

Agenda Item No: 5

Report to: Overview and Scrutiny (Services)

Date of Meeting: 16th March 2009

Report Title: Scrutiny Review of Maintaining and Protecting Seafront / Delivery of the Seafront Strategy

Report By: Adrian Rogerson
Head of Projects

Purpose of Report

To report on the findings of the Scrutiny Review of Maintaining and Protecting Seafront / Delivery of the Seafront Strategy

Recommendation(s)

1. That the O&S Services committee agree this report and the associated action plan
2. That potential seafront development opportunities continue to be investigated and evaluated to make best use of future external funding streams when available.

Reasons for Recommendations

Significant progress has already been made with partners in delivering the 10 priority initiatives identified in the May 2005 Seafront Strategy.

The four-year old Seafront Strategy still remains an appropriate economic framework within which seafront regeneration activities in Hastings can be both delivered and measured.

However, we recognise that an action plan is required to address the most recent developments, opportunities, legislation and sustainability issues that the Council faces now and in the foreseeable future.

Review Team Membership

1. Cllr Peter Chowney was appointed to chair the Scrutiny Review of Maintaining and Protecting Seafront / Delivery of the Seafront Strategy and the first formal meeting of the group was 1st October 2007.
2. The Scrutiny Review team consisted of:-
 - a. Peter Armstrong Councillor (initial part of review only)
 - b. Peter Chowney Councillor (Chair)
 - c. Terry Fawthrop Councillor
 - d. Simon Hubbard Corporate Director, Regeneration & Planning
 - e. Adrian Rogerson Head of Projects
 - f. Nick Sangster Resort Services Manager
 - g. Katrina Strong Scrutiny Officer
3. The team was helped by a number of HBC officers and Seaspace staff that attended meetings as appropriate to provide information and/or support as follows:-
 - a. Graham Belchamber HBC, Scrutiny & Democratic Services Manager
 - b. Alan Blackwell Seaspace
 - c. Helena Mogelhoj Seaspace
 - d. Peter Mead HBC, Amenities Manager
 - e. Derek Ireland HBC, Highways Manager
 - f. Jon Wheeler ESCC, Transport Strategy Manager
 - g. Frances Taylor HBC, Committee Administration Officer

Scrutiny Review Objectives and Outcomes

4. The scrutiny review team agreed 3 main objectives as follows:-
 - a. To consider the Seafront Strategy and the 10 key priorities it contained.
 - b. To examine the priorities being followed by HBC and their delivery to date
 - c. To examine the physical state of the seafront structures and identify the ongoing needs for refurbishment, maintenance and the programmes needed to address this
5. The review team also agreed 3 main outcomes as follows:-



- a. Clear conclusions in terms of future delivery of seafront projects based on regeneration priorities
 - b. Clear conclusions in regard of the need for future maintenance of seafront structures and of funding of this
 - c. Recommendations as appropriate in the form of an Action Plan
6. The agreed Project Initiation Document is attached as **Appendix A**.

Site Visits

7. The review team visited a number of sites along the seafront including the White Rock Ice Rink, Marina Chalets, Bottle Alley, Pelham Crescent, Harbour Arm and sea defences particularly at the Stade.
8. These visits helped the review team appreciate the detailed issues presented by the officers and particularly the scale of the seafront structures themselves whilst appreciating first-hand their physical condition and associated challenges in ensuring their continuing management and public accessibility.

Scrutiny Review - Report Layout

9. This report is split into 6 main sections plus appendices as follows:-
 - a. Section 1 Seafront Strategy – overview of the strategy, the key deliverables it contained and progress to date
 - b. Section 2 General Issues – items covering more than one area of the seafront
 - c. Section 3 Zones of Change - review of activities in each of 5 Hastings zones
 - d. Section 4 Finance – review of cost and funding issues
 - e. Section 5 Conclusions - as set out in the PID document
 - f. Appendices – contains more detailed supporting information and Action Plan

SECTION 1 – SEAFRONT STRATEGY

Seafront Strategy Overview

10. In May 2005 the Hastings & Bexhill Seafront Strategy was developed in partnership with Seaspace, Rother District Council, Tourism South East and Hastings Borough Council. It set out a vision for the seafront as the premier asset of both towns and was primarily intended as an economic framework within which the regeneration plans of all partners for their respective seafronts could be delivered.
11. The Strategy was based on 3 principles, which sought to promote positive change and regeneration that would ultimately lead to the delivery of its vision namely:-
 - a. Attract investment and new employment opportunities



- b. Advance economic and social development
 - c. Support a unique inviting urban and seafront environment
12. The Seafront Strategy identified 6 'zones of change' where the economic benefits of development could be maximised of which 5 are in Hastings as follows:-
- a. Bexhill Town Centre & Seafront (not considered in detail in this report)
 - b. Zone 1 - Glyne Gap
 - c. Zone 2 - West Marina / Bulverhythe waterfront
 - d. Zone 3 - St Leonards Seafront
 - e. Zone 4 - Hastings Town Centre & Pelham Place
 - f. Zone 5 - Stade & Rock-a-Nore
13. The Seafront Strategy identified 39 development, environmental and strategic projects plus 11 policy initiatives out of which 10 key 'priority initiatives' were identified for Hastings & Bexhill of which 8 applied to Hastings:-
- a. Refurbish and extend Marina Pavilion as a destination restaurant, beach cafe and multipurpose function space at St Leonards Seafront.
 - b. Early action at the Stade for improvement of the fish market facilities, development of a visitor information and interpretation centre and youth hostel/education facility, and provision of a coach drop-off and visitor services.
 - c. Landscape and environmental improvements to the setting of the refurbished De La Warr Pavilion at Bexhill town centre seafront.
 - d. Marine related leisure and residential development at West Marina.
 - e. White Rock Baths commercial car park development.
 - f. Seafront dynamic lighting programme.
 - g. Civic place and flagship mixed use hotel, retail and leisure, offices and residential development at Pelham Place.
 - h. Access and entrance facilities for the Proposed Pebsham Countryside Park at Glyne Gap.
 - i. Local authority Seafront Estate Management Programmes.
 - j. St Leonards "Sea Avenue" pilot traffic and environmental improvement initiative

Current Status of 10 Priority Initiatives

14. Work against the 10 priority initiatives identified in the Seafront Strategy in May 2005 is progressing well as summarised below:-



- a. Marina Pavilion – Completed; this facility was developed by Seaspace and opened in summer 2008 as the Azur destination restaurant, beach cafe and multipurpose function space on St Leonards Seafront.
- b. Stade improvements – Work underway; Development work in conjunction with ESCC and Jerwood is now well underway and significant external funding has also been confirmed. Works completion is expected in summer 2011.
- c. De La Warr Pavilion improvements – Work underway; Rother DC have been awarded £1m Sea Change funding for environmental improvements to part of their seafront to include the Colonnades area near the De La Warr pavilion.
- d. West Marina Development – Work underway; Initial development work by consultants was completed in 2008 and further study work is in progress. The current financial environment makes both land assembly and a successful commercial solution unlikely in the near future.
- e. White Rock Baths – Investigations underway; this is now owned by the Foreshore Trust who have commissioned a condition survey to establish potential future uses and associated development costs.
- f. Seafront dynamic lighting – Work underway; outline design and tendering has now been completed. A bid for further funding from the EU is in progress and scheme completion in 2 phases is expected by spring 2010.
- g. Pelham Place – Pending; the flagship mixed-use Pelham Place development by Seaspace will not now proceed until a commercially viable solution has been identified. In the interim the Council is leading on regenerating the Pelham area with the footway widening and Pelham Crescent restoration schemes.
- h. Pebsham Countryside Park – Work underway; work is now underway in partnership with ESCC following Cabinet approval in June 2008.
- i. Beach Management Plan – Work underway; this plan is now being actively developed and a consultation group setup to ensure its success.
- j. Highway Improvements – Work underway; HBC & ESCC have completed a number of upgrades to the seafront transport infrastructure at Marina and London Road over the past 2 years and other upgrades are in progress at Pelham plus further planned junction and pedestrian crossing works over the next 2 years mainly focused at the Stade.

Seafront Cross-Cutting Themes

15. The Seafront Strategy still remains an appropriate economic framework within which seafront regeneration activities can be delivered. We recognise that an action plan is required to address the most recent developments, opportunities, legislation and sustainability issues now facing the Council.
16. The four cross-cutting themes identified by the review present a broader, alternative way of looking at the purpose, function and associated activities on the seafront:-



- a. Economic and Employment – underpin the economic sustainability of the seafront and its importance to the town as a workplace - this was the focus of the original Seafront Strategy
 - b. Tourism and Leisure – activities & opportunities arising from having a seafront
 - c. Marine, Ecological and Environment – maintain and protect marine and beach ecosystems in harmony with leisure and industrial uses
 - d. Coast Protection – maintain the integrity of the seafront itself, along with its associated activities and structures.
17. These four themes should be taken into account in any future development of the seafront, both in terms of the extent to which they are supported, and potential conflicts between them.
 18. In practice, the Council will never have the means itself to bring about a strategy for the entire seafront, nor even be able to predict when funding to carry out specific improvements may become available. It will consequently be necessary to develop the strategy in an opportunistic way, taking advantage of funding and development opportunities as they arise.
 19. This will mean enhancing and improving specific structures and features along the seafront, as well as developing a common thread of unifying characteristics that hold the seafront together and give it an identity. It also means identifying where no further change is desirable or necessary in order to focus scarce resources.
 20. These unifying characteristics are considered in the next section, followed by further consideration of the individual structures and features along the seafront, from Glyne Gap to the Country Park.

SECTION 2 – GENERAL ISSUES

Seafront Promenade Structures – Background & Condition Surveys

21. The 2.2km length of two-tier seafront at Hastings from Carlisle Parade in the East to Marina Court in the West, was largely constructed in the 1930s by Sydney Little the then Borough Engineer and includes many structures and buildings of interest. The construction method adopted used both gravel and seawater from the beach.
22. In common with many concrete structures throughout the world in exposed marine environments its condition has deteriorated significantly through a mechanism known as ‘spalling’ where the steel reinforcement corrodes due to water ingress, then expands and forces the concrete apart causing extensive cracking and pieces to fall off, further exposing the steel reinforcement to the elements. Spalling is accelerated in a marine environment due to the salt, but can be slowed down considerably if the water can be kept out by waterproofing the structures.
23. These concrete structures are now over 70 years old and are effectively considered to be at the end of their useful lives. However it is possible to extend this by a combination of planned maintenance, patch repairs, regular safety



surveys and replacement of sections as and when they are deemed uneconomic to repair. The maintenance burden to ensure public safety, continued serviceability for the users of the spaces and to keep up the appearance of the structures is therefore considerable and ongoing.

24. HBC has adopted regular safety inspections by the beach inspectors to ensure continued safe use of these structures by the public and includes annual safety surveys where any loose material is removed.
25. The Marina upper promenade refurbishment works completed in October 2007 give a very good indication of both the condition of the seafront structures and the associated costs of concrete repairs, waterproofing, resurfacing and joint repairs necessary to extend the structure life by approximately 15-20 years.
26. Although these works cost £660k to complete they also delivered new toilets, steps and a beach office; when these additional costs are stripped out the 112m of seafront refurbished cost around £450k or the equivalent of £4k per linear metre of promenade. On that basis it is possible to estimate the likely cost of refurbishment of the balance of the two-tier concrete structures as follows:-

Promenade Location	Length (m)	Railing £cost	Refurb £Cost
Marina Pavilion	112m	£50k	Done
Balance Marina area	188m	£100k	£750k
Grand Parade	450m	£150k	£1,800k
Bottle Alley	450m	£150k	£1,800k
Summary	1,200m	£450k	£4,350k

27. The current Seafront Structures capital programme item RP05-1 intended for concrete repairs and railing replacement has total indicative funding of £1,685k. However, it should be noted that of this only £450k is currently funded over the period 2008-11 and the balance is unfunded in 'future years'- see next section for more details on railing replacement programme.
28. The above analysis clearly shows that the available funding is sufficient for the railing replacement programme, but the balance of £1,235k is £3,115k short of the total required to refurbish the structures to the same standard as at Marina area.
29. **Action Point – Seafront Promenade Structures - Develop priority list for maintenance action on the existing concrete structures**
30. **Action Point – Seafront Promenade Structures – Adopt regular planned safety surveys to ensure public access is maintained and public safety assured in conjunction with Beach Management Plan**



Seafront Railings

31. The seafront promenade railings date back to the 1930's when they were installed as part of the two-tier concrete seafront structures. The lower promenade railings were all replaced with 1.2m tall cast aluminium railings in the 1980's due to corrosion from the marine environment. The remaining railings on the upper promenade are badly corroded and unsightly, do not meet current safety standards (although our insurer does not insist on their replacement) and cost approximately £20k each year to repaint.
32. As part of the promenade repair work undertaken at Marina a low maintenance railing design was developed that did not require painting, met modern safety standards and was true to the original design.
33. It is envisaged that the railings can be replaced with the new design in 3 phases taking 8-12 weeks each to install at a total cost of £400k to £450k for the entire 1.2km. The current Seafront Strategy – Structures (item RP05-1) provides for concrete repairs and railing replacement and has £450k approved funding.
34. **Action Point – Seafront Railings - Deliver replacement railings in 3 phases to produce large scale visible seafront improvement**

Coastal Protection & Sea Defences (Incl. Harbour Arm)

35. The Coast Protection Act 1949 makes provision for coast protection powers to be given to maritime district councils, in their capacity as Coast Protection Authorities and the Secretary of State for the Environment, Food and Rural Affairs (DEFRA).
36. Coast Protection Authorities undertake work to protect the coastline of England from erosion and encroachment by the sea. In Hastings and St Leonards protection from erosion and flooding is provided through a combination of natural features (shingle banks and cliffs) and man-made defences (timber, rock and concrete groynes, sea walls and rock revetments).
37. The Harbour Arm as a sea defence is effectively treated as a groyne by the Environment Agency (EA) as it retains shingle on the main beach between Pelham and the Stade whilst also protecting the fishing beach depending on the prevailing wind direction. The large gap in the Harbour Arm is essential so as not to interrupt the flow of shingle along the coast as part of the long shore drift mechanism.
38. Coast Protection and Sea Defence are provided at a number of critical levels including a strategic Medium Term Plan (MTP) that has been agreed with the Environment Agency. Schemes within the MTP are reviewed within a regional context with the South East Coastal Group. Some of the longer term challenges are refurbishment of the Harbour Arm (plus associated structures) and renewal of all of the concrete groynes between Hastings Pier and West St Leonards.
39. Regular inspection and annual responsive repairs supplement an ongoing capital programme of planned refurbishment of groyne structures. We are currently developing an emergency plan to respond to significant sudden failures of individual sea defence structures or features.



40. In the immediate future the priorities are to implement a relatively small EA funded scheme that received final approval in February 2009. The £300k scheme at will include repair works to groyne 1, maintenance to the Harbour Arm and the construction of a rock groyne and shingle recycling to provide added defence at Carlisle Parade; it is anticipated that work will commence in March 2009 and we will be seeking retrospective planning permissions for the work at Carlisle Parade due to the urgency to complete this works.
41. Confirmation has now been received in February 2009 from the EA that a total of £85k funding for 2 further studies has been allocated to Hastings for the Harbour Arm and the balance of our sea defences. However, the Council is now working with DEFRA to secure a total of £20m to bring our coastal defences up to scratch, including repair and upgrading the Harbour Arm, Carlisle Parade defences and a full programme of groyne renewal. This work is essential and without spending on this scale, the integrity of the entire urban seafront, and its ability to keep the sea at bay, is in doubt.
42. For a brief history of our Coastal Protection & Sea Defences from the early 1800's to date, including the Harbour Arm, see **Appendix B**.
43. For details of the strategic approach to managing our Coastal Protection & Sea Defences, including the Harbour Arm, see **Appendix C**.
44. **Action Point – Coast Protection - Continue to work with EA to develop detail plans and bids for DEFRA funding to complete necessary repairs and upgrades identified for Hastings**

Beach Management Plan

45. The Beach Management Plan was agreed to be developed following a Best Value Review of Public Realm Management in February 2008 and actively supports strategic corporate priorities on the seafront.
46. This plan identifies key issues and opportunities to guide the wider management of the seafront and Foreshore at an operational level and is funded primarily through the existing Councils revenue budgets. An update on progress in developing this plan is contained in **Appendix E**.
47. **Action Point – Beach Management Plan - Setup Coastal User Group to support development and implementation of plan**

A259 Transport Link & Pedestrian Crossings

48. The A259 road forms part of our seafront and although not designated as a trunk road it does form part of the County Councils 'primary route network' and is therefore of strategic importance.
49. ESCC has carried out capacity and usage modelling of its road network as part of the planning exercise linked to the development of the Bexhill / Hastings Link Road that indicates that the A259 has a capacity of around 22,000 vehicles/day, but on the seafront the usage is 18,000 vehicles/day and on Bexhill Road it is in excess of 30,000 vehicles/day. It is anticipated that following the opening of the



Link Road in 2012 that the seafront usage will initially drop to around 12,000 vehicles/day but steadily rise thereafter.

50. ESCC are also working to upgrade and standardise the many seafront pedestrian crossing from a mixture of informal islands, zebras, pelicans and puffins with and without cattle pens to straight over crossings with intelligent puffin controls. In the process this will also declutter junction and allow signage to be rationalised as demonstrated at the new London Road junction and currently underway at Pelham Footway Widening opposite St Mary in the Castle.
51. Opportunities for alternative transport links along the seafront including the potential future operation of a land train will be explored as part of the Beach Management Plan.
52. **Action Point – A259 Transport Links - Work with ESCC to continue to develop A259 seafront highway and pedestrian improvements**
53. **Action Point – A259 Transport Links - Work with ESCC to develop traffic studies to distinguish between through and internal traffic movements**

Marine Bill

54. The objectives of the Marine and Coastal Access Bill introduced in December 2008 will be to ensure clean, healthy, safe, productive and biologically diverse oceans and seas, by putting in place better systems for delivering sustainable development of marine and coastal environment.
55. Key areas covered will be a new Marine Management Organisation, a strategic marine planning system, Marine Licensing, sea bed mapping, Marine Nature Conservation, Fisheries Management and Marine Enforcement, Coastal Access and Coastal and Estuary Management.
56. Once formally implemented the final legislation will have considerable impacts on many current and future activities and a more detailed briefing will be provided to members once it has been enacted by Parliament.
57. It is anticipated that this bill will become law in the next 2-3 months and we will develop a strategic response to the legislation once the implications become clear.
58. **Action Point – Marine Bill - Develop response to legislation if it passes into law & provide member briefing**

National Cycle Network (NCN2) Update

59. Connect 2 is a national Sustrans project that won £50m of Big Lottery funding. The Hastings to Bexhill Coastal Connection is one of 79 UK-wide schemes, to improve access to the local community through new walking and cycling routes.
60. The Hastings to Bexhill route will form part of the National Cycle Network Route 2 (NCN2) and completes a vital missing link in the network between the two towns. The current NCN2 route uses the busy A259 which is not well suited to cycling.



61. It is understood that ESCC are now starting wide ranging consultation in anticipation of the planned Connect2 link with a view to identifying any other improvements that can be made to the existing NCN2 route along the seafront. The designs for the new improved junction at A259 and Rock-a-Nore Road (as part of the Destination Stade scheme and new Jerwood Gallery) are considering advanced stop lines for cyclists on the A259 and other cycle-friendly elements.
62. For a full update and details of this project see **Appendix G**.
63. **Action Point – NCN2 Cycle Route – Develop and upgrade existing NCN2 route from Robertson Street to the East Hill in conjunction with ESCC**

Signage and Interpretation

64. Signage and interpretation comes in many forms, is often limited or overlooked when implementing new public realm schemes, but most likely is simply added-on to existing provision in an area. It comes in many forms as follows:-
 - a. historical interpretative boards – mainly for benefit of visitors to an area describing points of interest and its history
 - b. traffic signage – mandatory for highway users often of a safety nature
 - c. waypoint signage – provides direction through areas for pedestrians to other areas of interest beyond
 - d. local signage – provides direction to points of interest within an area
65. The Best Value Review Public Realm issued in December 2007 attempted to address improvements in signage as part of the wider public realm maintenance and planned improvements across the town. An officer group will co-ordinate delivery of public realm improvements with partners such as ESCC and Seaspaces to improve the quality and consistency of signage on current and forthcoming developments.
66. Seaspaces are currently developing waypoint signage in conjunction with HBC as part of the footway improvements at Lacuna Place and Havelock Road.
67. It is intended that suitable waypoint signage designs could then be used elsewhere in Hastings and placed at strategic locations to link up the town and significantly increase the ability for visitors unfamiliar with the town to navigate through it irrespective of their point of arrival be it by car, coach or train.
68. Any waypoint signage is not intended to replace existing local signage or interpretative boards, but will instead complement it as it has a different function. Key areas already identified with potential for waypoint signage include Hastings station, Havelock Road, Memorial pedestrian crossing, Castle Street, Town Hall, Hastings Pier, Warrior Square, Marina, Pelham, George Street, Stade and Rock-a-Nore area.
69. The Public Realm capital programme item focuses on refreshing the existing public realm in Hastings town centre that is hoped will also rationalise town centre



signage and roll-out further waypoint signage following on from developments in Havelock Road and at Hastings station by Seaspaces and others.

70. Action Point – Signage and Interpretation – Co-ordinate physical regeneration activities with partners to ensure a consistent approach to signage across the town and seafront

Highway, Amenity and Decorative Lighting

71. ESCC as Highway authority is responsible for highway and associated footway lighting as a primary means of increasing vehicle and pedestrian safety at night.
72. Amenity lighting is the responsibility of HBC and can be found in parks and other open spaces plus some linked to Council owned structures such as public toilets or Council owned public buildings.
73. There are also a number of decorative lighting schemes across the town on key buildings or areas such as Grosvenor Gardens, Victoria Hotel, Marine Court, Warrior Square Gardens, White Rock Theatre and Butlers Gap in George Street. The HBC owned schemes at Grosvenor Gardens, Warrior Square and Butlers Gap are proving to be expensive to run and maintain persistent vandalism.
74. New technology has recently been successfully trialled in conjunction with ESCC in George Street which is the first amenity lighting scheme in the country using white light LED technology that meets highway lighting standards.
75. The LED technology used now has the capability to increase bulb life significantly from 2-3 years to in excess of 20-30 years with similar lighting levels and typically using less than 30% of the current technologies power consumption. Lighting units can now be designed to be sealed for life with no maintenance so that in many cases the brackets supporting the unit will fail before the lighting element does!
76. The existing multi-coloured seafront decorative lighting installation known as the 'Sticks of Rock' (as it illuminates the 112 lamp columns along the Hastings and St Leonards seafront) was installed in June 2003 at a cost of approx £135k to replace the traditional bulb 'lighting cages' that was proving very expensive to both power and maintain. The average maintenance costs were running at £30k pa.
77. The Sticks of Rock were designed to be long lasting using aluminium housings with seals to protect the bulb and dichroic filters that produced the colours.
78. The severe marine salt environment and strong prevailing winds have combined to significantly corrode the housings and effectively destroy the seals resulting in many of the lights failing. The dichroic filters have also degraded so that those units that do work have reduced levels of light and faded colours.
79. These units are now effectively at the end of their useful lives and now require high levels of maintenance to keep the few that work in operation, even when repaired remounted units perform poorly as the dichroic filters have also faded!
80. A large numbers of complaints have been received about the availability of this lighting scheme resulting in a condition survey being undertaken plus the repair and replacement of failed units in 2007-08 at a cost of approx £25k. The condition



survey indicated that a significant proportion of the 224 units were now beyond economic repair, so currently only 25-35% of the total scheme is functional due to ongoing unit failures.

81. A new capital replacement programme is now being developed to use high power programmable colour LED technology in a marine-grade cast aluminium sealed-for-life housing and a guaranteed 15 year system life. The housing and mounting brackets will be designed so that they cannot be misaligned so that they always illuminate the lighting columns.
82. The LED technology used is expected to cut the current £8k annual electricity cost by at least 60% and eliminate the current high maintenance and unit replacement costs, while providing significantly higher light outputs. Additionally a planned programmable colour system will enable set piece or even 'rolling' colour schemes to be introduced for the whole 5km seafront.
83. It is envisaged that the replacement programme will be completed in 2 phases once the new design has been trialled in summer/autumn 2009. Phase 2 installation is subject to a successful bid for additional funding from Interreg 4 under the Coastal Treasures 2 programme and if successful will enable installation in winter 2009.
84. The planned replacement is effectively an 'invest to save' scheme as it will save circa £4k per annum on electricity costs and significant amounts of maintenance costs that would otherwise be needed to maintain the existing lighting scheme.
85. **Action Point – Seafront Decorative Lighting – Deliver seafront decorative lighting (Sticks of Rock) phase 1 scheme in conjunction with a bid to the EU for further funding to deliver phase 2 scheme**

Carpark & Toilet Provision

86. The seafront has a good provision of high standard carparking facilities of varying sizes, all with associated public conveniences within 50m walking distance and also a good provision of onsite DDA accessible carparking spaces. Most of the seafront carparks have CCTV security linked back to the 24-hour monitoring facilities at the Carlisle base.
87. All the seafront carparks, with the exception of Grosvenor Gardens, are chargeable 24 hours per day, 7 days per week except Fishmarket and Marina carpark with free overnight parking between 6pm and 8am due to the lack of CCTV coverage.
88. In particular the Pelham, Fishmarket and Rock-a-Nore carparks provide a vitally important combined 747 spaces and as the busiest visitor carparks are thus main tourist gateways to the town.



89. A summary of seafront carpark spaces plus CCTV and toilet facilities follows:-

Carpark Location	CCTV	Total Spaces	Toilets in 50m?
Rock-a-Nore	Yes	440	Yes
Fishmarket	No	57	Yes
Pelham	Yes	250	Yes
Carlisle Parade Underground	Yes	171	Yes
Hastings Pier Underground	Yes	44	No
Marina	No	97	Yes
Grosvenor Gardens (estimate spaces)	No	80	Yes
Sum of spaces & % CCTV coverage	81%	1,139	96%

90. An overview of the current locations and condition of seafront toilet facilities is contained in **Appendix F**.

91. **Action Point – Seafront Toilets - Investigate alternative contractual arrangements for managing and maintaining high quality toilet facilities**

Seafront Sustainable Planting

92. The seafront planting consists of a number of planted beds and ornamental grass areas along the length of the Hastings and St Leonards seafront. It is maintained under the Grounds Maintenance contract by Quadron Services. Seasonal bedding is used extensively to create floral displays that are replanted twice a year.

93. The current costs of maintaining all of these features are £45,000 per year, with a further £25,000 being spent each year on buying plants & bulbs.

94. The aim in the next three years is to reduce the area of seasonal bedding by at least 30%; this will be achieved through bed reduction or replacement with hardier longer lasting plantings using a mixture of shrubs, herbaceous perennials, grasses, bulbs and pocket planting. The more sustained type of planting will provide displays that are attractive over longer periods of the year and are much more cost effective.

95. The new plantings will also require less watering in the summer and will tend to resist the salt laden winds better than seasonal planting. Attention will be paid to providing less, but higher quality seasonal bedding to maximise the impact at strategically important locations. Examples of the more sustainable planting can already be seen along the Marina and adjacent to the White Rock Theatre.



96. Action Point – Seafront Sustainable Planting – Complete the adoption of sustainable planting techniques and designs

Cliff Management

97. The responsibility for the management of the cliffs rests with the Head of Amenities and Resort Services. The cliffs, which include the area under the Hastings Castle, East Hill and now Glyne Gap, are required to have a principal inspections carried out every 6 years and biennial inspections in the interim.
98. The Council has now instigated biennial inspections of all our cliffs that fall within our ownership. The inspection was carried out in December 2008 by a specialist consultant who will issue the final report in March 2009.
99. The Report will identify areas that need attention, including items identified within the January 2007 inspection that require further action. An indication has been made by the consultant that there will a need for works within the next financial year 2009-10.
100. Following some minor rock falls from the cliff face above Castle Hill Road carpark works were successfully completed in December 2008 to ensure public safety.
101. Some of the cliffs within the Borough such as those in the Country Park are not actively managed due to a policy of 'no active intervention' arising from the Shoreline Management Plan. This is believed to be the best approach in these largely natural areas, and helps to maintain delicate coastal ecosystems.

102. Action Point – Cliff Management – Complete regular inspections and maintenance of relevant cliffs in conjunction with the Beach Management Plan

Foreshore Trust

103. The management of much of the Foreshore is in the hands of the Trustees of the Hastings and St Leonards Foreshore Trust, a registered charity which was established in March 2006. The Trustees made a claim against the Council for breach of Trust which was settled without litigation, at £1.35 million. The Trustees indicated that they would be prepared to accept land transfers in part payment. Notwithstanding the claim, the Trustees were prepared to work with the Charity Commission to return the trusteeship to the Council.
104. The Foreshore Trustees' claim for breach of trust has now been settled and the settlement sum paid over together with surpluses due to them. No transfers of land have occurred as yet as the Trustees have raised some questions on title to the land. The Charity Commission are working on a new Scheme which would transfer the trusteeship back to the Council. They have consulted with the Council on the wording of the draft Scheme, and the draft Scheme will be published for consultation purposes in due course.



Coastal Water Quality

105. The revised EC Water Directive was formally released in 2006 and was transposed into UK Regulations in 2008. The aim of the legislation is to protect bathers from microbiological health risks, promote water quality and enhance management actions and to improve public information.
106. We need to start actively monitoring against the new standards (which are effectively twice as high as current standards) from 2012 to 2015 onwards. In preparation we need to complete bathing water profiles by 2011, ensure signage and information is available to the public by 2012 and fully comply by 2015.
107. We are actively working with the Environment Agency to prepare for this and to ensure that they and the town's water supplier do whatever is necessary to continue the improvements to our water quality.
- 108. Action Point – Coastal Water Quality - Develop strategic response to new EC Water Quality Directive in conjunction with the Beach Management Plan**

SECTION 3 – ZONES OF CHANGE

ZONE 1 – Glyne Gap

Pebsham Country Park

109. In September 2007, Cabinet reaffirmed its commitment to the development of the Pebsham Countryside Park, whilst limiting the Council's initial financial contribution to £18k per annum. In June 2008, Cabinet approved the Development Strategy and 2008-2011 Implementation Plan for the park.
110. A management board has been created with member representation from East Sussex County Council, Rother District Council and HBC, advised by an officer group representing the three authorities.
111. In accordance with the Implementation Plan, current efforts are concentrated on small improvements, seeking funding for development of the Pebsham footpath circuit and exploring the economic regeneration potential within the park
112. The Amsterdam Wreck, although at Bulverhythe, is to be managed as part of the Pebsham Country Park development. New interpretative panels have recently been installed as part of a joint scheme with ESCC and the EA.

ZONE 2 – West Marina / Bulverhythe waterfront

Bulverhythe Waterfront (West of Haven)

113. This area is home to approximately 300 Council and managed rental sites for beach huts and fishing boats plus a range of leisure and community organisations such as canoe, sub-aqua and sailing clubs plus sea cadets and scouts.



114. This frontage also houses significant sea defences managed by the EA that protects both the railway line and Bexhill Road residential area. A major coast defence scheme was completed in 2006 over a 750m length at a cost of £5m.
115. The NCN2 cycle route is planned to run from Glyne Gap to West Marina and is at an early stage of development by Sustrans and led by ESCC.
- 116. Action Point – West of Haven - Manage without major change in conjunction with the Beach Management Plan**

West Marina

117. West Marina is best known as the site of the former large (approx 330 foot long) outdoor swimming pool or lido that was built by Sydney Little. The facility was opened to the public in June 1933, but sadly the pool was not a commercial success and after the war was bought by a holiday camp. The popularity of the facility waned; the site was demolished in the 1990's and is now open space.
118. The original 1930 concrete chalets and associated toilet block had deteriorated significantly and were demolished in 2006. These were replaced with 60 timber chalets including an accessible toilet block, which have proved to be very popular with users and there is continued high rental demand.
119. In 2006 Tibbalds Planning and Urban Design were commissioned to undertake preliminary analysis of the West Marina site to include the former primary school site nearby. The West Marina Development Plan grew out of this initial work and proposed a mixed-use development that received Cabinet support in 2007 and was later revisited to revise the leisure content. Further work is now continuing to secure the necessary land and complete further studies in preparation for a recovery in property and commercial values.
120. The current carpark adjacent to Grosvenor Gardens currently has 6 coach parking bays and has been approved for expansion to 8 bays to provide an overflow coachpark when the current coachpark at the Stade is relocated to Falaise Road.
- 121. Action Point – West Marina Development Plan - Continue work on development plan, associated studies and land assembly activities**

Grosvenor Gardens to Marina

122. This section of the seafront consists of a single tier seafront structure with primarily traditional promenade walkways, seating and planted areas.
123. The Grosvenor Gardens area is a popular area for primarily local visitors and walkers with bowling, putting green, open lawn areas, a decorative lighting scheme and a new DDA accessible temporary toilet block.
- 124. Action Point – Grosvenor Gardens to Marina area - Manage without major change in conjunction with the Beach Management Plan and Grounds Maintenance Contract**



ZONE 3 – St Leonards Seafront

Marine Court & Marina Area

125. This large section of two-tier concrete seafront structures with an upper and lower promenade was built in the 1930's by Sydney Little and included a number of chalets either side of a sun lounge, or Marina Pavilion as it became to be known.
126. Marine Court was a controversial development believed to be modelled on the Queen Mary and built in 1937 on the site of Victorian terraced houses.
127. The refurbishment of Marina pavilion began in 2004 and was completed in June 2008 at a total cost of £2.5m. The mixed use leisure scheme includes a 50-cover restaurant, beach bistro, conference and function rooms plus a complementary health clinic. The building was leased by Sea Space on a 75 year lease and has been sub-leased to Lightening Leisure who opened the facilities to customers in July 2008 trading as the Azur.
128. The Council completed its £660k refurbishment programme to the upper promenade and Marina steps in October 2007 in support of the Marina Pavilion refurbishment work. This scheme also delivered a new DDA accessible toilet block with both internal and external showers plus changing rooms; it is intended that this be an attended facility.
129. The Council is now actively pursuing a second Quality Coast Award for Marina beach at St Leonards following the completion of the new facilities at Marina plus the provision of a seasonal beach office on the lower promenade.
130. Some minor maintenance issues around the curtilage of the Pavilion steps and lower sun terrace still remain and will be resolved in the near future.
131. The Marine Court canopy and associated amenity lighting works were recently completed following successful planning enforcement action resulting in a significant improvement in visual amenity. In addition the large windows on the eastern elevation are also in a poor state of repair and are currently the subject of planning enforcement action with the landlord to ensure their replacement.
132. **Action Point – Marine Court and Marina Area - Manage without major change following the recent major refurbishment work in conjunction with the Beach Management Plan**

London Road & Warrior Square

133. The completion in early 2008 of phase 1 of the SRB funded Kings Road Corridor development has produced significant improvement to the A259 junction with London Road. The unpopular pedestrian 'cattle pen crossings' were removed and the signals realigned to declutter the junction, to improve traffic flows and also improve the views to the sea down London Road.



Bottle Alley

134. Bottle Alley was built in the early 1930's by Sydney Little as a two-tier concrete structure over 450m long with 3 bastions and commanding views from the upper promenade that proved very popular for visitors at the time.
135. The lower promenade of Bottle Alley is effectively a long, poorly lit subway that is now very unwelcoming with poor natural oversight and only two access ramps one at either end. The upper promenade remains a popular walking and cycling route along the seafront throughout the year.
136. In November 1999, alongside the comprehensive concrete structural condition surveys, Avanti Architects were asked to investigate and cost possible solutions to these problems; Avanti proposed 2 options as follows:-
- a. Work with existing structure using light wells in upper promenade to illuminate below and open up the lower promenade at key points to allow alternative access points; the continuous upper promenade was to be retained
 - b. Radical solution to demolish sections of the upper promenade to effectively create a number of viewing platforms at regular intervals linked by new stairwells to the lower promenade.
137. Both solutions solved the problems, but in quite different ways and included extensive hard landscaping, planting, concrete repairs and waterproofing to the concrete structures; both were costed at around £1.4m at the time.
138. Another more radical approach might be to combine some of the Avanti ideas proposed in 1999 and draw upon experiences at both Brighton and Eastbourne seafronts by including commercial elements into the designs. This might be augmented by a timber boardwalk on the shingle beach as an alternative route to the lower promenade, but allowing the spaces under the upper promenade to be redeveloped as commercial units and/or chalets.
139. This approach has the added benefit of creating space for DDA accessible toilets, to replace the unsightly Warrior Square toilet block and thus remove the constriction in the promenade width and otherwise uninterrupted views.
- 140. Action Point – Bottle Alley - Investigate development potential as a multi-use commercial, leisure and visitor attraction**

ZONE 4 – Hastings Town Centre & Pelham Place

Hastings Pier

141. Hastings Pier was opened in 1872 having been designed by Eugenius Birch and built using cast iron screw piles with wrought iron and steel tresses supporting a predominantly timber deck over. The structure is 280m long and is grade 2 listed.
142. The Pier is currently unoccupied having been closed in June 2006 following safety concerns raised by HBC. The owners Ravenclaw were successfully prosecuted in



October 2007 for failing to maintain the pier safely and for non-compliance with an improvement notice requiring them to undertake a full structure assessment.

143. A full condition survey was commissioned by HBC in June 2007 and the findings of which were reported to Cabinet in December 2007.
144. The survey concluded that the pier was in a poor condition and required urgent short term safety and structural improvements estimated at £7.3m to safeguard the structure and allow in to be reopened in its entirety. The survey also outlined maintenance costs of £6.33m that was required over the following 10-year period to ensure that it remained open to the public. It was estimated that the pier would cost £3.5m to safely demolish and dispose of if the funds could not be secured.
- 145. Action Point – Hastings Pier - Work with interested third parties in order to secure a sustainable future for this historically important landmark building**

Hastings Pier Underground Carpark & Toilets

146. This facility was built by Sydney Little as part of the promenade extension works in the 1930's and has 44 carparking spaces plus separate ladies and gents toilets. The toilets were closed in the 1990's due to the excessive maintenance costs and, being underground, could not cost effectively be made fully DDA accessible.

White Rock Baths / Ice Rink

147. The White Rock Baths were originally opened in 1879 and were reconstructed by Sydney Little in the early 1930's. Further reconstruction work took place in the 1970's when the building was converted into an ice and roller skating rink. The building finally closed to the public in 1997.
148. The building itself is substantial extending in length from the end of Robertson Street to the site of the now disused underground toilets at the Pier and in width between the edge of the highway to the current seawall. The bulk of the building is underground and exists on 3 floors the lowest of which is permanently flooded as it is below the current beach level.
149. Consultants were engaged by the Council in 2003 to investigate the feasibility and costs of converting the site into a multi-story carpark against just filling it in with concrete to stop any further deterioration in the structure and support the seawall.
150. The study showed that this was feasible, but costed at 2003 rates as follows:-

Rebuild Options Considered	Spaces	£cost / space	£cost total
Single storey carpark & concrete infill	80	£40k	£3.2m
Double storey carpark & refurbish	259	£30k	£7.8m
Triple storey carpark & rebuild	392	£30k	£11.8m



151. A number of costed options were produced and the 3 storey carpark with a new building inside the existing shell was the best value, delivering the most carparking spaces but at the highest total cost. Both the 2 and 3 storey options allowed for new buildings to be constructed on the upper promenade significantly increasing the regeneration potential of the site, but this was not costed.
152. The site of the White Rock Baths is on Foreshore Trust land and is now considered to be in a poor state of internal repair due to general disuse and water ingress. The Foreshore Trust has recently commissioned the Council to carry out a survey of the property to establish its condition and recommend what if any remedial or ongoing actions need to be taken to protect the structure.
153. The Council continues to market the facility on behalf of the Foreshore Trust and receives regular interest. The condition survey is also intended to inform interested parties about the facility, potential uses and liabilities.
154. The condition survey will also evaluate the structures residual value and structural role as its outer wall forms part of the original sea wall and its upper structure supports both the seafront promenade and the A259.
155. The above-ground buildings are in a poor state of repair and detract from the overall appearance of other seafront building where the Council has taken active steps to force landlords to improve their properties. An active use needs to be found for them to ensure they are maintained until a more secure longer term solution for the whole structure can be found.
156. Suitable use might include as a café with decking over the sunken areas on either side of the main building.
- 157. Action Point – White Rock Baths - Secure appropriate short term use of the above ground buildings**
- 158. Action Point – White Rock Baths - Work with interested third parties in order to secure a sustainable future for this important building**

Carlisle Underground Carpark

159. The Carlisle Underground carpark was an extension of the new concrete two tier seafront structures built by Sydney Little. It was the first underground carpark in Britain and was opened to the public in December 1931.
160. The underground carpark is linked to the adjacent underground structures by walkways and is accessible from the upper promenade by a number of stairwells.
161. It has capacity for 171 cars and is owned and managed by ESCC. The carpark was found to be leaking badly and the corrosive salts washed out by the water were damaging cars parked below forcing a significant number of spaces to be closed off.
162. It has recently undergone extensive reconstruction, waterproofing and concrete repairs plus resurfacing to both the promenade and the A259 running over it. ESCC found that the concrete was in very poor condition and the work had to be



split into 2 phases at a significantly higher than expected cost in order that the road above could be brought back into use.

Hastings Castle & West Hill Access Improvements

163. The scheme was developed in 2007 when considerable preparation work was undertaken to provide DDA compliant pedestrian access to the Castle via the West Hill Cliff Railway and the Ladies Parlour. A bridge was to be built across to the castle and a new entrance building created to replace the current poor standard visitor facilities and non-DDA accessible approach to the rear of the Castle.
164. The scheme was shelved due to problems with securing funding from the Heritage Lottery Fund (HLF) and we were advised to reapply in 2009. External funding sources are still being sought for the Castle Improvements project, through Interreg, the EU cross-border funding scheme, and the HLF.
165. A number of meetings have been held with our European partners, most recently in Falaise in January 2009. Because of delays in getting agreement on key areas, and the need to submit the strongest possible bid, officers are now working towards the September 2009 bid date. The original March 2009 target was not achievable, given the complexities of the project.
166. The bulk of the funding for the project was expected to come from HLF. A meeting with HLF is due to take place at the Castle in mid March 2009; officers will have a better understanding of the chances of securing funding after that meeting.
- 167. Action Point – Hastings Castle & West Hill Access Improvements - Complete circa £960k bid for external funding**

Pelham Area Improvements

168. The Pelham area of Hastings is a major conservation area and includes important historical buildings of at least Grade 2 status such as St Marys-in-the-Castle, Pelham Crescent and Pelham Arcade.
169. The area due to its geography and topography also acts as major linkage between the old and new towns for pedestrians as well as a major visitor arrival point by cars using the busy 250 space Pelham carpark.
170. The area is now subject to major building restoration works to both Pelham Crescent and the Arcade using both the Council's Town and Country Planning Act powers and historic building grants to encourage owners to maintain and upgrade their buildings. This work started onsite in summer 2008 and is anticipated to continue well into 2009 for the Crescent and with the support of English Heritage (bid for grant aid permitting) into 2010 for the Arcade and adjoining buildings.
- 171. Action Point – Restoration of Pelham Crescent & Arcade - Complete the £170k bid for English Heritage funding to extend the scope of the current capital scheme to include Pelham Place buildings**

172. The much anticipated public realm improvements between the buildings have been the source of much speculation since the HBC plans for 'Pelham Boulevard'



were considered in 2002 and the Seaspaces Pelham Place scheme in 2003 for a landmark development on the current Pelham carpark site in front of the Crescent.

173. World renowned architects Foster & Partners have drawn up designs to transform the Pelham part of Hastings' seafront with a striking contemporary development to complement the area's Regency architecture. This development is seen as a signature development and is dependant on the commercial viability being achieved as it is intended this development will be financed by the private sector.
174. Meanwhile the most important elements of the original Boulevard scheme are now being implemented in partnership between HBC and ESCC in the new Pelham Footway Widening scheme that was approved by Cabinet in December 2007 and is now due to be completed by May 2009. This circa £300k scheme was widely consulted on in 2008 and will deliver a 4-5m width pedestrian footway linking the new and old towns plus much needed loading facilities for local businesses, new street lighting and an upgraded pedestrian crossing at St Marys-in-the-Castle linking to the busy Pelham visitor carpark.

Pelham Beach

175. Main resort beach achieving Quality Coast Award standards including seasonal lifeguard service, environmental initiatives, water quality management and various facilities for beach users such as showers, equipment hire and refreshments.
176. The Council is currently working in partnership with Hastings Old Town Residents Association (HOTRA) and commercial leaseholders to develop, install and manage a range of beach leisure facilities such as beach volleyball, multi-use games areas (MUGAs), retail units and enhanced refreshment facilities.
- 177. Action Point – Pelham Beach - Manage without major change in conjunction with the Beach Management Plan and Grounds Maintenance Contract**

ZONE 5 – Stade & Rock-a-Nore

East & West Hill Cliff Railways

178. The Council are currently delivering a major programme of maintenance and refurbishment work to both East (EHCR) and West (WHCR) Hill Cliff Railways in order to comply with current health and safety legislation, improve accessibility and replace aging equipment including track, carriages and control systems.
179. Work is due to commence as a single contract by April 2009 and expected to be complete on the EHCR by October 2009 and the WHCR over winter 2009-10. It is anticipated that both facilities will then be open for spring 2010.

Seafront Amusements

180. The area between Pelham and the Stade has developed over a number of years into a lively family entertainment destination with wide variety of activities. These are managed on a long term leased basis by a number of private operators.



181. This land is effectively part of the Foreshore Trust owned land and there are no current plans to change land use or redevelop the area in the foreseeable future.

182. Action Point – Seafront Amusements - Manage without major change and continue engagement with the leisure operators to increase their involvement with the development of the Beach Management Plan.

Stade Coach and Lorry Park

183. This important facility in the heart of the Old Town currently has multiple functions:

- a. capacity for parking upto 42 coaches and/or lorries (overnight only)
- b. site for major events such as the Classic Car Show, the '999' emergency services event, and the 'Seafood & Wine Festival'
- c. site of the Tourist Information Centre and a large, busy public toilet that services the needs of visitors to the area and supports large onsite events
- d. site for Fishmarket public carpark with 57 carparking and DDA spaces
- e. provides access route for large vehicles carrying boats and equipment in conjunction with the RNLI lifeboat site and the industrial fishing beach

184. Work is currently in progress to relocate this facility by providing an alternative coachpark at Falaise Road (21 new spaces) and an overspill facility at Sea Road (2 additional so totalling 8 spaces). Extensive analysis of the coach operations over a 3-year period has shown that even in peak season only a maximum of 21 spaces are required at any one time, hence the proposed dual-site solution.

185. The coach drop-off and set-down points will be retained in the Old Town to maintain visitor footfall and the site itself redeveloped to make way for the Jerwood Gallery, a new café, toilets and public open space able to host more public events and cultural activities linked to the historic Stade area.

186. The access route for large vehicles across the site will be retained with upgraded automatic vehicle access facilities to the Winch Road and working beach beyond. The DDA accessible carparking spaces will be retained and expanded to include minibuses with access ramps for wheelchair users visiting the area.

Stade Improvements & CABE Sea Change bid Update

187. It is envisaged that the Stade Improvements programme focused at the Stade site will provide an events space of regional significance linked to a programme of cultural events both old and new. It is intended that with the additional impetus provided by the opening of the Jerwood Gallery in summer 2011 that this will further catalyse regeneration efforts across the town.

188. The Destination Stade programme of works is currently being developed in conjunction with Jerwood and ESCC with the intention of completing all works onsite in time for the opening of the gallery in June 2011. It is intended that the site will be cleared in late October 2009 after the Seafood and Wine festival and Hastings Week celebrations.



189. The proposals to relocate the coach parking from the Stade to Falaise Road and Sea Road plus provide improved junction arrangements at the A259 / Rock-a-Nore Road junction were approved by ESCC lead member in January 2009.
190. HBC have been awarded CABE Sea Change funding of £2m in January 2009 in addition to the capital sums of £650k from SEEDA and £320k from ESCC (and an additional £200k in-kind support from ESCC).
191. The Stade scheme underwent extensive Masterplanning consultation in May 2008, and the transport scheme was further consulted upon in November 2008. The Stade scheme is being consulted on in parallel with the formal planning consultation on the Jerwood Gallery proposals in March 2009. Very significant input has been received throughout the process from the Stade Advisory Group, a specially constituted group comprising those with an interest in the Stade, including both very local groups (the Stade Partnership, fishermen, local residents and businesses) and those from across the town with an interest in the site (Excellence Cluster, Hastings arts Forum, Ore Valley Residents, etc., etc.)
192. The Planning Applications for the Jerwood Gallery and the Stade public open space, café, community facilities and replacement toilets will be heard by Planning Committee in May 2009.
- 193. Action Point – Stade improvements – Consider plans for the future use of this area and integrate into the Beach Management Plan and Grounds Maintenance Contracts at the appropriate time**

Sustainable Fishing Industry

194. The Stade is home to the largest beach-launched fishing fleet in Europe. Fishing boats have been based here for at least 900 years, and the area – also home to the Fishermen’s Museum, Shipwreck & Coastal Heritage Centre, the Lifeboat House, etc., is an important visitor attraction as well as providing direct employment in its own right. Indeed, it has been suggested that the fishing beach accounts for around 2% of Hastings visitor economy, itself worth around £150m, more than double the value of the landed catch.
195. The Council works hard with the fishing community to improve the area, and the working environment of the fishermen, and is represented on both the Stade Partnership and Stade Management Committee. A ‘community interest company’ was set up recently with significant input from HBC officers to help the fishermen market and sell their catch; Marine Stewardship Council certification for some of the Hastings fisheries was also achieved through the help of HBC.
196. The fishing industry has been the successful recipient of external funding bids in the past, e.g. the Fishmarket itself was part-funded in this way. More recently, a successful bid to the Heritage Lottery Fund resulted in the appointment in December 2008 of the Stade Education officer, a three-year, fixed-term post.
197. Work is now underway to help the Fishermen’s Protection Society submit ‘EFF’ (‘European Fisheries Fund’) bids to help improve the Fishmarket, and improve working conditions on the beach. If successful, these bids will help secure the



long-term future of the Fishmarket, improve beach security, and help develop further markets for Hastings fish.

198. Action Point – Sustainable Fishing Industry - Complete bid for EFF funding to maximise the economic sustainability of the Hastings fishing industry

Hastings Country Park Update

199. The responsibility for the management of the Hastings Country Park rests with the Head of Amenities and Resort Services. Issues relating to cliff erosion, access to the beach at Fairlight Glen and the naturists beach are detailed in **Appendix H**.
200. There is currently capital works in progress to improve the buildings at Fairlight Place, whilst the proposed Country Park Visitor Centre is as yet unfunded with no fixed plans for its design or eventual delivery.
201. Management of Country Park is through the Country Park Management Plan and the coast issues via the Shoreline Management Plan.

SECTION 4 – FINANCE

External Funding

202. External funding has played a significant role in enabling development and delivery of seafront improvements particularly in the last 3-4 years and recent announcements by CABE in support of the Destination Stade project underpins how important external funding is to delivering the Seafront Strategy. Hastings continues to benefit from £5,590k in confirmed external funding on the seafront.
203. Hastings is currently engaged in developing a further 4 bids particularly for Interreg 4 funding in support of both the Seafront Decorative Lighting and Castle Access Improvement schemes totalling £1,366k.
204. Additionally the Council is working with the EA to secure further DEFRA funding for 2 of the 3 major coast protection schemes identified in **Appendix C** to be implemented between 2011 and 2013. Indicative figures suggest that this will result in new works to the value of £18,750k which will be 100% DEFRA funded.



205. The tables below summarise recent successful and current outstanding bids:-

Approved External funding Items	£Amount	Date
Coastal Treasures 1 (Interreg 3)	£97k	Oct-05
St Leonards Urban Renaissance (SRB)	£1,831k	May-06
Pelham Footway Widening (ESCC)	£70k	Aug-08
Destination Stade (SEEDA)	£650k	Jan-09
Destination Stade (Sea Change)	£2,000k	Jan-09
Destination Stade (ESCC)	£320k	Jan-09
Coast Protection – Carlisle Parade urgent work (DEFRA)	£288k	Feb-09
Destination Stade (ABG capital)	£334k	Mar-09
Total Approved External Funding =	£5,590k	

Potential External funding Items	£Amount	Decision Date ?
Coastal Treasures 2 (Interreg 4)	£228k	Oct-09
Castle Access Improvements (HLF & Interreg 4)	£968k	Autumn-09
Pelham Crescent Restoration (English Heritage)	£170k	Autumn-09
Sustainable Fishing Industry (EFF)	c £300k	Autumn-09
Coast Defence works – Carlisle Parade phase 2 (DEFRA)	£4,950k	TBA
Coast Defence works – New Groynes Pier to West Marina (DEFRA)	£9,650k	TBA
Coast Defence works – Harbour Arm (DEFRA)	c £3,850k	TBA
Total Potential External Funding =	£20,116k	



Revenue & Maintenance Budgets

206. There are 4 revenue cost centres totalling £169k net operating costs for maintenance and service-led activity excluding carparking and cleansing on the seafront, but including a total of £275k income for various activities as summarised in **Appendix H**.

Capital Programme Budgets

207. The Council has a 3-year (2008 to 2012) rolling Capital Programme that reflects the Councils overall strategic priorities. This is funded from capital receipts from disposals of land and other assets plus long term capital borrowing and various sources of external funding.

208. Within the approved programme there are a number of key capital regeneration and maintenance schemes. Some or all of these schemes that fall outside the stated period are in 'future years' and are as yet unfunded.

209. The following table summarises the current key regeneration schemes within the Councils Capital Programme that affect the seafront area:-

Scheme Description	Outstanding Project £Value	Estimated Completion
Destination Stade (incl. HBC, SEEDA, ESCC, ABG & CABE Sea Change funding)	4,956,000	Summer 2011
Pelham Pavement Widening (plus approx £70k ESCC direct works funding)	230,000	April 2009
Pelham Restoration – Crescent & Arcade (plus bid to English Heritage for circa £170k)	250,000	Spring 2010
West Marina Development	100,000	Development
Castle & West Hill Lift Access Improvements (subject to successful HLF & Interreg 4 bids)	1,395,000	Winter 2012
Summary Regeneration projects	6,931,000	



210. The following table summarises the current key maintenance related schemes within the Councils Capital Programme that affect the seafront area:-

Scheme Description	Outstanding Project £Value	Estimated Completion
Seafront Structures - Refurbishment	1,685,000	Ongoing work
East & West Hill Cliff Railways	790,000	Winter 2009-10
Groyne Refurbishment @ £35k per annum	265,000	Ongoing work
Seafront Strategy – Miscellaneous works	118,000	Spring 2009
Seafront Decorative Lighting Replacement (plus Interreg 4 bid for a further £100k funding)	85,000	Winter 2009-10
Coast Protection Works	288,000	Spring 2009
Summary Maintenance projects	3,231,000	

211. Analysis of the Councils capital programme 2008-2012 (and including prior costs of live schemes) shows that whilst the total capital spend is forecast at £42,027k the proportion of capital spend on the seafront, other parts of the town and on the Councils property totalled £28,170k. Of this amount spent on predominantly civil engineering works approximately 42.2% or £11,887k is for the seafront.

212. It is also evident from the programme that £4,775k (33.1%) is for 2008-09, £5,866k (48%) for 2009-10 and £1,935k (88.3%) for 2010-11. The final year of 2011-12 has only £35k funding allocated for use on the seafront.

213. Action Point – Capital Programme - Update the Councils Capital Programme to include the £14.6m DEFRA sanctioned Coast Protection works

SECTION 5 – CONCLUSIONS

Conclusion #1 – Delivery of Seafront Strategy ‘Priority Initiatives’

214. The overall progress of the 10 Priority Initiatives arising from the May 2005 Seafront Strategy has been commendable considering the Councils limited resources, but also recognising the direct contribution by partners and also officers in securing external funding and in-kind support.

215. Of the 10 Priority Initiatives the two in Rother are progressing (the seafront environmental improvements recently receiving £1m Sea Change funding) and eight are in Hastings, of these one is now complete (Marina Pavilion), one is pending (Pelham Place) and the other six are all now well underway.



Conclusion #2 – Communication of Seafront and Coastal Issues to the Public

216. In conducting this review it is evident that significant work has already been completed, is currently being delivered or is being planned that physically affects various parts and invariably the future use of the seafront.
217. However, it is felt that this is not necessarily clearly understood by the public and that considerable information of public interest in the form of various studies, surveys and plans should be made publicly on the Councils website.

Conclusion #3 – Strategic Management of Coast Protection & Sea Defences

218. Coast Protection and Sea Defences were considered the most important aspects of the work being undertaken on the seafront as they enable all other activities on the seafront, securing a significant proportion of Hastings visitor income and the towns physical assets located just behind them.
219. A crucial element of the strategic management of these defences is the current work with the Environment Agency to secure substantial capital sums to replace and/or upgrade most of our coastal defences over the next 5 to 15 years.

Conclusion #4 – Seafront Sustainability

220. Ensuring that our seafront is sustainable both economically and environmentally is central to both its long term affordability and its continued success in attracting visitors to the town.
221. The challenges of maintaining over 5km of seafront including 3km of aging concrete structures, lighting, planting and transport links should not be underestimated nor should the future opportunities in developing them. This has been successfully demonstrated in the Marina area with the recent Marina Pavilion, promenade and public realm improvements and also more recently in the Stade area with the proposed Jerwood Gallery and public open space.
222. Key to meeting these challenges will be longer term planning of maintenance needs linked to innovative thinking about future potential usage and income-generating activities to fund the required investment.

Conclusion #5 – Potential New Legislation

223. New legislation brings with it both opportunities and risks that will require careful assessment, formulation of response, policy development and eventually action.
224. There are two potential pieces of legislation; the Water Quality Directive which will pass into law; and the current Marine Bill, which is currently being consulted on that are likely to affect the Council in the foreseeable future.

Conclusion #6 – Future Development and Management Initiatives

225. The review identified four cross-cutting themes that encapsulate the purpose, function and activities associated with the Hastings seafront. These can be used in conjunction with the seafront strategy as a framework for prioritisation of future development and associated management initiatives.



226. The general approach adopted by the Council to date, and one which should be maintained as it is effective, is largely opportunistic in recognition that it is not possible with limited capital funds to deliver all the step changes required at once.
227. For this approach to be successful, early identification of funding opportunities that closely link the aspirations of the funder to that of the Council are important as is a flexible framework, such as the Seafront Strategy, in which decisions on relative prioritisation of scarce resources can be made to ensure value for money.
228. In addition, the review recognises that not all the Council's aspirations will be met through external funding and a proportion of new initiatives will need to be self-financing ('invest to save'), funded from capital receipts from sales of other Council assets, and/or revenue funded from borrowing the required capital sums.
229. With the current 3-year capital programme ending after 2009-10 seafront related maintenance projects set in 'future years' are effectively unfunded. The Council will need to address the future needs of the seafront and priority given to such investment through its annual budget processes.

Recommendations

230. That the O&S Services committee agree this report and the associated Action Plan contained in **Appendix K**.

Wards Affected

Castle, Central St. Leonards, Old Hastings, West St. Leonards

Area(s) Affected

Central Hastings, East Hastings, South St. Leonards

Policy Implications

Please identify if this report contains any implications for the following:

Equalities and Community Cohesiveness	No
Crime and Fear of Crime (Section 17)	Yes
Risk Management	Yes
Environmental Issues	Yes
Economic/Financial Implications	Yes
Human Rights Act	No
Organisational Consequences	No

Supporting Documents & Appendices

Appendix A – Project Initiation Document (PID)
 Appendix B - History of Hastings and St Leonards Coastal Defence Schemes
 Appendix C – Coast Protection and Sea Defence Summary



Appendix D – Public Realm Improvement & Maintenance Update
Appendix E – Beach Management Plan Framework
Appendix F – Seafront Public Toilets Update
Appendix G – National Cycle route Network (NCN2)
Appendix H – Hastings Country Park Update
Appendix I – Summary Financial Revenue Budgets
Appendix K – Seafront Strategy Action Plan

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Appendix A - Project Initiation Document (PID)

Date	1st October 2007 – last updated Nov-08
Scrutiny Review	Maintaining and Protecting Seafront / Delivery of Seafront Strategy
Scrutiny Review Team	Councillors: Armstrong, Fawthrop and Chowney Officers: Adrian Rogerson, Head of Projects Nick Sangster, Resort Services Manager Simon Hubbard, Director R&P Katrina Silverson, Scrutiny Lead Officer
Chair of Scrutiny Review	Councillor Chowney
Project Leader	Adrian Rogerson, Head of Projects
Terms of Reference	To review the Council's current approach to the regeneration and maintenance of the seafront.
Objectives of Review	<ul style="list-style-type: none"> • To consider the Seafront Strategy and the key priorities it contained. • To examine the priorities being followed by HBC and their delivery • To examine the physical state of seafront structures and ongoing needs for refurbishment and maintenance and the programmes to address this.
Outcomes of Review	<ul style="list-style-type: none"> • Clear conclusions in terms of the future delivery of seafront projects based on regeneration priorities. • Clear conclusions in regard of the need for future maintenance of seafront structures/defences and funding of this. • Recommendations in the form of an Action Plan
Community Strategy Target or Key HBC Investment Issue?	<ul style="list-style-type: none"> • Seafront Strategy c£3.7m current Council budget • Castle & West Hill cliff Improvements - £303k Council Capital Programme • Long Term Beach Management – largely unfunded, likely value £1.6m • Long Term Beach Management 2 –



		unfunded, likely value £7m+ • Restoration Pelham Crescent £250k Council contribution	
Methods of Inquiry	Report and discussion, interviews with key stakeholders plus site visits.		
Key Stakeholders	HBC & Seaspaces		
Relevant Documents	Seafront Strategy		
Site Visits	White Rock Baths Bottle Alley SMIC Arcade West Marina Harbour Arm		
Publicity Requirements	None envisaged		
Resource Requirements (Staffing and expenditure)	This review can be completed within existing resources, led by Head of Projects, Scrutiny Lead Officer and Resort Services Manager.		
Projected start date	October 2007	Reporting deadlines	Quarterly updates to O&S meetings
Meeting Frequency		Projected completion date	March 2009
Evaluation date	To be decided		
Evaluation tracking methods	On half-yearly basis to O&S Services Committee		



Appendix B - History of Hastings and St Leonards Coastal Defence Schemes

Introduction & History

It appears that before the 1830's the only form of sea defence was the construction of stone and masonry walls to limit the extent of tidal ingress. At the time of the development of Burton St Leonards, a few timber groynes appear to have been constructed, but without any engineering or formalised manner.

A drawing by John Foulon of St Leonards Church dating back to 1834 shows a view of Burton St Leonards without any groynes. Although a sea wall is shown it is without a wave return profile. At this time it is clear that the basic concept of utilising the beach as a method of dissipating wave energy was considered rather than simply relying on sea walls that under constant pounding from the sea were frequently breached.

The first groyne in Hastings Old Town was built in 1834 adjacent to Rock a Nore Road near its eastern end. Both Hastings and St Leonards seemed to compete for shingle collection by constructing timber groynes, however, there was no grand plan to protect the whole of the Borough's frontage and construction of defences became a very ad hoc affair seemingly to react to a particular set of disasters when flooding and breaches occurred.

By 1857 a series of timber groynes had been constructed and two are shown in a photograph taken by White Rock Baths (as published in 'Hastings in Old Photos'). In 1866 a timber groyne called Groyne No. 1 was constructed where the eastern most groyne is now located at Rock a Nore, to protect the newly located sewage outfall which used to discharge into the sea at this point.

The serious storms that occurred in 1875, 1876 and 1877 generated an increased awareness of coast protection and a whole number of groyne schemes were prepared to enhance the existing defences. These were all in timber; English oak being the most popular material and a drawing from 1877 shows 6 new groynes to be provided between Robertson Terrace and Marina.

Masonry was first used as a material for the reconstruction of Groyne No. 1 in 1878. This was followed in 1887 by the construction of a large groyne just to the west of Groyne No. 1. However, timber groynes were still being provided up to approximately 1910 simply as infilling to locations with otherwise long groyne spacing.

The first concrete and masonry groyne in St Leonards appears to be Groyne No. 37 where the promenade alignment changes adjacent to Grand Parade; it was constructed in 1894 and subsequently extended in 1924.

A major groyne reconstruction programme took place during the 1920's and 1930's when many new groynes were constructed in masonry and mass concrete. Many of these groynes were also extended within a few years of them being provided.



Before the most recent works were completed in the early 1990's, the existing groynes were all over 50 and some nearly 100 years old. As a result many had suffered serious deterioration and chemical attack of the concrete core.

There appears to have been considerable political battles between Hastings and St Leonards residents for the provision of groynes as a method of protection as referred to in the book 'Fishermen of Hastings' by S Peak.

Sea walls had been provided for some time, certainly earlier than the 1830's. There has been successive rebuilding, reconstructing and realignment of the walls, even encroaching onto the beaches right up to the 1930's.

The oldest section of sea wall which used to be visible dated to pre 1873 and was situated where the chalets used to exist on the lower promenade by Marina.

The sea wall adjacent to Marina dated from 1890 and the section of lower promenade between Marina and Warrior Square dates from the 1930's. The bullnose appears to have been added to certain sections from the early 1900's.

Phase I - Sea Defence Works

From the end of the 1930's groyne construction programme to the early 1980's, only limited maintenance work was carried out on a rather inconsistent basis with the result that the groynes and sea walls deteriorated faster than the maintenance work was able to repair. The imbalances lead to the defences being seriously impaired and woefully inadequate to withstand heavy storms. The annual HBC maintenance budget was approximately £90,000 in 1984.

This weakness was manifested by the storms in late 1984 culminating with the 'Great Storm' of 23/24 November 1984, which caused considerable damage and led directly to the concept of the existing work.

Detailed investigation of past storm repairs revealed that the maintenance budget was too small to deal with the problems discovered. By February 1985 a list of repairs was submitted to MAFF (Ministry for Agriculture Food and Fisheries) for consideration for grant aid under the Coast Protection Act 1949.

Suggested work at this time comprised:-

Groyne cladding over 3 years 1985-1988	£210,000
Sea wall and lower promenade rebuilt 1985-1986	£ 80,000
New bullnose from Bathing Pool to Marina Pavilion	Not costed

In May 1985 a first meeting was held with MAFF expressing concern over the damage and affect on the A259 and seafront, together with the loss of beach generally. MAFF advised a general scheme be prepared including groyne replacement for approval together with cost benefit analysis. By June 1985 the cost of the works had been reassessed at £1,500,000 and comprised seawall bullnose reconstruction, reconstruction of groynes, replacement of railings and reforming the lower promenade at Marina.



Consultants reported in August 1985 that substantially more work was required than originally envisaged and in September 1985 advised Committee that scheme costs had increased to £3,000,000.

During this time basic designs on collected data were being produced and design philosophy considered. It was decided that HBC undertake the contract preparation with consultants' technical assistance where necessary.

In November 1985 a report to Committee detailing beach nourishment levels recommended importation of shingle to provide immediate protection rather than waiting for littoral drift that could not be relied upon. There could also be problems of depletion of shingle to the east due to the interruption of the littoral drift.

The scheme now included the protection of the toe of the sea wall west of Marina and the beach nourishment. It was split into two sections at a total cost of £5,340,000.

Tenderers were sought by open advertisement during May 1986 (EEC) and selected by October. Grant approval was confirmed in January 1987 and tenders were issued. These were reported to Committee in April 1987 and the lowest tender from Amey Construction was accepted, £6,029,000 subject to price increases for inflation. There was a delay by MAFF in approving the tender and a commencement notice was issued in August 1987.

The scheme was completed in July 1990 within the 3 year contract programme. Final costs were £8,300,000 however it must be considered that price increases over the period of the contract were approximately 19% due to a number of factors.

Phase II - Sea Defence Works

The former Bathing Pool frontage sea defence works were not carried out in Phase I because of proposals for Marina and the hope that a developer would carry out these works. Ultimately that was unlikely to occur because of the prevailing economic climate so there was a necessity to finish this section and protect the frontage.

White Rock Baths had also suffered from a loss of beach material and the area was also incorporated into Phase II.

The contract was let to Harbour and General at a value of £3,400,000 to reconstruct 6 masonry groynes, 2 new timber groynes, carry out toe protection to the sea wall adjacent to Sea Road and finally input shingle to both areas to complete the scheme.

Work commenced in February 1991 and excluding beach nourishment the section by the White Rock Baths was completed in July 1991 and by the former Bathing Pool site by October 1991. The beach nourishment was completed by January 1992. The final cost for the scheme was £3,400,000.

Phase III - Sea Defence Works



These works included replacement of the wave return profile (bullnose) and new aluminium handrail to the lower promenade seawall from the Pier to Harold Place. The works were carried out by J T Mackley from November 1992 to April 1993 and final costs were £400,000.

Other Schemes

Groyne No. 2(3) – Beach Control Notch was constructed during the winter of 1988 to control beach levels in Hastings harbour and allow free passage of shingle to the east.

Harbour Arm – Capping to the outer blocks in the autumn of 1985 and to the inner blocks in winter 1991-92

Bulverhythe Sea Defences 1 – Carried out in 1995 by the National Rivers Authority (NRA, now the Environment Agency) to protect 2km of the coast from Glyne Gap to the Combe Haven outfall.

The work involved the construction of 2 rounded head rock groynes, 4 fishtail rock ends to timber groynes, extensions and improvements to existing timber groynes and rock armour revetment to protect cliffs and railway.

The £2.5m scheme used 56,000 tonnes of limestone armour rock (4-6 tonnes) each imported from Boulogne and 50,000m³ of imported shingle.

Bulverhythe Sea Defences 2 – Continued erosion since 1995, loss of beach material and increasing storminess as a result of climate change, meant that there was a higher chance of the existing defences being damaged or overtopped. In response the EA embarked on a £5m scheme in 2005-06 to provide a 1 in 200 standard of protection. The two phase scheme included:-

100,000 tonnes of rock delivered to the site by sea

50,000 tonnes of shingle delivered to site by sea - either by pipeline or 'rainbowing' onto the beach.

Construction of 9 rock groynes

Construction of a 750m long rock revetment

Further information and a copy of the Shoreline Management Plan can be found at <http://www.se-coastalgroup.org.uk/>



Appendix C - Strategic Summary of Coast Protection and Sea Defences

Introduction

In the United Kingdom, the Department of The Environment, Food and Rural Affairs (DEFRA) is responsible for policy relating to the protection of the coastline from flooding and erosion.

It is important to understand the terminology used. Coastal Defence is a generic term covering both the protection of the coast from erosion (coastal protection) and the protection from flooding by the sea (flood defence). Responsibility for the coastline is divided between various authorities in accordance with legislation. Coastal Protection Authorities such as Hastings Borough Council are empowered under the Coast Protection Act 1949 to carry out works in their area to protect the coast from erosion. The construction and maintenance of works to resist coastal flooding is carried out by the Environment Agency (EA) in accordance with the Water Resources Act 1991.

In April 2008 as part of the Environment Agency Strategic Overview (EASO) the EA became the lead organisation responsible for all flood and erosion risk management around the coastline of England. This strategic overview role for the EA will be an opportunity for greater support by responsibility for Grant-in-Aid (GiA) funding and overseeing all works carried out. The change in the EA's role will have a positive impact at national, regional and local level.

It has already led to closer collaborative work with the EA including their support with the South East Coastal Group, (SECG), Medium Term Plan (MTP) and strategic review of maintenance.

South East Coastal Group

The South East Coastal Group works to encourage an integrated, strategic approach to the management of the entire coastal zone. It provides a forum for coastal practitioners to both discuss problems and develop shoreline management techniques that are both economically efficient and sensitive to environmental considerations, as well as the Shoreline Management Plan (SMP)

SECG full membership includes operating district and borough authorities, County Councils, EA, English Nature and port authorities. The role of regional coastal groups are currently under review as part of the EASO, but part of the emerging changes is likely to mean that an annual meeting will be provided for appropriate elected members to attend and smaller local sub-groups with an operational focus.

Medium Term Plan

Coast Protection Authorities are required to submit plans for grant-eligible capital projects, including studies to manage flood risk & coastal erosion. The MTP details spending plans for both ongoing projects and projects for which we are likely to submit applications for grant for the following 20 years.

Eligibility for funding is assessed against national demand and prioritised using Outcome Measures, including a moderation process.



The current spending plan includes a £200,000 scheme for 2008/9 for repairs to groyne 1, beach recycling and new rock groyne at Carlisle Parade. For 2009/10 we are seeking grant funding for two further studies; one of the Harbour and associated structures and a detailed condition survey of all of the current coast protection and sea defence structures.

The studies will inform major future works to ensure the longer term effectiveness of defences and during 2011 – 2013 we are still expecting to undertake the major scheme for Carlisle Parade and Castle Rocks at an approximate cost of £4.95m. Within the next 10 – 20 years we need to consider replacing all of the timber groynes at an estimated cost of £9.6m. There are potentially a further £7m of works identified in the 2005 Halcrow report to maintain the Harbour Arm and Groyne 3.

Short Term and Reactive Maintenance Plan

In addition to the grant funded MTP there is also a need to respond to urgent repairs on a day to day basis. This is revenue budget funded using a combination of our own small maintenance team and local contractors. This is supported by an annual capital programme of refurbishment. The works are informed by daily visual and detailed quarterly inspections.

Coast protection structures can deteriorate rapidly in the harsh environment that they function in. The ability to inspect regularly and respond appropriately is vital to maintain their effectiveness.

In partnership with the EA we are currently exploring the possibility of perhaps a 5 year maintenance contract which would benefit from both administrative and procurement efficiencies.

Coast Protection Emergency Plan

We are currently working with Emergency Planning colleagues to develop a Coast Protection Emergency Plan which would compliment existing local flood plans.

The plan will set out in brief the responsibilities of and action to be taken by those members of the Council likely to be concerned in emergencies related to Coast Protection structures resulting primarily from the action of the sea (severe weather, storm surge etc).

It may also be appropriate for incidents involving major structural failure or collision. The plan will set out guidelines for inspection, monitoring and action to be taken.



Appendix D - Public Realm Improvement & Maintenance Update

The Best Value Review of Council Asset and Public Realm Maintenance supported by the Public Realm officer working group was given the objective of establishing the most effective management arrangements within the Council for the proactive maintenance of the public realm, and the Council's assets and property portfolio.

A final report and management response in December 2007 recommended and adopted a Best Value Review Public Realm Improvement Plan for 2007-09.

Key actions relevant to the seafront and progress to date are detailed below:-

1. Complete consolidation of staff resources & maintenance budgets under linked service areas and responsibility for public realm and open space assets under one service area
 - Resort Services which has responsibility for maintenance of the seafront is now part of a linked service group with Parks & Open Spaces, Amenities. This includes asset management and surveyors functions and is forms a team reporting to the Head of Resort & Amenities Services.
2. Review & consolidate all direct labour into co-ordinated working group
 - Closer working relationships and resource sharing have been developed between direct labour both within the service group and also in other service areas. We utilise the skills of Car Parks technicians and the Seafront Maintenance Team now have a wider remit.
 - We have been able to undertake more reactive repairs, particularly to timber groynes and other larger structures utilising our own direct labour.
3. Inspection, registration & consolidation of public realm assets into the Confirm system asset register. Expand and standardise on the use of the Confirm system for maintenance.
 - The Confirm system has been implemented for all seafront related services. The process of recording relevant assets is ongoing.
4. Produce an affordable costed comprehensive planned maintenance proposal
 - Maintenance plans for all major Seafront assets are operational, they will require further refining to include accurate costing. Condition surveys and costed 5-year maintenance plans are operational for both cliff railways.
5. Setup secure depot facilities for material storage to support enhanced maintenance at Bulverhythe Depot
 - Work is underway to complete the necessary remediation of the Bulverhythe Depot site to support our current waste contracts activities & to make better use of the site. This work will include new office facilities for the waste team,



automated site access control for our contractors and a specific compound for secure material storage. The capital budget was approved by Council in February 2009 and works to upgrade this facility should be completed by late autumn 2009.

6. Produce Beach Management Plan

- There is a strong commitment and budget provision to deliver a comprehensive Beach Management Plan (detailed in **Appendix E** following).



Appendix E - Beach Management Plan Framework

Introduction

The need for a Beach Management Plan is widely supported and was a specific recommended action of the Best Value Review Public Realm Improvement Plan 2007.

The purpose of a Beach Management Plan would be to identify key issues and opportunities to guide the wider management of the Seafront and Foreshore in Hastings and St Leonards through the production of a framework of agreed policy and a prioritised action plan.

A Beach Management Plan would also consolidate and compliment the work of the stakeholder workshops that supported the development and implementation of the Seafront Strategy.

Objectives

The Beach Management Plan will focus on the following objectives:

1. Actively supporting strategic corporate priorities
2. Providing a clean, safe environment through effective inspection and assessment, and maintenance programmes
3. Working with partners to provide a range of seafront leisure, culture and recreation facilities and marine based sports and activities
4. Seek and promote commercial opportunities on the seafront that continue to support the physical regeneration of Hastings & St Leonards
5. Improving service efficiency through regular review
6. Helping local people influence decisions through user and community groups
7. Providing a quality service and managing the requirements of a wide range of service users
8. Protecting and enhancing the natural environment
9. Prioritising and directing efficient and sustainable use of resources
10. Developing strong links with the community that encourages involvement, activity and responsibility



Coastal Users Group

It is anticipated that a small working group develop the Beach Management Plan with the active support and contribution of the Hastings & St Leonards Coastal User Group. The stakeholder group was originally established in 2002 and a membership of approximately 30 community, statutory and leisure organisations.

The Coastal User Group has not met for some time and it is proposed that the group is 'relaunched' early in 2009 with a review of membership and interests represented and clear and focused role.

Delivery

Consideration will need to be given to the most effective way to support the production of the plan through either external assistance or additional corporate resource.

An approximate timescale to develop and implement the Beach Management Plan would be:-

May-09	1st Coastal User Group Meet – agree scope, priorities, and frame work.
Sept-09	2nd Coastal User Group Meet – develops options and priority of action plan targets.
Jan-10	3rd Coastal User Group Meet - present, review and adapt draft Beach Management Plan and Action Plan
Mar-10	4th Coastal User Group Meet – Agree final plan.
Mar-10	Adoption by Hastings Borough Council
Apr-10	Implementation of Beach Management Plan

Draft Beach Management Plan Framework

A draft framework that details the range and context of current seafront related services is presented below.

Themes	Service Elements	Statutory / Discretionary	Monitor & Review
Safety	Risk Assessment	Statutory / Duty of Care	External Review: RNLI, RoSPA
	Lifeguard Service	Duty Of Care	External Review: RNLI, RoSPA
	Inspection Equipment Building & Activity Management	Duty Of Care Statutory Statutory	Quarterly Monitoring Routine Inspections Quarterly Monitoring
Coast Protection	Coast Protection	Statutory / Permissive	Quarterly Inspection



	Sea Defence	Statutory	Coastal Defence Strategy Review
Maintenance	Navigation Aids	Statutory	Quarterly Inspection
	Flood Risk Management Structures	Statutory	SFRA
	Public Realm	Discretionary / Duty Of Care	Survey and Inspection Regime
	Grounds Maintenance	Discretionary / Duty Of Care	Annual Maintenance Programme
	R & R Programme	Discretionary	Routine Inspection / Contract Monitoring Annual Maintenance Programme
Environmental	Water Quality	Statutory	EA Monitoring
	Waste & Recycling	Statutory	Quality Coast Award Exercised
	Marine & Oil Pollution	Statutory	Quality Coast Award
	Conservation & Ecology	Discretionary / Duty Of Care	
Recreation	Activity Zones	Discretionary	External Review
	Access & Buoyage	Duty of Care / Discretionary	Quality Coast Award
	Play	Discretionary	External Review
Facilities	Sports & Leisure Organisations	Discretionary	External Review
	Walking, Bathing, Sailing, Fishing, Cycling	Duty of Care / Discretionary	External Review
	Commercial	Discretionary	Internal Review
	Toilets & Showers	Discretionary	Quality Coast Award
	Seating	Discretionary	Routine Inspections
	Refreshments	Discretionary	External Review
	Parking	Discretionary	Quality Coast Award
	Leisure	Discretionary	External Review
Transport	Cycle Route	Duty of Care / Discretionary	External Audit
	Access	Statutory / Discretionary	External DDA Audit
Commercial	Cliff Railways	Statutory / Discretionary	Management Plan / HSE Monitoring
	Pedestrian	Duty of Care / Discretionary	Routine Inspection
	Miniature Railway & Land Train	Discretionary	Routine Inspection / External Review
	Rental Sites (chalets & beach huts)	Discretionary	Routine Inspection / Annual Review / WOHBUA
	Concessions	Discretionary	Internal Review
Community	Licences	Discretionary	Internal Review
	Equipment Hire	Discretionary	Internal Review
	Events & Filming	Discretionary	Internal Review
	Fishing Industry	Discretionary	Stade Management Committee
	Public Information	Statutory /	Quality Coast Award



Events	Discretionary Duty of Care / Discretionary	Internal Review
Community Safety	Duty of Care / Discretionary	Internal Review
Byelaws	Duty of Care / Statutory	Internal Review
Management Forums	Discretionary	Internal Review
Enforcement	Statutory	Internal Review



Appendix F - Seafront Public Toilets Update

Introduction

Hastings BC own and maintain a number of public toilet facilities on the seafront; a summary of these any associated actions recently taken or planned are as follows:-

West of Haven (Western Block)

This facility is only available to beach hut key holders. The ladies facility is DDA accessible. It is in need of some updating.

The Sustrans and ESCC funded Connect 2 project for a new cycling link between Glyne Gap and West Marina along the route in front of these toilets will affect usage and the type of facilities required at this location.

Consultation on the future use of these facilities took place in summer 2008 with the beach hut owners with a view to a future upgrade to include cycle stand and showers when the cycle route has been built.

West of Haven (Eastern Block)

This facility is only available to beach hut key holders and functions satisfactorily.

West Marina – Beach Chalet Users

Following the demolition of the concrete beach chalets, toilet provision has been made within one of the new beach huts. The facility is considered adequate for the life of these timber chalets or until further plans are brought forward as to the future of the West Marina area.

West Marina - Grosvenor Gardens

This facility was closed in 2006 as the below ground facility was not DDA accessible and the facility was the subject of vandalism and abuse. Temporary facilities were added in autumn 2008 on the site of the old underground toilets.

It is in an important location for a toilet, there is nearby parking, amenity gardens with bowling and putting and a popular section of beach. Sea Road is a popular place to park whilst taking a walk up to Hastings and back. It is the intention that Sea Road will be used for additional Coach parking as part of the Destination Stade / Jerwood development.



Marina Pavilion Promenade

A newly refurbished facility was opened at the end of spring 2008 providing DDA accessible facilities including new showers (one externally). The indoor shower facility is only open when attended. The facility was designed with optimal usage and will provide HBC with excellent criteria to extend the Beach Award to the St Leonards Beach.

Warrior Square

These toilets are in an important location at Warrior Square and on the promenade, but are subject to some abuse and anti-social behaviour. The external structure whilst sound will need structural repairs in the next 2-3 years if it is to remain in use. The lookout deck above is railed off and not used due to accessibility and safety concerns.

A medium term solution could be to close off the existing facilities and provide individual multi-use facilities opening directly onto the promenade. Experience and advice from the Police indicate that such a design is likely to reduce vandalism. The fully accessible facility would remain on a radar lock.

In the longer term these toilets might need to be replaced and a solution developed with proposals for Bottle Alley. This would also provide the opportunity to reinstate the vistas and remove the bottle-neck at this point on the promenade.

Pelham Place

This busy attended town centre toilet is located in the principal car park on the sea front. The building has already been extended once to provide additional facilities.

Any future improvements should review the design with a view to improving access and baby changing facilities as the facility now requires updating including removal of the unpopular stainless steel fittings and adaptations to the gent's facility to enable the attendant to directly access the gent's toilet from the attendant's room. Review In the medium term to enlarge the facility to include shower and changing provision to support beach activities in the summer season.

The Stade – Tourist Information Centre site

This attended facility is at the centre of the main tourist destination in the town. The toilets are busy all year and are large enough to support large events like the carnival plus the popular Seafood & Wine festival.

These toilets are to be replaced as part of the Destination Stade project with the proposed Jerwood Gallery and relocated to the west of access to the lifeboat house and tucked behind the amusement arcade.

Rock a Nore

An excellent DDA accessible facility built to a high standard and with high usage serving Rock a Nore carpark and the visitor attractions.



Appendix G - National Cycle Network Update

Connect2 Bexhill Hastings Cycle and Pedestrian Route

The national Connect2 project organised by Sustrans was successful in bidding for £50 million of Lottery funding through the Living Landmarks competition in December 2007.

Connect2 consists of 79 projects across the UK, one of which is the Hastings – Bexhill Pedestrian and Cycle route. Each of the 79 projects is designed to allow everyday trips (e.g. to work and school) to be undertaken on foot or by cycling. Projects include new paths, bridges and tunnels. The project is estimated to cost £780k of which £380k has been committed by Sustrans.

The Hastings to Bexhill route will form part of the National Cycle Network Route 2 (NCN2) and completes a vital missing link in the network between the two towns. The current NCN2 route uses the busy A259 along Bexhill Road, which is very congested and not well suited to cycling.

The new 2 km route will link two existing pedestrian and cycle only paths namely Galley Hill in Bexhill and Hastings promenade resulting in a traffic free route of over 5km between the towns and encouraging increased utility and recreational cycling.

The proposed route will result in a very attractive route for cyclists and pedestrians (see Figure 1) constructed at the back of Bulverhythe Beach and built on the wide, stable plateau created by the sea defence works completed by the EA in 2007.

The indicative programme is as follows;

- 2008/09** Commence Land Searches and Negotiations
Flood Risk Assessment
Commence Preliminary Design
Memorandum of Understanding
- 2009/10** Continue Preliminary Design
Planning Permission
Continue Land Negotiations / Acquisition
Public Exhibition
Commence Detailed Design
- 2010/11** Detailed Design
Construction (Commence March 2011)



Figure 1: Aerial photograph showing the proposed route



The East Hill Cliff Railway refurbishment scheme now underway includes replacement carriages that have been designed specifically to allow bikes to be carried safely between the East Hill and Rock-a-Nore Road.

ESCC and HBC are also investigating options to upgrade the current NCN2 cycle route from Robertson Street to the East Hill Cliff Railway to include:-

- 1) Improvements planned at A259 / RAN Road junction with advanced stop line at new traffic controlled junction
- 2) Allow NCN2 route to run along promenade between Robertson Street and Carlisle Parade replacing route through pedestrianised section of Hastings Town Centre

Appendix H – Hastings Country Park Update

Cliff Erosion

The whole cliff line of Hastings Country Park is included within the Hastings Cliffs to Cliff End Site of Special Scientific Interest (SSSI). The cliffs have also been designated as a Special Area of Conservation (SAC) under European legislation. These designations have been given for its unique geology, habitats and wildlife of the soft vegetated cliffs. The scientific interest is maintained by fresh exposures of the cliffs. Therefore the cliffs will be allowed to erode naturally, and the consent of Natural England is required before any work can be carried out to them.

The erosion rates are approximately 1.2 metres per year. However, due to the nature of the cliff falls and rotational slumping, there may be no erosion for a number of years and then a large amount of cliff is lost all in one event. Hastings Country Park staff visually inspect the top of the cliff and coastal footpaths on a regular basis. Areas of active erosion are noted and monitored. The Council manages the retreat of the cliffs by moving footpaths and fencing in land away for areas of active erosion.

Currently the most active areas of erosion are in Fairlight Glen and below the radar station on the Firehills.

Access to Beach at the Bottom of Fairlight Glen / Covehurst Bay

The Council's agreed position on access to the beach at the bottom of Fairlight Glen is that the Council is not able to maintain a safe access to the beach and therefore advises site users that if they go down to the beach they do so at their own risk. The Council has erected signs to this effect and some barrier fencing. The Council's position is that we do not encourage people to go down to the beach, but if they choose to do so it is at their own risk.

The area involved is in the Site of Special Scientific Interest (SSSI) and the Special Area of Conservation (SAC) where all work requires the consent of Natural England. The Council does not have the resources to maintain a safe access route to the beach within the constraints imposed upon us by the SSSI/SAC and the extremely unstable geology.

Use of Beach by Naturists

Historically, the beach at the bottom of Fairlight Glen has been used by Naturists. It is unclear as to whether the Council has ever officially designated or recognised this beach as a naturist beach. It is currently regarded as a tolerated "clothes optional" beach. However, access to the beach is not promoted by the Council due to the problems of providing and maintaining a safe access to the beach.



Appendix I – Summary Financial Revenue Budgets

Overview

There are 4 revenue cost centres totalling £169k net operating costs for maintenance and service led activity excluding car parking and cleansing on the seafront, but including a total of £275k income for various activities as follows:-.

General Seafront Cost Centre 5241

Overall net operating cost of £120k after Foreshore Trust recharges, but this excludes central service costs. The budget provides for all general planned and reactive maintenance of the seafront and seafront structures, Seasonal Lifeguard Service and all permanent staff costs. Grounds maintenance i.e. seasonal bedding is £95k of this cost. Seafront concessions (ice creams, building leases etc) generate £148k annually.

Chalets & Beach Huts Cost Centre 2514

Overall net operating contribution of £37k this includes £127k income from nearly 400 Council owned and managed chalets and beach hut rental sites.

Coast Protection & Navigation Aids Cost Centres 1400/1410

There is a combined £40k budget for the general planned and reactive maintenance and repair of all coast protection structures and navigation aids.

Environmental Schemes Cost Centre 1608

Total budget of £46k general planned and reactive maintenance and repair of Stadelnet shops (of this only £14.4k are repairs additional £30k are recharges to Conservation which are currently under review)



Appendix K – Seafront Strategy Action Plan

Area for Improvement:					
1. Communication of Seafront & Coastal Issues to the public					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
1.1 Setup 'Seafront Strategy & Coastal Issues' website	Within existing resources	Mar-10	Resort Services Manager & Head of Projects	Allows single point of access for the public to obtain up-to-date and historical data, documents and links to other pertinent websites such as EA and DEFRA	M
1.2 All reference documents & reports to be made available through website	Within existing resources	Mar-10	Resort Services Manager & Head of Projects	Site to allow download of:- <ul style="list-style-type: none"> • Seafront Strategy • Relevant reports, maps & photographs • Coastal pollution plans • Links to EA & DEFRA websites • Quality coast awards • Water quality standards • Condition surveys (including Pier) Other relevant material as applicable	M
1.3 The 'Beach Management Plan' is to be made publically available	Within existing resources	Apr-10	Resort Services Manager	Site to contain latest version of plan and any associated documents	H
1.4 Coastal Users group to be reinstated	Within existing resources	May-09	Resort Services Manager	Original group to meet at least twice a year to discuss and agree issues that affect users of the area.	H
1.5 Organise annual Members day for SE Coastal group	Within existing resources	Mar-10	Resort Services Manager	Gives members opportunity to keep up-to-date on coast protection issues affecting the town	L

Area for Improvement:					
2. Strategic Management of Coast Protection & Sea Defences					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
2.1 Review existing maintenance of coast protection & sea defences with EA	Within existing resources	Mar-10	Resort Services Manager & Environment Agency	<ul style="list-style-type: none"> • Strategic 5-year maintenance plan that will be reviewed annually • Identify if further studies or surveys are required 	H
2.2 Seek additional funding for further studies and survey work	Within existing resources	Aug-09	Resort Services Manager	To inform decision making and medium term capital works planning to Harbour Arm and other coast protection structures	H
2.3 Progress report to be taken to Cabinet	Within existing resources	Apr-10	Resort Services Manager	To inform members of issues arising from study & survey work	L
2.4 Develop medium term capital investment programme with EA	Within existing resources	TBA	Resort Services Manager & Environment Agency	To agree scope and funding of the 2 major coast protection works to be delivered between 2011 and 2013. Timescale dependant on EA priorities.	M

Area for Improvement:					
3. Replacement of existing seafront decorative lighting					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
4.1 Submit Coastal Treasures 2 Interreg bid to augment HBC capital programme funding	Within existing resources	Aug-09	Head of Projects	Additional funding to allow delivery of phase2 of the seafront decorative lighting with remote programmable lighting controls	H
4.2 Deliver the seafront decorative lighting capital programme in 2 phases (phase 2 subject to successful funding bid)	Within existing resources	Autumn / Winter 2009	Head of Projects + Head of Amenities & Resort Services + ESCC Lighting Dept	<ul style="list-style-type: none"> • Develop design of robust LED lighting to replace existing seafront lighting with a minimum 15 year life • Install phase 1 of the system to replace 50% of the current seafront lighting 	H
4.3 Review other existing decorative lighting schemes	Within existing resources	Autumn / Winter 2009	Head of Amenities & Resort Services	<ul style="list-style-type: none"> • Assess cost vs. benefits of upgrading existing decorative lighting schemes to lower cost of ownership technologies such as LED based lighting to reduce costs • Assess cost vs. benefits of adapting existing designs to be more vandal resistant to reduce maintenance costs 	M

Area for Improvement:					
4. Sustainable Management of Seafront structures					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
4.1 Complete White Rock baths Condition Survey	Within existing resources	Summer 2009	Resort Services Manager & Estates Manager	Complete condition survey commissioned by the Foreshore Trust & report on future management options	M
4.2 Investigate alternative uses for Bottle Alley concrete structures	Within existing resources	Mar-10	Head of Projects + Head of Amenities & Resort Services	Investigate refurbishment options and/or commercial use of this space in conjunction with an external boardwalk (or similar) to regenerate this area	L
4.3 Establish ongoing safety surveys & maintenance awaiting refurbishment works	Within existing resources	Summer 2009	Resort Services Manager	Introduce alternating regime of annual inspections and safety works to ensure seafront structures, carparks and facilities under the promenade remain safe & open to the public.	H
4.4 Commence seafront railing replacement programme	Within existing resources	Summer 2009	Head of Projects	Large scale phased refurbishment works to replace existing railings on the upper promenade with low maintenance H&S compliant railings	M

Area for Improvement: 5. Introduce sustainable seafront planting					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
4.1 Implement sustainable seafront planting	Within existing resources	Autumn 2009	Amenities Manager	Deliver more sustainable seafront planting	L

Area for Improvement: 6. Develop Strategic Response to new Marine legislation					
Improvements identified and actions required	Resource Implications	Timescale for completion	Person(s)/ Agencies responsible	Outcome required & monitoring arrangements	Priority H, M, L
3.1 Produce member briefing on Marine Bill	Within existing resources	Summer 2009	Resort Services Manager	To ensure all members are aware of the implications of forthcoming legislation around the Marine Bill	M
3.2 Develop Marine Action Plan	Within existing resources	TBA	Resort Services Manager	To develop strategic responses arising from any new legislation.	M