, which was then updated in both 2010 and 2011. The Retail Study now looks ahead to 2028, taking account of updated forecasts and projections. Combined together, these three studies identify a number of issues related to the provision of new retail floorspace in the town:
1. The vast majority of retail floorspace need will be for comparison goods (includes items purchased on a non-frequent basis, such as clothing, footwear, household and recreation goods).
  2. In order to retain its market share, Hastings Town centre needs up to approximately 20,500m<sup>2</sup> of additional comparison goods floorspace in the period 2014 to 2028. This is a gross figure (i.e. it includes sales space, storage and ancillary space) and an allowance for related service trade shops (e.g. restaurants, coffee bars, hairdressers etc).

3. If this scale of development does not take place in Hastings Town Centre, the town's position in the regional shopping hierarchy will deteriorate. Immediate competitors such as Eastbourne and Tunbridge Wells will absorb an even greater share of the spending of Hastings and Bexhill residents.
  4. The need for additional convenience goods floorspace (everyday essential items including food, drink, newspapers, confectionery) will be minimal.
  5. The need for retail warehouse floorspace (electrical, DIY, furniture etc) between 2014 and 2028 would be approximately 2,800m<sup>2</sup> gross. Floorspace need prior to 2014 has been more than satisfied with the construction of Wickes store at Ravenside
  6. There could be up to 1,600 jobs from the growth of retailing up to 2028, if all the retail capacity identified in the study is met.
- 4.48 Whilst there is no immediate need for this additional retail floorspace, it is essential that it is provided for over the Planning Strategy period, up to 2028. We have therefore undertaken an initial assessment of sites, to determine the potential in Hastings Town Centre to accommodate this level of growth. This revealed only a small number of infill sites that could potentially provide additional floorspace, but not on the scale required.
- 4.49 As a result, the uncertainty over a potential town centre location for this level of retail development has meant that we are unable to identify a particular site at this time. A new town centre boundary where such development will be supported will be identified on the Proposals Map prepared as part of the Development Management Plan process. It will therefore be down to market forces to determine when, and if, the economic situation is right for this scale of retail development.
- 4.50 Policy DS3 below sets out a sustainable approach in that it would support the retail role of the two centres, both locations are more accessible by foot and by public transport than out-of-centre locations, and would generate prime shopping frontage and meet the needs of retailers.

### **Retail warehousing**

- 4.51 The retail study also identified a requirement for further land for retail warehousing. We do not believe a suitable town centre site for retail warehousing is available. We will therefore adopt a sequential approach to site selection as required by government guidance. In particular, suitable sites should be accessible by means other than by car.

### **POLICY DS3: Location of Retail Development**

**The retail need for new comparison goods floorspace is estimated to be 20,500m<sup>2</sup> for the period 2014 -2028. This need is to be met primarily within Hastings Town Centre.**

**The Hastings Town Centre development will be undertaken primarily by the private sector, but the Council could use its compulsory purchase powers to assist in land assembly if appropriate. The development will be phased to occur in the period 2014 to 2028. Retail development will be supported on sites within or well related to the established shopping**

**area of the town centre. If for any reason this retail need cannot be accommodated in the town centre, then the Council will pursue a sequential approach to site selection, looking first for potential sites on the edge of the town centre or at the district centres, including St Leonards, and then at out-of-centre sites that are in accessible locations.**

**2,800m<sup>2</sup> of retail warehousing needs for the period 2014 to 2028 will be met on edge-of-centre sites or out-of-centre sites, which are well served by a choice of means of transport.**

**Site identification for both comparison goods and retail warehousing will be undertaken as part of the Development Management Plan.**

## **Part Three – Planning Strategy**

### **Chapter 5: Spatial Areas**

- i) Western Area**
- ii) Central Area**
- iii) Eastern Area**
- iv) Seafront**

## Chapter 5: Spatial Areas

### i) Western Area

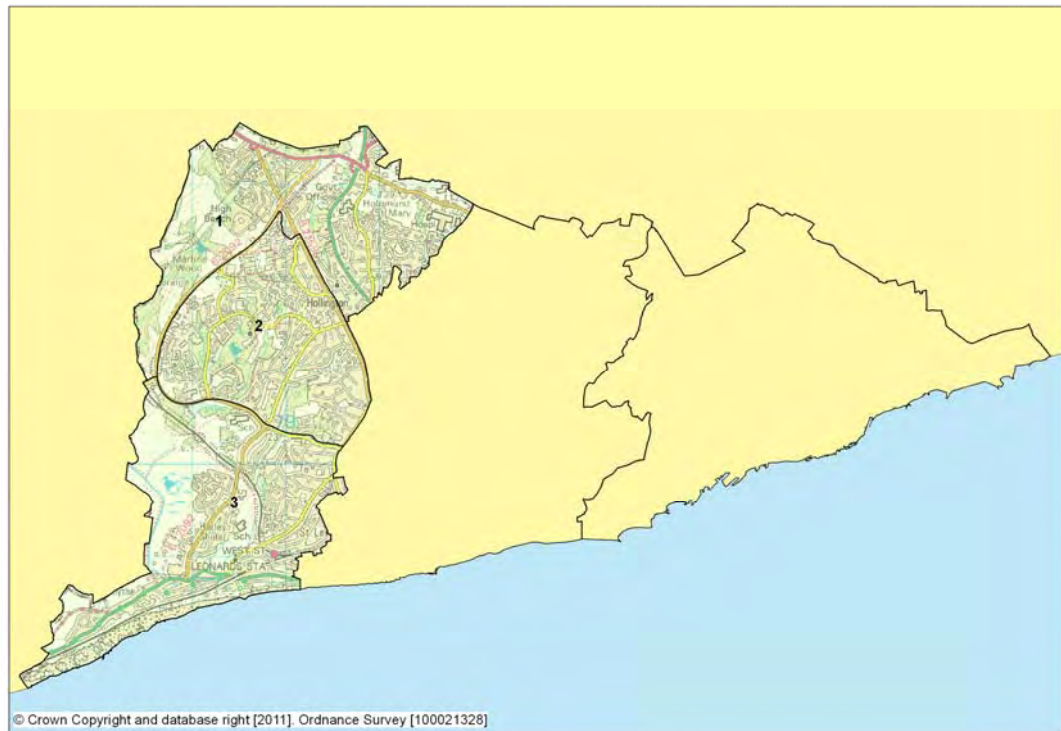


Figure 6: map showing the western area

### An introduction to Western Area

- 5.1 Western Area comprises the planning focus areas of Little Ridge & Ashdown; Greater Hollington and Filsham & Bulverhythe.
- 5.2 It covers the western side of the town, comprising a mix of housing, employment areas and green spaces. There is a diverse mix of people in the area with some well established communities and residential neighbourhoods.
- 5.3 Western Area has 3 out of the 4 major employment areas in the town, with strong emphasis on manufacturing and engineering. There are several major supermarkets, the Conquest Hospital and Ashdown House, which are significant sources of employment for the town.
- 5.4 The total Western Area population is 27,700 (Mid 2009 population estimates, ONS), with the highest proportion of residents (23.5%) falling in the 45-64 (male) and 45-59 (female) age categories.
- 5.5 Data from the 2011 Index of Multiple Deprivation shows that Little Ridge and Ashdown is the least deprived Planning Focus Area in Western Area, and the town as a whole. Greater Hollington however, ranks as the 4th overall most deprived focus area in Hastings, and is the 2nd most deprived in terms of education, skills and training. Filsham and Bulverhythe rank 11th overall, 2

below Little Ridge and Ashdown. 8.6% of households in Western Area are in fuel poverty.

- 5.6 The new Hastings and St Leonards Academies opened in the existing school buildings in September 2011. Building works on the new St Leonards Academy will then be undertaken on the Filsham Valley site, and will be completed by September 2012. Part of the Grosvenor Gardens conservation area falls within Western Area.

### **Strategy for Western Area**

- 5.7 The strategy for Western Area is to focus on its potential for employment and housing development, whilst protecting and enhancing existing areas of greenspace.
- 5.8 We will identify key seafront development sites at West Marina and Bulverhythe and maximise the potential for sustainable building in the area through linkages with existing areas of high heat demand at the Conquest Hospital, and by exploring opportunities for renewable energy schemes in Combe Valley Countryside Park.
- 5.9 Between 1080 and 1270 new homes, and approximately 36,700m<sup>2</sup> of employment floorspace will be provided in Western Area up to 2028, in accordance with Policy FA1 below. The range of dwelling numbers provided, give a broad indication of the number of new homes that are deliverable in the Plan period, for each of the Planning Focus Areas in Western Area.

### **The Bexhill - Hastings Link Road**

- 5.10 The Bexhill – Hastings Link Road is proposed to enter Hastings at Queensway, within Western Area. Further detail on its implementation and importance to the Planning Strategy is set out in chapter 11.

### **Employment opportunities**

- 5.11 The Queensway Employment Corridor is a core area of employment development opportunities located adjacent to Queensway. The aim here is to attract companies from all around the UK and in Europe, including the growing environmental technologies and services sector, as well as others who place importance on environmentally sustainable business. The Queensway Employment corridor involves the development of two key sites in Hastings, one of which is partially complete with some units let as at 2011.
- 5.12 In addition to new employment floorspace, it is important that we focus on reinvesting in, and making the most out of the existing employment areas of Castleham, Churchfields and Ponswood, as well as the smaller employment areas at West Ridge and Whitworth Road.
- 5.13 Development and redevelopment will include reducing carbon emissions and facilitating good environmental management, which will cover energy, transport, water, habitat and waste impacts. This will draw on an existing pilot low-carbon renovation project on a Council owned site on Castleham estate from 2012.

## **Combe Valley Countryside Park**

- 5.14 The park is being developed and managed through joint working between Hastings Borough Council, Rother District Council and East Sussex County Council. The Countryside Park covers approximately 600 hectares and will conserve and enhance the green space between Hastings and Bexhill and strengthen the connections between the two towns. It includes the Pebsham landfill site, the fields at Glyne Gap, the Combe Haven Valley Site of Special Scientific Interest and the coast at Glyne Gap.
- 5.15 The vision for the park is to “create and manage a high quality sustainable, attractive and accessible multifunctional countryside area to serve the recreational and economic needs of residents and visitors”. The space will be used for leisure, relaxation, sport, ecology and education. The park will provide access to the countryside, whilst balancing the need to proactively manage wildlife habitats.
- 5.16 The current plans envisage an activity park in the vicinity of the landfill site, a coastal park to its south, a wetland wildlife area to the north and an environmental educational centre to the north east.
- 5.17 The countryside park will help to meet a county-wide open space deficiency within the locality as identified within the East Sussex Open Spaces Strategy and serving an urban population of 130,000 people, is fundamental in achieving the shared approach to regeneration for Bexhill and Hastings. It will also be an important part of the green infrastructure network, providing linkages to the rural areas surrounding Hastings, (see Policy EN2).
- 5.18 A Development Strategy and Implementation Plan 2011 - 2014 for the park has been approved by Hastings, Rother and East Sussex Councils. This will be regularly updated and revised to guide how the park changes and develops up to 2028.

## **Environmental opportunities**

- 5.19 The Hastings Renewable and Low Carbon Energy Study (2009) has shown some potential for wind energy at Combe Valley Countryside Park (in both the Hastings and Rother areas). We will work with Rother District Council to explore this opportunity further, and identify the potential for renewable energy provision to offset the town's carbon emissions resulting from implementation of the whole development strategy for the town.
- 5.20 Through heat mapping, the Conquest Hospital has also been identified as an area of high heat demand. This presents potential for the introduction of Combined Heat and Power (CHP) systems and district heating networks into the existing building stock.
- 5.21 Some of the most significant wildlife habitats in the town are located within Western Area; the ancient woodland SSSI of the Marline Valley, Filsham Reedbeds LNR and the Combe Haven SSSI and the ancient woodland LNR of Churchwood. These lie adjacent to the wider countryside and the High Weald AONB, providing links to the wider countryside and habitat and species diversity.

- 5.22 It is important for us to continue to work with key partners to improve the quality of current wildlife sites by better habitat management; increase the size of existing wildlife habitats; enhancing connections between sites and create new sites where we can, using the green infrastructure network and therefore reducing the pressure on wildlife by improving the wider environment.
- 5.23 Flooding is a key issue within parts of Western Area, although the area does benefit from sea defences to protect against tidal flooding. Flood zones 2 and 3 encompass areas at Glyne Gap, Bulverhythe Recreation Grounds, along Combe Haven between Pebsham and the Combe Haven Holiday Park, the Combe Haven Valley, to the South of Bulverhythe Road to Cinque Ports Way and along parts of the Hollington Stream, particularly at Harley Shute playing fields. Development in these areas will need to demonstrate how flood risk has been addressed in accordance with Policy SC6, through the application of the sequential and exception tests where necessary, and the submission of detailed flood risk assessments.

### **POLICY FA1: Strategy for Western Area**

The following table sets out the overall indicative quantity of development for Western Area, which will be explored in further detail in the Development Management Plan.

<b>Planning Focus Area</b>	<b>Housing – range of dwellings by area up to 2028</b>	<b>Employment – m<sup>2</sup> of additional (net) employment land up to 2028</b>	<b>Retail - m<sup>2</sup> of additional (net) retail comparison floorspace up to 2028</b>
<b>1. Little Ridge and Ashdown</b>	<b>220 - 280</b>	<b>Mixed B1, B2, B8 – c.23,400m<sup>2</sup> (at Queensway &amp; Whitworth Rd)</b>	<b>0m<sup>2</sup></b>
<b>2. Greater Hollington</b>	<b>240 - 300</b>	<b>Mixed B1, B2, B8 c.13,300m<sup>2</sup> (at Churchfields, Castleham &amp; Ponswood Industrial Estates)</b>	<b>0m<sup>2</sup></b>
<b>3. Filsham Valley and Bulverhythe</b>	<b>620 - 690</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Total</b>	<b>1080 - 1270</b>	<b>36,700m<sup>2</sup></b>	<b>0m<sup>2</sup></b>

Table 3: The indicative quantity of development for Western Area

**In Western Area, we will also:**

- a) ensure development along the Queensway Employment Corridor meets high standards of environmental sustainability within what is practical and economically viable
- b) support the development of land at West Marina for a mix of housing and leisure uses

- c) encourage the retention of existing, and provision of more high quality visitor accommodation along the Seafront, the main arterial routes, and close to other generators of demand**
- d) be less strict in retaining premises in their existing land use (as defined by the relevant Land Use Classes Order) providing a sound employment based case can be made to secure employment development at Ponswood, Churchfields, Castleham and West Ridge**
- e) support research and development facilities aligned to the needs of local industries as well as further improvements to the town's educational infrastructure**
- f) support the delivery of the proposed Bexhill-Hastings Link Road and A21 Baldslow Link, and continue to lobby to secure their timely provision.**
- g) work with Rother District Council and East Sussex County Council to establish and manage Combe Valley Countryside Park as a sustainable multi-functional countryside area with recreation, biodiversity conservation and regeneration opportunities, and support its development in line with the Park Development Strategy and Implementation Plan**
- h) work with Rother District Council to explore renewable energy opportunities in Combe Valley Countryside Park to meet the town's long term energy needs**
- i) protect, manage and enhance the green spaces network, in particular, the Marline Valley Woods and Combe Haven Sites of Special Scientific Interest, the Filsham Reedbeds, Marline Valley Woods and Churchwood Local Nature Reserves and significant open spaces at Church Wood, Ponds Wood, Bexhill Recreation Ground and the Seafront**
- j) support the implementation of the strategic network of cycle routes to link communities and facilities, particularly from the Conquest Hospital down towards Hastings Town Centre and out to Combe Valley Countryside Park**
- k) direct development to areas at the lowest risk of flooding, and require site specific Flood Risk Assessments to be provided for development in areas at a higher risk as identified in the Strategic Flood Risk Assessment - in the vicinity of Bulverhythe and West Marina and the Combe Haven River, Stonehouse Drive, Upper Glen Road Hollington Old Lane and Gillsmans Hill**
- l) explore opportunities for combined heat and power (CHP) connected to district heating systems or combined cooling, heat and power (CCHP) for development proposals within the vicinity of the Conquest Hospital**
- m) support the opening and development of the St Leonards Academy at Filsham Valley school site**

## ii) Central Area

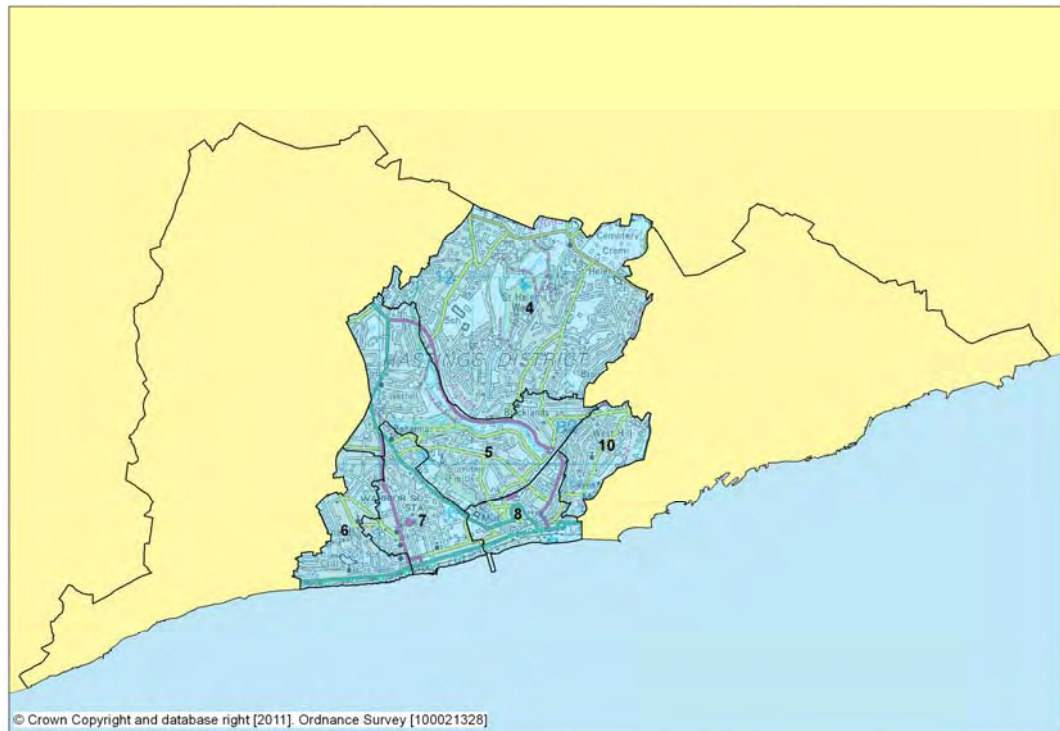


Figure 7: map showing the central area

### An introduction to Central Area

- 5.24 Central Area comprises the planning focus areas of St Helens, Silverhill and Alexandra Park, Maze Hill and Burton's St Leonards, Central St Leonards and Bohemia, Hastings Town Centre and West Hill. It is the most densely populated spatial area, with 43,801 residents, and has the lowest proportion of 0-15 year olds in the town, at just 17.6% (ONS Mid 2009 population estimates).
- 5.25 Each area has its own unique identity, ranging from the active Town Centre with over 500 retail units and predominantly privately owned or private rented housing, to the expansive Alexandra Park, surrounded by large Victorian properties. Silverhill provides local shops and small businesses that are popular with local residents, as well as an Asda supermarket, whilst St Helens is predominantly residential, with a high proportion of privately owned properties.
- 5.26 Central Area contains 15 out of the 18 Conservation areas in the town. Data from the 2011 Index of Multiple Deprivation shows that Central St Leonards and Bohemia and Hastings Town Centre are the most deprived planning focus areas in Central Area, ranking 2nd and 3rd in Hastings as a whole. Conversely, St Helens is one of the least deprived planning focus areas, highlighting the diversity of this spatial area.
- 5.27 Central St Leonards and Bohemia and Hastings Town Centre are also the most deprived areas in Hastings in terms of fuel poverty, with 17.3% of

households in the Town Centre in fuel poverty, and 17.6% in Central St Leonards and Bohemia.

- 5.28 A significant amount of regeneration funding has been focused in the town centre in recognition of these issues, particularly in terms of improving the education offer at the University Centre Hastings and the new Sussex Coast College. In addition, the new office and retail developments at Priory Quarter will ensure the quality of space available is improved, and contribute positively to the local economy.
- 5.29 Taken together, all these developments will work towards maintaining and improving the vitality and viability of Hastings town centre, for the benefit of the town as a whole. Hastings town centre will continue to be a focus for change and growth; along with infill and extension opportunities at some of the town's existing employment estates.

### **Strategic policy for Central Area**

- 5.30 Major developments and improvements planned in the town centre form the focus for change in Central Area, although tourism, flooding, open space and housing are also key considerations for the area as a whole. It will also be important to support educational growth and associated facilities, including accommodation for students and the evening and night time economy.
- 5.31 The focus on regeneration in Central St Leonards and the wider South St Leonards area will continue, particularly in terms of housing mix and tenure in Central St Leonards. We will also continue to support Central St Leonards and Silverhill as district centres, and introduce management measures to retain and focus the function of Bohemia as a local shopping centre.
- 5.32 Between 1240 and 1500 new homes, 21,700m<sup>2</sup> of employment floorspace, and approximately 20,500m<sup>2</sup> of comparison goods retail floorspace will be provided in Central Area up to 2028, in accordance with Policy FA2 below. This range of dwelling numbers provided give a broad indication of the number of new homes that are deliverable in the Plan period, for each of the Planning Focus Areas in Central Area.

### **Environmental opportunities**

- 5.33 Through heat mapping, Hastings Town Centre and Summerfields Sports Centre have both been identified as areas of high heat demand. This presents potential for the introduction of Combined Heat and Power (CHP) systems and district heating networks into the existing building stock, particularly alongside any large scale new retail development in the case of Hastings Town Centre.
- 5.34 Being a very densely populated area of the town, it is essential that communities in Central Area have access to good quality open space. Despite its urban nature, the town as a whole does have a surprising wealth of good quality open spaces and nature reserves, which we need to enhance and develop, to help the connections between human well being and the natural environment. Key parks and open spaces in Central Area include St Helens Woods Local Nature Reserve, Summerfields Woods Local Nature Reserve and the national heritage awarded park, Alexandra Park.

- 5.35 Our commitment is to ensure that we properly value nature and open spaces by safeguarding and managing them, to enhance their wildlife value and encourage access for all sectors of the community.

### **Cultural opportunities**

- 5.36 There is significant potential for building on the existing cultural offer in both St Leonards and Hastings town centres. The Hastings Cultural Regeneration Strategy, specifically looks to developing cultural quarters in Central St Leonards built around studio and workshop space for the creative industries, and in Hastings Town Centre from the White Rock to Station Plaza. It will be important to support creative businesses in this area, encouraging the take up of empty units for studios and workshops in these locations where appropriate.

### **POLICY FA2: Strategic Policy for Central Area**

The following table sets out the overall indicative quantity of development for Central Area, which will be explored in further detail in the Development Management Plan.

<b>Planning Focus Area</b>	<b>Housing – range of dwellings by area up to 2028</b>	<b>Employment – m<sup>2</sup> of additional (net) employment land up to 2028</b>	<b>Retail - m<sup>2</sup> of additional (net) retail comparison floorspace up to 2028</b>
<b>St Helens</b>	<b>210 - 250</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Silverhill and Alexandra Park</b>	<b>200 - 240</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Maze Hill and Burtons St Leonards</b>	<b>220 - 260</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Central St Leonards and Bohemia</b>	<b>350 - 430</b>	<b>0m<sup>2</sup></b>	<b>A modest quantity of retail development would be supported in Central St Leonards compatible with function as a district centre</b>
<b>Hastings Town Centre</b>	<b>210 - 250</b>	<b>B1(a) – Approx. 21,700m<sup>2</sup> (the remaining phases of the Priory Quarter)</b>	<b>Up to 20,500m<sup>2</sup> of comparison retail space in town centre</b>
<b>West Hill</b>	<b>50 - 70</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Total</b>	<b>1240 - 1500</b>	<b>21,700m<sup>2</sup></b>	<b>Up to 20,500m<sup>2</sup> Note: Any retail development in Central St</b>

			Leonards or elsewhere would contribute to the meeting of the identified need of 20,500m <sup>2</sup>
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Table 4: The indicative quantity of development for Central Area

**In Central Area, we will also:**

- a) support further delivery of regeneration and change in the town centre by 2028
- b) support research and development facilities aligned to the needs of local industries as well as further improvements to the town's educational infrastructure
- c) protect and enhance Central St Leonards and Silverhill as District Centres
- d) focus on improving the physical environment, the quality and mix of housing and the local economy in Central St Leonards
- e) support the role of Central St Leonards as a District Centre
- f) consider the rationalisation of the primary retail area, to protect the function of Bohemia as a local shopping centre.
- g) explore opportunities for Combined Heat and Power connected to District Heating systems in the vicinity of the Summerfields Sports Centre
- h) support the implementation of the strategic network of cycle routes from the town centre out to strategic open spaces, the seafront, nature conservation areas and community facilities as identified on the Key Diagram
- i) protect, manage and enhance the green spaces network, in particular, the Local Nature Reserves at Old Roar Gill and Summerfields Woods and other significant open spaces at Alexandra Park, Old Roar Gill, BOS Field, St Helens Wood, West Hill, Summerfields Woods, pedestrian only streets in the town centre, the Seafront, William Parker Sports College, Sandhurst recreation ground, Gensing Gardens, St Leonards Gardens, Warrior Square and Horntye Park
- j) ensure all large scale developments take account of past flooding and the impact of anticipated future climate changes on flooding and aim to reduce the overall level of flood risk in the area through the layout and form of the development, improvements to local defences and the application of suitable sustainable drainage systems.
- k) encourage the retention of existing, and provision of more high quality visitor accommodation along the Seafront, the main arterial routes, and close to other generators of demand
- l) protect and enhance architectural heritage, particularly in the conservation areas
- m) encourage mixed use developments and explore the potential for 'living above the shop'
- n) achieve densities of at least 40 dwellings per hectare in the town centre and Silverhill district centre

## **Hastings Town Centre**

- 5.37 The Hastings & Bexhill Task Force developments over recent years have already made Hastings Town Centre more vibrant, and we now need to make sure this is taken forward in the longer term. It is important to maintain and improve the role of the town centre as a pleasant, lively and safe place for shopping, recreation, education, employment, and as a place to live, as well as developing the evening economy.
- 5.38 The town centre will remain a focus for education and employment, and the centre's role as a sub-regional shopping centre will be enhanced through the development of an additional 20,500m<sup>2</sup> of comparison goods floorspace to meet projected retail needs (see Policy FA3).
- 5.39 We will also encourage the development of cultural quarters in Hastings town centre from the White Rock Theatre to Station Plaza, by encouraging the re-use of empty units for studio purposes where appropriate.

### **POLICY FA3: Strategy for Hastings Town Centre**

**In Hastings Town Centre we will:**

- a) providing for approximately c.21,700m<sup>2</sup> (net) employment floorspace at Priory Quarter by 2028**
- b) providing for 20,500m<sup>2</sup> (gross/net) retail comparison goods floorspace up to 2028**
- c) achieve a more even mix of housing tenure**
- d) promote competitiveness in terms of the range and type of shops operating in the area**
- e) ensure the area is attractive to visitors and support the retention of visitor accommodation**
- f) promote accessibility by local public transport, people with disabilities, walking and cycling**
- g) develop the evening economy**
- h) promote and encourage improvements to the public realm as part of new development schemes and in day to day repairs and maintenance**
- i) promote leisure and cultural facilities including the redevelopment of the library, and support the development of cultural quarters between White Rock & The America Ground and Station Plaza through the Development Management Plan**
- j) protect and enhance architectural heritage, particularly in the conservation area**
- k) maintain the distinctiveness of the area in terms of architecture, townscape and function**
- l) improve the existing housing stock and quality of life for residents**
- m) encourage mixed use developments and explore the potential for 'living above the shop'**
- n) seek to reduce the number of long term empty homes**
- o) control the distribution and mix of Houses in Multiple Occupation within the area**

## **Central St Leonards**

- 5.40 Central St Leonards presents a complex mix of social, environmental and economic challenges. It has some of the highest unemployment levels and lowest household incomes in the town. At October 2011 12.1% of the resident population between 16 – 64 were claiming Job Seekers Allowance compared to 7.7% for the town as a whole (NOMIS). Also, in 2011 average household mean income within the area was £25,448 in comparison to £30,715 for the town as a whole (source: CACI, 2011).
- 5.41 In recognition of this Central St Leonards remains a priority regeneration area for the Council. We are focusing on key physical, social and economic interventions to bring about a 'step change' in the area. It aims to change peoples' perception of Central St Leonards, to achieve long-term economic growth, inward investment and a better quality of life for the local community.
- 5.42 Central St Leonards has a large proportion of privately rented dwellings and houses in multiple occupation, many of which are well below modern standards. This is partly a reflection of the age and type of the housing stock. There is a predominance of large Victorian properties, which have been converted to multi-occupancy. It is important that we encourage larger family units in Central St Leonards to ensure a further mix of dwelling sizes and types, and help to achieve a step change in the quality of housing in the area to the benefit of residents, businesses and visitors.
- 5.43 The area was declared a Housing Renewal Area in 2003 which lead to some significant improvements. In addition Hastings Borough Council has recently commenced a housing-led regeneration programme called the Coastal Space Project St Leonards. This is a £3.5m funded joint initiative between Hastings Borough Council, Local Space with the support of East Sussex County Council, the Homes and Communities Agency, and AmicusHorizon. It is one of a number of projects which aims to improve housing conditions and associated social and economic problems in the area.
- 5.44 Central St Leonards is a place that is positively changing. The area has many independent retailers and has attracted a number of new businesses over the past few years, thereby drawing new residents and visitors to the town. Central St Leonards serves an important role as a local shopping centre, and we need to take a flexible approach in terms of the different types of uses we allow, whilst ensuring its function as a local centre is not compromised. A positive attitude to the development and use of existing commercial and employment spaces is also essential in order to provide opportunities for local entrepreneurship and skills training. It is important that a range of business premises is available, including affordable and managed space for small businesses and start-ups. Detailed management policies regarding the retail centre will be further examined in the Development Management Plan.

## **POLICY FA4: Strategy for Central St Leonards**

**In Central St Leonards, we will:**

- a) support the development of key sites in Central St Leonards, including the former Hastings College site in Archery Road, the**

**Coastal Space Project, Alpha Café site and Crystal Square, to be taken forward as opportunities arise.**

- b) maintain and enhance the area's role as a District shopping centre through the protection of a retail core – to be identified in the Development Management Plan**
- c) support the retention, development and conversion of properties for training and small business, community, arts and cultural sector, supporting the development of a cultural quarter in Central St Leonards through the Development Management Plan.**
- d) support positive proposals for activities on the St Leonards seafront including Bottle Alley, Warrior Square promenade, West St Leonards (bathing pool site) and other parts of the seafront**
- e) continue to concentrate resources on improving housing conditions and reducing the number of empty dwellings in the area**
- f) seek to achieve a better mix of housing by encouraging the provision of larger dwellings (2 or more bedrooms), and supporting innovative housing schemes that will help to improve the perception of the area**
- g) encourage the building of a range of different sized housing units by introducing an area based planning policy in the Development Management Plan that requires all residential buildings, conversions and change of use to provide a mix of dwelling unit sizes within single developments (rather than being limited to a mix of 1 and 2 bed units).**
- h) work with the Homes and Communities Agency and Housing Associations to achieve greater levels of housing choice in the area by promoting more affordable housing**
- i) grant planning permission to suitable proposals to tackle key buildings that are in need of repair. A flexible approach to their future use will be adopted if this assists in securing their future viability.**
- j) ensure that development proposals and improvements to the existing housing stock take into account the historic character of the area**
- k) seek to reduce the number of long term empty homes**
- l) control the distribution and mix of Houses in Multiple Occupation within the area**
- m) promote and encourage sustainable modes of transport, specifically through the improvement of pedestrian and cycle routes**

### iii) Eastern Area

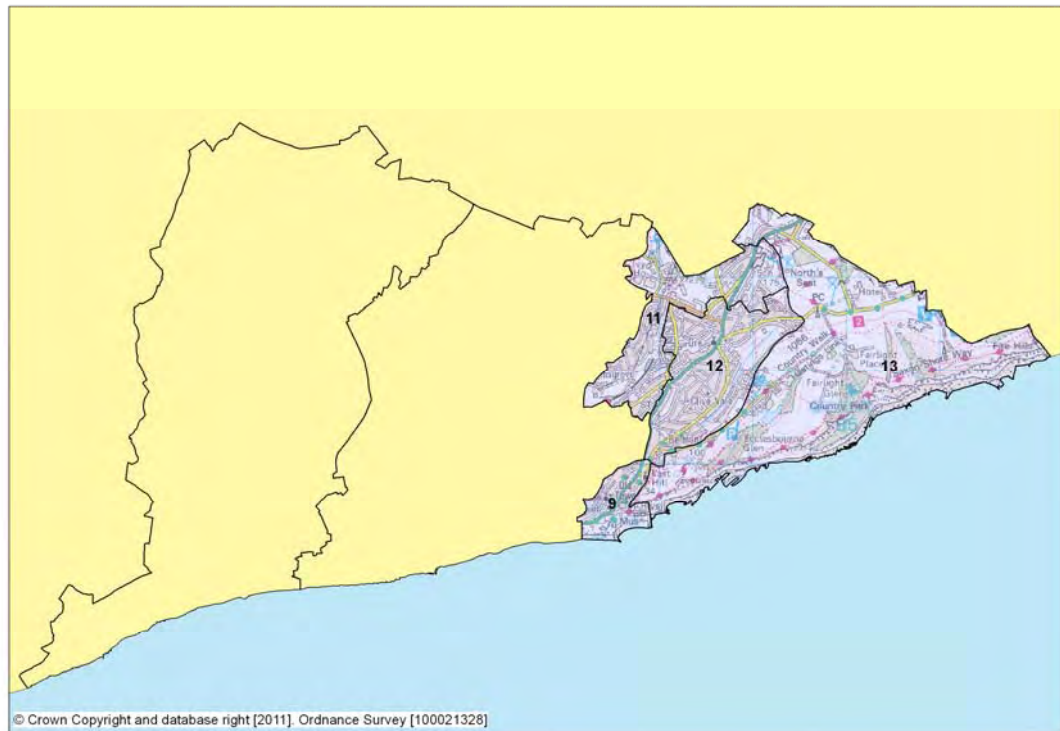


Figure 8: map showing the eastern area

#### **An introduction to Eastern Area**

- 5.45 Eastern Area is made up of the Old Town, Hillcrest and Ore Valley, Clive Vale and Ore Village and Hastings Country Park. 15,454 people live in Eastern Area (ONS, mid 2009 population estimates, and it has the highest proportion of young people when compared to the rest of the town – 21.5% in the 0-15 age category, and 17.3% in 16-29 age category.
- 5.46 This is one of the most diverse areas in the town. In addition to residential areas like Halton, Clive Vale, West Hill and the Pilot Road area, Eastern Area also offers the attractions of the Old Town and the Stade, Hastings Country Park Nature Reserve, and Hastings Cliffs Special Area of Conservation, and business accommodation at the Ivyhouse Lane employment area.
- 5.47 The expansive Old Town Conservation area falls within Eastern Area, along with the Tillington Terrace Conservation area further north.
- 5.48 Data from the 2011 Index of Multiple Deprivation shows that the Hillcrest and Ore Valley Planning Focus Area is the most deprived in Hastings overall. The Old Town is the 7th most deprived overall, but 11th out of 13 for the education domain.
- 5.49 Work is ongoing to regenerate this area and tackle deprivation. In recent years 2 major schemes have been brought forward - The Stade improvement scheme, which includes the Stade Hall, seafood training kitchen, high quality café and open air event space, in addition to the Jerwood Gallery itself, and

the Sussex Coast College site in Parker Road. In addition, the new Hastings and St Leonards Academies opened in the existing school buildings in September 2011, which will follow with building works being completed for the new Hastings Academy on the Hillcrest site, by September 2012.

### **Strategy for Eastern Area**

- 5.50 The strategy for Eastern Area is to continue regeneration efforts on the Ore Valley Development sites at Broomgrove and Ore Valley, and secure a sustainable future for the area. Managing and mitigating against recreational pressure from new development in the area on the Hastings Cliffs Special Area of Conservation will be a significant part of this strategy.
- 5.51 In addition, it is important to improve the vitality and viability of Ore as a District Centre and Old Town as a local centre, and support the development of the Hastings Academy on the Hillcrest school site.
- 5.52 Between 730 – 910 new homes and 12,200m<sup>2</sup> of employment floorspace will be provided in Eastern Area up to 2028, in accordance with Policy FA5 below. The range of dwelling numbers provided, give a broad indication of the number of new homes that are deliverable in the Plan period, for each of the Planning Focus Areas in Eastern Area, with the exception of Hastings Country Park Planning Focus area, where no new dwellings are proposed.

### **Hastings Old Town**

- 5.53 Hastings Old Town is architecturally a valuable part of the town and, also very popular as a tourist attraction - through both the unique shopping offer, and the leisure activities available on the Seafront and at the Stade. Businesses also remain that serve the local community and this balance gives year round life and vitality to the area.
- 5.54 It is therefore important to build on this tourism and cultural offer, and ensure that the area continues to function strongly as a district shopping centre, protecting its unique architectural heritage.

### **Environmental opportunities**

- 5.55 The Hastings Renewable and Low Carbon Energy Study (2009)<sup>15</sup> has shown some potential for wind energy in a small area of Hastings Country Park. We will explore the potential for a further turbine in this area to help offset the carbon emissions resulting from implementation of the whole development strategy for the town.
- 5.56 There is also potential for a joint urban fringe management approach to the north of the town, approaching The Ridge, with Rock Lane to the east and Ivyhouse Lane to the west with Rother District Council. The area lies within the High Weald AONB, but its quality and accessibility could be improved to provide a valuable amenity for residents in both areas.
- 5.57 The eastern area of the town has the most significant wildlife areas in terms of international importance and designation. Hastings Country Park Nature

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<sup>15</sup> [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

Reserve is the largest area of publicly accessible natural habitat in the town, and forms the gateway to the High Weald of Sussex. The spectacular countryside and diverse range of habitats and species mean that the Nature Reserve is one of our prime visitor attractions. However, it also provides out of season opportunities that are currently under utilised.

- 5.58 It is important for us to continue to work with key partners to improve the quality of current wildlife sites by better habitat management; increase the size of existing wildlife habitats; enhancing connections between sites and create new sites where we can, using the green infrastructure network and therefore reducing the pressure on wildlife by improving the wider environment.

## **POLICY FA5: Strategic Policy for Eastern Area**

The following table sets out the overall indicative quantity of development for Eastern Area, which will be explored in further detail in the Development Management Plan.

<b>Planning Focus Area</b>	<b>Housing – range of dwellings by area up to 2028</b>	<b>Employment – m<sup>2</sup> of additional (net) employment land up to 2028</b>	<b>Retail - m<sup>2</sup> of additional (net) retail comparison floorspace up to 2028</b>
<b>Old Town</b>	<b>50 - 70</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Hillcrest and Ore Valley</b>	<b>440 - 540</b>	<b>Mixed B1, B2, B8 – approx 11,400m<sup>2</sup> (at Ivyhouse Lane Industrial Estate)</b>	<b>0m<sup>2</sup></b>
<b>Clive Vale and Ore Village</b>	<b>240 - 300</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Hastings Country Park</b>	<b>0</b>	<b>0m<sup>2</sup></b>	<b>0m<sup>2</sup></b>
<b>Total</b>	<b>730 - 910</b>	<b>11,400m<sup>2</sup></b>	<b>0m<sup>2</sup></b>

Table 5: The indicative quantity of development for Eastern Area

**In Eastern Area we will also:**

- adopt a joined up approach with Rother District Council to the use and management of land between Ivyhouse Lane and Rock Lane, to secure environmental and access improvements in association with development in the locality**
- protect and enhance the Old Town as a local centre to better meet people's day-to-day needs, and encourage the retention of traditional shops and shopping facilities in George Street and the High Street**
- maintain and enhance Ore Village as a District Centre and improve accessibility as far as possible**
- protect and maintain the unique townscape of Hastings Old Town, a visitor attraction in its own right**

- e) encourage the retention of existing, and provision of more high quality visitor accommodation along the Seafront, the main arterial routes, and close to other generators of demand
- f) support research and development facilities aligned to the needs of local industries as well as further improvements to the town's educational infrastructure
- g) protect, manage and enhance the green network of nature areas and open spaces that include Hastings Country Park Nature Reserve and associated national and international designated wildlife areas such as Hastings Cliffs Special Area of Conservation (SAC) and Hastings Cliffs to Pett Beach Site of Special Scientific Interest (SSSI) and other significant open spaces at the Ore Valley Development site, the Seafront, Hastings Cemetery, Hastings Country Park and West Hill
- h) aim to achieve National Nature Reserve (NNR) status for the Hastings Country Park, as part of Council's Biodiversity Action Plan, area by 2015
- i) explore the potential for renewable energy opportunities in Hastings Country Park to meet the town's long term energy needs
- j) support the implementation of the strategic network of cycle routes that will link communities to the strategic open spaces, the seafront, nature conservation areas and community facilities, particularly along the Seafront and up to Ore Village
- k) encourage local communities to access areas of open space
- l) support the opening and development of the Hastings Academy at Hillcrest school site
- m) achieve densities of at least 40 dwellings per hectare in the Old Town and Ore Village

#### iv) The Seafront

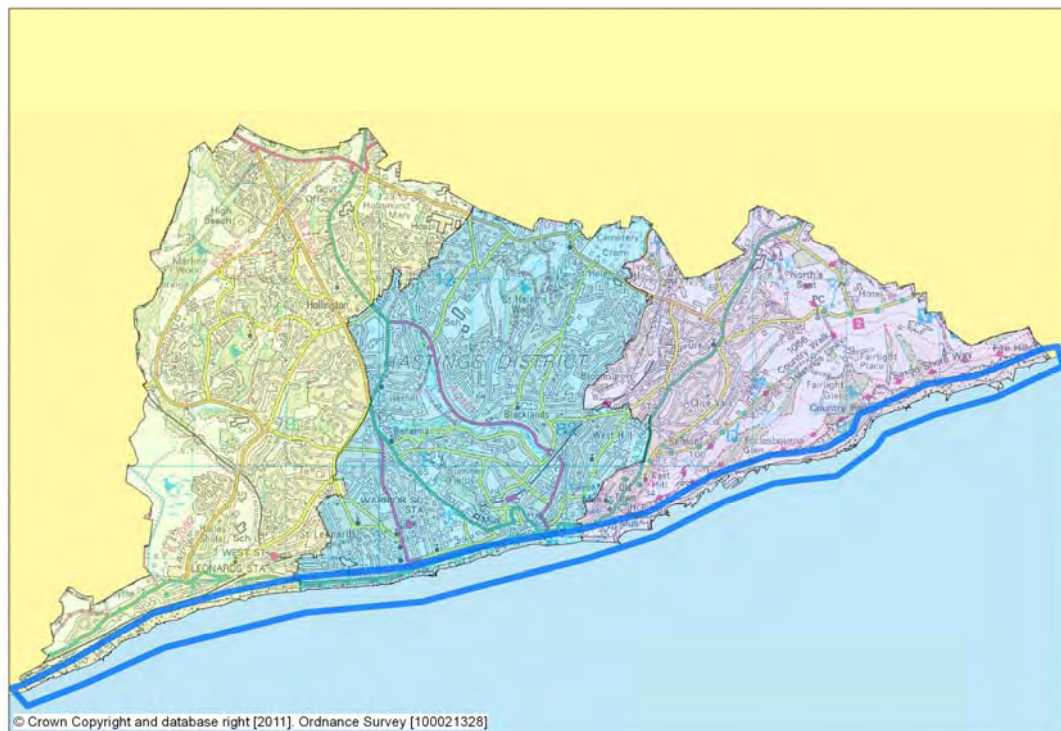


Figure 9: map showing the seafront

#### **An introduction to the Seafront**

- 5.59 The Seafront is very much the public face of the town and one of our prime assets. We need to plan change in the area to make more of economic, leisure and health opportunities associated with a seafront location, make the beach and promenade accessible to all sectors of the community and continue to encourage owners of seafront properties to invest in the upkeep and repair of their buildings to continue to improve the towns image.

#### **Strategy for the Seafront**

- 5.60 The strategy for the Seafront is to build on the existing tourism economy and continue to enhance the Seafront and public realm.
- 5.61 The Seafront Strategy was prepared under the direction of the Hastings & Bexhill Task Force, Tourism South East, Hastings Borough Council and Rother District Council in 2005. This is an economic strategy to regenerate Hastings and Bexhill by using the seafront as the area's best asset. We will support the delivery of key projects and proposals taken from the Seafront Strategy through policies in this Plan and the Development Management Plan where necessary.

#### **Tourism and the public realm**

- 5.62 Recent years have seen significant improvement along the Seafront. The Marina Pavilion has now been restored, there have been improvements to the physical environment through the Council's Grotbusters scheme, a multi-use

games area and volleyball court have been installed along the promenade, the Jerwood Gallery and surrounding space and the extension to the National Cycle Network completed in 2012.

- 5.63 The town also continues to host popular festivals, for example, Jack in the Green, Seafood & Wine, Hastings Old Town Carnival Week and Hastings Week throughout the year, attracting visitors from outside of the town.
- 5.64 Despite these improvements, it is still important for us to continue to focus on tourism and environmental improvements, taking account of the effects of climate change and rising sea levels. Expanding and maintaining an all year round tourist season is of great importance, and we need to ensure the correct types of accommodation and visitor attraction are available to support this. We need to retain and improve our existing visitor attractions and accommodation along the Seafront, and direct new visitor accommodation there too.
- 5.65 The Jerwood and associated Stade developments will help bring new visitors to the area, and are likely to raise expectations of the seaside environment. In the past, improvements to the public realm have tended to be ad hoc and dependent on new developments, so it is important for us to continue to obtain private and public investment, and promote public art to enhance and maintain the surroundings.
- 5.66 Taken together with the development of Combe Valley Countryside Park and the extension of the National Cycleway Network, future development at West Marina as identified in the Seafront Strategy, will also promote the importance of the Bulverhythe and West St Leonards areas as the western gateway to the town.

### **Environmental issues**

- 5.67 Flood defences located along the Bulverhythe area of the the coast are the responsibility of the Environment Agency. These were enhanced in 2006, and provide a 1 in 200 year standard of protection.
- 5.68 Coast Protection assets include seawalls, groynes and shingle banks are the responsibility Hastings Borough Council. The South Foreland to Beachy Head Shoreline Management Plan states that the long term policy is to “hold the line” in providing protection for the frontage, which means that coastal defences in the town are likely to be maintained in good working order for the foreseeable future.
- 5.69 Over the past few years the Council has built a new rock groyne to prevent wave overtopping at Carlise Parade and is carrying out a programme of groyne refurbishment.
- 5.70 Further investment will be required to maintain the existing standard of defence and to compensate for the effects of climate change (including sea level rise and an increase in intensity, severity and frequency of coastal storms). Investment, including the construction of additional rock groynes at Carlise Parade, enhancement and repair of the Harbour Arm and eventual replacement of the existing timber groynes. In addition the Council will

continue to recycle shingle that accumulates at the eastern end of the coastline to areas where it is eroded.

### **Cultural opportunities**

- 5.71 Following the opening of new cultural venues at The Stade Open Space, Stade Hall and Jerwood Gallery, we need to ensure the best use is made of existing venues, particularly along the Seafront. We will encourage the development of cultural quarters at the Old Town and the Stade, making the most of the fishing industry, its museum and the Jerwood Gallery; in Central St Leonards, built around studio and workshop space for the creative industries; and in Hastings town centre from the White Rock Theatre to Station Plaza.

### **POLICY FA6: The Seafront**

**Along the Seafront, we will:**

- a) encourage the regeneration of key landmark sites along the seafront, from the Stade to West Marina, supporting development that builds on the Seafront's distinctive heritage and attractiveness as a destination for leisure and recreational activity**
- b) take forward key projects and proposals in the Seafront Strategy to contribute to a co-ordinated plan for the Coastline in Hastings and Bexhill**
- c) implement the strategic network of cycle routes along the Seafront to connect with the strategic open spaces, nature conservation areas and community facilities in the rest of the town**
- d) support leisure and residential development to create an appealing destination at West Marina**
- e) continue to lobby and support the delivery of the Hastings to Bexhill Link Road to relieve congestion along the A259**
- f) support proposals for bringing the White Rock Baths building back in to use, or intermediate proposals for leisure at this site**
- g) encourage new visitor accommodation along the Seafront and in Hastings Town Centre**
- h) support a sustainable future for Hastings Pier**
- i) encourage the development of all year round tourist attractions to provide permanent jobs**
- j) install a seafront playground, other smaller play spaces, and a trail of fitness equipment at key locations**

## **Part Four – Theme based policies**

### **Chapter 6: Sustainable Communities**

### **Chapter 7: Protecting the Environment**

- i) The Built Environment
- ii) The Natural Environment

### **Chapter 8: Housing**

### **Chapter 9: Local Economy**

- i) Employment
- ii) The Town Centres
- iii) Tourism and Visitor Accommodation

### **Chapter 10: Community Infrastructure**

### **Chapter 11: Transport and Accessibility**

## **Chapter 6: Developing Sustainable Communities**

### **Managing change**

- 6.1 The Government is committed to the creation of sustainable communities – that is, creating and maintaining places where people want to live and stay. To achieve this, and realise the vision of the Planning Strategy, we have prepared an overall framework for managing change in the town up to 2028, supported by more detailed policies dealing with different aspects of change.

#### **POLICY SC1: Overall Strategy for Managing Change in a Sustainable Way**

**Growth and change will be managed so that development meets sustainability objectives, avoids significant vulnerability to the impacts of climate change, improves the quality of the natural environment, supports the diverse needs of communities and provides vibrant, safe, healthy and inclusive places where existing and future residents want to live and work. This will be achieved through:**

- a) endeavouring to meet housing needs of all sectors of the community, including the provision of affordable housing**
- b) providing access to education, training and jobs and supporting the creation of new enterprises to bring economic prosperity and greater self-sufficiency**
- c) improving access and ease of mobility for all in new and existing developments, but especially for sensory and physically impaired or disabled people**
- d) supporting the social, economic and environmental regeneration of disadvantaged areas and communities**
- e) enhancing the cohesion and vitality of communities, providing neighbourhoods with a vibrant and accessible mix of flexible and compatible uses, services and community facilities**
- f) requiring new development to make provision for fibre-based broadband infrastructure**
- g) managing flood risk and reducing the potential effects of climate change on existing and future communities**
- h) providing accessible forms of development that reduce the need to travel by car and are integrated with public transport and other sustainable modes of travel, allow for ease of movement and provide safe environments**
- i) requiring high quality distinctive architecture and urban design which adds to local character and sense of place**
- j) reducing opportunities for crime and disorder through innovative design and the clear distinction of public and private space**
- k) providing an accessible greenspace network and protection and enhancement of biodiversity**
- l) protecting against light, air, water, land and noise pollution.**
- m) supporting the move to a low carbon economy**
- n) providing everyone with access to a good quality natural environment**

## **POLICY SC2: Design and access statements**

**Design and access statements accompanying planning applications should demonstrate the evolution of the design prior to submission, the rationale behind the scheme, and how it meets the criteria of policy SC1. Place specific design briefs may also be appropriate depending on circumstances, suitability and timing.**

**Developments should follow the waste hierarchy, as set out in the prevailing Defra guidance<sup>16</sup>, in the choice of building materials and construction methods used, and include this in the Design and Access Statement**

- 6.2 This policy will be supported by more detailed design policies in the Development Management Plan.

### **Addressing climate change**

- 6.3 Climate change is likely to result in wetter, warmer winters and drier, hotter summers, along with a rise in sea levels. Summer rainfall in the South East is projected to decrease by 8% in the 2020s, 19% in the 2050s and by 23% in the 2080s<sup>17</sup>.
- 6.4 The planning system is able to ensure that the design and location of development proposals take into account the need to adapt to future climate change through both its ability to grant planning permission and the allocation of suitable development sites in plans. In particular, planning has a role in:
- ensuring inappropriate development does not take place in areas at high risk of river or sea flooding;
  - ensuring development does not make water shortages and drought worse;
  - helping to manage high temperatures, particularly in urban areas through protection and management of urban greenspace; and
  - controlling the spatial design of new development, such as its layout and orientation.
- 6.5 In Hastings, we intend to take a pro-active approach to reducing the town's carbon emissions, and ensuring sustainable development and high quality design are at the heart of our approach to plan making and development management. The council also recognises that existing buildings, too, can add to the town's overall carbon emissions and therefore these should be considered in any strategy towards dealing with climate change. Private and community energy generation or water harvesting also has the potential to reduce utility bills and fuel poverty. We will encourage the installation of renewable energy and micro-generation technologies and energy and water efficiency measures within existing development

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<sup>16</sup> Defra, 2011 Guidance on applying the Waste Hierarchy  
<http://www.defra.gov.uk/publications/2011/06/15/pb13530-waste-hierarchy-guidance/> or as superseded

<sup>17</sup> source: UK Climate Change projections 2009 South East central estimate based on medium emissions scenario

- 6.6 We are committed to providing an additional 3,400 homes and significant levels of commercial development up to 2028. We therefore need to reduce our carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions, in line with the targets set in the Climate Change Act 2008, and to offset the additional (approximate) 3,000 tonnes projected to result from the planned development in the town over the next 15 years<sup>18</sup>.
- 6.7 Climate change mitigation and adaptation measures such as micro-generation, green roofs and walls, sustainable drainage systems, networks of green spaces, the protection and enhancement of biodiversity, waste reduction and recycling, and flood risk management are all now essential components of good planning and design along with the more traditional concerns such as sense of place, local distinctiveness and designing out crime.

### **POLICY SC3: Promoting Sustainable and Green Design**

**All development must be designed to:**

- a) incorporate appropriate climate change mitigation and adaptation measures such as green roofs and walls, sustainable drainage systems, multi-functional green space, protecting and enhancing biodiversity, waste reduction and recycling facilities, water efficiency, flood risk management, and the use of recycled materials in new development**
- b) enable a low carbon future in a changing climate**

**Innovative design proposals that enhance and attractively contrast local surroundings will be supported.**

### **Working towards zero carbon development**

- 6.8 Whilst we recognise the importance of micro-generation technologies in reducing harmful gas emissions, this overall strategy seeks to implement an energy hierarchy by achieving energy efficiency first, before looking at implementation of other forms of renewable energy generation on a larger scale. The Hastings Renewable and Low Carbon Energy Study (2009)<sup>19</sup> did not identify any sites as being suitable for exceeding national standards for sustainable building set by either the Building Regulations or the Code for Sustainable Homes. Our policy therefore concentrates on how best to achieve low carbon development in line with the requirements set by the Code for Sustainable Homes and the step-by-step tightening of the Building Regulations. The national timetable for this is as follows:

<b>Year</b>	<b>Target</b>	<b>Private Sector</b>	<b>Public Sector</b>
2008	The Code became mandatory 1 May 2008	Rating now mandatory	Level 3 mandatory
2010	Code Level 3 - A 25%	Level 3 mandatory	Level 4

<sup>18</sup> source: Hastings Renewable and Low Carbon Energy Study 2009

<sup>19</sup> [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

	improvement in energy efficiency compared to Part L of the Building Regulations 2006		mandatory
2013	Code Level 4 – A 44% improvement in energy efficiency compared to Part L of the Building Regulations 2006	Level 4 mandatory	Level 6 mandatory
2016	Code Level 6 – Zero Carbon homes	Level 6 mandatory	Level 6 mandatory

Table 6: Timetable for introduction of changes to building regulations

## **POLICY SC4: Working Towards Zero Carbon Development**

The energy hierarchy below sets out the most suitable and cost effective method of achieving low carbon development. Developers are required to follow the hierarchical approach in achieving the energy and carbon dioxide emission requirements of the Building Regulations, for all new residential development. New non-residential development is encouraged to follow the same approach<sup>20</sup>

1. to improve energy efficiency through thermal and fabric performance improvement measures, then:-
2. provide on site renewable energy generation or onsite connected heating, or Combined Heat and Power (CHP) technologies, or Combined Cooling, Heat and Power (CCHP) systems then:-
3. the remainder of the CO<sub>2</sub> reduction targets to meet the Building Regulations targets should be met through suitable additional measures such as larger CHP or district heating systems or Mega Watt (MW) scale wind offsetting.

Developers are encouraged to meet higher standards than those required nationally, and pursue additional low carbon or renewable energy generation measures where practicable.

Compliance with this policy approach is required to be demonstrated through design and access statements submitted with a planning application.

### **Heat density opportunity areas**

- 6.9 Although it is intended that zero carbon homes and carbon reduction in other non-residential buildings will be delivered through national building regulations, it is critical that the local planning system helps to direct the shift needed towards low carbon development and communities.
- 6.10 Through heat mapping, the Hastings Renewable and Low Carbon Energy Study (2009) identified two high heat demand areas of the town:

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<sup>20</sup> Developers are referred to the Government timetable for non-domestic zero carbon development, and are encouraged to follow the same hierarchical approach <http://www.communities.gov.uk/publications/planningandbuilding/newnondomesticconsult>

- Conquest Hospital
  - Summerfields Sports Centre
- 6.11 Development in these areas could present opportunities for the introduction and expansion of Combined Heat and Power (CHP) systems and district heating networks into the existing build stock.
- 6.12 There may also be a further opportunity to support the introduction of district heating in the town centre. We will continue to explore options for further heat density opportunity areas, and these will be identified in the Site Allocations and Development Management Plan.

### **POLICY SC5 – District Heating Networks and Combined Heat and Power Systems**

**To facilitate compliance with the Government’s timetable to deliver zero carbon homes and buildings, Hastings Borough Council will explore opportunities for Combined Heat and Power systems connected to district heating networks in the vicinity of the Conquest Hospital, Summerfields Sports Centre, and Hastings town centre. Opportunity areas will be identified in the Development Management Plan.**

### **Renewable energy schemes**

- 6.13 The Hastings Renewable and Low Carbon Energy Study (2009) assessed the town’s potential to provide large scale renewable energy.
- 6.14 The study concluded that approximately 4-5MWe (Megawatts electricity) of large scale wind power will be required to offset the carbon emissions resulting from planned development in the town, taking account of the strengthening of the government’s sustainable building standards.
- 6.15 In response to this, the study identified potential for wind energy in both Combe Valley Countryside Park (within both the Hastings and Rother areas) and at Hastings Country Park. This is in addition to the planned 2MW (megawatt) turbine at the Enviro21 Innovation Park at Queensway.
- 6.16 Reliability on the local biomass resource (conifer, non-coniferous, mixed and coppice woodland resources) is limited due to inaccessibility within the borough boundary, and competition in the surrounding area, for example, surrounding rural areas have much more available woodland.
- 6.17 The Council will therefore take a positive approach to delivering renewable energy developments within the town, and will work in partnership with Rother District Council in considering and identifying sites in urban fringe areas.

### **POLICY SC6: Renewable Energy Developments**

**Proposals for renewable energy developments, including any ancillary infrastructure or building will be supported unless:**

- a) their scale, form, design, material and cumulative impacts is unacceptable to the local landscape or built environment; and**

- b) they would adversely impact on the local community, economy, biodiversity or historic interests
- c) the scale and impact of developments in nationally recognised designations, such as the High Weald Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Scheduled Monuments, Conservation Areas, Listed Buildings or Registered Parks and Gardens, is not compatible with the purpose of their designation

**The Council will investigate the town's potential for accommodating renewable and low carbon energy sources and supporting infrastructure. Suitable sites will be identified through the Development Management Plan.**

## **Flood risk and water quality**

- 6.18 The 2008 Strategic Flood Risk Assessment (SFRA)<sup>21</sup> identifies that flood risk in Hastings is attributed to several sources. These include tidal and river flooding, groundwater and sewer flooding, and surface water run off. The most significant flood risk problem exists towards the west of the town around the Bulverhythe Area, where groundwater, surface water run-off and tide locking combine to create high levels of flood risk. Higher flood risk areas are also mostly apparent along the Seafront, and around the Hollington Stream and Combe Haven River.
- 6.19 The SFRA identifies the areas that are affected by groundwater flooding risk, and the extent of the minor aquifers. As this covers a significant area of the town, it is important that these resources are protected from the risks posed by any new large scale commercial development, particularly in West St Leonards and central parts of the town. The Development Management Plan will set out potential development sites in vulnerable areas that could impact on water quality, and consider the measures that need to be taken.
- 6.20 The Cuckmere and Sussex Havens Catchment Flood Management Plan (2009) and the Hastings Surface Water Management Plan (2011) both highlight that surface water flooding is likely to increase, with further action in the future required to reduce the impacts of climate change. Without future reductions in the amount of surface water generated, the economic and physical development of the town could be compromised. Sustainable Drainage Systems should therefore be designed to provide additional capacity to store run off.

## **POLICY SC7: Flood Risk**

**The Council will support development proposals that avoid areas of current or future flood risk, and those that do not increase the risk of flooding elsewhere.**

**The Council will adopt a risk-based sequential approach to determining the suitability of land for development, in accordance with the principles set out in Planning Policy Statement 25 Development and Flood Risk and the Hastings Strategic Flood Risk Assessment 2008.**

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<sup>21</sup> [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

**Following application of the sequential and exception tests where necessary, development proposals will need to:**

- **be of flood resistant or resilient design**
- **ensure the most vulnerable land uses are directed away from the areas at highest flood risk on a site where there is more than one flood zone.**
- **manage surface water run-off appropriately, particularly in the Combe Haven Catchment Area, in accordance with the Council's adopted Surface Water Management Plan and its standing advice**

**Developers will particularly need to address flood risk in areas at the highest risk, such as Bulverhythe, Combe Valley Countryside Park and Hastings Town Centre.**

**Adaptation of all developments to reduce the risk of flooding will be sought through a variety of suitable measures, including the use of Sustainable Drainage Systems. Proposals for the long-term management of these should be submitted to the Council at or before the planning application stage.**

- 6.21 It is acknowledged that Hastings is within an area of 'water stress' as defined by the Environment Agency, and that we must continue to work towards reducing water consumption in the town. Compulsory water metering and changes to the Building Regulations will restrict water usage and assist in reducing current demand. Measures within Policy SC2 also seek to ensure that all new development is designed to incorporate water efficiency measure to reduce demand on water supply.

## **Coastal change**

- 6.22 The South Foreland to Beachy Head Shoreline Management Plan First Review (2006)<sup>22</sup> explores how climate change and natural processes will shape the shoreline over the next 100 years, and the implications this will have on coastal management. For the coastal strip along Hastings Seafront to Bulverhythe and Glyne Gap, the long term policy is to 'hold the line' to prevent flooding and erosion of the seafront, and protect economic, tourism and residential assets.
- 6.23 For the section of the coast from Fairlight Cove to Hastings, the policy is 'no active intervention', allowing natural cliff retreat. There is no existing or planned development within this area.
- 6.24 In view of the above, the Council does not consider it necessary to identify a Coastal Change Management Area, in keeping with the Practice Guide for Planning Policy Statement 25: Development and Coastal Change, published in March 2010.

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<sup>22</sup> South East Coastal Group website at [www.se-coastalgroup.org.uk](http://www.se-coastalgroup.org.uk)

## **Chapter 7: Protecting our environment**

### **i) The Built Environment**

#### **Historic environment**

- 7.1 Hastings has a very rich and varied historic environment. Historic interest exists in our buildings, our landscape and below ground level. In all, there are 6 scheduled monuments, over 900 listed buildings, 18 conservation areas, two registered historic parks, 300 archaeological sites/monuments/finds locations, and 17 archaeological notification areas within the town. The many historic buildings and spaces combine with the town's stunning topography to deliver a uniquely attractive and high quality historic townscape. The character of these historic areas contributes to a strong sense of place and local distinctiveness, and contributes significantly to our distinctive and rich cultural heritage, which is highly valued by many local people. The high quality historic townscapes in Hastings and St. Leonards provide attractive living and working conditions for the town's residents, and have the potential to act as attractors to incoming investors and new residents, both now, and in the future. The town's rich history and highly attractive historic areas contribute strongly to our tourism offer, an important sector of the local economy.
- 7.2 There has been a sustained programme of Council investment in the historic environment, over the last 20 years, in order to overcome problems of long-term neglect and decay in many historic buildings. Numerous historic buildings have now been repaired, and had original architectural features reinstated, through the sustained use of conservation grant schemes, supported with external funding from organisations like English Heritage and the Heritage Lottery Fund. This concerted long-term investment means that the historic built environment in Hastings is now in a much better condition than in previous years. More recently, unsightly building frontages have also been improved, through the Council's highly successful Grotbusters scheme, raising the general quality of key street frontages.
- 7.3 Although significant progress has been made, in terms of improving building condition, the historic environment is still vulnerable to loss and inappropriate change. It is critical that the significance of these special historic buildings and areas is protected, now, and in the future. Active management of the historic environment will be required, to ensure that the significance of our historic areas is protected, so that future generations share an opportunity to experience and enjoy these special places.
- 7.4 Not all locally important features of local historic or architectural interest are listed or part of a Conservation Area. However, they can still provide a valuable contribution to the local historic environment and can make an important contribution to creating a sense of place and local identity. This could include buildings and other structures and features, archaeological remains, historic open spaces and the wider historic landscape or townscape. Building and structures of local importance will be identified in a Local List.
- 7.5 The Council is committed to using its statutory planning powers, where necessary, to preserve and enhance the town's unique built heritage. The Historic Environment Record (HER) held by East Sussex County Council

provides important evidence about the historic environment in Hastings. In order to comply with Government policy, over coming years, the Council will add further to this evidence base so that we can fully assess the significance of heritage assets and the contribution that they make to their environment.

## **POLICY EN1: Built and Historic Environment**

**During the course of the Plan period, the Council will develop a historic environment strategy, for the conservation and enjoyment of the historic environment, including those heritage assets identified as being most at risk through neglect, decay or other threats.**

**Importance will be placed on new development making a positive contribution to the quality, character, local distinctiveness and sense of place of historic buildings and areas.**

**Particular care will be given to protecting the significance and setting of the following heritage assets:**

- a) Listed buildings;**
- b) Conservation areas;**
- c) Locally listed heritage assets**
- d) historic parks and gardens;**
- e) scheduled monument sites; and**
- f) areas of archaeological potential and known archaeological find sites**

**There is a presumption in favour of the conservation of heritage assets and their settings. The more important the asset, the greater the weight that will be given to the need to conserve it. As heritage assets are irreplaceable, any harm or loss will require clear and convincing justification.**

**Development which sustains and enhances the significance of heritage assets and/or their setting will be encouraged. The Council will look for opportunities to enhance or better reveal the significance of the designated heritage assets, such as listed buildings and Conservation Areas, in the town. Investment in the appropriate repair and restoration of heritage assets, where works will enhance their significance, will ne encouraged and supported by the Council.**

**There are many areas of the Borough where there is high archaeological potential, but where the extent of the likely finds is, as of yet, unknown. Great care needs to be taken to protect this archaeological resource through the planning process.**

**Detailed design policies to protect the town's heritage assets will be set out in the Development Management Plan.**

## **ii) The Natural Environment**

### **Green Infrastructure**

- 7.6 A healthy natural environment is essential to our economic prosperity, health and well being; it helps conserve and reverse the decline in biodiversity and is fundamental to minimising the extent of future climate change.
- 7.7 The following planning policies support the Council's Environmental Policy Statement (March 2010)<sup>23</sup>, particularly in relation to the key areas of protecting the natural environment and tackling and adapting to climate change.

### **The green infrastructure network**

- 7.8 The network of green spaces (also known as the green infrastructure network) includes open spaces, woodlands, wildlife habitats, parks, recreation areas and other natural areas that provide multiple social, economic and environmental benefits. The protection, management and enhancement of this network is especially important in a dense urban area like Hastings.
- 7.9 Identifying a green infrastructure network is not only about protecting green space, but also has an important role in mitigating the effects of climate change, making Hastings attractive to firms and businesses, fostering community activity and improving physical and mental health and well being.
- 7.10 The green infrastructure network has a number of functions including:
- enhancement and protection of biodiversity, including opportunities to mitigate the potential impacts of new development
  - provision of a natural cooling effect to mitigate the 'urban' heat island' effect. This should reduce the need for energy hungry cooling systems and increase comfort levels in outdoor spaces
  - providing space for sustainable drainage to absorb excess rainfall. Green spaces can provide an efficient and cost-effective 'soakaway' for rainwater and a reservoir for grey water storage
  - providing local access to shady outdoor space
  - increasing opportunities for healthy living e.g. allotments for food growing and spaces for recreation and exercise
  - supporting regeneration by making Hastings an attractive place to live and work in
  - protecting historic landscapes, archaeological and built heritage assets
  - providing sustainable transport routes
  - delivery of ecosystem function benefits such as air purification, storm water drainage and reduced atmospheric carbon dioxide
  - providing a barrier to, and absorbing, noise
  - contributing to social inclusion by providing places and spaces for community activities
  - to provide young people with opportunities for creative and challenging play in a natural setting
  - allowing for species movement, particularly in the face of climate change
  - providing a network of footpaths and Rights of Way, and strengthened links between nature reserves and greenspaces.

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<sup>23</sup> [http://www.hastings.gov.uk/environment\\_planning/cleaner\\_hastings/environmental\\_policy](http://www.hastings.gov.uk/environment_planning/cleaner_hastings/environmental_policy)



Figure 10: indicative plan of green areas

## **POLICY EN2: Green Infrastructure Network**

**By properly valuing nature and the benefits that arise from our natural environment and green spaces, we will establish and protect a green network comprising open space and nature conservation areas, to conserve and enhance priority natural areas, and the connections between them.**

**The green network will ensure that everyone has access to natural, semi-natural and managed open space, and will maximise opportunity to conserve and enhance biodiversity. New development will contribute to this network.**

**The extent of the network will be established in the Development Management Plan, and will be clearly shown on the Local Plan Proposals Map.**

- 7.11 The green infrastructure network will be delivered through:
- financial contributions from developers (eventually as part of the proposed Community Infrastructure Levy should this be the approach adopted by the Council)
  - how the Council manages its own land
  - working with East Sussex County Council to provide footpaths and cycle ways across the town.

### **Biodiversity and the natural environment**

- 7.12 The town boasts a European designated Special Area of Conservation (SAC) at Hastings Cliffs, 3 nationally designated Sites of Special Scientific Interest (SSSI) at Combe Haven Valley, Marline Valley and Hastings Cliffs to Pett Beach, 7 Local Nature Reserves (LNR) and 25 Local Wildlife Sites. These are the priority natural areas, and together with the coast, rivers, woods, streams, fields, parks and open spaces, are the natural assets that make up the natural fabric of the town.
- 7.13 The Council has a responsibility to ensure biodiversity is not lost and that the green infrastructure network is protected from development and, where possible, strengthened to provide the widest range of linked environmental and social benefits for the town, its wildlife and its citizens. In line with Government policy, we will move from net biodiversity loss to net gain, by supporting healthy, functioning ecosystems and coherent ecological networks.
- 7.14 All the wildlife sites and key open spaces in the town support a healthy functioning ecosystem that contributes to a better quality of life and to people's sense of well-being. It is important this ecosystem is protected from development and where possible, strengthened as part of the wider green infrastructure network.
- 7.15 The Hastings Local Biodiversity Action Plan (BAP) identifies all of the town's national priority habitats, including a description of the habitat and its location along with national targets and objectives relating to the habitat. The BAP shows that the majority of areas of high biodiversity importance in the town occur in the designated sites mentioned above. The Council's BAP strategy is

to enhance biodiversity by focusing on the management and protection of this green network of designated sites, which are in themselves ecologically diverse and contain priority species and habitats.

- 7.16 Biodiversity Opportunity Areas (BOAs) have been identified by Sussex Biodiversity Partnership at Combe Haven and Marline, Hastings Fringe and Romney Marsh (includes Hastings Country Park). These are part of a Sussex wide network of BOAs and identify where the greatest opportunities for habitat creation and restoration lie.
- 7.17 Further information on these BOAs is available from the Sussex Biodiversity Partnership website, at <http://www.biodiversitysussex.org/publications/biodiversity-opportunity-areas>

### **POLICY EN3: Nature Conservation and Improvement of Biodiversity**

**The town's biodiversity and geological resources will be protected and enhanced. Priority will be given to:**

- a) protecting, managing and enhancing the Hastings Cliffs Special Area of Conservation (SAC), and other protected biodiversity and geodiversity sites and features including Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife Sites around the town**
- b) ensuring development contribute to the national objective of no net loss of biodiversity by requiring developers to show how their proposals will contribute positively to the natural environment, avoid harm to biodiversity, adequately mitigate for unavoidable damage, or as a last resort, compensate for unavoidable damage.**
- c) ensuring proposals for development comply with national and local planning policies relating to biodiversity, and with national Standing Advice published by Natural England.**
- d) improving the integrity and biodiversity of the green infrastructure network,**
- e) minimising potential negative impacts of new development on the Hastings Cliffs SAC through the delivery of new greenspace across the Borough and through appropriate recreation management of Hastings Country Park and other key natural green spaces around the town**
- f) meet our obligations to halting the loss of biodiversity and work with our partners to create opportunities for enhancing biodiversity both in and outside the town**
- g) protecting ancient woodland and veteran trees**
- h) strengthening populations of protected and target species**
- i) improving site management and increasing public access to areas of nature conservation importance**
- j) influencing and applying agri-environment schemes, woodland grant schemes, flood defence and other land management practices to deliver biodiversity targets**

**Potential adverse effects on the Hastings Cliffs SAC arising from levels of new development set out in the Planning Strategy will be mitigated through improvements to the existing Broomgrove Local Wildlife Site,**

### **Combe Valley Countryside Park and the green spaces network as a whole.**

- 7.18 Recreational activity within the Hastings Country Park will continue to be managed to avoid adverse effects on the SAC as a result of any increased recreational demand. Enhanced measures will be introduced if and when necessary, to ensure continued avoidance of adverse effects. Collectively, these measures will spread the recreational load and ensure adverse effects on the SAC will be avoided.
- 7.19 The details of these measures are set out in the Appropriate Assessment of The Hastings Core Strategy (May 2010), available at [www.hastings.gov.uk/ldf/resources.aspx](http://www.hastings.gov.uk/ldf/resources.aspx)
- 7.20 Further information on Ancient Woodland is also set out in background document “Ancient Woodland Inventory of Hastings” (2010), available on the “Wild Hastings” website at [www.wildhastings.wordpress.com](http://www.wildhastings.wordpress.com)

### **Conservation and enhancement of landscape**

- 7.21 The overall strategic approach to landscape protection will support the action priorities as far as possible, for the Come Haven Valley and High Wealden Coast Landscape Character Areas, as set out in East Sussex County Council’s Landscape Character Assessment. Of particular significance to the town, is the High Weald Area of Outstanding Natural Beauty (AONB), which is a key asset of Hastings’ landscape and the surrounding areas. It runs from East Grinstead and Tunbridge Wells in the north, down to Hastings and Rye on the Coast.
- 7.22 The AONB is designated for its rolling hills, small, irregular fields, abundant woods and hedges, scattered farmsteads and sunken lanes. The protection of these special quality landscapes is becoming increasingly important, particularly given increasing pressure for development to support the town’s regeneration.
- 7.23 Potential for joint urban fringe management with Rother District Council exists in particular in the area to the north of Hastings, with Rock Lane to the east and Ivyhouse Lane to the west. The area lies within the AONB and could be improved to provide a valuable amenity for the surrounding areas.
- 7.24 The overall strategic approach to landscape protection will be supported by further detailed policies in the Development Management Plan. The following policy will be implemented through decisions on planning applications and the land management practices of the Council and its partners.

### **POLICY EN4: Conservation and Enhancement of Landscape**

**The Council will protect and enhance the town’s landscape including:**

- **the distinctive landscape setting of the town, particularly the structure of ancient gill woodlands, open spaces and the relationship and clear division between the unspoilt coastline of Hastings Country Park Nature Reserve, the surrounding countryside and the built-up area**

- the High Weald Area of Outstanding Natural Beauty (AONB)
- the undeveloped coast

The Council will have regard to the High Weald AONB Management Plan 2004 as a method of protecting and enhancing the AONB, and will work with Rother District Council to improve access to and management of urban fringe areas, in line with the shared vision for Hastings and Bexhill.

### **Open spaces**

- 7.25 We need to make best use of our open spaces to promote healthy recreation, community safety, accessibility, urban regeneration and adapting to climate change.
- 7.26 The 2006 Parks and Open Spaces Strategy specifies that the focus for the future will be to improve the quality and value of existing open spaces, rather than establish new ones.

### **POLICY EN5: Open Spaces – Enhancement, Provision and Protection**

The strategic policy direction for the provision and management of the town's open spaces is set out in the Parks and Open Spaces Strategy (2006). The Hastings Plan supports implementation of the Parks and Open Spaces Strategy by:

- a) the progressive enhancement of existing open space provision rather than the creation of new provision, with priority for sites within or adjacent to the most deprived neighbourhoods. The development process will be one means of funding this enhancement through the pro-active use of planning agreements. However, where major new development is proposed in areas with no access to open space, the Council will ensure demand generated by the development is met through new provision.
- b) the Development Management Plan will identify development sites where the provision of new, or enhancement of existing open space will be required. The open space contribution from 'windfall' development sites will be assessed in relation to need identified through the open spaces audit of 2006 and its subsequent updates. All provision will need to be in accordance with the Council's Quality Standard for Open Spaces.
- c) the protection and enhancement of existing open spaces that are of town wide significance through the green infrastructure network (see Policy EN2). These are: Alexandra Park, BOS Field, Church Wood, Gensing Gardens, Hastings Cemetery, Hastings Country Park, Old Roar Ghyll (part of Alexandra Park), Ponds Wood, St Leonards Gardens, St Helen's Wood, Warrior Square, West Hill, Ore Valley, Summerfields Woods, Tilekiln Playing Fields, Combe Valley Countryside Park, all pedestrian-only streets, the Seafront, Bexhill Road recreation ground, Horntye Park, William Parker Sports College, Sandhurst Recreation Ground and the beach.

**Private open spaces and allotments will be identified in the Development Management Plan as part of the green spaces network and will be protected from development which would lead to loss of their open character, biodiversity or accessibility.**

**Open space provision will be monitored in line with the Natural England Accessible Natural Greenspace (ANGst) standards, and results will be published each year in the Planning Monitoring report**

## Chapter 8: Housing

### Housing density

- 8.1 Density is a measure of the number of dwellings that can be accommodated on a site or in an area. Higher residential densities are required in the interests of achieving more sustainable forms of development, and reducing the use of greenfield land. This is especially important in Hastings where there are relatively few opportunities for identification of land for housing.
- 8.2 Densities should generally be set at 30 dwellings per hectare (dph) across the town and potentially higher densities of 40dph and above, in sustainable locations such as Hastings Town Centre, where access to a good range of services, including public transport, warrant a higher minimum density. It is recognised that there may be instances where particular environmental or historic issues may justify a lower density.

### **POLICY H1: Housing Density**

**Residential developments should make best use of land by achieving the following densities:**

- a) at least 40 dwellings per hectare in sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for good public transport. This includes Hastings & St Leonard's town centres, and the district centres of Silverhill and Ore**
- b) at least 30 dwellings per hectare in all other locations unless there are special local circumstances that require a different treatment**

**Different densities may be justified where there are particular site circumstances which require consideration. Further individual site assessment work to be carried out through the Development Management Plan, will explore in more detail where it will be appropriate to vary minimum density requirements.**

### Housing mix

- 8.3 The Hastings & Rother Strategic Housing Market Assessment (SHMA) shows that Hastings has a significantly higher proportion of smaller dwellings and flats/maisonettes when compared to the profile of the stock in the South East as a whole.
- 8.4 Addressing imbalances in the housing stock is important both in terms of improving housing choice, and in terms of the contribution it can make to delivering long term policy objectives around economic regeneration. New housing can help to change the image of an area and the perceived quality of life to help foster in-migration of skilled workers. The cumulative impact of new housing development over the lifetime of the Plan will be significant in terms of influencing the make-up of the housing stock.

- 8.5 Influencing the mix of dwellings will be important where there are gaps in the choice of dwellings available to local residents within the broader housing market area, or where there are problems with particular neighbourhoods, which might be tackled through changes to the types of dwellings available.
- 8.6 Some areas of the town have large concentrations of one type of tenure. Central St Leonards for example, has a concentration of poor quality private rented sector accommodation which has encouraged a transient population. Similarly, the Ore Valley has high concentrations of social rented housing which has contributed to similar issues associated with deprivation.
- 8.7 The Council wishes to encourage a greater variety of provision in terms of dwelling types and sizes. In particular, the development of larger homes (3 or more bedrooms) given the bias in the stock towards smaller dwellings and flats, will be encouraged. It is likely that developments within the existing suburban areas will provide the best opportunities to deliver larger homes where relatively lower density development will be appropriate.
- 8.8 The policy will be delivered through more detailed site level planning regarding dwelling types and densities within the Development Management Plan and through the assessment of planning applications. The Development Management Plan offers an opportunity to examine more detailed area based approaches where the predominance of one particular type or tenure exists.

## **POLICY H2: Housing Mix**

**Planning permission will be granted for residential development that delivers a balanced mix of housing both within each site, and across Hastings as a whole. The Council will seek to ensure a genuine mix of housing types within existing and future communities by encouraging proposals for housing development in terms of the extent to which they:**

- a) contribute to a well integrated mix of housing types and tenures to support a range of household sizes, ages and incomes to meet both current and projected housing needs**
- b) address local tenure mix and whether there is a concentration of a particular tenure of housing that would benefit from diversification or greater choice**
- c) take account of existing local household characteristics and whether there is a bias towards younger or older households, families or sharers and how the new development will fit into this context**
- d) provide a proportion of homes to Lifetime Homes Standard**
- e) in suitable and accessible locations, residential schemes of 50 or more dwellings will need to include at least 2% fully adapted dwellings for wheelchair users**

## **Affordable housing**

- 8.9 Affordable housing is defined as housing available to those who are unable to access accommodation suitable for their families' needs, at a price that they can reasonably afford on the open market, whether for rent or home ownership. It should be available at a cost low enough to be afforded by eligible households, and is determined with regard to local incomes and house

prices. Affordable housing is usually subsidised in some way to make it affordable through private sector contributions via the planning system, and not public funding. However, in certain circumstances public funding may be available.

- 8.10 There are a number of different types of affordable housing, including social and affordable rented housing. Low cost market housing is not included.
- 8.11 Demand for suitable and affordable housing in Hastings far outweighs supply. The most recent research shows that there is a shortfall of 596 affordable homes per annum, which significantly exceeds what has been delivered in previous years. Many people are living in unsuitable accommodation, such as properties which are overcrowded or in a state of disrepair. Although house prices in Hastings are lower than many areas within the South East region, the affordability of housing is about the relationship between income and house prices. In Hastings this ratio is on a par with many areas in the South East because of our low wage economy.
- 8.12 Taking these issues into account, we will consider the characteristics of the neighbourhood in determining whether as part of new development, affordable housing provision should be made on site, or a commuted payment made to permit off-site provision elsewhere in the town. In addition, the size and form of affordable housing provided in connection with new development will take account of:
- analysis of the characteristics of those households in housing need, and
  - include those that the local authority has a duty to house and
  - the existing pattern of re-lets
- 8.13 These factors will be regularly monitored and the implications fed into discussions with developers and housing associations. The proportion, size and form of affordable housing will, where appropriate, be indicated for each housing site proposed in the Development Management Plan.
- 8.14 With regard to affordable housing tenure, our evidence strongly supports a policy that plans for a continuing high level of demand for rented housing<sup>24</sup>. Demand for other forms of affordable housing, such as shared ownership, has grown in recent years as the gap between local incomes and house prices has widened. However, affordable housing tenure mix should be related to evidenced needs, and site specific circumstances. Affordable tenure mix, will where appropriate, be indicated for each housing site proposed in the Development Management Plan.
- 8.15 The main opportunity to deliver affordable housing numbers is through open market schemes delivering a proportion of affordable housing. Provision of affordable housing will be primarily through Registered Providers.
- 8.16 Detailed implementation will be through site specific negotiations, taking account of needs evidence, and deliverability aspects. The level of affordable housing contributions will be tested by economic viability analysis provided by the developer and assessed by the Council or an independent surveyor. The developer will be responsible for all reasonable costs associated with its production. The council will co-ordinate the approach through its housing and

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<sup>24</sup> Housing Needs Survey 2005 [www.hastings.gov.uk/ldf/evidencebase](http://www.hastings.gov.uk/ldf/evidencebase)

planning functions, and through partnership working. Detailed guidance will be set out in a Supplementary Planning Document (SPD)

### **POLICY H3: Provision of Affordable Housing**

- a) **Housing developments on previously developed land (Brownfield) should make the following provision for affordable housing:**

<b>Site size range (number of net dwellings)</b>	<b>Percentage requirement</b>	<b>On-site provision required? Yes/No</b>	<b>Or, financial contribution in lieu of on-site provision? Yes/No</b>
<b>1-4</b>	<b>10% financial contribution</b>	<b>No</b>	<b>Yes</b>
<b>5-14</b>	<b>20%</b>	<b>Yes</b>	<b>Yes</b>
<b>15+ or 0.5 ha or more in size (irrespective of the number of dwellings)</b>	<b>25%</b>	<b>Yes</b>	<b>No</b>

Table 7: provision for affordable housing on previously developed land

- b) **Housing developments on Greenfield land should make the following provision for affordable housing:**

<b>Site size range (number of net dwellings)</b>	<b>Percentage requirement</b>	<b>On-site provision required? Yes/No</b>	<b>Or, financial contribution in lieu of on-site provision? Yes/No</b>
<b>1-4</b>	<b>20% financial contribution</b>	<b>No</b>	<b>Yes</b>
<b>5-9</b>	<b>20%</b>	<b>Yes</b>	<b>Yes</b>
<b>10-14</b>	<b>40%</b>	<b>Yes</b>	<b>Yes</b>
<b>15+</b>	<b>40%</b>	<b>Yes</b>	<b>No</b>

Table 8: provision for affordable housing on Greenfield land

- c) **Affordable housing will be provided on the application site, except where the development involves 4 or less units where, a financial contribution will be required. However, where the Council determines that off-site provision can provide an equivalent or better housing solution, off-site provision or a financial contribution in lieu of on-site provision (of at least equivalent value) may be invited. This will only be done where the agreed approach contributes to the creation of mixed communities elsewhere in Hastings. This may be particularly relevant in situations referred to in paragraph (d) where a better tenure or housing mix can be achieved.**
- d) **The type and level of provision on individual sites will be determined through negotiations – taking into account market**

conditions. The Council's preferred approach is for the greater part of affordable housing to be for affordable rent, although other forms may be acceptable where they would complement wider strategic priorities for tenure diversification. Schemes should enable the provision of different forms of affordable housing where necessary, avoiding the over concentration of any one tenure.

- e) The Council will work with the private sector and registered social providers to achieve the required level of affordable housing. If it can be demonstrated, by transparent financial evidence, that the full affordable housing contribution makes a site unviable, developers and the Council will work through a cascade<sup>25</sup> approach until a site is made viable, whilst still retaining an element of affordable housing.
- f) Due to the on-going level of need in the Borough, affordable housing will normally take precedence over other types of planning contributions.
- g) If an allocated site comes forward as two or more separate development schemes, the Council will seek a level of affordable housing on each part to match, in total, the provision that would have been required for the site as a whole.
- h) Affordable homes must be well integrated within the development scheme and be indistinguishable from other tenures in terms of style, location and build quality, small clusters of affordable housing would be preferred.
- i) Homes should remain at an affordable price for future eligible households, or if these restrictions are lifted, for the development subsidy to be recycled for alternative affordable housing provision.
- j) Reflecting the targets in a) and b) as a guide, the proportion, size and form of affordable housing will, where appropriate, be indicated for each housing site proposed in the Development Management Plan.
- k) Windfall sites<sup>26</sup> will also be subject to this policy, as will planning applications for conversions and/or change of use which result in additional units of accommodation.

**This policy will be supported by a Supplementary Planning Document giving further information together with details of Section 106 requirements.**

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<sup>25</sup> Through reductions in other planning contributions, changes to the mix, tenure or number of affordable dwellings or by the payment of commuted sums in lieu of provision, the site becomes viable.

<sup>26</sup> Windfall sites are those that have not previously been identified as available for development.

## **Houses in multiple occupation (HMOs)**

- 8.17 National planning policy guidance provides the context for ensuring that future housing delivery leads to the creation of sustainable, inclusive and mixed communities and to avoid situations where existing neighbourhoods become dominated by a particular housing type, such as shared houses (HMOs). Policy H4 provides guidance for developers and landlords regarding future schemes for HMOs.

### **What is a HMO?**

- 8.18 There are already high numbers of HMOs in the town, and whilst we recognise that shared housing is important in meeting the needs of certain residents, including those on low incomes and young people starting out on their careers, we also recognise the negative effects that high concentrations of this type of housing may have on local communities.
- 8.19 It is likely that the number of HMOs in the town as a whole will increase, driven by increasing student numbers as a result of the new University campus, changes to housing benefit and the increasing need for smaller affordable units of accommodation. If we are to continue to accommodate the need and demand for HMOs, we need to ensure that local communities are mixed and balanced in terms of both housing tenure, and the people that live there.
- 8.20 The National HMO lobby has identified a 'tipping point' in respect of concentrations of HMOs. This tipping point is described as a threshold beyond which a deviation departs so far from the 'norm' that a community can 'tip' from balance to un-balance. The HMO tipping point, largely based on the impacts of associated demographic change, is considered to occur when HMOs exceed 10% of properties.
- 8.21 Planning Use Class C4 (Houses in Multiple Occupation) covers small shared houses or flats occupied by between three and six unrelated individuals who share basic amenities such as a bathroom and/or kitchen. Larger shared properties occupied by 7 or more unrelated people are unclassified by the Use Classes Order and are therefore considered to be "sui-generis".

## **POLICY H4: Houses in Multiple Occupation**

**In order to support mixed and balanced communities and maintain an appropriate housing mix within the Borough, applications for changes of use from:**

- i) a Class C3 (dwelling house) to a Class C4 (House in Multiple Occupation), or;**
- ii) a Class C3 (dwelling house) to a House in Multiple Occupation in a sui generis use (more than six people sharing)**

**will not be permitted where more than 10% of the total numbers of properties<sup>27</sup> within a 100m radius of the application property are already in use as either Class C4, or other types of HMO in a sui generis use.**

**This policy will not apply to social housing, care homes, children's homes, bail hostels and properties occupied by students which are managed by an educational establishment<sup>28</sup>**

**This policy will not apply to households who have foreign students staying as guests for a set period of time.**

## **Accommodation for travelling communities**

- 8.22 Increasingly, as traditional seasonal work has declined, Gypsies and Travellers have adapted to permanent residential sites where they can more easily access health care, schools and other services and employment while maintaining the cultural traditions of being a Gypsy or Traveller. Permanent authorised pitches can also help to promote integration and social inclusion with settled communities.
- 8.23 Although there is an increasing need for permanent pitches, the Government also recognises the need to provide transit sites to facilitate the travel undertaken by these groups to maintain their traditional way of life. National planning guidance states that Local Planning Authorities should set pitch and plot targets that address the likely permanent and transit site accommodation needs of travellers in the light of historic demand and through consultation with travellers and their representative bodies. We will undertake this type of assessment and set any targets as part of the preparation of the Development Management Plan.
- 8.24 Policy H5 will be used to assess any proposals for residential developments for Gypsies, Travellers and Travelling Showpeople.

## **POLICY H5: Accommodation for Travelling Communities**

**In assessing the suitability of sites for allocation for permanent residential sites for Gypsies and Travellers, and for the purposes of considering planning applications for sites for Gypsies, Travellers and Travelling Showpeople, proposals will be supported where the following criteria are met, the site should:**

- a) respect areas of high conservation or ecological value**
- b) be acceptable in respect of vehicular access and parking**
- c) achieve a reasonable level of visual and acoustic privacy for both people living on the site and for those living nearby**
- d) be accessible to local shops, services, schools and healthcare facilities**
- e) avoid locations where there is a risk of flooding**

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<sup>27</sup> Defined as self contained accommodation with its own separate address

<sup>28</sup> Communities & Local Government Circular 08/2010: These uses are excluded from the definition of C4. Some of these uses will be C3, others will be in other use classes or fall to be treated as *sui generis*.

**In the case of sites for Travelling Showpeople, site suitability assessment will also take account of the nature and scale of the Showpeople's business in terms of the land required for storage and/or the exercising of animals.**

## Chapter 9: The Local Economy

### Employment

#### Effective use of existing employment areas

- 9.1 There are five established industrial estates in Hastings - the Castleham, Churchfields, Ponswood, Ivyhouse Lane and West Ridge/Ashdown estates. New floorspace has also recently been developed at the Enviro21 Innovations Parks (Queensway) with more planned.
- 9.2 Office accommodation is set to grow in Hastings Town Centre, with new floorspace already successfully let in the Priory Quarter area – in One Priory Square and Lacuna Place. There are further smaller concentrations of floorspace in employment related uses, located outside of the main five estates and Hastings town centre, at various locations throughout the town. All of these areas play an important role in providing business locations and employment opportunities for local firms and are sustainable in overall terms being within the built up area and offer the opportunity for local people to work close to where they live. Our strategy is to maintain and, where possible grow, these areas as locations for new businesses and those needing to expand. However, as explained in the Development Strategy chapter, there will be a need for more employment space beyond this which will be met through the planned development outside the Borough boundary at NE Bexhill.
- 9.3 Within Hastings, allocated sites in the main employment areas (primarily at Churchfields) have the scope to add some 17,500m<sup>2</sup> of new floorspace up to 2028. This could accommodate a range of higher quality unit development, ranging from small start-up units to larger units. We envisage that these sites will be brought forward by the private sector over the lifetime of the plan.
- 9.4 There is also scope to provide new floorspace through the redevelopment of outdated industrial premises. To encourage renewal and attract commercial investment (with better returns), a higher density of development (intensification) in employment areas (e.g. 2 or 3 storey buildings) will be encouraged. Where continued use of a site/premises solely for employment (planning use class B)<sup>29</sup> purposes is demonstrated not to be viable, the Council will expect mixed use enabling schemes to be considered as a way of maximising the employment potential of the site or premises.
- 9.5 In the absence of a demonstrably viable mixed use approach, incorporating employment space, the extent to which any alternative use proposed can generate employment will be a consideration. The forthcoming Development Management Plan will explore these options and, if appropriate, identify locations where this approach will be suitable.

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<sup>29</sup> Business uses are those essentially within Class B of the Use Classes Order, including offices, research and development uses, light manufacturing, general industry, warehousing/storage and similar “Sui Generis” uses.

- 9.6 With changing work and lifestyle patterns, home-based working is increasing. Generally, this does not involve the need for planning permission but if proposals such as live/work units as part of a residential development are put forward, they will be supported wherever possible.

### **POLICY E1: Existing Employment Land and Premises**

**Effective use of employment land and premises will be secured by the following:**

- a) land and premises currently, or last used for employment purposes – including B1, B2 & B8 or any of a use of a similar character not falling within a specified use class, will be retained in such use unless it is demonstrated that there is no reasonable prospect of its continued use for employment purposes or it would cause serious harm to local amenities;**
- b) where continued employment use of a site/premises is demonstrated not to be viable permitting a mixed use enabling development which incorporates employment space will be considered first; if a mixed use scheme is not viable the extent to which any proposed new use generates new employment will be taken into account.**
- c) permitting intensification, conversion, redevelopment and/or extension having regard to other policies of the Plan;**

**The Employment Land Retention Supplementary Planning Document gives further details of how parts i) and ii) of the policy will be implemented.**

**Proposals for development of live/work units will be supported subject to normal planning considerations.**

### **Skills and access to jobs**

#### **Educational attainment**

- 9.7 A key part of the intense regeneration activity in Hastings over the few years has been directed towards enhancing the ability of local people to engage in economic activity and take up any jobs that have been introduced to the area. It was recognised that local educational performance needed to be raised significantly both to encourage inward investment and to reduce social exclusion with its consequent problems of poverty and reliance on benefits.
- 9.8 The public investment has resulted in:
- The establishment of higher education in Hastings town centre with the University Centre first phase (now: University of Brighton in Hastings) in 2003 and the second phase opening in 2012. Currently, there are 700 students rising to well over 1000 with the second phase. The courses are commercially focused, designed in partnership with local employers to cover subjects from computing to business management, accounting, broadcast media and a range of adult education and Open University programmes.

- A £105m complete overhaul of further and sixth form education in Hastings with the new Sussex Coast College on its two campuses at Station Plaza in the town centre and at Parker Road. The college provides a range of academic and vocational courses for 2500 students to help to bring about education-led social and economic regeneration by improving skills levels, addressing inequalities and encouraging partnership working. It is engaged with over 700 local businesses that either receive training or feed their ideas and experience into curriculum development, and is working with industry to extend its current range of relevant and effective training provision.
- Major improvements are underway in secondary education, firstly through progress by the local education authority in uplifting GCSE performance, and secondly, through the establishment of two new academies in the Borough, with the first of these now under construction.

9.9 Although the major investment needed to improve education provision has already been made or committed, it is expected that further related investment will continue; for example, in provision of student accommodation. Where proposals of this kind come forward for planning permission, they will be supported subject to other policies in the Plan.

### **Access to jobs**

- 9.10 Skills development is not something that only happens between the ages of 14 and 21. In addition to formal educational institutions, skills development also takes place in the home and community.
- 9.11 The development of industrial, office, retail, leisure and even residential space will be important in the future not only in terms of creating new employment opportunities and construction jobs, but also for the opportunities that will arise for training, apprenticeships and work placements.
- 9.12 There are a range of measures which can enhance 'access' to jobs. These include life-long learning; apprenticeships; advice to help apply for jobs; guaranteed interviews; transport arrangements; childcare provision; training/work experience placements; and financial contributions towards such measures. The Council will work with developers, businesses, skilled trades people and new generations of trainees to ensure local people and firms benefit from the increase in training and employment opportunities future development will bring. Measures will be "tailor made" to be appropriate to specific development and will take the form of a training and employment plan, which could be included within a planning (s106) agreement.

### **POLICY E2: Skills and Access to Jobs**

**Proposals directly or indirectly related to the enhancement of higher further or secondary education, especially in Hastings town centre, will be supported subject to other policies in the Plan.**

**Measures will be sought from major employment generating development to promote access to the jobs it creates amongst those residents of Hastings who can have difficulty entering or returning to the labour market.**

**Major employment generating developments includes industrial, office, retail, leisure and any other development likely to generate 50 full time equivalent jobs or more. The policy will also apply to construction jobs related to such major developments and to major residential developments.**

## **Town, District and Local Centres**

- 9.13 The town, district and local centres are a core part of the local economy. As well as places for shopping, they offer a sustainable location for employment and other activities including leisure, education and community activities. Hastings town centre is by far the most important and also the most accessible being served by all rail services and virtually all bus routes. In recent years, Hastings town centre has been the focus for regeneration investment with a new station, construction of the university centre and further education college, and establishment of the new Priory Quarter business area. It will continue to be the focus for economic development.
- 9.14 The established district and local centres perform an essential complimentary function which will continue to be protected and supported.
- 9.15 Maintaining and enhancing the vitality and viability of existing centres in the town is therefore a key part of our planning strategy. The hierarchy of centres in Hastings is set out in Policy E3 below.

### **POLICY E3: Town, District and Local Centres**

**The hierarchy of town, district and local centres in Hastings is:**

**Town Centre: Hastings (the principal centre in the town)**

**District Centre<sup>30</sup>: The Old Town, St Leonards centre, Ore Village, Silverhill**

**Local Centre<sup>31</sup>: Bohemia**

**Development proposals for town centre uses will be focused within the town and district centres. The scale and type of development will reflect the centre's existing and proposed function and its capacity for new development. A proposal for a town centre use will be required to follow the assessment approach set out in national planning policy in terms of need, scale, sequential approach to site selection, impact on other centres, including those beyond the Borough boundary, and accessibility.**

**The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. Measures will include:**

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<sup>30</sup> Groups of shops often containing at least a supermarket and a range of non-retail services such as banks, building societies, restaurants, as well as public facilities such as a library.

<sup>31</sup> A range of small shops of a local nature, serving a small catchment – could include a small supermarket, a newsagent, sub post office, launderette etc.

- a) safeguarding the retail character and function of the centre;
- b) enhancing the appearance, safety and environmental quality of the centre;
- c) Encouraging diversity of uses within the centre and the provision of a wide range of retail, leisure, social, education, arts, cultural, office, residential and commercial uses;
- d) Promoting the reuse of vacant buildings; and
- e) Maintaining and enhancing access to the centre by sustainable modes of transport, and encouraging multi-purpose trips.

In partnership with other agencies, the Council will protect and enhance local centres to better service the local community as far as possible. If a local centre or part of it ceases to function, the Council will consider rationalisation of its role as a centre, or promotion of other uses.

Neighbourhood shops located outside the town's town, district and local centres will be protected where they are important to the day-to-day needs of local communities.

## **Tourism and visitors**

### **Types of visitor**

9.16 The tourism industry is vital to the economy of Hastings, and is key to meeting our overall regeneration objectives. It contributes £211m to the local economy, and supports an estimated 4,850 jobs (3550 FTE). This is divided between:

- Summer day visitors - An estimated 2.6m day visitors spend around £82m in total, or just £31.70 per head. However, spend per head is low compared with some of our south coast competitors.
- Staying visitors - who spend much more per head during their break. 426,000 staying visitors, spending an estimated £167 per visitor.

9.17 Language schools also play a major role in the local economy, with an annual visitor spend of £35m, from approximately 35,000 students, mostly staying for short periods with local host families thus putting money very directly into the local economy. We need to consider the potential for future language schools in the town. Language schools generally need large buildings to operate and changes of use away from these limits the potential for future schools to locate here.

### **Tourism based employment**

9.18 Although the tourism sector remains extremely important to the economy of Hastings, it has not grown in recent times and remains concentrated on the summer and bank holiday periods. It therefore provides employment that is seasonal in nature. The Council's efforts have been directed towards extending the visitor seasons by supporting events such as Jack-in-the-Green (Mayday), the seafood and wine festival (September), and Hastings Day (October).

- 9.19 Tourism provides a range of 'entry-level jobs' such as cook, chamber maid, and shop and attraction staff, which are often seasonal, supported by a smaller number of professionals, which will remain important to the local economy. However, it must be recognised that it is unlikely to generate enough of the higher value-added jobs that, combined with a higher skilled workforce, will bring about sustainable regeneration on its own.

### **Visitor accommodation**

- 9.20 One problem is a lack of quality visitor accommodation. The town currently has 1000 serviced visitor bed spaces, which are not all good quality, compared to a total of 8000 in 1951 (excluding camping and caravans). However, some very good quality boutique hotels have developed in the past 5 years, a number of which have been pump primed through the "Space To Stay Scheme", and investment from the private sector. Visitor accommodation at the top end of the market is doing very well, whereas poorer quality accommodation is not as popular. Planning policy will continue to protect visitor accommodation wherever it is viable.
- 9.21 The efforts to establish a more thriving business sector in the town are seen as helpful in this respect as "business tourism" – visitors staying in the town for business purposes – is an all year round activity and provides custom for hotels outside the normal holiday season.
- 9.22 Self-catering accommodation, mainly caravans and camping, actually provides more spaces than the traditional hotels and guest houses. Most is located on several large sites including the Combe Haven and Shearbarn. There has been no recent evidence of demand for further caravan and camping accommodation in the town. However, maintaining and, where possible, improving the quality of what is there is important. Therefore, any proposals to upgrade the facilities will be supported wherever possible – in order to support jobs growth and encourage continued visitor spend.

### **Visitor attractions**

- 9.23 Visitor attractions take many forms and do not need to be in any particular location so any proposals which come forward will be looked on positively wherever they happen to be. However, whereas, in the heyday of English seaside holidays, the active resort extended along the whole length of the Hastings and St Leonards seafront, the core of activity is now concentrated in the Stade/Old Town area and beaches nearby. The recent major investment in the Jerwood Gallery and related facilities is serving to consolidate tourist role of the area and broaden its appeal to a different sector of the visitor market.
- 9.24 The pier itself is now some way to the west of the main tourist area. However, with positive actions underway to renovate the pier following the fire, the White Rock Hotel and the Theatre nearby, and the opportunity offered by the former White Rock Baths, the planning strategy looks to support opportunities for tourist activity along all parts of the seafront.

### **Priorities for tourism**

- Working towards an all year round tourist season is a key aim for the town.

- We need to encourage more short-stay visitors with a higher spending power,
- We need to retain and support improved accommodation
- Key to this is the need to retain and improve visitor attractions, whenever opportunities occur but particularly along the seafront.
- Continue to recognize the economic importance of language schools to the town.

9.25 This will lead towards the provision of more permanent good quality jobs in the tourism sector.

## **POLICY E4: Tourism and Visitors**

**The Council will work to promote and secure sustainable tourism development in the town. A more diverse and high quality tourism offer will be encouraged that seeks to lengthen the tourism season, increase the number of visitors, provide job opportunities and sustain the tourism economy.**

### **Visitor Attractions:**

**New visitor attractions will be encouraged and those that already exist will be protected unless it can be demonstrated they are no longer economically viable either in existing or adapted form. The upgrading of provision will be encouraged where it increases the range and/or quality of tourist facilities.**

**Proposals for new visitor attractions will be considered sympathetically anywhere within the Borough subject to other policies. The seafront is seen as the core resort area and particular support will be given to measures and proposals which are well related to the seafront.**

### **Visitor Accommodation:**

**New visitor accommodation will be directed to the Seafront, the main arterial routes, and close to other generators of demand. Extension to existing visitor accommodation will also be supported, subject to design and location policies.**

**The priority areas for retention of visitor accommodation are the Seafront (including Warrior Square), the Old Town and the Town Centre. In these areas, there will be a presumption against a change of use away from existing facilities unless the facility is no longer viable or is incapable of improvement to a good standard. The Visitor Accommodation Supplementary Planning Document supports this policy approach.**

**Proposals for upgrading caravan and camping facilities will be encouraged where it increases the range and/or quality available to the tourist.**

### **Language Schools:**

**In recognition of their importance to the local economy, the Council will also support proposals that improve, protect or make new provision for language schools in suitable locations. Proposals for changes of use of language schools to other uses will be resisted unless it can be demonstrated that the use is no longer economically viable.**

## **Chapter 10: Community Infrastructure**

- 10.1 The health and social well being of the town's residents and their educational attainment levels are vitally important to the regeneration of the town. Spatial planning policies need to reflect the complementary role of planning in supporting other strategies and initiatives that seek to provide essential services and facilities in the town, and ensuring that new developments provide the infrastructure necessary to meet local community needs they generate.
- 10.2 Hastings must be a town for everyone and it is important that everyone feels they are included and can access the opportunities the town has to offer.
- 10.3 We are required to take account of all community requirements, particularly those relating to age, sex, ethnic background, religion, disability or income.

### **Infrastructure delivery**

- 10.4 An Infrastructure Delivery Plan (IDP) has been prepared in consultation with service providers responsible for infrastructure in Hastings, which will be reviewed as and when appropriate. The IDP will help ensure that the right infrastructure is in place at the right time to provide additional capacity required to support development proposed by this Strategy, and also to enable the determination and co-ordination of investment plans. It will do this by identifying:
- the infrastructure needed to support planned development
  - the lead agencies responsible for providing key infrastructure
  - timescales, relative to the planned development, for providing key infrastructure
- 10.5 It is likely that future contributions towards the infrastructure required to support development proposed by this Strategy will be made through the introduction of an area-wide Community Infrastructure Levy (CIL) plus appropriate Section 106 contributions for site specific needs. Until such time as an area-wide CIL is introduced all contributions will be made through Section 106 in line with current legislation and national policy, including the pooling of contributions.
- 10.6 The IDP and associated Schedule showing the infrastructure schemes required to support this Strategy, is available to view or download from our website at (to be added). Where appropriate, sites to accommodate identified infrastructure needs will be identified in the Development Management Plan.

### **Development contributions**

- 10.7 Community facilities and essential infrastructure can be achieved by requiring developers to enter into legal agreements under Section 106 of the Town and Country planning Act 1991 (planning obligations) to meet the needs arising from their development.
- 10.8 One of the problems Hastings faces is that land values are relatively low and the amount that individual developments can contribute is low compared with

other parts of the South East, particularly when the need to provide affordable housing is taken into account. Our adopted Supplementary Planning Guidance note (SPG) sets out a priority order for contributions:

1. Essential on-site infrastructure
  2. Essential off-site infrastructure or mitigation
  3. Sustainable transport
  4. Education
  5. Off-site community facilities, youth, public art, libraries, social services, waste, countryside management and economic development
- 10.9 A potential tariff approach to infrastructure provision will be explored as part of the Development Management Plan, in consultation with East Sussex County Council. The existing Developer Contributions Supplementary Planning Document (SPD) will be updated or superseded as necessary, once a decision has been made about whether to seek development contributions through CIL.

### **POLICY CI1: Infrastructure and Development Contributions**

**The Council will seek to ensure that the right infrastructure is in place at the right time to provide the additional infrastructure capacity required to support new development. This will be achieved through the following:**

- a) **Preparing, regularly updating and facilitating the implementation of an Infrastructure Delivery Plan, setting out the infrastructure to be provided by the Council, other public sector bodies and the utility companies to support new development and meet future needs.**
- b) **Mitigating inadequacies in infrastructure arising from proposed development through development contributions that will provide towards sufficient and appropriate improvement through upgrade, enhancement or new infrastructure.**
- c) **Contributions will relate to all aspects of land use, community infrastructure and services that may be directly related to the development proposed, and accord with the council's identified local priorities and objectives for delivering sustainable communities. Development will be required to contribute towards providing all infrastructure that will be needed to support future development in Hastings.**

### **Sports and leisure facilities**

- 10.10 Inclusive sport and leisure facilities play an important role in addressing inequalities, improving quality of life and enhancing community interaction. We recognise that it is essential for all residents to have access to a range of leisure opportunities and the importance of maintaining a geographical distribution of facilities to meet local community needs. The Hastings & Rother Leisure Facilities Strategy 2009-2020 provides a current and projected level of supply and demand for sports facilities in Hastings which will help inform any future developments. Non traditional sporting partners will also be

encouraged to be involved in future developments, helping to widen access and increase participation in physical activity.

- 10.11 The programme of refurbishment to Summerfields Leisure Centre and Falaise Fitness Centre has been completed, giving these facilities an additional 15 year life span. Freedom Leisure currently manages these facilities, although situation will be reviewed in 2016 when the contract expires. There is a clear aspiration to build a new leisure centre but no funding has been identified at present. We also anticipate further changes to the leisure facilities at White Rock Gardens up to 2015, including an expansion of the Skate Park. We recognise the need for a reassessment of the range and standard of facilities in the area and will be undertaking this during the Planning Strategy period.
- 10.12 Protecting the existing stock of playing fields and sports pitches is also important to maintain the health and well being of local people, and in light of increasing pressures for development. We therefore seek to protect the existing provision, and encourage the development of new facilities in central locations.

## **POLICY CI2: Sports and Leisure Facilities**

**Major sports and leisure facilities should be centrally located and be accessible to all of the community. Provision for casual recreation, such as multi-use games areas should be locally based within communities.**

**Playing fields and sports pitches will be identified as part of the green infrastructure network (see Policy EN2), and planning permission for the reduction in size or number of playing fields or sports pitches will only be granted where:**

- a) existing facilities are of a poor and unsustainable quality and surplus to requirements; or**
- b) the proposal would serve to upgrade the sports facilities, or reinstate them elsewhere on the site; or**
- c) the proposed development is necessary to meet an important national, regional or local need and alternative provision is made that enhances, or is equivalent to, existing recreational facilities; or**
- d) in the case of an operating school site, the proposal is for educational purposes that are essential and cannot be satisfactorily accommodated elsewhere.**

## **Children's play provision**

- 10.13 Play is vital to a child's healthy development and the Council recognises that it is essential for every child to have access to quality play spaces. Formal equipped play areas offer essential play opportunities, but it is important to recognise the value of informal play opportunities in the shared public domain also. This relies on sensitive design in areas such as landscaping, public art and street design.
- 10.14 The Open Spaces Audit, undertaken in 2006, found that the Council's policy to provide fully equipped formal children's play areas was not working as well as it should, and that play areas were often underused and expensive to maintain and manage.

- 10.15 As the principle providers of publicly accessibly equipped play sites in Hastings, AmicusHorizon Ltd and Hastings Borough Council have been working together to prepare a Play Space Strategy (August 2011) for future play space provision. This strategy favours the improvement of existing play facilities in the local area of any new development using off-site developer contributions, but will require play facilities in a new development where there are no other sites nearby.

### **POLICY CI3: Children's Play Provision**

**The Council will require developers to design housing environments in which children have space to play informally and safely and where they have priority over vehicles, and where such spaces contribute to the provision of open space. Developer contributions will be sought to improve existing provision in proximity to the proposed development, but where no good playgrounds exist within 600 metres or a 15-20 minute walking distance, new play facilities will be required.**

**In some neighbourhoods where it is not appropriate or viable to provide further equipped play areas, developers may be required to enhance Community green spaces as an alternative.**

## **Chapter 11: Transport and Accessibility**

- 11.1 With Hastings being located on the periphery of the south east region and having limited strategic transport infrastructure, connectivity is a key issue. This combined with local accessibility issues to services including healthcare, education and jobs is a key contributory factor in hampering economic recovery and contributes to the level of deprivation that is experienced in the town.
- 11.2 The transport priority is to improve strategic access by road and rail to reduce the town's relative isolation and open up areas for housing and business development. This needs to be complemented with measures that efficiently manage movement within the town as well as supporting local access by walking, cycling and public transport, to move Hastings towards a more sustainable transport future.
- 11.3 The East Sussex Local Transport Plan (LTP3) 2011-2026 forms the transport policy framework for Hastings and the other districts and boroughs in East Sussex. It identifies Hastings and Bexhill together as a priority area, recognising that greater investment is needed for transport measures to support regeneration and further development.
- 11.4 The high level objectives of the Local Transport Plan are to:
- improve economic competitiveness and growth
  - improve safety, health and security
  - tackle climate change
  - improve accessibility and enhance social inclusion
  - improve quality of life

### **Strategic Road and Rail Schemes**

- 11.5 There are a number of road and rail improvement schemes that are essential to improve accessibility to and from Hastings.

#### **Strategic road schemes**

- 11.6 The main priority for the town is the delivery of the Bexhill to Hastings Link Road. This is a central part of the strategy in order to achieve successful local regeneration and growth in Hastings and Bexhill. Planning permission was approved for The Link Road in 2009, and a public inquiry into the compulsory purchase order was held towards the end of the same year. Following the Secretary of State's announcement on funding of major local authority transport schemes in December 2011, the scheme is subject to a final review before a decision is made on whether funding will be approved. A decision on the compulsory purchase order is likely to be released at the same time. If the scheme is approved, the target date for commencement of main construction is end of 2012 with the road opening end of 2014.
- 11.7 If the scheme does not go ahead, there will be significant implications for development and regeneration.

- 11.8 The expected loss of business confidence would have negative consequences for the local economy and the regeneration of the area. This could then only be addressed through sustained efforts over a long period by the Council and its partners to promote the area, but would make the task more challenging.
- 11.9 The other strategic priority for road improvement is the A21 trunk road – it being the direct link between Hastings and London/M25. Trunk roads are the responsibility of the Highways Agency. It has been acknowledged by previous strategic studies that a material reduction in the journey time between Hastings and the M25 would contribute significantly to the economic well-being of the town.
- 11.10 Following the Government Spending Review in 2010, opportunities for improving the A21 are more limited than before. The A21 Tonbridge to Pembury scheme has been retained and is currently expected to be constructed in the post 2015 period although Kent and East Sussex partners are working with the Government to see if it can be delivered to an earlier timescale.

### **Rail Schemes**

- 11.11 The East Sussex LTP3 acknowledges the existing shortcomings in the rail network between Hastings and London, as well as the opportunity to improve rail links between Hastings and Ashford. As a result of its own studies Network Rail, supported by East Sussex County Council and Kent County Council, has concluded that a series of line speed improvements are possible which will be introduced during the next few years. These are expected to reduce journey times to Ashford and offer more flexibility in timetabling which can be important in, for example, harmonising connections with the High Speed One services to London.
- 11.12 As identified in the East Sussex LTP3, the following rail schemes and improvements to a number of rail services are required to support development in the town up to 2028.

#### **Schemes:**

- Upgrading of Ore Station
- Hastings to Tonbridge capacity and power supply improvements

#### **Services:**

- Retention of the Hastings to City of London services – direct trains from Hastings to Cannon Street
  - Improvements to services from Ashford International rail station to the continent.
- 11.13 Whilst there is no certainty of delivery of these at this stage we will continue to lobby and influence Network Rail and train operating companies, in partnership with East Sussex County Council, to maintain and enhance rail capacity and services to accommodate growth.

## **POLICY T1: Strategic Road and Rail Schemes**

**The Council will seek the earliest possible implementation of the following road and rail schemes that will reduce peripherality, and support the regeneration of Hastings:**

- **Bexhill to Hastings Link Road**
- **Wider improvements to the A21 and A259 corridor**
- **Ashford to Hastings line – capacity and journey time improvements**
- **Hastings to Tonbridge capacity and power supply improvements**

### **Local road improvements**

- 11.14 Within Hastings itself the priority is to make efficient and effective use of the existing road network – through traffic management and through encouraging the optimum use of the roads. However, there is some scope for limited local improvements as well.
- 11.15 East Sussex County Council has undertaken an initial assessment of proposed locations for development in Hastings and their potential impact on the highway network. Further assessment is being undertaken in order to assist in identifying appropriate highway improvements to mitigate potential capacity problems at a number of locations on the network. Developers will be expected to contribute towards these improvements in order to facilitate the development of housing and employment growth.
- 11.16 The Link Road will also require a number of complementary measures to support its introduction. These include:
- The Ridge junction improvements
  - A259 Bexhill Road Bus Corridor

## **POLICY T2: Local Road Improvements**

**The Council will safeguard land required for highway improvements, in particular:**

- **any land required to implement complementary measures for the Hastings and Bexhill Link Road,**
- **any land required to implement highway improvements required as a result of the proposals in the Planning Strategy.**

**The Council's role in both strategic and local road improvements is to work with partners, particularly the Highways Agency and East Sussex County Council to secure the timely delivery of these schemes.**

### **Sustainable transport**

- 11.17 Making the most of the existing transport network requires a number of measures to encourage sustainable travel. To support this, the delivery of complementary sustainable transport infrastructure improvements, including improvements to public transport, walking and cycling routes will be required.

We recognise the impact that this could have in the town by offering more travel choices for local people to access the services that the town provides.

### **Quality Bus Partnership**

- 11.18 Delivering increased bus use by maintaining and improving the quality of commercial services will be achieved through the Quality Bus Partnership in Hastings. This is a partnership between East Sussex County Council, Hastings Borough Council and Stagecoach, which aims to deliver better bus services and facilities in the town, through the Quality Bus Partnership Action Plan<sup>32</sup>. This focuses on delivering improved punctuality on a number of key bus corridors that provide access to key services including the Conquest Hospital and Sussex Coast College. Improvements could potentially include the implementation of bus priority and/or lanes on approach to key junctions along with 'Real Time Passenger Information', but considerable investment to support the delivery of this would be required.
- 11.19 New development will be required to provide a transport contribution to help support this infrastructure, providing local transport improvements aimed at supporting access to development by sustainable modes of travel. The level of contribution is determined by development type its location and existing accessibility levels.

### **Strategic network of cycle routes**

- 11.20 A strategic network of cycle routes has been identified that will link local communities with key services in the town, including employment, healthcare and education, together with green spaces. This will be achieved in the plan period by a combination of development contributions being secured and public investment through the delivery of East Sussex County Council's LTP3 to support the delivery of access to existing services and new development by walking and cycling.
- 11.21 We are also working with partners to help extend the existing National Cycleway Network along the Seafront. Sustrans and East Sussex County Council are bringing forward the section of the Network between Bulverhythe and Glyne Gap; with Hastings Borough Council bringing forward the section between Robertson Street and the Old Town, both of which will be implemented during 2011/12.
- 11.22 East Sussex County Council is currently working in partnership with a range of organisations to develop a bid to apply for funding from the Department of Transport's Local Sustainable Transport Fund (LSTF). The LSTF has been set up by the Government as part of the new Local Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'. The purpose of the fund is to enable local authorities to deliver transport solutions that support economic growth while reducing carbon emissions. The LSTF provides £560 million of additional funding available for local transport authorities over the period 2011/12 to 2014/15.

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<sup>32</sup> [www.hastings.gov.uk/decisions\\_democracy/our\\_partners/quality\\_bus\\_partnership](http://www.hastings.gov.uk/decisions_democracy/our_partners/quality_bus_partnership)

- 11.23 As part of the LSTF bid referred to as East Sussex Coastal Towns – ‘Sustainable access, delivering growth and cutting carbon’, transport measures and initiatives will be included for Hastings that focus on improving access to employment, education, healthcare and positive activities for young people in their town centres by improving walking and cycle routes and access to reliable and accessible public transport.

### **POLICY T3: Sustainable Transport**

**The Council will work with East Sussex County Council using the Local Transport Plan 3 policy framework and other partners to achieve a more sustainable transport future for Hastings. Particular priority will be given to:**

- **improving bus routes, through support for the provision and improvement of bus priority lanes and junction approaches, services and passenger facilities,**
- **supporting the provision of new and enhanced cycle routes in the town, and in particular, supporting the implementation of the strategic cycle network as identified on the key diagram,**
- **improving walking routes for pedestrians,**
- **ensuring that new development where possible is located close to existing public transport provision ,**
- **requiring developers to consider the needs of pedestrians and cyclists in developments and deliver appropriate measures,**
- **Improving the safety of the highway network,**
- **improving air quality and the environment generally,**
- **examining the potential for adopting other “smarter choices” measures, including workplace and school travel plans; travel awareness campaigns, car clubs/car sharing schemes, teleworking and home shopping**

### **Travel plans**

- 11.24 Major developments and those generating significant amounts of traffic will need to be located in areas that are accessible to a range of sustainable travel options in order to reduce car dependency. In support of this, developments will be required to produce a travel plan, which provide a framework for the development and delivery of targeted travel information and initiatives.

### **POLICY T4: Travel Plans**

**Major developments<sup>33</sup> will be required to produce a travel plan, in line with guidance from East Sussex County Council, and will be expected to contribute to improved transport infrastructure, particularly for pedestrians, cyclists and public transport.**

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<sup>33</sup> Major development is that which falls within the thresholds set out in the East Sussex County Council ‘Guidance on Travel Plans for New developments (2008)’.  
<http://www.eastsussex.gov.uk/environment/planning/applications/developmentcontrol/guidance.htm>

## **Car parking**

- 11.25 Regeneration of the town centre is a key focus area of the strategy and this can, alongside other measures, be achieved by ensuring local people and tourists can access the services and attractions that the town provides.
- 11.26 Taxing private parking space in the town centre, or road charging, is not considered to be appropriate for Hastings at this time. We do however; recognise the importance of striking a balance between providing car parking provision in the town centre, alongside the provision of sustainable transport options.
- 11.27 Where appropriate the provision of sustainable transport infrastructure will be fully exploited before consideration is given to limit any car parking. This will ensure that the economic regeneration of Hastings is not prejudiced, and it will place the town in a prime position to compete with other south coast centres.
- 11.28 East Sussex County Council and the East Sussex districts have adopted parking standards for individual developments. These are based on the concept of maximum provision and allow for reduced standards in locations more accessible by public transport, including town centres.
- 11.29 East Sussex County Council is currently working in partnership with the District and Borough Councils, in the development of a tool to provide revised guidance on parking standards for residential development. This will be available towards the end of 2011. The Development Management Plan will include a provision that supports the application of these standards for new developments.

## **Park and ride**

- 11.30 Park and Ride schemes need to be able to generate a significant cost and/or time advantage to users and generally work well where there is a 360 degree catchment area, limited town centre parking, and where car parking pricing discourages accessing town centres by car. These criteria do not apply in the case of Hastings and therefore this Plan does not include any provision for Park and Ride. Any future proposals would be dependent on:
- the capacity and use of parking in the town centre
  - the cost of parking in the town centre
  - site location
  - whether setting up a Park and Ride would be financially viable
  - an assessment on the capacity of the road network
  - demand management

Part Five – Key Diagram

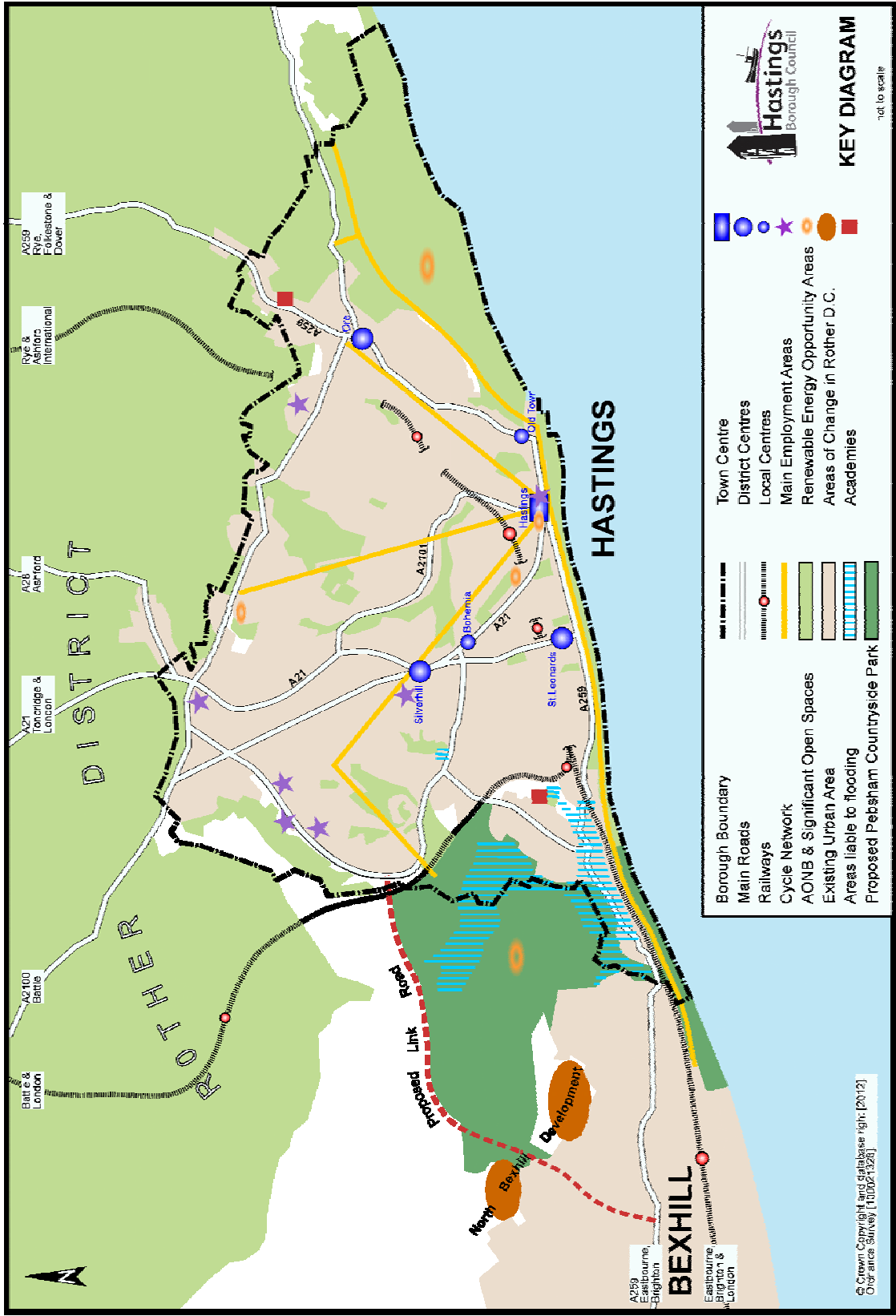


Figure 11: the key diagram

## Part Six - Monitoring and Implementation

1. Preparation of any plan should never be seen as a once and for all activity. It is essential to check that the plan is being implemented correctly, assess the outcomes that result, and check if these still remain as intended, and as currently desired. This requires a process of continual monitoring, and the potential to review the plan's policies and proposals as and when necessary.
2. The Planning Strategy must respond to changing needs and circumstances, nationally, regionally and at the local level. Monitoring will assess the effectiveness in delivering the vision and spatial objectives, and in implementing the Planning Strategy.
3. Each year, as part of the Local Plan process, the Council prepares an Annual Monitoring Report (AMR). The principal function of the AMR is to monitor policies and report on their respective performances. It reports progress on the policies and related targets in the Planning Strategy and includes progress against any relevant national and regional targets, and highlights any unintended significant effects of the implementation of the policies on social, environmental and economic objectives. Should annual monitoring reveal any significant failure(s) to meet targets, the Council will take action to rectify the situation as soon as possible
4. This monitoring framework has been prepared to assess the performance of the Planning Strategy over its course up to 2028, and will be used in the preparation of the AMR. It will provide the key mechanism for ensuring that the Council's Vision, Strategic Objectives and Policies are successfully delivered. The monitoring framework sets out a series of key indicators, which will be used to measure the Planning Strategies performance. These comprise a series of indicators set by the Council. They have related targets in order to assess whether policies are working effectively or whether they need to be reviewed or replaced. Where it becomes evident that policies are not performing as initially envisaged or intended, the AMR will suggest the actions that need to be taken to address the issues.
5. Not all the indicators will be influenced solely by the implementation of the Planning Strategy and some will also depend on external events. However, given the sustainable development principles embodied in the vision and objectives for the Borough, the indicators provide the basis for identifying where the Planning Strategy needs to be strengthened, maintained or changed in some way.
6. The table below sets out the Hastings Monitoring Framework

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 1 – Achieve and sustain a thriving economy	DS2; DS3; FA1; FA2; FA3; FA4; FA5; FA6; SC1(e); E1; E2 and E3	Provide the following employment floorspace (m <sup>2</sup> ) by type within the Spatial Areas as set out in the Planning Strategy:  West – 36,700m <sup>2</sup> East – 11,400m <sup>2</sup> Town Centre – 21,700m <sup>2</sup>  Increase employment floorspace by type (m <sup>2</sup> )	Total amount of additional employment floorspace (m <sup>2</sup> ) by type: B1(a); (b) and (c) B1 Mixed B2 B8	Annual Monitoring Report
		To retain employment land for employment uses	Amount of employment land lost to residential development (m <sup>2</sup> )	Annual Monitoring Report
		Provide 20,500m <sup>2</sup> of comparison retail floorspace within the Town Centre (preferred location) over the plan period	Total amount of comparison retail floorspace (m <sup>2</sup> ) developed	Annual Monitoring Report
		Achieve an increase in job density within the Borough over the plan period	Job density ratio in relation the South East, East Sussex and other Local Authorities averages	Annual Monitoring Report
		Reduce the % long term unemployment rate within Hastings	Unemployment rate in Hastings	East Sussex in Figures (ESiF)
		Increase the % of the local population who are employed	Employment rate by place of residence	East Sussex in Figures (ESiF)
			Employment rate by workplace	Annual Monitoring Report

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 2 - Ensure everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live	DS1; FA1; FA2; FA3; FA4; FA5; SC1; SC3; H1; H2; H3; H4; H5	Maintain a rolling five year housing land supply in accordance with the Planning Strategy requirements	Housing completions by size and type	Annual Monitoring Report
		To provide 200 net new dwellings per annum across the Borough over the plan period	Net additional dwellings completed per annum	Annual Monitoring Report
		To provide the following net additional dwellings within the Spatial Areas as set out in the Planning Strategy  West – 1,080-1,270 Central – 1,240-1,500 East – 730-910	Net additional dwellings completed per annum	Annual Monitoring Report
		To bring back into use 255 empty homes over the plan period, or 15 per annum	Empty homes brought back into use	Empty Homes Strategy / Annual Monitoring Report
		To provide at least 2% of housing on residential schemes of 50+ dwellings as fully adapted for wheelchair use and those occupants with restricted mobility	Net additional dwellings completed with full wheelchair accessibility	Annual Monitoring

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 2 - Ensure everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live continued	DS1; FA1; FA2; FA3; FA4; FA5; SC1; SC3; H1; H2; H3; H4; H5	To respond to the changing mix and needs of households through a range of dwellings sizes (bed spaces) and types (flats and houses)	Net additional dwellings completed per annum by bed space and type	Annual Monitoring Report
		To assess the suitability of sites for allocation for permanent residential sites for Gypsies, Travellers and Travelling showpeople (pending further investigation)	Net additional pitches for gypsies and travellers within the Borough	Annual Monitoring Report
		To provide affordable housing on individual sites in accordance with Policy H3 of the Planning Strategy	Affordable Housing completions by size and type	Annual Monitoring Report
			Population demographic mix by ward	East Sussex in Figures (ESiF)
		To provide affordable housing within the Borough as a whole in accordance with the HBC Corporate Policy	Affordable Housing completions by size and type in relation to corporate policy target.	Annual Monitoring Report
		To provide a balance between social rented and intermediate affordable housing to increase housing choices locally for local people	Average house prices to average earnings	East Sussex in Figures (ESiF) / Land Registry
			Affordable Housing completions by size and type	Annual Monitoring Report

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 3 – Safeguard and improve the town's environment	FA1; FA2; FA3; FA4; FA5; FA6; SC1; SC2; SC3; SC4; SC6; EN1; EN2; EN3; EN4; EN5; T3; T4	Increase the % of households within 300m of a multifunctional green space/play area by not less than 2% in each of the next 5 years and to at least 82% during the life of the plan	% of households within 300m of a multifunctional green space/play area.	East Sussex in Figures (ESiF)
		All SSSI's to achieve 'favourable condition' in accordance with Natural England guidance	Condition of designated SSSI's	Natural England / Annual Monitoring Report
		Ensure no net loss in areas of biodiversity importance (ha) within the Borough	Change in areas of biodiversity (ha)	Annual Monitoring Report
		Maintain and enhance the number of open spaces managed to Green Flag Award standards	Number of open spaces awarded Green Flag Status over the period of the plan	Annual Monitoring Report
		Reduce the number of Listed Buildings at risk within the Borough	No of Listed Buildings at Risk (%)	English Heritage
		Promote the development of travel plans with submissions for new development in accordance with the targets of the LTP3	LTP3 targets / approaches	East Sussex County Council

<b>Strategic Objective</b>	<b>Planning Strategy Policies</b>	<b>Target</b>	<b>Indicator</b>	<b>Source</b>
Objective 3 – Safeguard and improve the town's environment continued	FA1; FA2; FA3; FA4; FA5; FA6; SC1; SC2; SC3; SC6; EN1; EN2; EN3; EN4; EN5; T3; T4	Improve and enhance pedestrian and cycle routes within the Borough	LTP3 targets / approaches	East Sussex County Council
<b>Strategic Objective</b>	<b>Planning Strategy Policies</b>	<b>Target</b>	<b>Indicator</b>	<b>Source</b>
Objective 4 – Addressing the impacts of climate change	FA1; FA2; FA5; SC1; SC2; SC3; SC4; SC5; SC6; SC7; EN2; EN3; EN4 and EN5	Reduce CO2 emissions per capita in the Borough	Per capita reduction in CO2 emissions in the Borough	East Sussex in Figures (ESiF)
		To comply with the Governments timetable to deliver zero carbon homes	Number of developments incorporating combined heat and power systems or District Heating Networks	Annual Monitoring Report / HBC Caseworker meetings
		All developments to be designed with climate change mitigation and adaptation measures	Number of developments incorporating green roofs/walls	Annual Monitoring Report
			Number of developments incorporating sustainable drainage systems (SuDS)	Annual Monitoring Report
			Number of developments incorporating multifunctional green space	Annual Monitoring Report
			Number of developments incorporating biodiversity protection and enhancement measures	Annual Monitoring Report

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
			Number of developments incorporating recycling facilities	Annual Monitoring Report
Objective 4 – Addressing the impacts of climate change continued	FA1; FA2; FA5; SC1; SC2; SC3; SC4; SC5; SC6; SC7; EN2; EN3; EN4 and EN5	All SSSI's to achieve 'favourable condition' in accordance with Natural England guidance <sup>34</sup>	Condition of designated SSSI's	Natural England / Annual Monitoring Report
		Ensure no net loss in areas of biodiversity importance (ha) within the Borough <sup>35</sup>	Change in areas of biodiversity (ha)	Annual Monitoring Report
			Amount of net open space created by new development	Annual Monitoring Report
		Maintain and enhance the number of open spaces managed to Green Flag Award standards <sup>36</sup>	Number of open spaces awarded Green Flag Status over the period of the plan	Annual Monitoring Report

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<sup>34</sup> This target and indicator also refers to Objective 3

<sup>35</sup> This target and indicator also refers to Objective 3

<sup>36</sup> This target and indicator also refers to Objective 3

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
		Increase the % of households within 300m of a multifunctional green space/play area by not less than 2% in each of the next 5 years and to at least 82% during the life of the plan. <sup>37</sup>	% of households within 300m of a multifunctional green space/play area.	East Sussex in Figures (ESiF)
		Deliver sport and recreation facilities in accordance with shortfalls identified by PPG17 study	Net completions of sport/recreation facilities	Annual Monitoring Report
Objective 4 – Addressing the impacts of climate change continued	FA1; FA2; FA5; SC1; SC2; SC3; SC4; SC5; SC6; SC7; EN2; EN3; EN4 and EN5	Deliver sport and recreation facilities in accordance with shortfalls identified by PPG17 study	Access to services and facilities by public transport, walking and cycling	Annual Monitoring Report
		Promote the development of travel plans with submissions for new development in accordance with the targets of the LTP3 <sup>38</sup>	LTP3 targets / approaches	East Sussex County Council

<sup>37</sup> This target and indicator also refers to Objectives 3 and 4

<sup>38</sup> This target and indicator also refers to Objective 3

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
		Increase the % of the population with reasonable access to town, district and local centres by public transport, walking and cycling (within 15-30 mins travel time)	% of population with reasonable access to town centres by public transport, walking and cycling	Annual Release East Sussex in Figures (ESiF)
		Improve the position of Hastings within the Indices of Multiple Deprivation listings when released	Position within the Indices of Multiple Deprivation listings	Indices of Multiple deprivation (IMD)
Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 5 – Supporting Sustainable Communities	DS1; FA2; FA3; FA4 FA5; SC1; SC2; SC3; SC4; SC5; SC6; EN2; EN5: EN1; H2: H1; H5: H3; H4; E2; E3; CI1; CI2; CI3; T1; T2; T3 and T4	Increase the % of new development within 30 minutes travel by public transport to GP services, education facilities, employment and a major retail centre	% of new development within 30 minutes travel by public transport to GP services, education facilities, employment and a major retail centre	East Sussex in Figures (ESiF)
Objective 5 – Supporting Sustainable Communities continued	DS1; FA2; FA3; FA4 FA5; SC1 SC2; SC3; SC4; SC5; SC6; EN2; EN5: EN1; H2: H1; H5: H3; H4; E2; E3; CI1; CI2; CI3; T1; T2; T3 and T4	Reduce the % of children under 16 living in poverty within Hastings	Number and % of children under 16 living in poverty	East Sussex in Figures (ESiF) – Annual Child Poverty Statistics
		Reduce the % of households in fuel poverty <sup>39</sup>	Number and % of households in fuel poverty	East Sussex in Figures (ESiF)

<sup>39</sup> A household is said to be in fuel poverty if it needs to spend more than 10% of its income on fuel to maintain a satisfactory heating regime

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
		Improve the mean household income within the Borough relative to other towns within the East Sussex and the South East average	Average (mean) earnings, residence-based <sup>40</sup>	East Sussex in Figures (ESiF)
			Average (mean) earnings, workplace-based <sup>41</sup>	East Sussex in Figures (ESiF)
		To achieve an annual improvement in property affordability	Annual House price/earnings affordability ratios	East Sussex in Figures (ESiF); Land Registry and Annual Monitoring Report
		To achieve an annual reduction in the numbers of households accepted as homeless (per 1,000 households)	Number and % of homeless households	East Sussex in Figures (ESiF)
		To provide affordable housing on individual sites in accordance with Policy H3 of the Planning Strategy <sup>42</sup>	Affordable Housing completions by size and type	Annual Monitoring Report
			Population demographic mix by ward	East Sussex in Figures (ESiF)
Objective 5 – Supporting Sustainable Communities continued	DS1; FA2; FA3; FA4 FA5; SC1; SC2; SC3; SC4; SC5; SC6; EN2; EN5: EN1; H2: H1; H5: H3; H4; E2; E3; C11;	To provide affordable housing within the Borough as a whole in accordance with the HBC Corporate Policy <sup>43</sup>	Affordable Housing completions by size and type in relation to corporate policy target.	Annual Monitoring Report

<sup>40</sup> mean earnings, based on where the employee lives

<sup>41</sup> mean earnings, based on where the employee works

<sup>42</sup> This target and indicator also refers to Objective 2

<sup>43</sup> This target and indicator also refers to Objective 2

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
	CI2; CI3; T1; T2; T3 and T4	Increase % of 15 year olds achieving 5 or more GCSE's, including English and Maths, at Grades A*-C relative to the regional average at suitable points during the plan period	% of Pupils achieving 5+ GCSE's	East Sussex in Figures (ESiF)
		Increase % of students 16+ in full time education	% of students 16+ in full time education	East Sussex in Figures (ESiF)
		Reduce the % of the working population with no qualifications	% of the working population with no qualifications	East Sussex in Figures (ESiF)
		Increase the % of the working population with NVQ Levels 3 and 4	% of working age population with NVQ Level 3 and/or 4	East Sussex in Figures (ESiF)
Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 6 – Provision of an efficient and effective transport system	FA1; FA2; FA; FA3; FA4; CI1; T1; T2; T3; T4	Support delivery of Link Road	Developing the Bexhill to Hastings Link Road. Key dates and targets	Hastings Borough Council / Rother District Council
		Delivery of targets set out in the LTP3	LTP3 Targets and implementation programme	East Sussex County Council
Objective 6 – Provision of an efficient and effective transport system continued	FA1; FA2; FA; FA3; FA4; CI1; T1; T2; T3; T4	Increase bus usage within the town in accordance with LTP3 targets	LTP3 Targets and implementation programme	East Sussex County Council
		To work at the local, county and National level to secure improvements to rail links	LTP3 Targets and implementation programme	East Sussex County Council

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
		Increase the % of the working age population with access to employment by public transport, cycling or walking	LTP3 Targets and implementation programme	East Sussex County Council
		Improve traffic management and reduce congestion on roads within the Borough	LTP3 Targets and implementation programme	East Sussex County Council
		Promote the development of travel plans with submissions for new development in accordance with the targets of the LTP3	LTP3 targets / approaches	East Sussex County Council
Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
Objective 7 – Making the best use of the seafront and promoting tourism	FA6; SC1; SC3; EN1; EN3; EN4; E4 and CI1	Increase the number of tourist accommodation establishments that are accredited nationally to raise the standard of accommodation on offer within the Borough	Number and % of Hotels, B&B's and other tourist accommodation which have national quality accreditation	South East England Tourist Board (SEETB) / HBC
Objective 7 – Making the best use of the seafront and promoting tourism continued	FA6; SC1; SC3; EN1; EN3; EN4; E4 and CI1	Increase tourist accommodation within the Borough, particularly along the seafront	Net additional completions of visitor accommodation	Annual Monitoring Report
			Net losses of visitor accommodation to other uses	Annual Monitoring Report

Strategic Objective	Planning Strategy Policies	Target	Indicator	Source
			Net additional completions of self catering accommodation (caravan / camping sites)	Annual Monitoring Report
		Support developments to extend the tourist season within the Borough	Progress in extending the tourist season	Hastings Borough Council
			Net additional leisure completions along the seafront	Annual Monitoring Report
			Net additional completions / losses of A3 and A4 uses	Annual Monitoring Report

Table 9: the Hastings monitoring framework

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## **Part Seven – Appendices**

**Appendix 1: Superceded policies**

**Appendix 2: Housing Trajectory**

## Appendix 1: Superseded Policies

### How the existing Local Plan policies for Hastings are to be superseded

The following table explains how the existing policies of the Local Plan (2004) will be superseded by the Planning Strategy. In some places the detailed parts of the policies that relate to specific sites or aspects of potential planning applications will eventually be superseded by the emerging Development Management Plan (DMP) and details of this will be given along with that document at the appropriate time.

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
29	Employment	E1	<b>Sites for Employment Development</b> Allocates sites at Broomgrove, west of Queensway and Ivyhouse Lane specifically for employment use.	Planning Strategy – DS2 – Employment Land and Premises and E1 – Existing employment land and premises  DMP – New sites; Site Allocations
31	Employment	E2	<b>Industrial Development – Established Estates</b> Defines the main established industrial estates & seek to encourage the location of B1-B8 uses within these locations whilst resisting retail development at these locations	Planning Strategy – E1 – Existing employment land and premises

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
31	Employment	E3	<b>Ivyhouse Lane – Land at Burgess Road</b> Site specific policy to enable road connection to Hayward Way	DMP – Site Allocations
32	Employment	E4	<b>Retaining Employment Uses</b> Safeguards development of existing employment land from non B1 uses	Planning Strategy – E1 – Existing employment land and premises Planning Strategy – E2 – Skills and Access to Jobs
32	Employment	E5	<b>Relocation of Non-Conforming Uses</b> Provides exception to E4 by accepting relocation of business uses that are detrimental to surrounding area	Planning Strategy – E1 – Existing employment land and premises
33	Employment	E6	<b>Small Industrial Firms</b> Criteria based policy allowing small firms in the built up area	Development Management Plan

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
34	Employment	E7	<b>Class B1(a) Office Development</b> Defines broad locations suitable for B1(a) use	Development Management Plan
34	Employment	E8	<b>Location of Business Uses</b> Provides criteria for regulating new business development in residential areas	Development Management Plan
35	Employment	E9	<b>Locating Employment Sustainably</b> Criteria based policy to ensure employment development minimises traffic, has appropriate parking levels, improves public transport access and makes provision for cycling	Development Management Plan
41	Tourism	T1	<b>New Tourist Attractions</b> Criteria based policy regulating approval of planning permissions for new tourist attractions	Planning Strategy – E4 – Tourism and Visitors: gives the principles for locating tourist activities  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
41	Tourism	T2	<b>Amusements</b> Designates areas suitable for amusements	Planning Strategy – E4 – Tourism and Visitors: gives the principles for locating tourist activities  DMP – specific policies for managing particular applications
42	Tourism	T3	<b>Hotels and Guest Houses – Serviced Accommodation</b> Allows serviced accommodation on the seafront	Planning Strategy – E4 – Tourism and Visitors
43	Tourism	T4	<b>Change of Use of Hotels and Guest Houses</b> Restricts change of use from the above unless it demonstrated that use is no longer viable or needs major upgrading of structural condition	Planning Strategy – E4 – Tourism and Visitors
44	Tourism	T6	<b>Caravan and Camping Sites</b> Criteria based policy to control the growth and expansion of existing sites	Planning Strategy – E4 – Tourism and Visitors: gives the principles for this types of tourist activity  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
44	Tourism	T7	<b>Development within Caravan Sites</b> Criteria based policy for the enhancement of facilities at existing sites	Planning Strategy – E4 – Tourism and Visitors: gives the principles for this types of tourist activity  DMP – specific policies for managing particular applications
45	Tourism	T8	<b>Language Schools</b> Supports new language schools in the town subject to certain criteria	Planning Strategy – E4 – Tourism and Visitors
45	Tourism	T9	<b>Retention of Language Schools</b> Restricts change of use of existing language schools to other uses	Planning Strategy – E4 – Tourism and Visitors
47	Tourism	T12	<b>Enhancement of Hastings Pier</b> Supports the refurbishment and enhancement of the pier	Planning Strategy – E4 – Tourism and Visitors

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
53	Shopping	S1	<b>Town Centre Retail Proposals</b> Allocates areas specifically for retail use in the town centre	Planning Strategy – E3 – Town, District and Local Centres: gives the principles for retail in the town centre  DMP – specific policies for managing particular applications
54	Shopping	S2	<b>District and Local Centres</b> Protects key retail frontages identified on Proposals Map for predominantly A1 uses	Planning Strategy – E3 – Town, District and Local Centres: gives the principles for retail in other ‘centres’ across the town  DMP – specific policies for managing particular applications
55	Shopping	S3	<b>Bohemia Road Core Shopping Area</b> Aims to retain ground floor of properties in defined core shopping area for A1-A3 uses	Planning Strategy – E3 – Town, District and Local Centres: gives the principles for retail in other ‘centres’ across the town  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
57	Shopping	S4	<b>Retail and Leisure Proposals Outside Existing Centres</b> Criteria based policy resisting retail/leisure proposals in out of town locations subject to satisfying criteria	Planning Strategy – E3 – Town, District and Local Centres
58	Shopping	S5	<b>Major Shopping Proposals Outside Existing Centres</b> Criteria based policy requiring retail proposals over 1000sqm to provide retail impact assessments.	Planning Strategy – E3 – Town, District and Local Centres
64	Transport	TR1	<b>Road Improvements</b> Safeguards land between Wishing Tree Road and Sedlescombe Road South for Spur Road Phase 2 scheme	Planning Strategy – T1 – Strategic Road and Rail Schemes and T2 – Local Road Improvements
66	Transport	TR3	<b>Station at Wilting</b> Safeguards land for possibility of a new Station at Wilting until review of feasibility is undertaken	Planning Strategy – T1 – Strategic Road and Rail Schemes

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
68	Transport	TR4	<b>South Coast Cycle Route</b> Safeguards land for cycle route between West Marina and the western boundary towards Bexhill, and between Barley Lane and eastern boundary at Fairlight	Planning Strategy – T3 – Sustainable Transport
69	Transport	TR5	<b>Cycling Facilities in New Developments</b> Requires developers to provide cycle facilities in accordance with adopted standards	Planning Strategy – T3 – Sustainable Transport: Sets the aspirations for providing the opportunity for cycling  DMP – specific policies for managing particular applications
69	Transport	TR6	<b>Location of New Development</b> Requires retail, industrial, commercial and community development to be located close to public transport, and/or to be accessible by walking and cycling. s106 may be required in some instances	Planning Strategy – T3 – Sustainable Transport and T4 – Travel Plans: Give the principles for requiring assessment of location and situation of schemes compared to their likely users  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
70	Transport	TR7	<b>Accessibility</b> Requires all major new development to make provision for pedestrians, cyclists and public transport and provide mitigation where necessary	Planning Strategy – T3 – Sustainable Transport and T4 – Travel Plans: Give the principles for requiring assessment of location and situation of schemes compared to their likely users  DMP – specific policies for managing particular applications
70	Transport	TR8	<b>Reduced Parking Provision in New Development</b> Sets out that reduced parking standards will be applied in areas where public transport, pedestrian and cycling accessibility is good	Planning Strategy – T3 – Sustainable Transport and T4 – Travel Plans: Give the principles for requiring assessment of location and situation of schemes and their requirement for levels of parking  DMP – specific policies for managing particular applications and the East Sussex County Council SPD

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
71	Transport	TR9	<b>Development Infrastructure</b> Requires developers to satisfy the LPA that appropriate highway or other transport capital works have or will be provided. Sets out specific improvements to Frederick Road.	Planning Strategy – CI1 – Infrastructure and Development Contributions
71	Transport	TR10	<b>Development in Un-Metalled Streets</b> Refuses developments that will generate additional traffic in streets that do not have adequately metalled carriageways	Development Management Plan
82	Housing	H1	<b>Housing Sites</b> Lists all sites allocated for housing in the period up to 2011	Planning Strategy – DS1- New Housing Development and FA1, FA2, FA3, FA4, FA5, FA6 – The focus area policies set out the principles for the spread of new housing sites and the numbers of new dwellings in each area  Planning Strategy H1 – Housing Density and H2 – Housing Mix  DMP – Site allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
85	Housing	H2	<b>Mixed Use Areas</b> Allocates areas suitable for mixed-use developments. Applies a flexible approach to off street parking requirements in those areas	Planning Strategy – FA1, FA2, FA3, FA4, FA5, FA6 – The focus area policies set out the principles for the spread of new housing sites and the numbers of new dwellings in each area  Planning Strategy H1 – Housing Density and H2 – Housing Mix  DMP – Site allocations
87	Housing	H4	<b>Housing Conversions</b> Criteria based policy to control conversions to flats, safeguarding unnecessary conversions of family dwellings	Development Management Plan
89	Housing	H6	<b>Social Rented Housing</b> Provides for a proportion of social rented housing in all suitable residential developments of 15 or more dwellings (or .5ha), a minimum of 25% social housing will be sought. And identifies allocated housing sites (H1) as being suitable for an element of social rented housing	Planning Strategy – H3 – Provision of affordable housing  DMP – Site allocations

Local Plan page number	Chapter	Policy reference	Policy name	
99	Community Needs	CN1	<b>Access for People with Disabilities</b> Requires new development to provide adequate access and facilities for people with restricted mobility and/or other disabilities	Development Management Plan
100	Community Needs	CN3	<b>Housing for Persons with Restricted Mobility</b> Requires residential schemes of 50 or more dwellings to provide 2% to be designed for persons with restricted mobility	Development Management Plan
102	Community Needs	CN6	<b>The University Centre</b> Supports the creation of the University Centre in Hastings	Planning Strategy – E2 – Skills and Access to jobs
103	Community Needs	CN7	<b>Premises for Early Years Education</b> Criteria based policy to control potential impacts of premises used for early years education. Requires premises to be accessible to public transport, walking and cycling	Development Management Plan

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
105	Community Needs	CN9	<b>Nursing Homes, Rest Homes and Hostels</b> Criteria based policy to control potential impacts of extensions, change of use or new premises. Also requires new developments to be accessible comply with standards of access for people with disabilities.	Development Management Plan
107	Community Needs	CN12	<b>Gypsies and Travelling Show People</b> Sets criteria to control the impact of new sites.	Planning Strategy – H5 – Accommodation for Travelling Communities
113	Nature Conservation	NC1	<b>Hastings Cliff Special Area of Conservation</b> Provides for the protection of this internationally important site, development proposals likely to have a significant effects will be subject to rigorous assessment. Exceptions to policy must meet the Policy criteria.	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
114	Nature Conservation	NC2	<b>Sites of Special Scientific Interest</b> Provides for the retention & protection of SSSIs only allowing development subject to meeting Policy criteria and providing adequate mitigation	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
116	Nature Conservation	NC3	<b>Local Nature Reserves</b> Provides for the retention & protection of LNRs (designated & proposed) only allowing development subject to meeting Policy criteria and providing adequate mitigation	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
116	Nature Conservation	NC4	<b>Extension to Marline Valley LNR</b> Allocates land at Marline Valley & Hoadswood as an extension to the existing LNR. Development affecting these areas will be subject to Policy NC3.	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
117	Nature Conservation	NC5	<b>Local Nature Reserve Allocations</b> Allocates land at 5 locations as LNRs. Development proposals affecting these LNR allocations will be subject to Policy NC3	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
119	Nature Conservation	NC6	<b>Sites of Nature Conservation Importance</b> Provides for the protection of SNCIs (local level designation) subject to demonstrating a local need outweighing the nature conservation interest of the site and the provision of adequate mitigation	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
120	Nature Conservation	NC7	<b>The Green Network</b> Seeks to protect the Green Network from development that would sever, intrude or otherwise cause harm to its nature or purpose.	Planning Strategy – EN2 – Green Infrastructure Network: Sets the broad overview of the network  DMP – to define the boundaries and scope of the sites that make up the network
122	Nature Conservation	NC8	<b>General Planning Requirements</b> Seeks to ensure that development minimises damage to wildlife & habitats, ensuring losses are minimised and adequately compensated for. Also seeks to ensure well-planned development that contributes towards a net gain in biodiversity & opportunities to enhance the local environment from both a nature conservation & amenity perspective.	Development Management Plan

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
124	Nature Conservation	NC9	<b>Information to Accompany Planning Applications</b> Seeks to ensure that developers provides sufficient ecological assessment of a site in support of a planning application	Development Management Plan
125	Nature Conservation	NC10	<b>Ancient Woodland</b> Provides for the protection of ancient woodland through planning conditions or legal agreement	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
125	Nature Conservation	NC11	<b>Preserved Woodland</b> Provides for the protection of preserved woodland of >0.4ha in area within 20m of the development via planning conditions if necessary	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
126	Nature Conservation	NC12	<b>St Helens Wood Protection</b> Protects St Helens Wood from any further development, controlling any development on the periphery of woodland in terms of tree retention & visual quality of the valley.	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity
129	Landscape	L1	<b>Landscape Character</b> Seeks to prevent development that would substantially compromise the landscape setting of the town.	Planning Strategy – EN2 – Green Infrastructure Network and EN4 – Conservation and Enhancement of Landscape
130	Landscape	L2	<b>High Weald Area of Outstanding Natural Beauty</b> Seeks to resist development which would have an adverse affect on the natural beauty of the AONB. Major development will not be permitted unless it can be demonstrated to be in the public interest.	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity and EN4 – Conservation and Enhancement of Landscape

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
131	Landscape	L3	<b>Development Outside the Built-Up Area</b> Seeks to prevent development outside of the defined built-up area. Exceptions to policy maybe allowed subject to meeting 1 of 2 criteria.	Planning Strategy – EN2 – Green Infrastructure Network and EN3 - Nature conservation and improvement of biodiversity and EN4 – Conservation and Enhancement of Landscape  DMP – to concentrate new development within the existing built up area
131	Landscape	L4	<b>Strategic Gap</b> The Policy prevents development in the strategic gap between the built-up edge of St Leonards and the western boundary of the Borough.	Planning Strategy – EN2 – Green Infrastructure Network and EN4 – Conservation and Enhancement of Landscape
133	Landscape	L6	<b>Historic Parks and Gardens</b> The Policy seeks to prevent development that would harm the historic significance, character, appearance and setting of identified historic parks and gardens.	Planning Strategy – EN1 – Built and Historic Environment

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
134	Landscape	L7	<b>The Undeveloped Coast</b> Seeks to preserve the landscape character & nature conservation interest of the coast, only allowing development subject to meeting Policy criteria	Planning Strategy – EN2 – Green Infrastructure Network and EN4 – Conservation and Enhancement of Landscape
138	Development Guidelines	DG1	<b>Development Form</b> General design criteria applicable to all new development requiring the developer to address details relating to density; characteristics of the surrounding area; landscaping within the site; public & private open space space; safety & security; amenity issues; impact of the development and highway safety.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
139	Development Guidelines	DG2	<b>Access and Parking</b> Criteria based policy requiring all new development to satisfactorily meet the access needs of all users and balanced transport provision	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
139	Development Guidelines	DG3	<b>Sunlight and Daylight</b> Requires adequate natural light within new buildings & prevents the unacceptable loss of natural light or outlook to neighbouring properties arising from development	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
140	Development Guidelines	DG4	<b>Noisy Activities</b> Seeks to prevent development likely to result in unacceptable levels of noise and measures to attenuate noise levels	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
140	Development Guidelines	DG5	<b>Noise Sensitive Development</b> Seeks to prevent the provision of housing, hospitals, schools, nursing homes and other 'noise sensitive development', in areas which are or are likely to be subject to unacceptably high levels of noise unless satisfactory attenuation measures can be achieved.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
141	Development Guidelines	DG6	<b>External Lighting</b> Criteria based policy seeking to ensure that external lighting schemes are well designed, appropriate to the surroundings and do not cause a hazard for road users	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
141	Development Guidelines	DG7	<b>High or Visually Prominent Buildings</b> Criteria based policy seeking to ensure that development maintains or enhances the surrounding area, has regard to conservation areas or areas of landscape importance and does not result in unacceptable overshadowing of neighbouring properties.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
142	Development Guidelines	DG8	<b>Protection of Views</b> Criteria based policy providing for the protection of public views	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
143	Development Guidelines	DG9	<b>Traffic Calming</b> Provides for the need to provide traffic calming measures both within new development and supports the introduction of traffic calming measures in nearby streets as part of the development	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
144	Development Guidelines	DG11	<b>Gardens</b> Requires private amenity space within dwellings intended for family use	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
145	Development Guidelines	DG12	<b>Two Storey Side Extensions to Residential Properties</b> Criteria based policy aimed to prevent the unacceptable impact of 2-storey side extensions in terms of design and their impact on the street scene.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
146	Development Guidelines	DG13	<b>Provision of Children's Play Space</b> Provides for the provision of onsite play space within residential schemes including 25+ family dwellings, or via S106 agreement for off-site provision or improvement of nearby play space.	Planning Strategy – CI 3 – Children's Play Provision
146	Development Guidelines	DG14	<b>Shopfronts</b> Criteria based policy providing for new shopfronts or alterations to existing shopfronts	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
147	Development Guidelines	DG15	<b>Security Shutters</b> Criteria based policy ensuring acceptable design and preventing their unnecessary use	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
148	Development Guidelines	DG16	<b>Outdoor Advertisements and Signs</b> Criteria based policy seeking to ensure they are not detrimental to the appearance of a building(s) affected and/or the surrounding area, or a danger to the public highway. Consideration will also be given to their visual impact with a conservation area & other sensitive locations	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
148	Development Guidelines	DG17	<b>Licensed Premises</b> Relates to the location of large drinking establishments and seeks to prevent new uses out of character with the area, or the over concentration of A3 uses in town, district or local centres, if the use is dependent on the sale of alcohol and is likely to result in alcohol related disorder, late night disturbances or the congregation of large numbers of people on the street	Development Management Plan

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
149	Development Guidelines	DG18	<b>Hot Food Take-Away</b> Provides for hot food takeaway subject to criteria based policy	Development Management Plan
149	Development Guidelines	DG19	<b>Commercial Development – Traffic</b> Seeks to ensure that traffic generation from commercial development affecting residential areas is attenuated by legal agreements and/or planning conditions	Development Management Plan
150	Development Guidelines	DG20	<b>Public Art</b> Requires the provision of public art in major development schemes	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
151	Development Guidelines	DG21	<b>Development on Unstable Land</b> On land potentially subject to instability, planning permission will only be granted subject to convincing supporting evidence from the applicant that actual/potential instability can be overcome	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
151	Development Guidelines	DG22	<b>Satellite Dishes</b> Provides for satellite dishes to domestic premises where planning permission is required and seeks to prevent insensitive positioning of dishes or similar areas	Development Management Plan
153	Development Guidelines	DG23	<b>Renewable Energy Schemes</b> Criteria based policy providing for the development of renewable energy schemes providing that it can be adequately shown that development will not harm interests of acknowledged importance in the local environment	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
154	Development Guidelines	DG24	<b>Energy Efficient Developments</b> The Policy requires that new development be energy efficient in terms of layout & design and also supports the incorporation of energy-efficient and renewable energy technology.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
156	Development Guidelines	DG25	<b>Development Infrastructure</b> Seeks to ensure that where new development generates a need for new or improved infrastructure, the developer should provide or fund the necessary works & measures.	Planning Strategy – CI1 – Infrastructure and developer Contributions
158	Development Guidelines	DG26	<b>Flood Risk</b> Aims to prevent development within areas at risk of river & coastal flooding unless the developer provides environmentally acceptable flood mitigation & prevention measures. Also seeks to prevent development which would be detrimental to or impede access to existing sea, tidal or fluvial defences or river channels.	Planning Strategy – SC7 – Flood risk

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
159	Development Guidelines	DG27	<b>Surface Water</b> Provides for development which could increase the risk of flooding as a result of surface water run-off, subject to agreeing all alleviation & mitigation works, including SUDS, and their design, construction and long term management, prior to the start of development	Planning Strategy – SC7 – Flood risk
160	Development Guidelines	DG28	<b>Telecommunications Installations</b> Criteria based policy providing for the prior approval of the siting & appearance of masts and the full planning permission required for larger antennae.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
160	Development Guidelines	DG29	<b>High Pressure Gas Main</b> No new building will be permitted within 14m of the existing high pressure gas main which extends from the junction of Battle Rd & The Ridge West to Watergates Wood	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
161	Development Guidelines	DG30	<b>Overhead Power Lines</b> 132kV pylon line runs through the Marline Valley, any new development will be expected to take account of the electricity supplier's requirements from a safety standpoint.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
161	Development Guidelines	DG31	<b>New Overhead Power Lines</b> In visually sensitive locations, seeks to require – where planning permission is required, or encourage where permission is not required, lines being placed underground.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
162	Development Guidelines	DG33	<b>Environmental Pollution</b> Seeks to prevent development which is likely to cause unacceptable pollution of air, water or land. This includes surface & ground water resources and a requirement for the applicant to carry out air quality monitoring & assessment into the likely effect of significant new development alongside of existing main roads which could lead to an increase in traffic levels and consequent deterioration in air quality in the area.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications
163	Development Guidelines	DG34	<b>Contaminated Land</b> Requires the developer to carry out site investigations of potential hazards & propose the necessary remedial measures required to deal with the hazard on sites with known or suspected contamination.	Planning Strategy – SC1, SC2, SC3, SC4, SC5, SC6, SC7 – the sustainable community policies set out the principles for development guidance  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
171	Historic Environment	C1	<b>Development within Conservation Areas</b> Criteria based policy providing for development within conservation areas seeking to ensure that proposals have due regard to the character & appearance of the area.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
173	Historic Environment	C2	<b>Demolition in Conservation Areas</b> Criteria based policy providing for the demolition of unlisted buildings subject to the prior approval of the re-use of the site	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
174	Historic Environment	C3	<b>Development Involving Listed Buildings</b> Criteria based policy providing for the extension or alteration of a listed building.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
175	Historic Environment	C4	<b>Demolition of Listed Buildings</b> Criteria based policy providing for development that would follow the demolition of a listed building.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
175	Historic Environment	C5	<b>Winch Huts</b> Provides for new winch huts designed to have a traditional appearance suited their function.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
176	Historic Environment	C6	<b>Archaeological Sites and Ancient Monuments</b> Policy resists development that would adversely affect a SAM or other nationally important archaeological site or monument and requires that the archaeological aspects of proposals are examined & evaluated before applications are determined.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
177	Historic Environment	C7	<b>Replacement Doors and Windows in Listed Buildings</b> Within listed buildings, provides only for exact replicas or doors & windows of an appropriate design and materials.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
177	Historic Environment	C8	<b>Replacement Doors and Windows in Conservation Areas</b> Within CAs, provides for exact replicas or doors & windows of an appropriate design and materials. Exceptions to policy are subject to meeting 1 of 3 criteria.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
178	Historic Environment	C10	<b>Roof Materials for Conservation Areas</b> Provides for replacement roofs only where the covering is an exact replica or is of appropriate material. Alternative materials are subject to meeting 1 of 4 criteria.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
178	Historic Environment	C9	<b>Roof Materials for Listed Buildings</b> Provides for replacement roofs only where the covering is an exact replica or is of appropriate material.	Planning Strategy – EN1 – Built and Historic environment outlines the principles for development in these areas  DMP – specific policies for managing particular applications
186	Sports and Recreation	SP1	<b>Playing Fields and Sports Pitches</b> The Policy seeks to prevent the loss of playing fields & sports pitches unless the proposal meets 1 of 4 criteria	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications
186	Sports and Recreation	SP2	<b>Sports and Recreational Facilities</b> Criteria based policy providing for formal sports or recreation uses	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
187	Sports and Recreation	SP3	<b>Location of Major New Sports and Recreational Facilities</b> 'Sequential test' policy relating to the location of major sports & recreation facilities.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children's Play Provision  DMP – specific policies for managing particular applications
187	Sports and Recreation	SP4	<b>White Rock Area</b> Criteria based policy providing for proposals which enhance the range & quality of sports, play and similar leisure provision within White Rock area west of Falaise Road.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children's Play Provision  DMP – specific policies for managing particular applications
193	Open Space	OS1	<b>Protection of Open Space</b> The policy seeks to protect identified open spaces from development which would lead to a loss of their open character.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children's Play Provision  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
194	Open Space	OS2	<b>Areas Deficient in Open Space</b> The policy seeks to retain open spaces and undeveloped land in those areas of the Borough deemed to be deficient in open space. In appropriate cases a legal agreement will be sort to provide open space within new developments.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications
194	Open Space	OS3	<b>Private Open Space</b> The policy seeks to resist the substantial loss of identified private open space.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications
195	Open Space	OS4	<b>Allotments</b> The policy seeks to prevent the development of allotments shown on the Proposals Map.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
195	Open Space	OS5	<b>Amenity Footpath Network</b> The Policy seeks to safe guard the existing or proposed footpath from new development. Or where development is allowed, ensure that the diverted route is no less attractive, safe & convenient.	Planning Strategy – EN5 – Open Spaces; Enhancement, Provision and Protection; CI2 – Sports and leisure facilities and CI3 – Children’s Play Provision  DMP – specific policies for managing particular applications
<b>Site Allocations...</b>				
200	Hastings Town Centre	TC1	<b>Hastings Station Yard</b> The Policy allocates land at this location for a mixed use scheme likely to include educational, business, residential and retail uses. Proposals must contribute toward the vitality & viability of the town centre.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations
201	Hastings Town Centre	TC3	<b>Queens Road Conversions</b> Provides for the conversion of properties between 94-168 Queens Road from retail to residential or other suitable uses.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
202	Hastings Town Centre	TC4	<b>Site of Sussex Chambers</b> Allocates land within the Town Centre Conservation Area at Havelock Road and Priory Road, for mixed use development including Class A2 offices and residential accommodation.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations
202	Hastings Town Centre	TC5	<b>The Observer Building</b> Allocates the building within the Town Centre Conservation Area, for a mix of uses including higher & further education, residential, offices and 'live-work' units.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations
204	Hastings Town Centre	TC7	<b>Greenway</b> Resists any development that does not ensure its implementation as an integral part of the overall design and route of the Greenway scheme.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations
205	Hastings Town Centre	TC8	<b>Memorial Replacement</b> Safeguards the location shown on the Proposals Map, for a replacement to the original Memorial.	Planning Strategy – FA3 – Policy for Hastings Town Centre  DMP - Site Allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
211	Central St Leonards	SL1	<b>Taxi Office/BR Social Club Site</b> Allocates the site for a mixed use development with compatible commercial uses serving the local area on the ground floor and residential above.	Planning Strategy – FA4 – Policy for Central St Leonards  DMP - Site Allocations
212	Central St Leonards	SL2	<b>Problem Buildings</b> Provides for a flexible approach in the future use of key problem buildings in central St Leonards if this assists in securing their future viability	Planning Strategy – FA4 – Policy for Central St Leonards  DMP - Site Allocations
212	Central St Leonards	SL3	<b>Western Road/Cross Street Area</b> Provides for development & refurbishment of the area, primarily for housing but other uses may be approved providing they are compatible with the housing and assist the viability of central St Leonards.	Planning Strategy – FA4 – Policy for Central St Leonards  DMP - Site Allocations
224	West St Leonards	WSL1	<b>Land at Seaside Road – Developments</b> Allocates the site for mixed use development based on water & beach related commercial tourism and leisure facilities together with associated services, recreational activities, including a public slipway and housing.	Planning Strategy – FA1 – Policy for the Western Area  DMP - Site Allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
225	West St Leonards	WSL2	<b>Land at Seaside Road – Seafront Walk/Cycle Path</b> In association with the development of land at Seaside Road (WSL1), this policy requires the provision for the extension of the seafront promenade and a properly made-up cycle path from Grosvenor Gardens to Cinque Ports Way.	Planning Strategy – FA1 – Policy for the Western Area  DMP - Site Allocations
226	West St Leonards	WSL3	<b>Land at Bexhill Road – Development</b> Allocates the site for housing, a replacement community centre and open space. The development must include adequate measures for flood protection and the safeguarding of the SNCI.	Planning Strategy – FA1 – Policy for the Western Area  DMP - Site Allocations
231	Broomgrove	B1	<b>Broomgrove Regeneration</b> Allocates the area for mixed use development in accordance with the Proposals Map to include housing, local employment uses, local retail & community uses and open space.	Planning Strategy – FA5 – Policy for the Eastern Area  DMP - Site Allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
233	Broomgrove	B3	<b>Facilities at Ore Station</b> Provides for Ore Station to become a hub for neighbourhood facilities – a new retail and new community facilities to serve local needs together with the upgrading of the station itself.	Planning Strategy – FA5 – Policy for the Eastern Area  DMP - Site Allocations
233	Broomgrove	B4	<b>Local Park</b> Allocates land to the south-east of Chiltern Dr as a local park to be provided in accordance with Policy B1.	Planning Strategy – FA5 – Policy for the Eastern Area  DMP - Site Allocations
235	Broomgrove	B5	<b>Broomgrove – Highway Improvements/ Traffic Management</b> Provides for highway improvements and traffic management measures required if the mixed use development at Broomgrove is to be permitted.	Planning Strategy – FA5 – Policy for the Eastern Area  DMP - Site Allocations
235	Broomgrove	B6	<b>The Former Stills Factory Site, Fellows Road</b> Allocates the site for mixed use to include housing and local employment uses (Class B1) subject to the requirements of Policy B5(e).	Planning Strategy – FA5 – Policy for the Eastern Area  DMP - Site Allocations

Local Plan page number	Chapter	Policy reference	Policy name	How the policy will be superseded
240	Holmhurst St Mary	HSM1	<b>Holmhurst St Mary – Development</b> Allocates this Greenfield site for housing including the provision of open space, to be released in the latter part of the Plan period subject to monitoring.	Planning Strategy – FA1 – Policy for the Western Area  DMP - Site Allocations
242	Holmhurst St Mary	HSM2	<b>Holmhurst St Mary – Highway Access</b> Provides for access improvements required if the housing development (Policy HSM1) is to be permitted.	Planning Strategy – FA1 – Policy for the Western Area  DMP - Site Allocations
246	Seafront Strategy	SS1	<b>The Stade Maritime Heritage Area</b> Criteria based policy providing for the development of tourist facilities at this location.	Planning Strategy – FA6 – Policy for the Seafront  DMP – specific policies for managing particular applications
247	Seafront Strategy	SS2	<b>The Stade/Old Town Seafront</b> Seek to ensure that any new development within this area respects the open aspect & accessibility of the area and the strong visual & historic link with the Old Town.	Planning Strategy – FA6 – Policy for the Seafront  DMP – specific policies for managing particular applications

### Previously superseded policies 27<sup>th</sup> September

The following table lists the policies Hastings Borough Council do not wish to see saved beyond the 3 year, Sept 2004 – Sept 2007 period, and the reasons why this is the case.

Local Plan page number	Chapter	Policy reference	Policy name	Justification
232	Broomgrove	B2	<b>Broomgrove Housing Sites</b> Provides for new housing at 4 sites within the Broomgrove area	Covered by Local Plan Policies H1 and B5
100	Community Needs	CN2	<b>Parking for People with Disabilities</b> Requires new development to provide adequate parking for people with disabilities in accordance with adopted standards	Covered by Local Plan Policy DG2
101	Community Needs	CN4	<b>Hastings College</b> Does not allow further development of the site as allocated on the Proposals Map	The college is relocating from this site to the town centre, this policy will be no longer relevant after 2007

Local Plan page number	Chapter	Policy reference	Policy name	Justification
101	Community Needs	CN5	<b>Hastings College – Relocation</b> Supports relocation of Hastings College providing that it is well located, accessible and is of design, scale and appearance appropriate to surroundings	Covered by Local Plan Policies DG1 & DG2
104	Community Needs	CN8	<b>Community Facilities</b> Requires proposals for community facilities to demonstrate that there is a need for the facility, that the premises are well located and accessible, there would be no danger on the highway and no impact on neighbouring properties	Covered by Local Plan Policy DG1, will be covered by generic development control policies later in the LDF process
106	Community Needs	CN10	<b>Library Facilities</b> Criteria based policy supporting the provision of new or enhanced library facilities	Covered by Local Plan Policy DG1
106	Community Needs	CN11	<b>Hastings Museum and Art Gallery</b> Supports alteration and extension of existing museum and art gallery	Development now underway
144	Development Guidelines	DG10	<b>Retention of Car Parking</b> Seeks to ensure that off-street parking required as part of a new development is retained in perpetuity via planning conditions	Policy aims can be achieved by conditions on planning permissions without the need for a specific detailed planning policy

Local Plan page number	Chapter	Policy reference	Policy name	Justification
162	Development Guidelines	DG32	<b>Development Adjoining Railway Lines</b> Seeks to ensure that where development is proposed alongside railway lines, the developer may be required to provide or fund enhanced fencing or changes to the means of crossing the line	This will be dealt with in the context of relevant planning applications where Network Rail would be consulted
86	Housing	H3	<b>Lower Density Areas</b> Defines 6 areas not suitable for further residential development. Aims to protect existing low density areas.	Superseded by National planning policy, will be replaced by generic development control policies DPD. Removal of this policy was agreed as part of the 2004/05 Annual Monitoring Report.
88	Housing	H5	<b>Change of Use</b> Supports conversion of residential to other uses in established shopping and commercial areas subject to criteria	The policy allows for a change of use from residential accommodation to other uses in certain circumstances, the criteria are covered by Local Plan policies DG1 & DG4
132	Landscape	L5	<b>Farm Diversification</b> Supports farm diversification providing the proposals are in keeping with the surrounding environment.	Policy criteria covered by Local Plan policies DG1, DG2 & L3

Local Plan page number	Chapter	Policy reference	Policy name	Justification
219	Old Town	OT1	<b>Old Town Protection Area</b> Provides for the general setting & enhancement of the Old Town, and restricts development in the open West Hill/Bembrook Road area.	Covered by Local Plan Policies OS1, L6 & C1
58	Shopping	S6	<b>Land Allocated for Non-Retail Uses</b> Policy does not allow planning permission for retail on land allocated for employment, housing, open spaces or playing fields	Will not be replaced as duplicates other Local Plan policies
188	Sports and Recreation	SP5	<b>Football – Pilot Field</b> Provides for the retention of the football pitches and allows for enhancement of facilities provided that these do not affect the amenities of neighbouring residential properties	Covered by Local Plan Policies DG1 & OS1
46	Tourism	T10	<b>Conference Facilities</b> Allows planning permission for conference facilities subject to criteria	Covered by Local Plan Policy DG1, will be covered by generic development control policies later in the LDF process
47	Tourism	T11	<b>Water Based Recreation</b> Allows planning permission for water based proposals subject to criteria	Covered by Local Plan Policy DG1, will be covered by generic development control policies later in the LDF process

Local Plan page number	Chapter	Policy reference	Policy name	Justification
43	Tourism	T5	<b>Self Catering Accommodation</b> Allows approval of applications subject to accessibility and being environmentally acceptable	Covered by Local Plan Policy DG1, will be covered by generic development control policies later in the LDF process
201	Hastings Town Centre	TC2	<b>The Queens Hotel</b> The Policy seeks the retention of the building and allocates the building for a mix of uses including hotel, retail, offices, other commercial, leisure or residential uses.	Will not be replaced – residential development complete with commercial uses on ground floor
203	Hastings Town Centre	TC6	<b>The BT Building, Havelock Road</b> Allocates the BT building in Havelock Road for higher & further education and commercial uses.	Development complete
64	Transport	TR2	<b>Defined Road Hierarchy</b> Sets out criteria for proposals affecting principal and secondary distributor roads	Covered by Dept of Transport: Design Bulletin 32 (2nd edition). Residential Roads and Footpaths

## Appendix 2: Hastings Borough Council Housing Trajectory 2011-2028

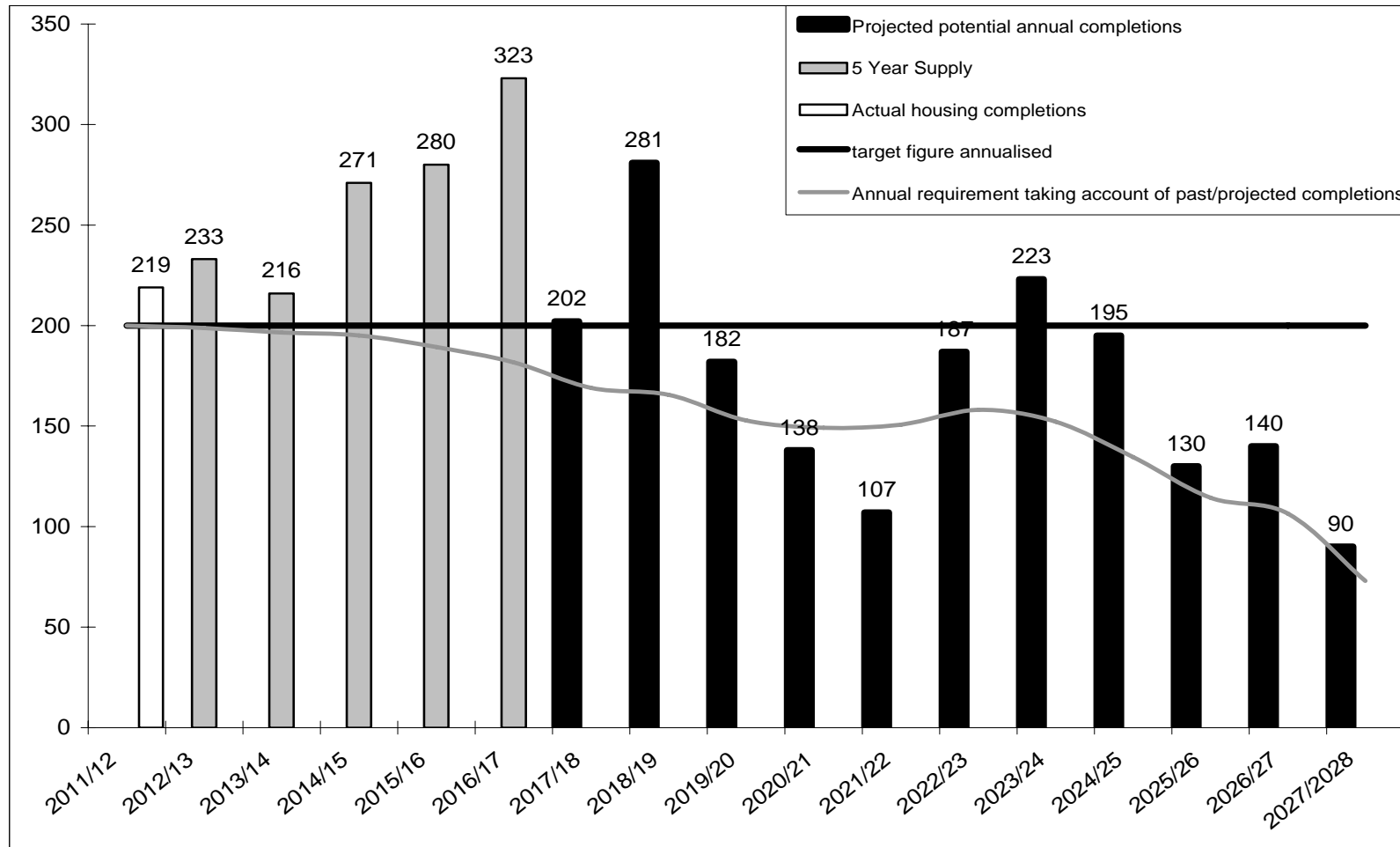


Figure 12: Housing trajectory graph

- 2.1 The housing trajectory 2011 to 2028 shows past annual dwelling completions and projected annual completions in Hastings against a housing requirement of 3,400 dwellings. It examines, on an annual basis, how many additional dwellings will be needed at any one point in time to meet the housing requirements remaining over the period of the Plan. The current trajectory represents the housing land supply position as at 1<sup>st</sup> January 2012.
- 2.2 Completions for 2011/12 are based on actual completions for the first three quarters of 2011/12 together with an estimate of completions for the remainder of the year. This is based on information we have about sites under construction and nearing completion. The forward looking element of the graph, takes account of the potential supply of housing arising from sites where construction activity is on-going, those with a current planning permission, sites that are allocated in the adopted Hastings Local Plan 2004 and unallocated sites that have the potential to contribute to housing delivery.
- 2.3 The data that underpins the trajectory is based on the Strategic housing Land Availability Assessment, and also reflects the latest information gathered from housing developers and land owners regarding build rates and disposal plans.
- 2.4 The trajectory will be updated annually in the Council's Annual Monitoring Report.
- 2.5 Local Planning Authorities (LPA's) have to ensure they have a continuous five year supply of deliverable sites available for housing development. It is currently proposed through national guidance that the 5-year supply should include an additional allowance of at least 20%. The five year period starts after the current monitoring year, and should include the net additional dwellings expected to come forward from ready to develop sites.
- 2.6 Critically, in order for sites to be considered deliverable and included in the 5 year supply, sites should be:
- Available – the site is available for development now
  - Suitable - the site offers a suitable location for development and would contribute to the creation of sustainable, mixed communities
  - Achievable - there is a reasonable prospect that housing will be delivered on the site within 5 years
- 2.7 In compiling 5-year supply figure, all sites have been assessed against these three factors.
- 2.8 The table below shows how the 5-year supply is calculated

Housing Target	3,400
Residual target (after deducting 219 completions from 2011/12)	3,181
Annual residual target (residual divided by 16 years 2012/13 – 2027/28)	199
5-year target (annual residual x 5years + 20%)	1,194
5-year housing land supply 2012/13 – 2016/17	1,323

5-year supply of housing expressed as a %	110.8%
Number of years of housing land supply	6.6

Table 10: Calculating 5-year housing land supply

- 2.9 The current assessment of sites shows that in terms of a five year supply, there is the potential for some 1,323 dwellings to come forward in this period. This is in excess of the target number 1,194 and is equivalent to 6.6 years of supply.

## **Part Eight – Glossary**

### **Note about the Glossary**

Documents that were part of the old planning system (the Local Plan) are marked with an asterisk (\*).

### **Accessible Natural Green Space Standards (ANGst)**

Natural England's Accessible Natural Greenspace Standard (ANGst) provides a set of benchmarks for ensuring access to places near to where people live.

### **Affordable housing**

Affordable housing can take many forms - social rented, low cost home ownership, key worker housing.

[http://www.hastings.gov.uk/decisions\\_democracy/how\\_we\\_make\\_decisions/policies\\_strategies/housing\\_strategy](http://www.hastings.gov.uk/decisions_democracy/how_we_make_decisions/policies_strategies/housing_strategy)

### **Agri-environment schemes**

A term used to describe national (or local) schemes that pay farmers to farm in an environmentally sensitive way. These schemes were, up until 2005, targeted at specific areas throughout the country that are considered to have high conservation value. In 2005 with the introduction of the Environmental Stewardship (ES) scheme, all farmers in England are eligible.

### **Annual Monitoring Report (AMR)**

The Council is required to produce an Annual Monitoring Report (AMR) to show progress of the Local Development Scheme, and how well the planning policies are working, as well as identifying new issues to be addressed.

### **BAP – Biodiversity Action Plan**

Biodiversity Action Plans are produced at National, Regional and Local levels. Their main aim is to “focus resources to conserve and enhance biodiversity by means of local partnerships, taking account of both national and local priorities” (Guidance for Local Biodiversity Action Plans, 1997).

### **Biodiversity**

'Biodiversity encompasses the whole variety of life on earth. Not only does it include all species of plants and animals, but also their genetic variation, and the complex ecosystems of which they are part. It is not restricted to rare or threatened species but includes the whole of the natural world from the commonplace to the critically endangered. It includes the plants and animals familiar to all of us in the places where we live or work, wherever that may be.' UK Biodiversity Group, Guidance for Local Biodiversity Action Plans: Guidance Note 1, An introduction, 1997.

### **Brownfield sites**

A broad term to describe land which is or has been developed e.g. a factory site which could be cleared and redeveloped, as opposed to land which has never been developed e.g. Greenfield land.

## **Climate Change**

Climate change refers to any significant change in measures of climate (such as temperature, precipitation, or wind) lasting for an extended period

## **Code for Sustainable Homes**

Due to replace the EcoHomes standards that relate to homes. However it is similar and assesses buildings on a range of criteria including energy efficiency, accessibility, construction materials

## **Combined Heat and Power**

The combined production of heat, usually in the form of steam, and power, usually in the form of electricity

## **Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

## **Community Strategy**

A strategy produced in partnership with various organisations working together to achieve a ten-year vision to improve Hastings and St Leonard's.

## **Comparison goods retailers**

Shops that sell items where some comparison is likely to be made before purchasing goods (e.g. clothing, carpets, electrical goods).

## **Compulsory Purchase Order**

A legal function that allows certain bodies which need to obtain land, or property, to do so without the consent of the owner. It may be enforced if a proposed development is considered one for public betterment for example.

## **Convenience retailers**

Shops that sell everyday items such as food, drink and Newspapers

## **Core Strategy / Hastings Planning Strategy**

This will contain a vision for what kind of place we want the town to be in 15 years, will make sure all development is consistent with our Community Strategy, and will give an analysis of the strategic challenges and opportunities facing the town.

## **Development Management Plan**

This is the name given to any one Local Plan documents that are part of the statutory development plan. The following parts of the Hastings Local Plan will be known as Development Plan Documents or DPDs:

Planning Strategy

Site specific allocations of land

Area action plans (where needed)

Proposals map (with inset maps, where necessary)

## **Development Plan Documents**

Statutory planning documents, produced by the planning authority, that form part of the Local Development Framework, including the Core Strategy, Site Allocations, Development Management Policies and Area Action Plans.

## **District Centre**

A District Centre usually comprises of groups of shops often containing at least one supermarket and a range of non-retail services such as banks, building societies, restaurants, as well as local public facilities such as a library. In the retail hierarchy of the Town, the district centers are St Leonard's Town Centre and Ore Village.

## **Economically Active Population**

The economically active population are those people in employment plus the unemployed, (those who are available for and actively seeking work).

## **Economic Activity Rate**

The economic activity rate is an indication of the actual and potential labour supply within an area. It measures the number of people who are in employment or unemployed expressed as a percentage of the working age population.

## **Ecosystems**

Environments consisting of all living things in a particular area and the non-living things with which they interact such as soil, air, water and sunlight.

## **Employment floorspace/buildings/development/uses**

Activities or uses that generate employment, including offices, industry, warehousing, showrooms, hotels, retail, entertainment, educational, health and leisure uses (regardless of whether the end occupier is private, public or charity sector).

## **ESCC – East Sussex County Council**

County Authority for East Sussex

## **Examination in Public (EIP)**

An examination chaired by an independent inspector into objections to the Local Plan Documents and the overall "soundness" of the Local Plan Documents

## **GCSE – General Certificate of Secondary Education**

Certificate of qualification

## **Greenfield sites**

These are sites which have never been developed or used for an urban use, or are on land that has been brought into active or beneficial use for agriculture or forestry i.e. fully restored derelict land.

## **Green Infrastructure**

A network of connected, high quality, multi-functional open spaces, corridors and the links in between, that provide multiple benefits for people and wildlife.

## **Green Roofs**

Green roofs are vegetated layers that sit on top of the conventional roof surfaces of a building, which can support a wide range of plant life. Green roofs can create, or

improve, biodiversity, contribute to minimising flood risk, improve thermal efficiency and improve the microclimate.

### **Habitats Directive**

The EU Habitats Directive (1992/43/EC) aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. In the UK, the Habitats Directive is implemented by the Conservation of Habitats and Species Regulations 2010 (SI no. 2010/490), more commonly known as the Habitats Regulations.

### **HNS – Housing Needs Survey**

A study examining housing requirement needs aspirations and demands of the community and households of the Borough.

### **ICT – Information Communication Technology**

The use of hardware, software, data and communications technology.

### **Infrastructure Delivery Plan (IDP)**

Sets out the key critical infrastructure that is required to support the objectives, policies and spatial strategy set out in the Planning Strategy and details how, when and where this will be delivered.

### **IMD – Index of Multiple Deprivation**

The Index of Multiple Deprivation (IMD) combines information relating to income, employment, education, health, skills and training, barriers to housing and services, and crime into an overall measure of deprivation.

### **Job Density**

Job density is the ratio of the number of jobs in an area to the resident working age population within that area.

### **Lifetime homes**

A home built with design features that create a flexible blueprint for accessible and adaptable housing in any setting. Designs incorporate features that allow for flexible living over the lifetime of the occupants and the property. For example in addition to the normal ground and first floors, a house could be provided with full basement, and accessible useable roof space. These areas of the house may be fully furnished and divided or left to be fitted out as and when needed or finances arise.

### **Localism Act**

The Localism Bill finally received Royal Assent on 15 November 2011. The Localism Act seeks to give effect to the Government's ambitions to shift power away from Whitehall and back into the hands of local councils, communities and individuals to act on local priorities.

### **Local Centre**

A Local Centre usually comprises of a small range of shops of a local nature, serving a small catchment – could include one small supermarket, a newsagents, a sub-post office, launderette etc). In the retail hierarchy of the Town, the local centers are the Old Town, Silverhill, and Bohemia.

**Local Plan**

The collective name given to all policies and documents forming the planning framework for the town.

**Local Development Scheme (LDS)**

A project management document setting out what the LDF will contain, a timetable for its production, proposals for monitoring and review.

**Local Nature Reserves (LNR)**

LNR's are places which have wildlife or geology of special local interest. They are living green spaces in towns, cities, villages and countryside which are important to people, and support a rich and vibrant variety of wildlife.

**Local Plan \***

Under the old planning system, a statutory document prepared by the Council which sets out land use policies and proposals for the whole of Hastings Borough. The current Hastings Local Plan (link to existing Local Plan was published in 2004 and will be replaced by the LDF under the new planning system.

**Mega Watt (MW)**

One Million Watts of electrical energy. Most large scale wind turbines are rated by their peak output in mega watts.

**Mixed use**

The term 'mixed use' is used to describe development which includes a range of different facilities, which might include for example shops, bars, restaurants, cafes, offices, homes, hotels, cinemas, clubs and other leisure facilities. Mixed use developments have many benefits, particularly in a town centre. The range of activities can help to attract people at different times of the day and night which helps make the area feel alive and therefore safer. This in turn helps to attract custom and helps the area to thrive both economically and socially.

**NOMIS – National Official Labour Market Statistics**

Nomis is a web-based database of labour market statistics. It houses an extensive range of government statistical information on the UK labour market including Employment, Unemployment, Earnings, Labour Force Survey and Jobcentre Plus vacancies, (NOMIS, 2005).

**ONS – Office of National Statistics**

The Office of National Statistics is responsible for producing a wide range of economic and social statistics.

**Open Space**

All space of public value, including public landscaped areas, parks and playing fields, and also including, not just land, but also areas of water such as rivers, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife

**Planning Policy Guidance (PPG) \***

Under the old planning system, these provided statements of Government planning policy on a range of issues. Now being replaced over time by Planning Policy Statements.

**Planning Policy Statement (PPS)**

Government statements of national planning policy, being phased in to supersede Planning Policy Guidance notes (PPGs).

**Preferred Approach**

The Council's preferred policy direction.

**Principal Centre**

In the retail hierarchy of the Town, the Town Centre area is the Principal Centre

**Proposals Map**

A map showing site allocations and geographical areas where policies apply.

**Renewable Energy**

Renewable energy sources, such as wind, solar, geothermal, hydropower, and various forms of biomass, are continuously replenished on the earth. Some definitions also include municipal solid waste as a renewable resource.

**Regeneration**

The economic, social and environmental renewal and improvement of rural and urban areas

**Regional Planning Guidance (RPG) \***

Non-statutory guidance under the old system, that were approved by central Government and setting out regional planning policy. Now superseded the Regional Spatial Strategy.

**Regional Spatial Strategy (RSS)**

A statutory document, setting out regional spatial strategies and policies that replaces Regional Planning Guidance. In Hastings this will be known as 'The South East Plan'. Local Development Documents will have to be in accordance with it.

**RSL – Registered Social Landlord**

Affordable housing in a Hastings context generally means social housing to rent, which traditionally has been developed by Housing Associations known as RSL's.

**Section 106/Planning Obligations**

Planning obligations, also known as section 106 agreements, are legally binding agreements typically negotiated between local authorities and developers in the context of planning applications. They are a mechanism by which measures are secured to make acceptable development which would otherwise be unacceptable in planning terms

**SEERA – South East England Regional Assembly**

**The South East England Regional Assembly is the representative voice of the region. It comprises 112 members, including elected councillors nominated by the region's local authorities. The Assembly has three key areas of work:**

- promoting the interests of the South East to Central Government
- making sure regional organisations work to meet the region's needs

- advising Government on regional planning, transport and housing priorities for the South East and important topics such as sustainable development, social inclusion, health and education

### **South East Plan**

The South East Plan was produced by the South East England Regional Assembly (SEERA), and set out a vision for the future of the South East region to 2026, outlining how challenges facing the region such as housing, the economy, and transport and protecting the environment should be responded to. The South East Plan will eventually be revoked through the Localism Act and National Planning Policy Framework proposed by the coalition Government.

### **Spatial Planning**

Spatial planning goes beyond traditional land use planning of considering individual pieces of land. It seeks to bring together land-use policies with other policies, programmes and strategies (e.g. the Hastings & St Leonard's Community Strategy) which can influence the nature of places and how they function.

### **Spatial policies**

These focus on a specific part, or parts, of the borough.

### **Special Area of Conservation (SAC)**

SAC's are areas which have been given special protection under the European Union's Habitats Directive. They provide increased protection to a variety of wild animals, plants and habitats.

### **Sites of Special Scientific Interest (SSSI)**

SSSI's protect the country's best wildlife and geological sites.

### **Strategic Policies**

These policies apply to the whole borough.

### **Statement of Community Involvement (SCI)**

This document sets out how Hastings Borough Council will involve the community in the preparation, alteration and review of the Hastings LDF and in the consideration of planning applications.

### **Strategic Environmental Assessment (SEA)**

Environmental assessment of policies, plans and programmes required under the European SEA Directive 2001/42/EC.

### **SUDs – Sustainable Drainage Systems**

SUDs are designed with key objectives to, control the quantity of runoff from a development, to improve the quality of the runoff and to enhance the nature conservation, landscape and amenity value of the site it's surrounding.

### **Super Output Areas (SOA's)**

Super Output Areas (SOAs) are a set of geographical areas developed following the 2001 census. The aim was to produce a set of areas of consistent size, whose boundaries would not change (unlike electoral wards), suitable for the publication of data such as the Indices of Deprivation. They are an aggregation of adjacent Output Areas with similar social characteristics

**Supplementary Planning Document (SPD)**

Supplementary planning documents provide supplementary information to support the policies in development plan documents. They do not form part of the development plan and are not subject to independent examination.

**Supplementary Planning Guidance (SPG)\***

Non-statutory guidance prepared under the old planning system to expand upon policies and proposals in a Local Plan. These have been replaced by SPDs under the new system.

**Sustainable Communities**

Places where people want to live and work, now and in the future. They meet the needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

**Sustainable Development**

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable travel / sustainable transport**

Often meaning walking, cycling and use of public transport (and in some circumstances "car sharing"), which is considered to be less damaging to the environment and which contributes less to traffic congestion than one-person car journeys.

**Sustainability Appraisal (SA)**

Assessment of the social, economic, and environmental impacts of policies and proposals contained within the LDF.

**UCO - Use Classes Order**

The Use Classes Order 2005 classifies uses of property, such as A1: Shops, A2: Financial and Professional Services, A3: Restaurants and Cafes etc. It also identifies the changes between these classes that would, or would not require planning permission.

**Urban Heat Island Effect**

The urban heat island effect causes urban areas to become several degrees hotter than surrounding rural areas.

**Windfall sites**

A site that is not specifically allocated for development in a Development Plan, but which unexpectedly becomes available for development during the lifetime of a plan.