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Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's minor modifications  
in addition to all minor modifications

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Appendix B – Development Management Plan (DMP)  
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## Contents

|  |           |
|--|-----------|
| List of figures  | 5         |
| List of tables   | 8         |
| Foreword   | 9         |
| <b>Section One – Introduction</b>                                | <b>11</b> |
| <b>Section Two - General and Development Management Guidance</b> | <b>15</b> |
| Part i) Overall Approach   | 16        |
| Part ii) General Guidance Policies                               | 18        |
| Part iii) Housing and the Community Policies                     | 27        |
| Part iv) Historic and Natural Environment Policies               | 30        |
| Part v) Economic Policies  | 43        |
| <b>Section Three - Site Allocations</b>                          | <b>57</b> |
| Introduction to Site Allocations                                 | 58        |
| Focus Area 1: Little Ridge & Ashdown                             | 60        |
| Focus Area 2: Greater Hollington                                 | 82        |
| Focus Area 3: Filsham Valley & Bulverhythe                       | 100       |
| Focus Area 4: St Helens  | 125       |
| Focus Area 5: Silverhill & Alexandra Park                        | 136       |
| Focus Area 6: Maze Hill & Burtons' St Leonards                   | 149       |
| Focus Area 7: Central St Leonards & Bohemia                      | 160       |
| Focus Area 8: Hastings Town Centre                               | 168       |
| Focus Area 9: Old Town   | 180       |
| Focus Area 10: West Hill   | 182       |
| Focus Area 11: Hillcrest & Ore Valley                            | 184       |
| Focus Area 12: Clive Vale & Ore Village                          | 204       |
| Focus Area 13: Hastings Country Park                             | 212       |

|  |     |
|--|-----|
| <b>Section Four - Implementation and Monitoring</b>              | 215 |
| <b>Section Five – Site Design Briefs</b>                         | 221 |
| Design Briefs for Focus Area 1: Little Ridge & Ashdown           | 224 |
| Design Briefs for Focus Area 2: Greater Hollington               | 227 |
| Design Briefs for Focus Area 3: Filsham Valley & Bulverhythe     | 229 |
| Design Briefs for Focus Area 4: St Helens                        | 233 |
| Design Briefs for Focus Area 5: Silverhill & Alexandra Park      | 235 |
| Design Briefs for Focus Area 6: Maze Hill & Burtons’ St Leonards | 237 |
| Design Briefs for Focus Area 7: Central St Leonards & Bohemia    | 238 |
| Design Briefs for Focus Area 8: Hastings Town Centre             | 239 |
| Design Briefs for Focus Area 11: Hillcrest & Ore Valley          | 240 |
| <b>Section Six – Glossary</b>                                    | 243 |
| <b>Section Seven – Index of Policies</b>                         | 249 |

Appendix B – Development Management Plan (DMP)  
 Written Statement incorporating Inspector's eight modifications  
 in addition to all minor modifications

## List of figures

| Figure number | Description   | Page |
|---------------|---|------|
| Figure 1      | Former Convent of Holy Child Jesus, Magdalen Road                     | 36   |
| Figure 2      | Old Town and The Stade Cultural Quarter                               | 52   |
| Figure 3      | White Rock and the America Ground Cultural Quarter                    | 53   |
| Figure 4      | Academic Cultural Quarter   | 54   |
| Figure 5      | Central St Leonards Cultural Quarter                                  | 55   |
| Figure 6      | The Planning Focus Areas  | 59   |
| Figure 7      | Focus Area 1- Little Ridge & Ashdown                                  | 60   |
| Figure 8      | LRA1 - Holmhurst St Mary  | 64   |
| Figure 9      | LRA2 - Harrow Lane Playing Fields                                     | 66   |
| Figure 10     | LRA3 - Land adjacent to 777 The Ridge                                 | 68   |
| Figure 11     | LRA4 - Old Roar House, Old Roar Road                                  | 70   |
| Figure 12     | LRA5 - Former Workplace Health & Fitness Centre, The Ridge West       | 71   |
| Figure 13     | LRA10 - Land north of Downey Close                                    | 73   |
| Figure 14     | LRA6 - Queensway North, Queensway                                     | 74   |
| Figure 15     | LRA7 - Land at the junction of The Ridge West and Queensway           | 76   |
| Figure 16     | LRA8 - Land in Whitworth Road, The Ridge West                         | 78   |
| Figure 17     | LRA9 - Marline Fields, Enviro21 Business Park, Land West of Queensway | 80   |
| Figure 18     | Focus Area 2 - Greater Hollington                                     | 82   |
| Figure 19     | GH2 - Mayfield E, Bodiam Drive  | 85   |
| Figure 20     | GH3 - Spyways School, Gillsmans Hill                                  | 87   |
| Figure 21     | GH4 - Mayfield J, Mayfield Lane                                       | 89   |
| Figure 22     | GH5 - Land at Redgeland Rise (Former Wishing Tree Nursery)            | 90   |
| Figure 23     | GH6 - Mayfield Farm, Mayfield Lane                                    | 92   |
| Figure 24     | GH13 - 133 Battle Road (Former Tivoli Tavern)                         | 94   |
| Figure 25     | GH8 - Sites PX and QX Churchfields                                    | 95   |
| Figure 26     | GH9 - Site NX2 Sidney Little Road, Churchfields                       | 97   |
| Figure 27     | GH10 - Site RX2, Sidney Little Road, Churchfields                     | 98   |
| Figure 28     | GH11 - Site NX3 Sidney Little Road, Churchfields                      | 99   |
| Figure 29     | Focus Area 3 - Filsham Valley and Bulverhythe                         | 100  |
| Figure 30     | FB1 - The Grove School  | 103  |
| Figure 31     | FB2 - Former West St Leonards Primary School                          | 105  |
| Figure 32     | FB3 - Seaside Road, West St Leonards                                  | 107  |
| Figure 33     | FB4 - Former Westerleigh School                                       | 109  |
| Figure 34     | FB5 - Former Hastings College, St Saviours Road                       | 111  |
| Figure 35     | FB6 - Cinque Ports Way (Former Stamco Timber and TA Centre)           | 113  |
| Figure 36     | FB7 - 123-125 West Hill Road (Former Malmesbury House)                | 115  |
| Figure 37     | FB8 - Former Westerleigh School, Playing fields                       | 117  |
| Figure 38     | FB9 - 190 Bexhill Road  | 118  |
| Figure 39     | FB10 - Land south of Crowhurst Road                                   | 119  |
| Figure 40     | FB13 - Hastings Garden Centre, Bexhill Road                           | 121  |
| Figure 41     | FB14 - Land north of 31 Fern Road                                     | 123  |
| Figure 42     | FB15 - Land north of 14 Fern Road                                     | 124  |

|           |  |     |
|-----------|--|-----|
| Figure 43 | Focus Area 4 - St Helens                               | 125 |
| Figure 44 | SH1 - Land adjacent to Sandrock Park, The Ridge        | 128 |
| Figure 45 | SH2 - Land at Osborne House, The Ridge                 | 130 |
| Figure 46 | SH3 - Hurst Court, The Ridge                           | 132 |
| Figure 47 | SH4 - Mount Denys, Pinehill and Ridgeway               | 134 |
| Figure 48 | Focus Area 5 - Silverhill & Alexandra Park             | 136 |
| Figure 49 | SAP1 - Horntye Park                                    | 139 |
| Figure 50 | SAP2 – Hollingsworth Garage, Braybrooke Road           | 141 |
| Figure 51 | SAP3 - 12-19 Braybrooke Terrace                        | 143 |
| Figure 52 | SAP4 - 347-349 London Road                             | 145 |
| Figure 53 | SAP5 - Silver Springs Medical Practice, Beaufort Road  | 146 |
| Figure 54 | SAP7 - Bilmore Corner, Battle Road                     | 147 |
| Figure 55 | SAP8 - 4 Wykeham Road                                  | 148 |
| Figure 56 | Focus Area 6 - Maze Hill & Burtons' St Leonards        | 149 |
| Figure 57 | MBL1 - Former Hastings College, Archery Road           | 152 |
| Figure 58 | MBL2 - 37 Charles Road West (Former Filsham Nurseries) | 154 |
| Figure 59 | MBL3 - Gambier House, West Hill Road                   | 155 |
| Figure 60 | MBL4 - West Hill Road Reservoir                        | 157 |
| Figure 61 | MBL5 - 27 Dane Road                                    | 158 |
| Figure 62 | MBL8 - Caple Ne Ferne, 2 Albany Road                   | 159 |
| Figure 63 | Focus Area 7 - Central St Leonards & Bohemia           | 160 |
| Figure 64 | CLB1 - 1-3 Chapel Park Road                            | 163 |
| Figure 65 | CLB2 - Taxi Office/B.R. Social Club, St Johns Road     | 164 |
| Figure 66 | CLB3 - Sorting Office site, Kings Road                 | 166 |
| Figure 67 | CLB4 - 4-5 Stockleigh Road                             | 167 |
| Figure 68 | Focus Area 8 - Hastings Town Centre                    | 168 |
| Figure 69 | HTC1 - Hastings Station Yard (part)                    | 171 |
| Figure 70 | HTC2 - Cornwallis Street Car Park                      | 173 |
| Figure 71 | HTC3 - The Observer Building                           | 175 |
| Figure 72 | HTC4 - 40 and 41 Wellington Square                     | 177 |
| Figure 73 | HTC6 - Priory Quarter, Havelock Road                   | 178 |
| Figure 74 | Focus Area 9 - Old Town                                | 180 |
| Figure 75 | Focus Area 10 - West Hill                              | 182 |
| Figure 76 | Focus Area 11 - Hillcrest & Ore Valley                 | 184 |
| Figure 77 | HOV1 - Former Stills Factory, Ore Valley               | 187 |
| Figure 78 | HOV2 - Ore Valley                                      | 189 |
| Figure 79 | HOV3 - Former Mount Pleasant Hospital, Frederick Road  | 191 |
| Figure 80 | HOV4 - The Cheviots/Cotswold Close                     | 193 |
| Figure 81 | HOV5 - 87-221 (odds) Farley Bank                       | 195 |
| Figure 82 | HOV6 - Ore Business Park, Farley Bank                  | 196 |
| Figure 83 | HOV7 - Upper Broomgrove Road                           | 198 |
| Figure 84 | HOV9 - 107 The Ridge (Simes & Sons)                    | 199 |
| Figure 85 | HOV11 - Ivyhouse Lane, Northern Extension              | 200 |
| Figure 86 | HOV12 - Land east of Burgess Road, Ivyhouse            | 202 |
| Figure 87 | Focus Area 12 - Clive Vale & Ore Village               | 204 |

|            |  |     |
|------------|--|-----|
| Figure 88  | CVO2 - Land west of Frederick Road   | 207 |
| Figure 89  | CVO4 - Church Street   | 209 |
| Figure 90  | CVO5 - 309-311 Harold Road   | 211 |
| Figure 91  | Focus Area 13 - Hastings Country Park  | 212 |
| Figure 92  | Design Brief for sites at Holmhurst St Mary (LRA1), Harrow Lane Playing Fields (LRA2) and Land adjacent to 777 The Ridge (LRA3)  | 224 |
| Figure 93  | Design Brief for Queensway North, Queensway (LRA6)   | 225 |
| Figure 94  | Design Brief for sites at Land at the junction of The Ridge West and Queensway (LRA7) and Land in Whitworth Road, The Ridge West (LRA8)  | 226 |
| Figure 95  | Design Brief for Mayfield E, Bodiam Drive (GH2)  | 227 |
| Figure 96  | Design Brief for sites at PX and QX Churchfields (GH8), NX2, Sidney Little Road, Churchfields (GH9), RX2, Sidney Little Road, Churchfields (GH10) and NX3, Sidney Little Road, Churchfields (GH11) | 228 |
| Figure 97  | Design Brief for The Grove School (FB1)  | 229 |
| Figure 98  | Design Brief for Former West St Leonards Primary School (FB2)  | 230 |
| Figure 99  | Design Brief for sites at Seaside Road, West St Leonards (FB3) and Cinque Ports Way (Former Stamco Timber and TA Centre) (FB6)   | 231 |
| Figure 100 | Design Brief for Former Westerleigh School (FB4)   | 232 |
| Figure 101 | Design Brief for sites at Land adjacent to Sandrock Park, The Ridge (SH1) and Hurst Court, The Ridge (SH3)   | 233 |
| Figure 102 | Design Brief for Mount Denys, Pinehill and Ridgeway (SH4)  | 234 |
| Figure 103 | Design Brief for Hollingsworth Garage, Braybrooke Road (SAP2)  | 235 |
| Figure 104 | Design Brief for 12-19 Braybrooke Terrace (SAP3)   | 236 |
| Figure 105 | Design Brief for Gambier House, West Hill Road (MBL3)  | 237 |
| Figure 106 | Design Brief for Taxi Office/B.R. Social Club, St Johns Road (CLB2)  | 238 |
| Figure 107 | Design Brief for Priory Quarter, Havelock Road (HTC6)  | 239 |
| Figure 108 | Design Brief for sites at Former Stills Factory, Ore Valley (HOV1) and Ore Valley (HOV2)   | 240 |
| Figure 109 | Design Brief for Former Mount Pleasant Hospital, Frederick Road (HOV3)   | 241 |
| Figure 110 | Design Brief for Ivyhouse Lane, Northern Extension (HOV11)   | 242 |

## List of tables

| Table number | Description   | Page |
|--------------|---|------|
| Table 1      | Residential, mixed use and other allocations for Little Ridge & Ashdown           | 63   |
| Table 2      | Employment allocations for Little Ridge & Ashdown                                 | 63   |
| Table 3      | Residential, mixed use and other allocations for Greater Hollington               | 84   |
| Table 4      | Employment allocations for Greater Hollington                                     | 84   |
| Table 5      | Residential, mixed use and other allocations for Filsham Valley & Bulverhythe     | 102  |
| Table 6      | Residential, mixed use and other allocations for St Helens                        | 127  |
| Table 7      | Residential, mixed use and other allocations for Silverhill & Alexandra Park      | 138  |
| Table 8      | Residential, mixed use and other allocations for Maze Hill & Burtons' St Leonards | 151  |
| Table 9      | Residential, mixed use and other allocations for Central St Leonards & Bohemia    | 162  |
| Table 10     | Residential, mixed use and other allocations for Hastings Town Centre             | 170  |
| Table 11     | Employment allocations for Hastings Town Centre                                   | 170  |
| Table 12     | Residential, mixed use and other allocations for Hillcrest & Ore Valley           | 186  |
| Table 13     | Employment allocations for Hillcrest & Ore Valley                                 | 186  |
| Table 14     | Residential, mixed use and other allocations for Clive Vale & Ore Village         | 206  |
| Table 15     | Implementation and Monitoring Framework   | 217  |
| Table 16     | Development Management Plan Index of Policies                                     | 250  |

Appendix B – Development Management Plan (DMP)  
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## Foreword

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

We need to make sure that the regeneration of our town continues, and that economic growth and prosperity are at the heart of our plan. But we also need to protect the heritage of Hastings, in terms of both historic buildings and open spaces, while ensuring new development is of the highest possible quality, particularly in our town centres and seafront.



At first sight, these principles might seem to be at odds. But to maximise the economic opportunities for our town and its residents, we need to make Hastings an attractive and desirable place to visit, live, and do business.

This Development Management Plan delivers the strategic policies and proposals already set out in the adopted Hastings Planning Strategy (2014), and shows clearly how, where and what kind of development should take place. Policies in the plan strengthen our ability to secure genuinely sustainable development, supporting the protection and improvement of our valuable natural and built environment, whilst providing enough land to build the new homes and employment space we need.

So this plan is important: it will affect dramatically how the town changes in the coming years. It will shape the look, feel and prosperity of Hastings not just for us, but for generations to come. The dialogue that we have had with the community up to this point has been very important in shaping this document, and will ensure that the Development Management Plan plays its part in making Hastings Borough the place to live, work and visit.

**Councillor Peter Chowney**

Leader of the Council

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# Section One – Introduction



# Introduction

## Background

- 1.1 Hastings Borough Council is in the process of producing a series of documents that will guide the future planning of the town. Together, these documents form the new Hastings Local Plan.
- 1.2 The Hastings Planning Strategy was adopted in February 2014. This is the overarching strategic document that provides a long-term plan to deliver regeneration and sustainable growth in the town over the next 15 years.
- 1.3 This document is the Development Management Plan – the second key document prepared as part of the Local Plan process. Its purpose is to set out clear policies to help shape the design and construction of new development and to allocate sites to deliver the overarching policies in the Planning Strategy. It therefore shares the same strategic objectives as the Planning Strategy, which are:

- Objective 1: Achieve and sustain a thriving economy
- Objective 2: Ensure everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live
- Objective 3: Safeguard and improve the town's environment
- Objective 4: Addressing the impacts of climate change
- Objective 5: Supporting sustainable communities
- Objective 6: Provision of an efficient and effective transport system
- Objective 7: Making best use of the Seafront and promoting tourism

## What have we done so far?

- 1.4 We have gone through several stages of preparation and consultation in developing this final version of the Development Management Plan.

## Early engagement

- 1.5 Early and informal public consultation was undertaken in 2010 as part of the "Big Map" exercise. This helped to identify issues and opportunities concerned with potential sites for development in the town, to feed into the drafting of the document itself. A report on how the consultation was undertaken and the comments received is available at [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/the\\_big\\_map/](http://www.hastings.gov.uk/environment_planning/planning/localplan/the_big_map/).

## The draft Development Management Plan

- 1.6 We consulted on a draft Development Management Plan during February and April 2012. This built on earlier consultation as part of the Big Map exercise, and contained 'rough draft' suggested policies and options to help facilitate debate, and to help determine which options to proceed with.
- 1.7 Between July and August 2012, we undertook a 'focused' consultation on some additional sites and policy issues that had not previously been consulted upon. Comments were invited on these additional sites and policies only.
- 1.8 Between January and April 2013 we also consulted on the Proposed Submission version of the Development Management Plan, with the intention of submitting it to the Government for Independent Examination. The outcome of that consultation however, suggested that further amendments to the Plan could be made to help ensure it would be made Sound and Legally Compliant by the Inspector during Examination in public.

- 1.9 A further round of consultation was therefore undertaken on the Revised Proposed Submission version of the Development Management Plan between March and April 2014. This revised version was formally submitted to the Government for Independent Examination in July 2014, and following additional consultation on the Inspector's Preliminary Findings and associated Main Modifications, was found Sound and Legally Compliant by the Inspector in May 2015, subject to the incorporation of the inspector's recommendations, and adopted by the Council in September 2015.

## Confused by the Plan?

- 1.10 We have done our best to keep jargon and technical terms to a minimum, and a glossary of terms is provided in Section Six. If you would like further clarification, please contact us on 01424 451098 or via [fplanning@hastings.gov.uk](mailto:fplanning@hastings.gov.uk) and we will try to help.
- 1.11 You can find further information about the Development Management Plan and the wider Local Plan process by looking on our website at: [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/](http://www.hastings.gov.uk/environment_planning/planning/localplan/)

## Structure of this document

- 1.12 The remainder of this document is set out as follows:

### Section Two - General and Development Management Guidance

- 1.13 This section is divided into five parts:

- Part i) Overall Approach
- Part ii) General Guidance Policies – general policies considered in the assessment of planning applications, covering design, access, ground conditions and more
- Part iii) Housing and the Community Policies – covering issues such as the conversion of houses and community facilities
- Part iv) Historic and Natural Environment Policies – identifying areas in the town based on their historic or nature conservation importance or value
- Part v) Economic Policies – aimed at protecting retailing, employment and other economic activities

### Section Three – Site Allocations

- 1.14 Section Three of this document sets out individual site policies for sites that have been identified to meet our overall housing and employment needs. These are organised by Planning Focus Area<sup>1</sup>. A brief description of the site is followed by a site policy that takes account of requirements of Planning Strategy policies and other policies in the Development Management Plan. However, each proposal will be judged on its own merits and other policies not listed may also still apply, as will prevailing Government guidance.

### Section Four – Implementation and Monitoring

- 1.15 The monitoring and implementation section shows how we will monitor the effectiveness of the Development Management Plan in delivering its objectives by assessing its performance against a series of indicators.

### Section Five – Site Design Briefs

- 1.16 For some of the larger or more complex site allocations, there are more detailed maps to add detail to the words in the main body of this document. They illustrate how the site might be planned and managed to find solutions to identified issues.

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1 Planning Focus Areas were introduced by the Planning Strategy. They are areas where there is an identifiable community or where landscape or function means that they make a logical area for area-based planning. To see the boundaries of the focus areas please see Chapter 4 of the Planning Strategy.

## Section Six - Glossary

- 1.17 We have tried to keep jargon and technical terms to a minimum, but have also included an explanation of some of the terms used in a glossary.


## Section Seven - Index of policies

- 1.18 This is a list of all the policies included in the Development Management Plan for reference.

## The evidence base and supporting documents

- 1.19 We are required to prepare supporting documents that demonstrate the evidence used to support Plan policies, how the Plan will be delivered, and also how the principles of sustainability have been taken into account in its preparation. Full details of all of these documents, including the accompanying Sustainability Appraisal Report are available on our website at [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/documents](http://www.hastings.gov.uk/environment_planning/planning/localplan/documents) and [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/sustainability/](http://www.hastings.gov.uk/environment_planning/planning/localplan/sustainability/)

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## Section Two – General and Development Management Guidance

Part i) Overall Approach

Part ii) General Guidance Policies

Part iii) Housing and the Community Policies

Part iv) Historic and Natural Environment Policies

Part v) Economic Policies

# Part i) Overall Approach

## Overall approach

- 2.1 All development proposals will be determined in accordance with the provisions of the Development Plan – the Hastings Local Plan comprising the Hastings Planning Strategy and the Development Management Plan, unless material considerations indicate otherwise. Those material considerations could include the National Planning Policy Framework (NPPF) with its emphasis on sustainable development and any neighbourhood plans where they exist. Particular requirements are set out for the development of each allocated site.
- 2.2 The purpose of this Plan is to guide the determination of planning applications that are presented to the Council. Any scheme to be considered by the Council will be determined using both the Planning Strategy and its policies for overall sustainable growth in the Borough, and the policies in this Development Management Plan. In particular, specific consideration should be given to design, amenity and access that are appropriate to the scheme and to its locality. The solutions to these issues should be described to the Council as part of the application process.
- 2.3 The aim is to help individuals and businesses create good schemes with sufficient flexibility to achieve the best outcomes for themselves, their neighbours and the wider community.
- 2.4 If the relevant policies of both the Planning Strategy and this Development Management Plan are not adhered to in applications for planning permission then it is likely that that application will be refused or opposed.

### **Policy LP1 – Considering Planning Applications**

All development applications will be determined using national guidance (particularly contained in the National Planning Policy Framework) and the policies of the Hastings Local Plan unless there are material considerations that indicate otherwise.

The policies of the Local Plan are those contained within the Planning Strategy, Development Management Plan and any other Local Development Document produced (including Supplementary Planning Documents and any neighbourhood plans where they exist). The spatial extents of the policies are also shown on the Policies Map.

All policies of the Local Plan will be considered in the decision making process as appropriate to the proposal presented. As outlined in both national guidance and the Planning Strategy; the Council will make a presumption in favour of sustainable development that avoids adverse impacts upon the natural and built environment and increases social inclusion.

Some of the allocated sites in the Development Management Plan are supported by design briefs that will give additional detail to the associated site policy.

Affordable housing will be expected with every housing development site where there is a net increase in the number of homes. Affordable housing should be well-integrated with market housing in terms of site layout, appearance, detailed design, build quality and materials. With regard to housing mix, large scale development will be expected to deliver a mix of tenure and dwelling types within the scheme. On smaller schemes applicants will need to consider the tenure and housing mix in the locality and show how their development can contribute to increasing housing choices in terms of household sizes and the ages and incomes of possible residents.

When making planning decisions and advising applicants the Council will take advice, as appropriate, from partner organisations including Rother District Council, East Sussex County Council, the Environment Agency, Historic England, Natural England or their successor bodies and utility providers to ensure that all development is acceptable and adequately serviced.

Development proposals will need to show careful consideration of the transport impact onto



## Policy LP1 – Considering Planning Applications (continued...)

and off locally important routes, particularly along The Ridge. The delivery of appropriate and effective mitigation will be required in conjunction with the proposed development coming forward. The traffic impact will be monitored over the Plan period and data will be available from the County Council's transport monitoring programme.

- 2.5 Part of the planning application process includes the requirement for supporting documents to be provided with an application before it can be validated (i.e. accepted as complete). To view what is required in support of an application, please see the validation checklist available at: [http://www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/app\\_forms\\_guidance\\_notes/](http://www.hastings.gov.uk/environment_planning/planning/info_advice/app_forms_guidance_notes/).
- 2.6 The Council provides a high quality pre-application advice service to those customers who are seeking professional advice as to the likely acceptability of development proposals. The Council has a Planning Performance Agreement (PPA) in place to provide a project management framework for handling a significant major planning application from the pre-application stage through to its determination. Further advice is available at [www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/pre\\_app\\_advice](http://www.hastings.gov.uk/environment_planning/planning/info_advice/pre_app_advice).
- 2.7 The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and the NPPF (paragraph 192) set out the circumstances in which an Environmental Impact Assessment (EIA) is required. Where relevant, the Screening for an EIA will be undertaken as part of the national validation requirements.

## Householder applications

- 2.8 The majority of enquiries to the Council about planning issues concern homes; often the questions relate to whether a proposal requires permission. Not all changes require planning permission; there are some things that occupiers/householders are allowed to do (including within the curtilage or garden) without the need for planning permission<sup>2</sup>.
- 2.9 To find out if you need planning permission please visit: <http://www.planningportal.gov.uk> or, for further information, contact Hastings Borough Council's Development Management Team by telephone on 01424 451090 or email [dcenquiries@hastings.gov.uk](mailto:dcenquiries@hastings.gov.uk). Further advice is available at <http://planningguidance.planningportal.gov.uk/blog/guidance/before-submitting-an-application/>
- 2.10 The Council has information and advice available online at [http://www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/app\\_forms\\_guidance\\_notes/](http://www.hastings.gov.uk/environment_planning/planning/info_advice/app_forms_guidance_notes/), and has produced a Supplementary Planning Document (SPD), specifically for householder applications concerning design and sustainability. This is available at [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/spd/](http://www.hastings.gov.uk/environment_planning/planning/localplan/spd/).
- 2.11 Planning application forms, guidance notes and validation checklists are available at: [http://www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/app\\_forms\\_guidancenotes/](http://www.hastings.gov.uk/environment_planning/planning/info_advice/app_forms_guidancenotes/).
- 2.12 Most planning applications are decided within 8 weeks unless they are major applications (being large or complex) – in which case the time limit is extended to 13 weeks. If an EIA is required the time limit is extended to 16 weeks. The Council will seek consent from the applicant to extend the statutory time limit for any type of application if it cannot determine the application within the specified number of weeks. All applicants are encouraged to seek pre-application advice before submitting their planning application.
- 2.13 Information on the right of appeal against Local Authority decisions on planning permission and other planning decisions, such as advertisement consent, listed building consent, prior approval of permitted development rights, and enforcement is available at <http://planningguidance.planningportal.gov.uk/blog/guidance/appeals/>.
- 2.14 The Council has a proactive approach to enforcement issues in accordance with Government Guidance available at <http://planningguidance.planningportal.gov.uk/blog/guidance/ensuring-effective-enforcement/>.
- 2.15 The NPPF requires a site-specific flood risk assessment (FRA) to be prepared to assess the flood risk to and from a development site where there is a risk of flooding. Applicants considering preparing an FRA should take advice from the Environment Agency.

<sup>2</sup> Under the Town and Country Planning (General Permitted Development) Order as amended

## Part ii) General Guidance Policies

### Design

- 2.16 Urban design is about making connections between people and places. It brings together the many strands that make up a place: environmental stewardship, social equity and economic viability. The aim is to create places with distinct beauty and identity. Urban design is derived from planning and policy writing, architectural design, development economics, engineering and landscape. But it goes beyond the single aspect of each of these disciplines and it draws them together creating a vision for a building, site or area that is as much about the usability and sustainability of development as it is purely about aesthetics.
- 2.17 When development does take place, it is important that it has regard for local character and it achieves a good standard of design. The use of resources and impacts on the environment and the community should also be considered. Allowing some flexibility in the form a development might take, can sometimes however, result in more imaginative and innovative schemes being built.
- 2.18 There is much guidance available on the subject of design and the Council will have regard to this where appropriate, in particular from The Design Council. It is important to note that design is a dynamic and changing field, and it is not felt appropriate to write into policy now, what might become outdated during the life of this Plan. Instead plans submitted to the Council should show consideration, appreciation and inclusion, where appropriate, of the latest design guidance and best practice, but crucially, set within the context of Hastings Borough, but also the locality where a scheme is proposed.
- 2.19 Chapter 6: Developing Sustainable Communities in the Planning Strategy describes what Hastings Borough Council's expectations are, especially in terms of carbon and energy efficient buildings and construction. The following policy, DM1, should be read with particular reference to policies of that chapter.
- 2.20 Policy SC7 of the Planning Strategy is also of particular importance to consider as it requires that the proposals are in accordance with the Strategic Flood Risk Assessment (SFRA) and that they are subject to the sequential test, seeking to avoid development in flood risk areas before considering mitigation measures.
- 2.21 Outlined in the Planning Strategy Policy CI1, are the Council's likely infrastructure requirements to support new development and these should also be integrated into the design of proposals at an early stage, together with, where appropriate, the inclusion of children's play facilities in accordance with Policy CI3. For further information on the Council's expectations for community infrastructure please see Chapter 10 of the Planning Strategy.
- 2.22 As well as the Policy DM1 (and where appropriate DM2) of this Plan, the potential impact of a scheme on the built and historic environment should be considered with reference to the environmental policies of the Planning Strategy, and Part iv) Historic and Natural Environment, of this Plan.
- 2.23 Policies H1, H2 and H3 within the Planning Strategy, should also be read in conjunction with Policy DM1. For further information on the Council's expectations for housing please see Chapter 8 of the Planning Strategy.
- 2.24 In addition to the more general issues described up to this point, in Hastings, because of its unique combination of heritage, ecology, topography, townscapes and landscape, it is also important to consider:
- a) the selection of appropriate materials – these should have regard to the area's character and the Council's objectives for sustainability. This would include, where appropriate, the re-use of materials; and
  - b) the use of plant and tree species for landscaping and border treatments, appropriate to the local area;
  - c) views of a development – these should be considered both from close by and from a wider area. The particular topography of the Borough means that there are many areas that are visually prominent, but there are also those areas that have an unexpected prominence; there can be 'glimpse views' of places like the castle and these should be given the same consideration. The impact upon protected areas of countryside must also be considered, like the Country Park and the nearby High Weald Area of Outstanding Natural Beauty;

## Part ii) General Guidance Policies

- d) Particular attention should be given to the 'gateways' into developments to reinforce a sense of character and distinctiveness.
- 2.25 In order that the overall design of a proposal is considered as well as all the various aspects that are required to achieve good design, Policy DM1 lists those things, in no particular order, that will be considered important to achieve a good and appropriate scheme. Policy DM2 considers the specific case of proposals for telecommunication installations.

### **Policy DM1 – Design Principles**

All proposals must reach a good standard of design, which includes efficient use of resources, and takes into account:

- a) protecting and enhancing local character;
- b) showing an appreciation of the surrounding neighbourhood's historic context, street patterns, plot layouts and boundaries, block sizes and scale, height, massing and materials;
- c) good performance against nationally recognised best practice guidance on sustainability, urban design and place-making, architectural quality and distinctiveness;
- d) the layout and siting of buildings to make efficient use of land, the orientation of frontages to achieve attractive streetscapes and to best take into account the effects of solar gain;
- e) an assessment of visual impact, including the height, scale, and form of development that should be appropriate to the location, especially given the complex topography of the Borough and the need, in some instances, to consider the visual effect from key viewpoints. This is particularly important when there are potential impacts upon areas of heritage and/or landscape value as outlined in the Planning Strategy (this could include a landscape assessment where appropriate).

Supplementary Planning Documents provide further detail to this policy.

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

- SC1: Overall Strategy for Managing Change in a Sustainable Way
- SC2: Design and Access Statements
- SC3: Promoting Sustainable and Green Design
- SC4: Working Towards Zero Carbon Development
- SC5: District Heating Networks and Combined Heat and Power Systems
- SC7: Flood Risk
- EN1: Built and Historic Environment
- EN2: Green Infrastructure Network
- EN3: Nature Conservation and Improvement of Biodiversity
- EN7: Conservation and Enhancement of Landscape
- EN8: Open Spaces – Enhancement, Provision and Protection
- H1: Housing Density
- H2: Housing Mix
- H3: Provision of Affordable Housing
- CI1: Infrastructure and Development Contributions
- CI3: Children's Play Provision

## Telecommunications technology

- 2.26 Modern telecommunications systems have grown rapidly in recent years with more than two thirds of the population now owning a mobile phone. Mobile communications are now considered an integral part of the success of most business operations and individual lifestyles. With new services demand for new telecommunications infrastructure is continuing to grow. We are keen to facilitate this expansion whilst at the same time minimising any environmental impacts. It is our policy to reduce the proliferation of new masts by encouraging mast sharing and siting equipment on existing tall structures and buildings.

### **Policy DM2 – Telecommunications Technology**

In accordance with Government advice, if a proposed installation meets the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines for public exposure then it will not be necessary to consider further health aspects and concerns.

Prior approval for the siting and appearance of antennae will be given and full planning permission granted for telecommunications installations provided that the following criteria are met:

- a) the siting and appearance of the proposed apparatus and associated structures should seek to minimise impact on the visual amenity, character or appearance of the surrounding area in accordance with Policy DM1, above, and where appropriate HN1;
- b) if on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact to the external appearance of the host building;
- c) if proposing a new mast, it should be demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the Council;
- d) if proposing development in a sensitive area, the development should not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic significance;
- e) when considering applications for telecommunications development, the Council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

SC2: Design and Access Statements

SC7: Flood Risk

EN1: Built and Historic Environment

EN2: Green Infrastructure Network

EN3: Nature Conservation and Improvement of Biodiversity

EN7: Conservation and Enhancement of Landscape

EN8: Open Spaces – Enhancement, Provision and Protection

#### **Amenity**

- 2.27 Amenity is a broad term that can encompass protection from unacceptable impacts on an area as a whole or on neighbouring occupants, for example avoiding loss of privacy, overshadowing and loss of daylight.

## Part ii) General Guidance Policies

- 2.28 Amenity also includes layout and proportions (internal and external) of buildings. Amenity is a term that is used to describe the spaces between buildings, the public spaces that, when well maintained, help to increase a person's sense of wellbeing. Amenity, then, is a crucial issue to consider with proposals and Policy DM3 offers guidance towards the Council's expectations.
- 2.29 The management of the spaces between buildings can also help to contribute to objectives of environmental sustainability. Green infrastructure, Policy EN2 of the Planning Strategy, is a crucial part of development proposals that can safeguard biodiversity, natural features and wildlife habitats.
- 2.30 Despite differences in size, tenure and density, it is important that all homes in the Borough are of high quality. This is, indeed, also Objective 2 of the Planning Strategy and, as such, amenity is closely linked to Policies SC1, SC2, H1 and H2 of the Planning Strategy.
- 2.31 As well as the design Policy DM1, Policy DM3 also provides guidance, in no particular order, towards what the Council believes to be a decent home that safeguards the amenity of its inhabitants, neighbours and the local community.
- 2.32 The Council may deem it necessary to reference national guidance on housing quality, particularly that from the Homes and Communities Agency (HCA), who cite the Housing Quality Indicators of 2008 as a good grounding for assessing the standard of proposed new homes. As with design, this is a dynamic and changing subject area. It is, however, considered that a standard for internal space that is appropriate in new build housing is to provide at least a minimum of liveable space. The management and orientation of that space can be negotiated on a site specific basis.
- 2.33 Advertising can look unattractive if poorly executed. Badly designed, very bright or inappropriately sited signs can detract from the character of a building or street. The effects of advertisement on the amenity and highway safety will be carefully considered before express consent will be given. The Council has an adopted Supplementary Planning Document - Shopfronts and Advertisements (2007), which has been programmed for updating in the current Local Development Scheme (LDS).

### **Policy DM3 – General Amenity**

**In order to achieve a good living standard for future users of proposed development and its neighbours it should be demonstrated that amenity has been considered and appropriate solutions have been incorporated into schemes. Permission will be given for development where:**

- a) the use of the scale, form, height, mass, and density of any building or buildings, reduces or avoids any adverse impact on the amenity (privacy, over shadowing, loss of daylight) of neighbouring properties;
- b) there is adequate space for storage of waste and the means for its removal (where appropriate, turning areas for refuse vehicles). This includes provision for the general management of recyclable materials. Space will also be required for necessary servicing areas, ancillary structures and landscaping;
- c) there is a means of landscaping that contributes to crime prevention; a permeable and legible green infrastructure network of routes and spaces to create a public realm that is attractive, overlooked and safe;
- d) considerate design solutions for the spaces between and around buildings are shown. This should respect the character of the surroundings; a well-designed scheme in terms of private, semi-private and public open space, to include, where appropriate, the provision of public art;
- e) arrangements are in place for the future maintenance of any public areas;
- f) dwellings are designed to allow residents to live comfortably and conveniently with sufficient internal space. The guidelines for minimum internal floor areas are: 1 bedroom/2 person 51m<sup>2</sup>; 2 bedroom/3 person 66m<sup>2</sup>; 2 bedroom/4 person 77m<sup>2</sup>; 3 bedroom/5 person 93m<sup>2</sup>; 4 bedroom/6 person 106m<sup>2</sup>;

### **Policy DM3 – General Amenity (continued...)**

- g) appropriate levels of private external space are included, especially for larger homes designed for family use (dwellings with two or more bedrooms). In respect of proposed family dwellings the Council would expect to see the provision of private garden space (normally at the rear), of at least 10 metres in length;**
- h) it can be adequately demonstrated that there is no safety risk to the public, and that development is appropriately protected from any existing facilities that may affect amenity; for example busy roads, waste water treatment works etc;**
- i) outdoor advertisements and signs do not detrimentally affect the appearance of any building(s) and/or the surrounding area and do not result in a danger to the public highway.**

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

SC2: Design and Access Statements

EN2: Green Infrastructure Network

H1: Housing Density

H2: Housing Mix

#### **Access**

- 2.34 When new development is proposed, the ways that people move on and off and through the site are important considerations. The impact on existing transport networks from completed schemes is also an important matter. Particular consideration might need to be given to roads in the town that are, as yet, unmetalled, as further development that uses these roads for access could create a situation that would lead to their deterioration.
- 2.35 Design and Access Statements are a prerequisite of certain planning applications, and are required by Policy SC2 of the Planning Strategy. They should explain how proposals are capable of successful integration onto a particular site. Consideration should go beyond the strict boundaries of the site in order to appreciate how people move between different places and how various uses connect together.
- 2.36 Where existing transport infrastructure is inadequate to meet the needs of new development, planning conditions or development contributions will be used to ensure that developments are made acceptable through securing the provision of necessary improvements.
- 2.37 Whilst acknowledging its importance to modern life, designs that put further reliance on travel by private car alone should be discouraged. The provision of car parking in developments must not lead to vehicles having an overbearing effect on the streetscape. Policy T3 of the Planning Strategy advocates the promotion and increased use of sustainable forms of transport and to support this, proposals should include clear access to and routes for alternative modes of transport to the car. This will also support the strategic cycle network through Hastings Borough. Proposals for larger schemes are likely to require travel plans in accordance with Policy T4 of the Planning Strategy. For further information on the Council's transport infrastructure please see Chapter 11 of the Planning Strategy.
- 2.38 Parking provision in connection with a specific development is the responsibility of the developer. East Sussex County Council has produced guidance that has now been adopted by Hastings Borough Council as a Supplementary Planning Document (SPD). This sets out the thresholds for provision of parking spaces and is available at [www.hastings.gov.uk/environment\\_planning/planning/localplan/spd/parking\\_provision/](http://www.hastings.gov.uk/environment_planning/planning/localplan/spd/parking_provision/).
- 2.39 The Council will apply the Parking Provision in New Developments SPD when considering development proposals. There is also national guidance on access issues available, such as, from the Design Council and the Homes and Communities Agency. The Council will also have regard to this advice where appropriate.
- 2.40 Policy DM4 below describes in no particular order, those matters that the Council expects to see included in development proposals.

# Part ii) General Guidance Policies

## Policy DM4 – General Access

Attention must be paid, not only to the access onto the site, but also access within all parts of any resultant development. Planning permission will be granted provided that:

- a) safe access into (and within) the development for all users is provided, and is accompanied by a Transport Assessment Statement or Report where appropriate. Hastings Borough Council will take advice from the local Highway Authority (East Sussex County Council) when taking decisions on this point;
- b) public transport provision, pedestrian and cycle access are promoted and enhanced, and where appropriate, pedestrian and cycle routes are incorporated into and through sites to aid connectivity and safety;
- c) provision for non-car based modes of transport have been shown to be considered and included as appropriate in the development of the site;
- d) parking standards set out in the adopted Parking Provision in New Developments Supplementary Planning Document (or any future replacements) are complied with;
- e) development that would generate additional traffic on an un-metalled carriageway, will be required to bring the road up to an acceptable standard and for it to remain private or alternatively to be brought up to an adoptable standard capable of adoption by the Highway Authority. This requirement will be secured through a legal agreement;
- f) good accessibility is provided for all, especially for people with a physical or sensory impairment;
- g) powered lift systems are installed to all floors for any new buildings (except a single dwelling house) of three storeys or more. The lifts should be designed to allow for their use by disabled people and particularly those who use wheelchairs;
- h) good performance against nationally recognised best practice guidance on internal building design and layout is achieved.

## Relationship to the Planning Strategy (2014)

### Policies:

SC2: Design and Access Statements

T3: Sustainable Transport

T4: Travel Plans

## Ground conditions

- 2.41 Where a site is affected by contamination or instability, responsibility for a safe development rests with the developer and local authorities cannot refuse planning permission on these grounds alone. National planning guidance states that to prevent unacceptable risks from pollution and land instability, local authorities should ensure that the development is appropriate for its location and that the site itself is suitable for its new use taking account of ground conditions and land instability (paragraphs 120 and 121 of the NPPF).
- 2.42 The NPPF also requires planning authorities to seek to ensure that when remediation measures are undertaken, the land should, post development, not be capable of being determined as 'contaminated land' under Part IIA of the Environmental Protection Act 1990 (Paragraph 121). The Planning Authority therefore needs to be satisfied that, where it is necessary, ground conditions and contaminants have been fully taken into account in proposals for development.

- 2.43 Conditions will be applied to planning decisions that will prevent the commencement of development until the Council is satisfied that ground conditions and any identified remediation or mitigation measures are acceptable for it to begin. These conditions will be in accordance with Policy DM5 below, and should be read in conjunction with Policies SC1, and where appropriate SC2, of the Planning Strategy.

### **Policy DM5 – Ground Conditions**

**In order to protect human health and water quality, planning permission will not be granted unless assessments of existing ground conditions are undertaken, and details submitted to the Local Planning Authority under the following circumstances:**

#### **Land instability**

- a) On land potentially subject to instability (such as steeply sloping sites or in areas with a history of land instability), convincing supporting evidence (from a relevant and suitably qualified professional) must be supplied before planning permission is granted. This evidence is to show that any actual or potential instability can be overcome through appropriate remedial, preventative or precautionary measures. At the application stage, for those sites with a history of instability, information about the extent of remediation and/or mitigation measures will be required. Any further detail that may be required will be conditioned.

#### **Contaminated land**

- b) Proposals for sites known or suspected to be contaminated (through previous or historical uses) must be submitted with suitable ground investigation reports. New developments within 250 metres of a landfill site or land suspected of contamination will require investigation and demonstration that development is acceptable. At the application stage information about the extent of remediation and/or mitigation measures will be required. Any further detail that may be required will be conditioned.

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

SC2: Design and Access Statements

### **Pollution and hazards**

- 2.44 Where a development has the potential to create pollution to land or water environments, it is important to consider this at an early stage to keep its effects to a minimum. Lighting, noise, odour, hazardous and non-hazardous substances and airborne particulates are all potential pollutants and their impact in new development must be properly assessed. Airborne pollutants are a particular issue in the Air Quality Management Area in Bexhill Road/Bulverhythe.
- 2.45 There are a number of water courses and wetland habitats in Hastings and, of course, the Borough is next to the sea. Development will be expected to avoid adverse impacts to water quality and applications will be expected to be accompanied by surveys and mitigations measures where appropriate. Advice will be sought as necessary from Natural England and/or the Environment Agency. To help protect ecology, and the viability of important local businesses, the Council will seek to preserve local sea water quality and further information on this can be obtained from the Inshore Fisheries Conservation Authority (IFCA).
- 2.46 Sometimes pre-existing sources of pollution or specific hazards need to be taken into account when proposals are made. In these cases the Health and Safety Executive (HSE) are able to advise potential applicants about these. The Council will use the advice of the HSE in its decision making process. Any site that needs to use or store hazardous substances, requires hazardous substances consent (HSC) before it can operate. Further advice is available at <http://planningguidance.planningportal.gov.uk/blog/guidance/hazardous-substances/>.



# Part ii) General Guidance Policies

2.47 Policy DM6 sets out the Council's expectations for minimising of pollution from development. This policy should be read in conjunction with Policy SC1 and where appropriate, SC2 of the Planning Strategy.

## **Policy DM6 – Pollution and Hazards**

In order to protect human health and water quality planning permission will only be granted for development providing:

- a) external lighting proposals avoid unnecessary light pollution beyond the specific area intended to be lit;
- b) the level of airborne pollutants caused by the proposed development does not exceed statutory guidelines, unless appropriate mitigation measures are agreed;
- c) noise and odour that is detrimental to neighbouring and/or local amenity is kept to a practical minimum; appropriate means of assessment may be required;
- d) appropriate pollution control measures are incorporated where necessary to protect the quality of both ground and surface waters;

Applicants will be required to supply convincing supporting evidence (from a relevant and suitably qualified professional) that any actual or potential pollution can be overcome through appropriate remedial, preventative or precautionary measures. For an application involving the use or storage of hazardous substances, a separate consent has to be sought from the Hazardous Substances Authority.

Where appropriate, the Local Planning Authority will consult the Health and Safety Executive on applications near “notifiable installations” (examples include high pressure gas mains and overhead power cables). The determining factors are the distance, risks and nature of the proposal.

## **Relationship to the Planning Strategy (2014)**

### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

SC2: Design and Access Statements

## **Water resource availability**

- 2.48 The use and management of water resources (rivers, lakes, wetlands, underground aquifers etc) in Hastings and how developments might affect them are matters that need to be taken into consideration in accordance with guidance from the Environment Agency.
- 2.49 Flood Risk as an issue is covered by Policy SC7 of the Planning Strategy.
- 2.50 The availability of water resources and the impact of increased abstraction on environmental water needs will be taken into account in the determination of development proposals. A licence may be required for water abstraction and this should be sought from the Environment Agency.
- 2.51 The Council will work with applicants and advice will be taken as necessary from the Environment Agency and/or Natural England about the impact upon the availability of water. The impacts could be to the needs of navigation, fisheries, recreation and nature conservation.
- 2.52 Policy DM7 sets out the expectation of the Council in the specific circumstances of development that has the potential to have an impact on the availability of water resources. The quality of water resources (i.e. pollution by hazardous and non-hazardous substances) is dealt with in Policy DM6 above.

### **Policy DM7 – Water Resource Availability**

The protection of ground water sources and reserves (rivers, lakes, reservoirs and underground aquifers) is important. Therefore, development will be permitted that can demonstrate the availability of ground water resources will not be threatened. Development will not be permitted within areas where there is significant risk to ground water resources (such as Source Protection Zones) in accordance with the records of the Environment Agency.

Development may have a local impact upon water resources in Hastings. In considering planning applications, the Council will have regard to the impact of the development on overall availability of water in the town. This particularly will be the case where the end user will have abnormally high water consumption, for example, as part of a manufacturing process.

Consideration will also be given to possible environmental effects of development. The Council will seek to ensure that development does not cause unacceptably low river flows or the drying out of wetlands on or off the site. In order to assess the impact of a development on water resources, in appropriate cases the Council will seek advice from the relevant body, the Environment Agency or Southern Water.

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

Appendix B – Development Management Plan (DMMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

# Part iii) Housing and the Community Policies

## Part iii) Housing and the Community Policies

### Conversion of dwellings

- 3.1 It is an aim of the Planning Strategy to both increase the supply of new dwellings and at the same time promote an appropriate mix of dwellings types and sizes in the Borough, with an emphasis on increasing the supply of larger and family sized units. Policy SC1 of the Planning Strategy seeks to meet the housing needs of all sectors of the community. This can be achieved through new development and/or the conversion of existing dwellings. The conversion of large single dwelling houses into flats can provide a useful source of new dwellings, but at the same time care needs to be taken to ensure that valuable family housing is not lost or, that as a result of inappropriate conversions poor living environments are created either for the occupiers of such units or existing neighbouring residents. Policy H2 of the Planning Strategy requires housing developers to have regard to housing mix in new development. Even in a conversion scheme there is the potential to provide good quality family accommodation.
- 3.2 Policy HC1 supports the Planning Strategy policies with regard to housing mix and quality. Judgements about a house and whether it should be retained as a single dwelling will be made based on the existing number of bedrooms within the dwelling, and amenity factors such as whether the proposed layout of rooms reflects, as far as practicable, the existing room layout. The subdivision of floorspace to create internal rooms to provide facilities will not normally be acceptable, for example. Also, the desirability, particularly in Conservation Areas, and necessity (in respect of family dwellings) of preserving front and rear gardens and other landscape features will be important.
- 3.3 This policy should be read in conjunction with Planning Strategy policies SC1, H2 and H4 and the general guidance policies in Part ii) of this Plan, particularly DM1 and DM3.

#### **Policy HC1 – Conversion of Existing Dwellings**

To support the provision of quality homes and dwelling mix, planning permission will be granted for the conversion of all or part of a dwelling to another use or into multiple dwellings, provided that:

- a) the building can no longer be retained in its entirety for single family housing occupancy;
- b) it would not include significant extension(s) or significant changes to room layouts to achieve an adequate standard of accommodation;
- c) it would not involve the self-containment of basement areas or other parts of any property having inadequate light or low ceilings or which would result in a poor outlook from main windows; and
- d) it would make adequate provision for refuse storage.

#### **Relationship to the Planning Strategy (2014)**

##### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

H2: Housing Mix

H4: Houses in Multiple Occupation

#### **Residential institutions and student halls of residence**

- 3.4 Where residential institutions or student accommodation are proposed a reasonable balance has to be achieved between the needs of the prospective occupants and the local amenity of existing residents.

- 3.5 Residential Institutions (Use Class C2<sup>3</sup>) are those places where people live with an element of on-site care provided for them. Examples of these are: residential care homes, nursing homes, boarding schools, residential colleges and training centres.
- 3.6 Residential accommodation for students can take a variety of forms and consequently fall within a number of planning use classes. Policy HC2 applies to proposals for residential institutions and student halls of residence.
- 3.7 A mixture of housing and other types of residential accommodation in a given locality can contribute towards sustainable communities, but it is also important that the specialist accommodation described here is located appropriately.
- 3.8 Any proposal for a residential institution or student halls of residence must demonstrate that the new development reflects the local character and meets the specific requirements of prospective inhabitants; in accordance with the general guidance policies in Part ii) of this Plan. Design, access and location in relation to services and facilities are of particular importance, but the weight to be accorded to each criterion will depend upon the precise nature of the proposals. It should also be noted that there are no permitted changes of use away from Residential institutions (Use Class C2<sup>3</sup>) or halls of residence and as such any proposed change will require a planning application.
- 3.9 The needs of prospective inhabitants should be set out in the submitted planning application. For example, a proposal for a home for elderly residents will have different requirements to that of student halls, and these requirements will be different again if a specialist home or institution is proposed for long term ill people. Scheme promoters should assess the particular needs of their project and explain how identified issues have been resolved in submitting their planning application. This will support Policy SC1 of the Planning Strategy, and should be set out in design and access statements as required by Policy SC2. To support the delivery of the Council's aspirations for sustainable communities, Policy HC2, below, will address those matters that the Council consider of particular importance in considering planning applications for residential institutions and student halls of residence. Policy HC2 should be read in conjunction with the general guidance policies in Part ii) of this Plan, particularly DM1, DM3 and HC1 above.

### **Policy HC2 – Residential Institutions and Student Halls of Residence**

Planning permission for residential institutions (including for the elderly, infirm and physically and sensory impaired) and for student halls of residence will be granted subject to the following criteria:

- a) The site should be appropriate in terms of accessibility for its prospective residents (particular assessment may be required for institutions proposed for disabled people). Parking arrangements should reflect the needs of residents, particularly disabled people, with adequate space also available for servicing and amenity space;
- b) Changing the use of an existing building should not detrimentally affect its character or setting;
- c) Account may be taken of existing accommodation in the locality to ensure an adequate residential mix remains for all sectors of the community.

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

SC2: Design and Access Statements

<sup>3</sup> Use Classes of the Town and Country Planning Use Classes Order 1987 (as amended)

# Part iii) Housing and the Community Policies

## Community facilities

- 3.10 To support the aspirations of the Planning Strategy to achieve sustainable communities, proposals that impact upon an existing community facility or propose a new one will require specific consideration.
- 3.11 Community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. The communities of the Borough are set to grow and as such, these facilities will not only need to provide for the needs of the existing population but also for more people as they move to the area.
- 3.12 For the purposes of this policy, a community facility includes any building used by local people for community purposes. This can include community halls, meeting rooms, youth centres and church halls. Other community facilities, such as open spaces, are dealt with in section 2, Part iv) of this Plan – Historic and Natural Environment Policies.
- 3.13 It is important that if new facilities are proposed they are appropriate to their surroundings and do not adversely impact upon the amenity of their neighbours. It is also important that the value of existing facilities is appreciated and that their retention or appropriate replacement is an early consideration in any proposed scheme.
- 3.14 Policy HC3 gives guidance on the siting of community facilities and the consideration of proposals involving the change of use, or the removal of such facilities. Depending on the particular circumstances, the best option may be to retain a facility, to allow an alternative solution, or to close an economically unviable facility. An unviable community facility will be determined on a case by case basis.

### **Policy HC3 – Community Facilities**

**Proposals for the provision of community facilities will be granted planning permission, provided that the development is acceptable in terms of location, design, access and impact on the locality, and is in general conformity with other policies of this Plan, in particular DM1 and DM3.**

**Planning applications involving the loss of a community facility will only be permitted where it can be demonstrated that the existing community use is no longer required, not viable, or proposals for its replacement are included in the application.**

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

SC1: Overall Strategy for Managing Change in a Sustainable Way

# Part iv) Historic and Natural Environment Policies

## Historic Environment

### Heritage assets

4.1 Designated heritage assets include:

- Scheduled monuments
- Listed buildings
- Conservation Areas
- Registered historic parks and gardens
- World heritage sites
- Protected wreck sites
- Registered battlefield sites.

4.2 The above are those buildings, monuments, sites, places, areas and landscapes that have statutory heritage significance and so merit special consideration in planning decisions.

4.3 Each of the 18 conservation areas in Hastings and St Leonards has a distinct character. In addition to seeking a high standard of development in conservation areas, the Council will also seek to preserve the distinctive character of the different areas of the town, by ensuring that new designs and materials are appropriate to the character of each of the specific conservation areas.

4.4 The Conservation Areas (their locations and extents are shown on the Policies Map):

1. Old Town
2. Burtons' St Leonards
3. Blacklands
4. St Leonards West
5. St Leonards East
6. St Leonards North
7. Warrior Square
8. White Rock
9. Cornwallis Gardens
10. Grosvenor Gardens
11. Magdalen Road
12. Eversfield Place
13. Markwick Terrace
14. Springfield Road
15. Tilington Terrace
16. Town Centre
17. Kings Road
18. Ore Place

4.5 Policy EN1 of the Planning Strategy describes how the Borough has a very rich and varied historic environment. The policy also outlines how there is a presumption in favour of the conservation of these assets and their setting. The policies of the Development Management Plan support Policy EN1 of the Planning Strategy by providing details about what is likely to be required in support of planning applications that have an impact upon heritage assets. This will ensure that we preserve the best of the historic and architectural legacy of Hastings and St Leonards, for future generations to enjoy. It is important that the potential impacts of any scheme are considered at an early stage by the applicant. This is especially important when considering the significance and setting of heritage assets. Full assessment of the significance of the heritage assets and consideration of the heritage impacts of various design options are a prerequisite of developing proposals that will have an acceptable impact on the historic environment.

# Part iv) Historic and Natural Environment Policies

This evaluation process should be completed before detailed plans for a scheme are drawn up.

- 4.6 Listed building consent is required for proposed works in respect of listed buildings and scheduled monument consent for developments affecting scheduled monuments (both classed as heritage assets), and these regimes are not dealt with in this Local Plan<sup>4</sup>. The policies of this Plan are for guidance in judging applications for planning permission in relation to heritage assets. The policies do, though, deal with the impact of development on the setting of all heritage assets including conservation areas, listed buildings and scheduled monuments. According to national guidance, a key requirement of any proposal that may affect heritage assets is that the applicant demonstrates a detailed understanding of the significance of the heritage assets and also of the implications of their proposed development on both the heritage asset(s) and their setting.
- 4.7 The significance of a heritage asset is a measure of its cultural value to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. The impact that a proposed development might have on the historic environment will be better understood when the significance of any heritage assets affected has been identified. Once the significance is identified, it should then be easier to assess the likely implications of various design options on the elements that make up that significance. Appropriate design solutions or mitigation measures can then be included within a proposed scheme, to ensure that the significance of the heritage asset is sustained and enhanced through the development process.
- 4.8 Through the implementation of these policies, the Council will encourage applications for good quality and sensitive new development for these special places that will, over time, help to sustain and enhance their heritage value.
- 4.9 Applicants will need to demonstrate their understanding of the local character of the area of the Borough within which they hope to develop. This will include the impact of the local topography on views towards the development and the impact of their proposals on the setting of heritage assets.
- 4.10 The setting of a building may be provided by the other buildings and landscape that immediately surround it. However, in a hilly town like Hastings, we must also consider that a new development some streets away, or across the other side of the valley, may also significantly affect the setting of a heritage asset.
- 4.11 A full assessment in the form of a Heritage Asset Statement, of the impact of the proposals (including changes of use), on all affected heritage assets will be required as part of the planning application submission. East Sussex County Council provides a service to help applicants complete Heritage Asset Statements. Further information is available directly from East Sussex County Council at: <http://www.eastsussex.gov.uk/environment/archaeology/default.htm>
- 4.12 The County Council also has information about heritage assets including a Historic Environment Record (HER) that can be accessed and should be used to inform schemes that affect the significance and setting of heritage assets. Further information is available directly from East Sussex County Council at: <http://www.eastsussex.gov.uk/environment/archaeology/default.htm>.
- 4.13 To view what is required in support of an application that may impact upon a heritage asset please see the validation check list available at: [http://www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/pre\\_app\\_advice/#listed\\_app\\_forms\\_guidance\\_notes/](http://www.hastings.gov.uk/environment_planning/planning/info_advice/pre_app_advice/#listed_app_forms_guidance_notes/).
- 4.14 All applications put before the Council should demonstrate how they comply with Policy DM1 of this Development Management Plan (and where appropriate, those policies of the Planning Strategy that are referenced with Policy DM1, e.g. Policy SC3).

## **Policy HN1 – Development Affecting the Significance and Setting of Designated Heritage Assets (including Conservation Areas)**

Applications that have the potential to impact upon the significance of designated heritage assets (including conservation areas) will be assessed against the following criteria, to ensure that the proposed development sustains and enhances the significance of the heritage asset:

- a) The historic context, street patterns, plot layouts and boundary treatments, green space and landscaping, site levels, block sizes, siting, scale, height, massing, appearance, materials and finishes in relation to the heritage assets.
- b) Good performance against nationally recognised best practice guidance on development in relation to heritage assets, including building in context, setting and views, architectural quality and local distinctiveness.

Permission will be given for those schemes that show a full understanding of the significance of the asset and convincingly demonstrate how their chosen design sustains and enhances the significance of any heritage assets affected (including conservation areas).

The topography of Hastings means that the Council will give consideration to the impact of development on the setting of heritage assets, including the impact upon more distant views and from across the other sides of the valleys. The Council encourages proposals that sustain or enhance the setting of heritage assets.

Consideration will also be given to the impact of new development on the setting of the Hastings and St. Leonards seafront, almost all of which is covered by conservation area designation. This area currently enjoys relatively unimpeded long views, which are a key element of area character.

This policy is written for designated assets. However, non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments (given the results of a Historic Environment Record informed study), will be treated as having at least the same level of significance as other designated heritage assets.

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

EN1: Built and Historic Environment

### **Changing doors, windows and roofs**

- 4.15 There are circumstances where planning permission is required to change the doors, windows and/or roof of a property in a conservation area. The Council receives many applications that involve such proposals. Original timber sliding sash and casement windows, timber panel doors and roof materials can contribute greatly to the character and appearance of buildings within a conservation area, and so enhance its overall significance. However, sometimes these elements reach the end of their useful life, and require replacement. Under these circumstances, the Council will encourage the choice of replacement doors, windows or roofing material that retain the original character of the building.
- 4.16 Further Supplementary Planning Documents (SPD) that provide guidance for replacement doors and windows for listed buildings and conservation areas and roof materials for listed buildings and conservation areas are available on the Council's web pages: [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/documents/#spd](http://www.hastings.gov.uk/environment_planning/planning/localplan/documents/#spd).
- 4.17 Shopfronts make an important contribution to the urban fabric especially in conservation areas. Shopfronts have windows that have evolved to fulfil the specialist function of enabling the shopkeeper to display goods to potential customers. The town has many good quality historic shopfronts, which contribute to the significance of historic buildings and conservation areas. Guidance on making changes to shopfronts is provided in the Council's Supplementary Planning Document (SPD) on Shopfronts and Advertisements, which is available online at [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/ldf\\_documents/spd\\_shopfronts\\_ads/](http://www.hastings.gov.uk/environment_planning/planning/localplan/ldf_documents/spd_shopfronts_ads/).



# Part iv) Historic and Natural Environment Policies

- 4.18 Additional advice on making appropriate changes to windows in historic buildings can be found on the Historic England website <https://www.historicengland.org.uk/>

## **Policy HN2 – Changing Doors, Windows and Roofs in Conservation Areas**

In conservation areas, the Council will seek to maintain the form and appearance of original windows, doors and roofs where this contributes to the character of the building and the significance of the wider conservation area.

To ensure properties are repaired and maintained to a good standard, planning permission will be given for new windows that reflect the traditional proportions, materials, finishes and opening arrangements of those that were originally fitted in the building. Slim section replacement windows may be acceptable on hidden facades, or where they closely match the design of the original windows and would not harm the character and appearance of the building or wider area.

Proposals for new windows and doors on elevations that are visible from public areas within conservation areas will be expected to be a close replica of the form and appearance of the original windows and doors. On visible elevations in conservation areas, planning permission will be given for new doors that reflect the traditional appearance, proportions, materials and finishes of the doors that were originally fitted in the building.

Permission will be given for replacement roof coverings where the material proposed is a close replica of the original roof covering in terms of materials, profile and gauge. Alternative roofing materials may be considered acceptable in the following circumstances:

- a) Where the roof is totally hidden from public view;
- b) Where the proposed roofing materials would not harm the character or appearance of the building or conservation area.

## **Relationship to the Planning Strategy (2014)**

### **Policy:**

EN1: Built and Historic Environment

## **Demolition involving heritage assets**

- 4.19 Planning consent is required for a demolition that affects the significance or setting of a heritage asset, and this includes buildings and structures in a conservation area. In cases where the Council agrees to the demolition of a building in a conservation area, the case is often finely balanced, and the acceptance of the demolition relies on the quality of the building that is proposed as a replacement. If development does not follow demolition, then a loss to the overall significance of the conservation area may result. Also, the Council wishes to avoid situations where buildings are demolished in conservation areas and then the site sits vacant, potentially becoming a local eyesore and attractive to vandalism. It is therefore critical to ensure that the new development occurs within a reasonable interval, and to the required quality, after demolition has taken place.

## **Policy HN3 – Demolition involving Heritage Assets**

Where planning permission is sought for a scheme that involves the demolition of all or part of a heritage asset (including buildings and structures within a conservation area), planning permission will only be granted where:

- a) justification of the need to demolish the building, a structural report, evidence of redundancy and of attempts to market the building to a new user have been submitted;

### **Policy HN3 – Demolition involving Heritage Assets (continued...)**

- b) detailed proposals for the viable re-use of the site have been submitted;
- c) any replacement buildings are of sufficient quality to make a positive contribution to the area;
- d) there is robust evidence that there is a reasonable prospect of the development going ahead, in a timely manner, following the demolition.

The Council will only grant planning permission for the demolition of a heritage asset in exceptional circumstances. Within conservation areas there may be buildings that have a negative impact upon the local character. The Council will encourage schemes that involve the demolition of these negative buildings if it can be demonstrated that their removal and the proposed replacement development enhances the conservation area in question.

The Council may seek to enter into an agreement, or impose a condition upon a decision, to ensure that demolition does not take place until a programme of works is agreed that ensures that development commences as soon as practical after demolition.

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

EN1: Built and Historic Environment

### **Protecting heritage assets with archaeological and historic interest or potential interest**

- 4.20 In a town with the historic significance of Hastings, archaeology is an important consideration. There are 6 scheduled monuments in the town and these are identified on the Policies Map. Separate scheduled monument consent is required for any work affecting a scheduled monument. In addition the Policies Map identifies various areas of the town recognised as being of particular archaeological importance. The National Planning Policy Framework (NPPF) also points out that heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.
- 4.21 The Council will therefore seek to ensure that when a planning application is submitted, which affects a known archaeological asset or an area or building having archaeological potential, the archaeological importance of the site is suitably examined and evaluated. Where possible, the Council will encourage the preservation of significant archaeological remains in situ.

### **Policy HN4 – Development affecting Heritage Assets with Archaeological and Historic Interest or Potential Interest**

For all applications affecting heritage assets with archaeological or historic interest or potential interest, the Council will require developers to submit an appropriate, Historic Environment Record (HER) informed, desk-based assessment and, where necessary, the results of a field evaluation. Applicants will be expected to demonstrate that the particular archaeological interest of the site will be satisfactorily preserved either in situ or by record.

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

EN1: Built and Historic Environment

# Part iv) Historic and Natural Environment Policies

## Non-designated heritage assets and local lists

- 4.22 Not all potential heritage assets are of a quality to be worthy of national level designation and protection. However, there are likely to be historic features within the Borough that have local heritage value, and so are worthy of consideration in making planning decisions. Such local heritage assets might include buildings or groups of buildings of high townscape value or distinctive local character, items of historic street furniture, and local historic parks and gardens etc. These are what we refer to as non-designated heritage assets. The Council has undertaken to compile a public record, or local list, of these local non-designated heritage assets, during the plan period.
- 4.23 The effect of a development on the significance of, or on the setting of, a non-designated heritage asset is a material consideration in the planning process. The weighting that can be given to the conservation of the heritage asset, within the assessment of the development proposals, will depend on the balance between the scale of harm or loss that will result from the development, and the significance of the asset.

### **Policy HN5 – Non-Designated Heritage Assets**

Permission will be given for those developments that secure the preservation and enhancement of non-designated heritage assets and their settings. Schemes that show a positive commitment to retaining the asset, as an active part of the site will be encouraged.

Development that would result in the loss of, or demonstrably harm the significance or setting of a non-designated heritage asset, will be resisted, unless the proposed development has other public benefits that clearly outweigh the loss of, or harm to, the asset, or there is no other feasible means of bringing a key development site forward.

Where the loss of an asset cannot be avoided, it will be the responsibility of the developer to provide a fully documented and photographic record of the asset prior to its removal.

### **Relationship to the Planning Strategy (2014)**

#### **Policy:**

EN1: Built and Historic Environment

Appendix B – Development  
Written Statement incorporating  
in addition to all minor modifications

## Former Convent of Holy Child Jesus, Magdalen Road

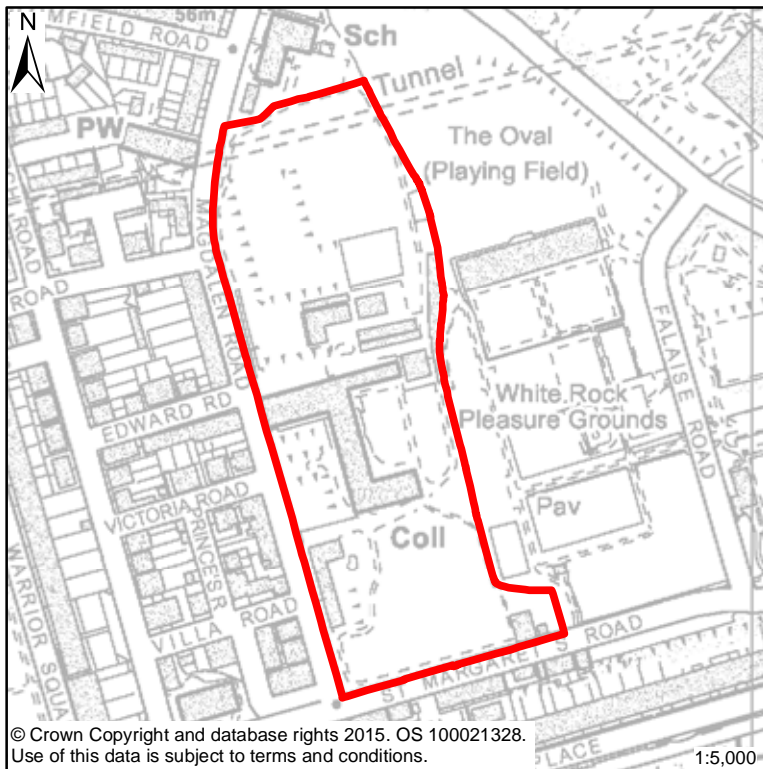


Figure 1: Former Convent of Holy Child Jesus, Magdalen Road

- 4.24 The 4.93ha site of the former Convent of Holy Child Jesus, Magdalen Road is a mostly vacant site that is sometimes used as a summer language school. The site includes a number of listed buildings, many of which are in need of repair. Allowing these buildings to become vacant and to deteriorate further represents a wasted resource. The Council wants to see as many as possible of the historically important buildings sympathetically converted and re-used. There may be a number of acceptable uses for the site; the key issue for the Council will be whether a specific proposal will be able to fund the repair and maintenance of the listed buildings.
- 4.25 In an established residential area, one option would be for the conversion of the listed buildings to residential use (with the exception of the Grade II\* Chapel building, for which see below). Based on current information, the Council considers that the Priory, the Gothic Building, the Gate Lodge and the former Convent Building could be converted so as to provide approximately 32 dwellings.
- 4.26 Any development of this site will need to secure the restoration and long term future of the historic buildings. This will include the restoration and ongoing maintenance of the Grade II\* listed Chapel building which is not capable of being converted but is a nationally important building.
- 4.27 As a last resort this could be achieved by means of enabling development. Enabling development is development that would be unacceptable in planning terms but for the fact that it would bring public benefits sufficient to justify it being carried out, and which could not otherwise be achieved. Enabling development is an established and useful planning tool by which a community may, after all other solutions have been explored, be able to secure the long term future of a place of heritage significance, and sometimes other public benefits, provided it is satisfied that the balance of public advantage lies in so doing. The public benefits are funded through the increased value of the land as a result of the grant of planning permission for its development.
- 4.28 In this case, because of the national importance of the site (a unique collection of Grade II\* and Grade II listed buildings), 'community' and 'public interest' must be considered in the widest sense. The public gain would be the repair and conservation of the heritage assets for the long term and the amelioration of the harmful impact on the character and appearance of the area that is caused by the buildings' current poor condition. The dis-benefit would be the approval of built development that would otherwise be unacceptable in planning terms. Permission would only be granted if the public benefits can be shown to

# Part iv) Historic and Natural Environment Policies

outweigh the harm of the scheme.

- 4.29 The following therefore, is an enabling development policy (a means of enabling restoration of the significance and setting of the heritage assets), not a specific site allocation for development.

## **Policy HN6 – Former Convent of Holy Child Jesus, Magdalen Road**

Planning permission will not be granted for development within the curtilage of the Former Convent of the Holy Child Jesus unless it is enabling development which would secure the long term suitable use and future of the existing Listed Buildings.

Planning permission for enabling development will not be granted unless such development would:

- a) secure the management in perpetuity of the whole site as a single entity and as a place of special significance;
- b) secure the ongoing management of the whole of the site, including the respectful protection and enhancement of the Nuns' Cemetery;
- c) subject to any need to provide affordable housing, be the minimum amount of development required to secure the long term future of the existing buildings and the site as a whole;
- d) follow genuine investigation of the potential for securing the long term future of the buildings without the need for enabling development and follow the exploration of unrestricted disposal of the site on the open market;
- e) convincingly demonstrate that it would be the only realistic source of sufficient subsidy to secure the suitable long term future of the Listed Buildings;
- f) minimise the harm to other public interests;
- g) provide an appropriate amount of affordable housing (for which see Policy H3 of the Hastings Planning Strategy), even if this increased the overall number of units to be provided; and where;
- h) the public benefit of securing the future of the heritage assets through enabling development decisively outweighed the harm or otherwise caused by the scheme.

The Local Planning Authority will liaise closely with Historic England on any scheme submitted including the sharing with them of any viability assessments or financial assessments submitted to support any development proposals.

In addition, planning permission will not be granted for enabling development unless:

- 1) the impact of the development is precisely defined at the outset, through the granting of full, rather than outline, planning permission;
- 2) the achievement of the heritage objective is secured through the use of a Section 106 agreement or by other enforceable means;
- 3) the heritage assets concerned are repaired to an agreed standard, or the funds to do so made available, as early as possible in the course of the enabling development, and in any event, before completion or occupation of any new build.

- 4.30 These Listed buildings and their curtilage are a vitally important heritage asset in St Leonards and in the Borough as a whole. Their inclusion in a Conservation Area emphasises even more their historic and architectural importance. The Council is therefore keen to secure their suitable long term future which the provisions of Policy HN6 are designed to achieve. Enabling development is, however, undertaken as an

exception to the usual planning policies which apply, and this justifies the rigour of Policy HN6. The Council will therefore work closely with the developer and monitor the implementation of an approved scheme, acting promptly if necessary to ensure that all conditions and obligations are met.

- 4.31 The Council is also mindful of the need to protect the setting of the nearby listed buildings and of the Conservation Area as a whole when considering any new development proposals for the site.
- 4.32 The general principles set out above will, where appropriate, be applied in the case of any other proposals for enabling development elsewhere in the Borough.
- 4.33 The Council will also take into account Historic England's adopted and emerging guidance on heritage assets and in particular advice on development in relation to heritage assets, protecting views and settings, available on the Historic England website at <http://historicengland.org.uk/>.
- 4.34 Through its pre-application service, the Council will provide informal guidance as to what constitutes enabling development in terms of the above policy. Where development proposals are not considered to be enabling development after consultation with the Council, such proposals will be assessed against other relevant policies in the Plan.

### Relationship to the Planning Strategy (2014)

#### Policy:

EN1: Built and Historic Environment

### Natural Environment

- 4.35 The basis of the policy framework for protecting the natural environment is contained in the Planning Strategy, the majority of this is detailed in Chapter 7: Protecting our Environment but it also relates to Policy T3: Provision of a Strategic Cycle Network and Policy CI2: Sports and Leisure Facilities. Where further detail is required, which is not included in the Planning Strategy, additional policies are provided here.

### The Green Infrastructure Network

- 4.36 Planning Strategy Policy EN2 provides the framework for recognising and enhancing the green infrastructure network in Hastings, and requires new or enhanced green infrastructure to be incorporated into new development. A green infrastructure network is especially important in an urban area like Hastings to ensure natural areas are safeguarded and enhanced, and connections between these spaces are retained and improved where possible.
- 4.37 Green infrastructure can be incorporated into development in a wide variety of ways. The nature and scale of green infrastructure will depend on the type of development proposed and the existing character of the site and its surroundings. A range of green infrastructure should be explored in order to determine what is most appropriate for that particular site. A list of green infrastructure "functions" that need to be considered is listed in support of Policy EN2 of the Planning Strategy, although examples include:
- Enhancement and protection of biodiversity
  - Providing space for sustainable drainage
  - Protecting historic landscapes
  - Providing for sustainable transport routes (e.g. cycle network)
  - Providing a network of footpaths and rights of way, and strengthened links between designated greenspaces and other open space around the town
- 4.38 Site allocations in the Development Management Plan seek to identify specific opportunities for enhancing green infrastructure where possible. Examples include new green space, or reserving land for cycle routes. The type of space needs to be appropriate to the surrounding area, yet offer a suitable variety of environments, fulfilling amenity, recreational, visual and ecological purposes.
- 4.39 Policy HN7 sets out the Council's general expectations for the inclusion, protection and enhancement of green infrastructure in development proposals. This policy will apply both to allocated sites and to any

# Part iv) Historic and Natural Environment Policies

other sites which are brought forward during the course of the plan period.

- 4.40 The Council will require planning applications to include assessments of existing ecology that are completed by a suitably and relevantly qualified professional. These assessments should examine both on-site ecology and the connectivity of the site with the green network, and make provision for improvements where necessary both on and off site. All habitats, including trees, hedges, shrubs and ponds should be identified, together with opportunities for the retention or creation of green infrastructure. The specific species of the proposed new planting should be given careful consideration to avoid 'invasive species' and the loss of neighbouring amenity. Measures for protection and management of the ecology will also be required, where appropriate.

## **Policy HN7 – Green Infrastructure in New Developments**

**Where appropriate, good quality green infrastructure should be integrated into the design of new developments. Development will be permitted where opportunities for green infrastructure and landscaping have been incorporated into the proposals.**

**New green infrastructure provided as part of a development scheme should create safe links for the community and connectivity for biodiversity should be provided as far as practical, within the existing Green Infrastructure Network.**

## **Relationship to the Planning Strategy (2014)**

### **Policies:**

EN2: Green Infrastructure Network

EN3: Nature Conservation and Improvement of Biodiversity

T3: Provision of a Strategic Cycle Network

CI2: Sports and Leisure Facilities

## **Biodiversity and green space**

- 4.41 The Borough has numerous designated green spaces, ranging from international, to national, to local importance. Policy HN8 provides additional guidance for the environmental protection policies set out in Chapter 7 and also, Policy CI2 of the Planning Strategy, and Policy HN9 of this Plan. It is particularly important that proposals follow the approach set out in Policy EN3 of the Planning Strategy, in that they contribute positively to the natural environment by:
- avoiding harm to biodiversity
  - adequately mitigating against unavoidable damage, or
  - as a last resort, compensate for any unavoidable damage
- 4.42 An Ecological Constraints and Opportunities Plan (ECOP) will be required to support relevant planning applications, and this will be specified in the validation checklist for planning applications. These assessments will also need to show a particular understanding of the impact of any potential development site on protected green areas in their locality, not just within the proposed development site. Importantly a scheme presented to the Council must reflect the findings of the Ecological Constraints and Opportunities Plan and appropriate design solutions should be incorporated.
- 4.43 To view what is required in support of an application that may impact upon environmental resources please see the "validation checklist" available at: [http://www.hastings.gov.uk/environment\\_planning/planning/info\\_advice/app\\_forms\\_guidance\\_notes/](http://www.hastings.gov.uk/environment_planning/planning/info_advice/app_forms_guidance_notes/).

## **Policy HN8 – Biodiversity and Green Space**

Development should result in no net loss of biodiversity or designated green space as defined on the Policies Map. The weight given to the protection of sites will be proportionate to their position in the hierarchy of internationally, nationally and locally designated sites.

Development that would affect a designated site will only be permitted where there is an adverse impact on ecological, geological or biodiversity interests of the site if it can be demonstrated that;

- a) the need for the development would outweigh the nature conservation interests;
- b) adverse impacts can be satisfactorily minimised through mitigation and compensation measures.

An Ecological Constraints and Opportunities Plan (ECOP), completed by a suitably qualified professional, will be required to support planning applications where on-site or nearby ecological constraints are known, or where further information on potential ecological issues is required. This assessment should include:

- a) information of existing on-site ecology;
- b) opportunities for connectivity between spaces and improved accessibility to them;
- c) green space and biodiversity improvements on and off-site as appropriate;
- d) opportunities for the retention or creation of green infrastructure
- e) measures for the protection and management of ecology, where appropriate;
- f) an arboriculture assessment.

## **Relationship to the Planning Strategy (2014)**

### **Policies:**

EN2: Green Infrastructure Network

EN3: Nature Conservation and Improvement of Biodiversity EN4: Ancient Woodland

EN5: Local Nature Reserves EN6: Local Wildlife Sites

EN7: Conservation and Enhancement of Landscape

EN8: Open Spaces – Enhancement, Provision and Protection

## **Landscape**

4.44 Of particular significance to Hastings is the nationally designated High Weald Area of Outstanding Natural Beauty (AONB), which covers 18 % of the Borough. The AONB closely follows the Borough's administrative boundary to the north but to the east takes in the whole of Hastings Country Park and the Hastings Cliff Special Area of Conservation. Hastings Country Park represents the best coastal section of the AONB. The Council recognises the importance of protecting this nationally important landscape, and major development should not take place in the AONB save in exceptional circumstances as outlined at paragraph 116 of the NPPF<sup>5</sup>.

4.45 The Combe Haven Valley, in the west of the Borough, which includes the Combe Valley Countryside Park, is also recognised as a distinct landscape character area<sup>6</sup>, and here too it will be important to protect and enhance the existing landscape character of the area.

5 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

6 As set out in the East Sussex County Council's Landscape Character Assessment available at <http://www.eastsussex.gov.uk/environment/landscape/download.htm>



# Part iv) Historic and Natural Environment Policies

- 4.46 Any development that is proposed in the Combe Valley Countryside Park or High Weald will need to have regard to the potential impact to the landscape character. Development proposals within the AONB need to have regard to the purposes of the AONB designation, and will need to demonstrate how the proposal protects and enhances the landscape in accordance with NPPF policy. A landscape character assessment will be required to support relevant planning applications. Such assessments will also need to show an understanding of the impact of any potential development both within areas of landscape value and in their locality. Importantly a scheme presented to the Council must reflect the findings of the landscape assessment and appropriate design or mitigation measures should be incorporated.

## **Policy HN9 – Areas of Landscape Value**

**Areas of landscape value - Area of Outstanding Natural Beauty (AONB) and the Combe Valley Countryside Park, are displayed on the Policies Map. The inherent visual qualities and distinctive character of these areas will be protected. Development will only be permitted that is not detrimental to the character, scenic quality or visual benefit of these areas.**

**Where development proposals have the potential to impact an area of landscape value a landscape assessment will be required to understand the level of impact. Where impacts are identified proposals should incorporate the recommendations of this assessment.**

## **Relationship to the Planning Strategy (2014)**

### **Policies:**

EN2: Green Infrastructure Network

EN7: Conservation and Enhancement of Landscape

## **Amenity green spaces**

- 4.47 The Policies Map displays the boundaries of all of the protected green spaces in the Borough, both nationally and locally designated. These include Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Local Nature Reserves (LNR), Local Wildlife Sites (LWS), Ancient Woodland and more.
- 4.48 The Development Management Plan provides for the recognition and protection of three further locally identified sub-categories of open or green space – private open space, allotments and local green spaces. Their importance is primarily based on their social, recreational and appearance value, but these also have indirect biodiversity value and can act as a connection between other green spaces. These areas are also identified on the Policies Map.
- 4.49 There are some areas of green space in the Borough that are valued for their recreational role and the contribution they can make to the townscape of an area. Private open space can create breaks in the street scene and should be protected from development that would prejudice the open nature of such areas. Some local green spaces, such as allotments, are considered important in their local areas and make a valuable contribution to recreation and the areas character.
- 4.50 Allotments serve a number of purposes: They are a source of healthy food and they provide recreation for urban dwellers and they also support wildlife and biodiversity. There are presently 14 Council owned allotment sites in Hastings and one private site in Vale Road. All but one of the Council sites is directly managed, although the Council does encourage self-management. Waiting lists for allotments vary over time but at the time that the Plan was prepared they were at their lowest for a number of years. This is due in part to the Council creating additional plots through sub-division and bringing back uncultivated land into use. There are no plans to create additional allotment sites. The Council will however seek to retain existing sites in allotment use.
- 4.51 The Council will protect these areas for the community for their amenity value and also because they contribute to the green infrastructure network.

### **Policy HN10 – Amenity Green Spaces**

The Council will protect Private Open Space, Allotments and Local Green Spaces used and/or managed by the local community, as identified on the Policies Map. Planning permission will only be granted for development which would result in the loss of an identified amenity green space in the following circumstances:

- a) It can be demonstrated that the land no longer has any visual, recreational, amenity or ecological value; or
- b) An area of equivalent size and value is provided in the locality in compensation.

### **Relationship to the Planning Strategy (2014)**

#### **Policies:**

EN2: Green Infrastructure Network

EN8: Open Spaces – Enhancement, Provision and Protection

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

## Part v) Economic Policies

### Shopping

- 5.1 To protect the viability of shopping and other commercial activities and the mix of shops and services on offer, and to balance the aspirations and needs of local communities, the Local Plan provides policy guidance on what land uses will be permitted in the shopping areas defined in the Policies Map.
- 5.2 Some of the larger shopping areas provide a range of facilities, including not only shops and banks but also GP surgeries and dentists. These help to reduce the need for people in the neighbourhood to make long distance journeys. These centres are focal points in the local neighbourhood and are also accessible to less mobile members of the community, thus aiding social inclusion.
- 5.3 Shopping areas are also of great importance to the provision of employment opportunities and services. There is potential to add to the number of people using the shops and services in the centres, and, for these reasons, there is a need to protect the land uses in these areas so they remain predominantly in retail and business use.
- 5.4 The defined shopping areas are listed below (these follow the shopping hierarchy set out in Policy E3 of the Planning Strategy and are in general support of the other policies of Chapter 9):

|                        |  |
|------------------------|--|
| Town Centre -          | Hastings Town Centre   |
| District Centre -      | St Leonards Centre<br>Old Town<br>Ore Village<br>Silverhill                                    |
| Local Centre -         | Bohemia  |
| Neighbourhood Centre - | Battle Road<br>Marine Court<br>Mount Pleasant<br>Mount Road<br>West St Leonards (Bexhill Road) |

### Street trading and markets

- 5.5 Other activities that take place in and around the identified shopping areas can help to add to the vitality and vibrancy of them. Markets can be a good way for businesses to develop or for customers to discover new things. They can also help foster community spirit and create an identity for an area. A licence for street trading is required for anyone wishing to run a market stall and this can be obtained, provided that information about the times of sale, the types of things for sale and proof of insurance are submitted to the Council. For more information on this please see our web pages at [http://www.hastings.gov.uk/environment\\_planning/licensing/licensable\\_activities\\_forms/#street\\_trading](http://www.hastings.gov.uk/environment_planning/licensing/licensable_activities_forms/#street_trading).
- 5.6 The Council will continue to encourage and support well managed street markets such as those that have proved successful in Hastings Town Centre, The Stade and Kings Road in St Leonards.

## Hastings Town Centre shopping area

### Non-shopping uses within Hastings Town Centre

- 5.7 There is a clear desire to ensure that Hastings Town Centre retains and strengthens its retail offer. A strong retail presence is essential if the town centre is to compete effectively with other nearby shopping destinations, including Eastbourne and Royal Tunbridge Wells, and to remain a sub-regional centre within the South East.
- 5.8 Recent national guidance also suggests that identifying core (or primary) areas of retail and secondary areas of niche shops, cafés and restaurants is important. This can help to maintain the vitality of town centres and the appropriate mix of services on offer within them.
- 5.9 The retail offer in Hastings Town Centre is characterised by a mix of larger national multiple retailers and smaller independent and specialist retailers. The primary retail core of the town centre, which is identified on the Policies Map, is focused around Priory Meadow. The adjoining pedestrianised streets of Queens Road, Robertson Street, Wellington Place and further to the north along Queens Road as far as the Morrisons food store contain national retailers, large and small shops and other services. There are also important areas of specialist and independent shops on Trinity Street, Claremont and the non-pedestrianised section of Robertson Street extending into White Rock.
- 5.10 It is recognised that different and complementary uses during the day and in the evening can reinforce each other, making the town centre more attractive to local residents, shoppers, workers and visitors. Helping to maintain and enhance the vibrancy and vitality of Hastings Town Centre will be the continued encouragement of appropriate residential development above premises in the identified areas. These factors have been taken into consideration when setting the threshold levels for non-A1 use classes in the primary retail areas.
- 5.11 Retail uses should continue to dominate the primary retail core. Policy SA1 will be applied when assessing applications for the change of use from an A1 retail unit to another use.

### Priory Meadow

- 5.12 Priory Meadow is a pedestrianised shopping centre located in the central part of the primary retail core. This is the prime retail location within the shopping area, catering for mainstream comparison shopping and accommodating the majority of the Town's multiple stores. Pedestrian flows are high and vacancy levels are low indicating the retail supremacy of the area. This area is a primary attraction to shoppers visiting Hastings Town Centre. The retail function should continue to predominate strongly here. There is a planning condition that states that non-A1 uses should not exceed 1,400m<sup>2</sup> of the total floorspace of Priory Meadow.

### The remaining town centre shopping area

- 5.13 This part of the primary shopping area is characterised by a mixed retail presence including national multiples, independent traders in smaller units and a number of specialist stores. Again pedestrian flows are high here with excellent linkages to the railway station, bus routes and access to multi-storey car parking at Priory Meadow and Priory Street. The seafront car parks also serve this shopping area. Restricting non-A1 to 45% of the total number of ground floor units would allow scope for a range of uses within this primary retail core area without damaging the current function of the area.

- 5.14 The following factors will be taken into account in the implementation of Policy SA1:

- a) The size of retail units

Within the Town Centre, retail units and frontages vary in both size and character. For example, a retail unit with a greater frontage generally has a more significant impact on the street scene. It is therefore appropriate to consider the scale of the unit subject to development.

- b) The concentration of non-retail units

In general, a number of non-A1 units adjacent to each other in the shopping frontage on one side of the road could constitute a high concentration and therefore a significant interruption. However, this would depend also on the scale and location of the units in question and the types of use proposed. For example,

a number of class A3 (Restaurants and café) units within the shopping frontage may add character and life to a shopping frontage, whereas a class C3 (Dwelling Houses) use would not add to the attractiveness to shoppers of the shopping area. The Council will therefore consider each case on its individual merits, having regard to the existing situation and the use proposed.

- 5.15 When determining planning applications seeking a change of use away from A1, within Hastings Town Centre Shopping Area, the current percentage position between Planning Use Class A1 and non-A1 uses will be calculated ignoring floorspace/units in a temporary flexible use. Only the permanent lawful use of the floorspace/unit will form part of the calculation.

## **Policy SA1 – Hastings Town Centre Shopping Area**

**Within Hastings Town Centre Shopping Area, as defined on the Policies Map, at ground floor level, proposals for planning use-class A1, A2, A3, A4 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:**

- a) The proposal would not result in non-A1 uses exceeding 5% of the total floorspace of Priory Meadow and not more than 45% of the total number of ground floor units in the remaining shopping area, as defined on the Policies Map;
- b) The proposal would not result in such a concentration of non class A1 uses as to lead to a significant interruption in the shopping frontage, thus harming the vitality and viability of the town centre shopping area as a whole.

## **Relationship to the Planning Strategy (2014)**

### **Policy:**

E3: Town, District and Local Centres

## **Other shopping areas**

### **District, Local and Neighbourhood Centres**

- 5.16 It is important to assist the smaller centres in the town. They provide convenient district, local and neighbourhood level facilities as well as in some cases, being valuable for specialist services.
- 5.17 In order to protect the role of these centres within the shopping hierarchy, in line with Planning Strategy Policy E3, the Council will seek to ensure that the key retail areas indicated on the Policies Map are retained for predominantly class A1 uses (shops). Planning applications for non-A1 uses may be permitted in these areas, but only provided that they would not either individually, or cumulatively with other recently completed developments and outstanding planning permissions, be likely to undermine the primary retail function of these areas. Appropriate residential development above premises within these areas will be welcomed to help maintain and enhance the vibrancy and vitality of them.
- 5.18 St Leonards serves a broader function than the other district centres. Though smaller, it is similar in character to Hastings Town Centre, and includes a broad range of retailers within the centre, comprising a mix of national multiples, independent traders and specialist traders, along with a number of banks, building societies, restaurants and cafés.
- 5.19 The Primary retail area of St Leonards includes the whole of King's Road, the lower part of London Road, and the eastern part of Norman Road. It is important that a vibrant and varied mix of town centre retail uses remain predominant in this area.
- 5.20 The areas of Silchester Road, the eastern part of Grand Parade, the upper part of London Road (number 45 upwards) and the western part of Norman Road contain varying levels of retail activity, but are interspersed with commercial and residential uses. These areas are therefore considered to be secondary retail areas. Whilst it is still important to ensure that the overall vitality and viability of these areas is not diminished, a greater degree of flexibility will be applied to allowing non-retail uses including banks, building societies (class A2), cafes and restaurants (class A3), pubs and bars (class A4) and small

commercial office space (class B1(a) office).

- 5.21 The main speciality centre in the Borough is the Old Town with its craft and antique shops and restaurants.
- 5.22 Silverhill and Ore are the other two district centres. They rely on a good range of local convenience stores and, in particular, the presence of supermarkets. Both centres have a Post Office, high street banks and building societies, and a range of professional services. At Silverhill, the core shopping area has now been extended and reinforced by the opening of a large scale supermarket.
- 5.23 Bohemia local centre comprises primarily independent retailers but with a limited number of national retailers. There is a range of professional services including estate agents and solicitors.
- 5.24 Neighbourhood Shopping Areas, as indicated on the Policies Map, cater primarily for the day to day needs of the nearby area or those passing by, but may also cater for more limited specialist needs from a wider area. They are more easily accessible to the local community, in particular the elderly and less mobile. The role of Local and Neighbourhood Shopping Areas has been somewhat eroded in recent times with the increased preference for large food stores and increased car use, but the Council intends to do what it can to support the survival of these important community assets.
- 5.25 The neighbourhood shopping areas at West St Leonards (Bexhill Road), Battle Road, Mount Pleasant, Mount Road and Marine Court include a more limited range of stores, for example newsagents/confectioners, chemist, post office, grocers/mini-market, baker and butcher, serving their immediate neighbourhoods. These centres range in size and character from the small groups of shops at Mount Pleasant to the more specialist shops at Marine Court.
- 5.26 When determining planning applications seeking a change of use away from A1, within a defined shopping area, the current percentage position between Planning Use Class A1 and non-A1 uses will be calculated ignoring units in a temporary flexible use. Only the permanent lawful use of the unit will form part of the calculation.
- 5.27 The following factors will be taken account in the implementation of Policy SA2:

- a) The size of retail units

Retail units and retail frontages vary in both size and character. For example, a retail unit with a greater frontage generally has a more significant impact on the street scene. It is therefore appropriate to consider the scale of the unit subject to development.

- b) The concentration of non-retail units

In general, a number of non-A1 units adjacent to each other in the shopping frontage on one side of the road could constitute a high concentration and therefore a significant interruption. However, this would depend also on the scale and location of the units in question and the types of use proposed. For example, a number of class A3 (Restaurants and café) units may add character and life to a retail frontage, whereas, a class C3 (Dwelling Houses), use would not add to the attractiveness of the shopping area. The Council will therefore consider each case on its individual merits, having regard to the existing situation and the use proposed.

### **Policy SA2 – Other Shopping Areas**

**Within district, local and neighbourhood Primary Shopping Areas, as defined on the Policies Map, at ground floor level, proposals for Class A1, A2, A3, A4, A5 and other uses appropriate to the character of the shopping area will be permitted provided both of the following criteria are satisfied:**

- a) **The proposal would not result in non-A1 uses exceeding the stated proportion for each of these shopping areas, as defined on the Policies Map:**

|                           |                       |            |
|---------------------------|-----------------------|------------|
| <b>St Leonards Centre</b> | <b>Primary area</b>   | <b>40%</b> |
|                           | <b>Secondary area</b> | <b>60%</b> |

## Policy SA2 – Other Shopping Areas (continued...)

|                                 |     |
|---------------------------------|-----|
| The Old Town                    | 45% |
| Ore Village                     | 45% |
| Silverhill                      | 45% |
| Bohemia                         | 50% |
| Battle Road                     | 50% |
| Mount Pleasant                  | 40% |
| Mount Road                      | 40% |
| Marine Court                    | 40% |
| West St Leonards (Bexhill Road) | 40% |

- b) The proposal would not result in the excessive concentration of non-A1 uses which would cause a significant interruption in the shopping frontage, reducing its attractiveness and thus harming the vitality and viability of the centre as a whole.

## Relationship to the Planning Strategy (2014)

Policy:

E3: Town, District and Local Centres

## Shops and services outside defined shopping areas

- 5.28 Some local shops and services provide a particularly important focal point for a community. The corner shop or doctors surgery that is outside of the main shopping areas, as shown on the Policies Maps, is potentially more accessible, especially for those without private transport, and the Council believes that these should be afforded some protection.
- 5.29 Policy SC1 of the Planning Strategy details how a sustainable community could be achieved and an important part of this is access to shops and services. This access is for existing services or for goods that are required on a daily basis and can most often be found in local convenience shops.
- 5.30 Policy SA3 is intended for those shops and services that generally have a small catchment area and whose customers and visitors are less likely to arrive by car.
- 5.31 It is, however, acknowledged that where it can be demonstrated that the shop or service is not economically viable (this will be determined on a case by case basis), and has been tested through marketing, it may be unreasonable to refuse a change of use.

## Policy SA3 – Shops and Services outside the Shopping Areas

Proposals for the change of use or redevelopment that would result in the loss of a local shop or service outside the defined commercial areas will only be permitted when:

- a) there is an alternative within reasonable walking distance; or
- b) it is demonstrated that the existing use is no longer viable.

## Relationship to the Planning Strategy (2014)

Policies:

SC1: Overall Strategy for Managing Change in a Sustainable Way

E3: Town, District and Local Centres

## Drinking establishments and hot food take-aways

- 5.32 There may be a need to manage the concentration of shops and services outside defined shopping areas, and also the concentration of single types of outlet to reduce, for example, noise or litter production. Policy DM3 of this plan details what should be considered, in terms of amenity, by proposers of schemes. In the cases of proposals for drinking establishments (A4 in the Planning Use Class Order) and hot food take-aways (use class A5), the Council believes some extra assessment of the likely impacts will be required. The nature of these assessments and additional information are outlined in Policy SA4.
- 5.33 Certain types of retail activity have a greater effect on their neighbours; this could be because of what they sell or the hours that they open. The particular nature of alcohol and (hot food) take-away sales means that people use the premises that sell them in a different way to other shops and restaurants.
- 5.34 Proposals that involve drinking establishments and (hot food) take-aways should include careful consideration of the ways that people are going to use the premises. This will include how they will access the premises, whether there is enough parking, and at what times customers are likely to use them. All of these will affect both immediate neighbours and those living in the local vicinity, and should be carefully assessed.

### Policy SA4 – Drinking Establishments and Hot Food Take-Aways

Planning permission for new drinking establishments (use class A4 of the Town and Country Planning Use Classes Order 1987 (as amended)) and hot food take-aways (use class A5) will be granted provided that:

- a) the precise nature of the use proposed (which should be specified in the planning application), including opening hours, is given;
- b) the proposal would not adversely affect neighbours, for example, causing excess noise or odour;
- c) the proposal would not, on its own, or cumulatively with other such uses in the area, be likely to result in problems of disturbance or public disorder;
- d) suitable off-street parking is or can be provided where there is insufficient on-street parking; and
- e) it would not cause inconvenience or danger on the public highway as a result of the additional stopping and manoeuvring of vehicles.

## Relationship to the Planning Strategy (2014)

### Policies:

SC1: Overall Strategy for Managing Change in a Sustainable Way

E3: Town, District and Local Centres

## Caravan, camping and chalet sites

- 5.35 Caravan and camping sites contribute in an important way to tourism. Planning Strategy Policy E4 demonstrates the Council's commitment to secure sustainable tourism development in the town. As most of the towns existing caravan and camping pitches adjoin the High Weald Area of Outstanding Natural Beauty and other significant environmental designations, it is important any proposals for expansion are sensitive to the impact on the countryside, particularly in terms of preserving and enhancing the landscape and avoiding any adverse impact.
- 5.36 The Local Plan does not include a specific policy criterion requiring the use of caravan, camping and chalets sites on a seasonal basis only. However, assurance that the premises shall not be occupied as a person's sole or main place of residence will be dealt with by condition of the planning permission.



## **Policy CC1 – Caravan, Camping and Chalet sites**

Planning permission will be granted for additional caravan and camping sites or the expansion of existing sites provided the proposal:

- a) would not, either on its own or cumulatively in combination with other established or proposed sites in the vicinity, have an adverse impact on accessible greenspaces, harm the landscape character or rural amenity of the countryside and the resident population, and an assessment of potential ecological and landscape impact is provided;
- b) is conveniently and well located in relation to an adequate road system which can accommodate the traffic generated;
- c) where possible, has convenient access to footpaths and cycle routes and frequent public transport services;
- d) gives consideration to the provision of a proportion of pitches to be reserved for touring caravans or campers.

Proposals for the intensification (increase in pitch number within the existing permitted area), the reorganisation of uses/layout (within the existing site) and the enhancement of site facilities/provision of new facilities in connection with existing sites for tents, touring caravans, static caravans and chalets will be permitted provided the proposal:

- a) would not, either on its own or cumulatively with the remainder of the site or in combination with other established or proposed sites in the vicinity, harm the landscape character or rural amenity of the countryside and resident population;
- b) is conveniently and well-located in relation to an adequate road system which can accommodate the traffic generated;
- c) where possible, has convenient access to frequent public transport services;
- d) includes landscape improvements relevant to the development and a scheme for their maintenance;
- e) would not significantly reduce the range and choice of available accommodation as a result of a loss of tent and/or touring caravan pitches.

## **Relationship to the Planning Strategy (2014)**

### **Policies:**

EN3: Nature Conservation and Improvement of Biodiversity

EN7: Conservation and Enhancement of Landscape

E4: Tourism and Visitors

## **Cultural Quarters**

- 5.37 The policy which follows is derived directly from objectives set out in the Hastings Cultural Regeneration Strategy 2010-2015 and also confirmed in the Hastings Planning Strategy.
- 5.38 It is widely recognised that cultural activities can make a vital contribution to a local economy including the creative sector, increasing employment and skill levels and empowering residents and communities. By supporting cultural activity, we can strengthen our visitor economy and raise aspirations in the Town. In addition, the NPPF recognises the importance of the cultural well-being of the community in planning for sustainable development.
- 5.39 Hastings has a strong and diverse cultural infrastructure including a number of important components - most recently, the Jerwood Gallery and Stade performance space but also: performance venues; museums;

art galleries and studios; the cultural dimension offered by Sussex Coast College and the University of Brighton Hastings campus; the Creative Media Centre; the potential that could come from the restoration of Hastings Pier and most importantly, its artists, performers and other creative businesses and communities and its tradition of festivals.

- 5.40 Cultural activities include: visual and performing arts, media, architecture and design, heritage and historic environment, libraries and literature, museums and galleries, education and cultural related tourism. However, a range of other activities is associated with them and provide necessary support, for example: hospitality, specialist retail, food and drink, workshops, and community led activities.
- 5.41 It is natural for many of these to cluster within an area for mutual advantage. Such areas are often characterised by mixed uses, diversity, and small scale activities such as workshops, live-work premises and café culture. They need to embrace flexibility, change and temporary uses to engender an environment which is creative and vital in nature. They can also benefit if there is an availability of indoor and outdoor exhibition and performance space. Supporting and nurturing such areas is important if they are to thrive.
- 5.42 In Hastings, four such areas have been identified and planning policy will seek to support their role and a secure future for them. The areas are:
- 5.43 **Old Town and The Stade** – The Old Town has long been the focus for a wide range of cultural activity helped by its distinctive non-conformist image – ranging from Old Town Week, to crafts, to performance art. The introduction of the Jerwood Gallery and The Stade performance space linked to the strong heritage of the fishermen’s beach and museum is a new facet for the area. The St Mary in the Castle area is also included.
- 5.44 **White Rock and the America Ground** – The cluster of the theatre, the hotel, the pier and the opportunities of the White Rock Baths site and Bottle Alley defines the western end of this area which extends eastwards along the seafront to the America Ground area with the library, the Creative Media Centre and its collection of restaurants and cafés.
- 5.45 **Academic** – The core of this area is Sussex Coast College and the two University of Brighton’s Hastings campus buildings and the cultural activity generated within them. Complementary activities such as shops and cafés are beginning to establish and could be encouraged further.
- 5.46 **Central St Leonards and The Seafront** – A range of cultural activities are spread throughout this centre, including art and craft shops, small galleries and community facilities including the Magnet Centre. St Leonards Gardens and Warrior Square are used for performance and cultural events, and there are small sites suitable for cultural projects. The area has been the subject of a regeneration programme over a number of years and it is becoming a favoured place for artists to locate to.
- 5.47 To support this policy, where opportunities arise and subject to available resources, the Council will take steps to enhance positive qualities of the built environment and the public realm within the Cultural Quarters.

### **Policy CQ1 – Cultural Quarters**

The Council recognises the importance of cultural activities within Hastings, to the local economy and the well-being and enjoyment of the community at large and to visitors.

Four Cultural Quarters have been identified where such activities are concentrated, and where their continuance and expansion will be encouraged and supported:

- 1) Old Town and The Stade Cultural Quarter
- 2) White Rock and the America Ground Cultural Quarter
- 3) Academic Cultural Quarter
- 4) Central St Leonards Cultural Quarter

## **Policy CQ1 – Cultural Quarters (continued...)**

The areas displayed on the next pages, are indicative of where the identified activities take place and should be seen as a guide and not necessarily a boundary.

Within these areas:

- a) development will be encouraged which will assist the further expansion of their role as centres for cultural and related leisure and business activities.
- b) proposals will be viewed in terms of their contribution to the mix and diversity of uses and to their potential to enhance their attraction to visitors.
- c) the Council will also take into account the effect of any development proposals on existing cultural activities and expect them to be protected or for there to be no net loss.
- d) to improve vitality, a positive approach will be taken to assist the occupation of under-used floors above shops and other premises.

The Council will exercise this planning policy in a way that does not compromise its adopted Licensing Policy. The Licensing Policy is designed to guide the licensing of the sale of alcohol, clubs and regulated entertainment.

## **Relationship to the Planning Strategy (2014)**

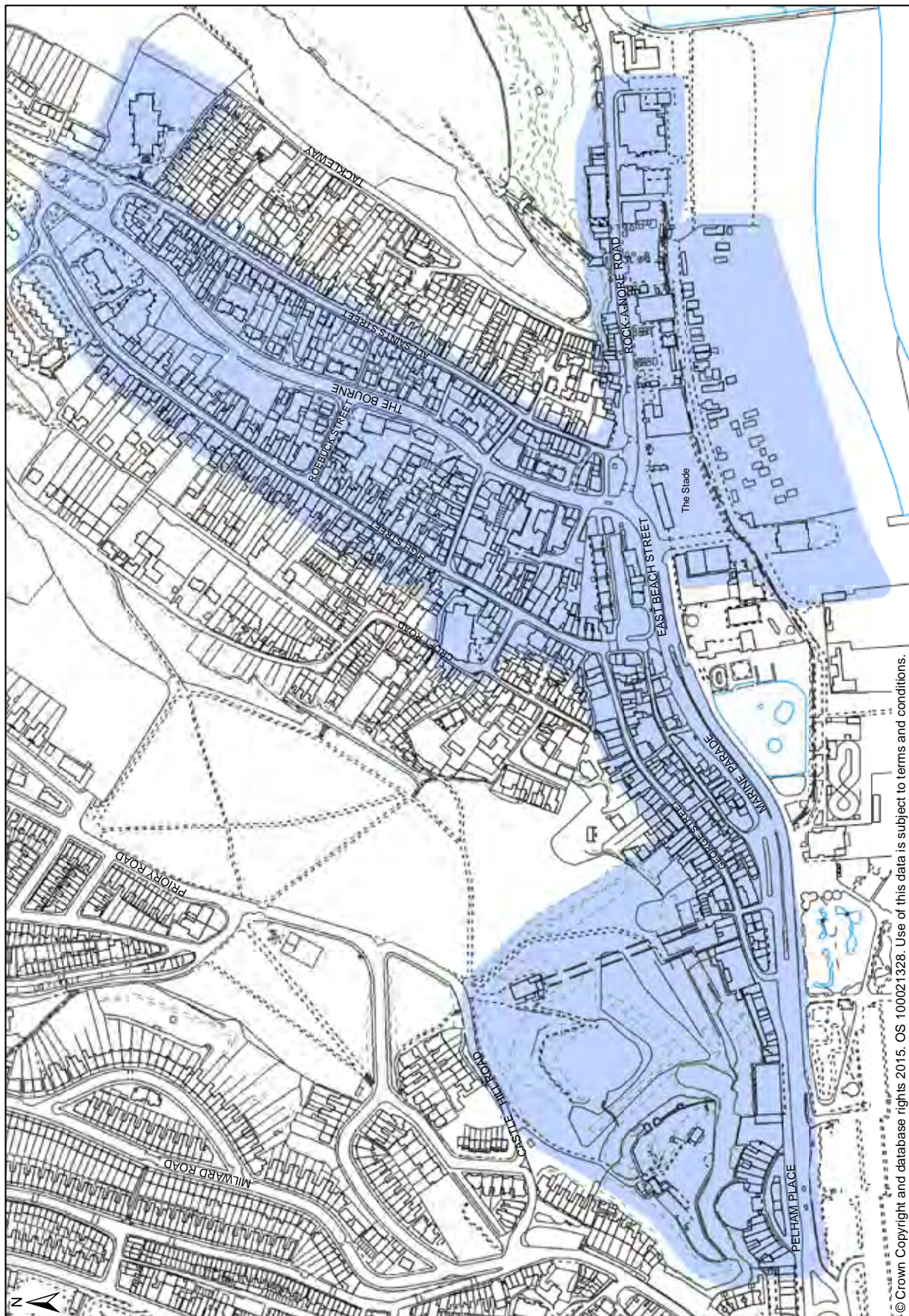
**Policies:**

FA3: Strategy for Hastings Town Centre

FA4: Strategy for Central St Leonards

Appendix B – Development Management Plan  
Written Statement incorporating Inspector's eign  
in addition to all minor modifications

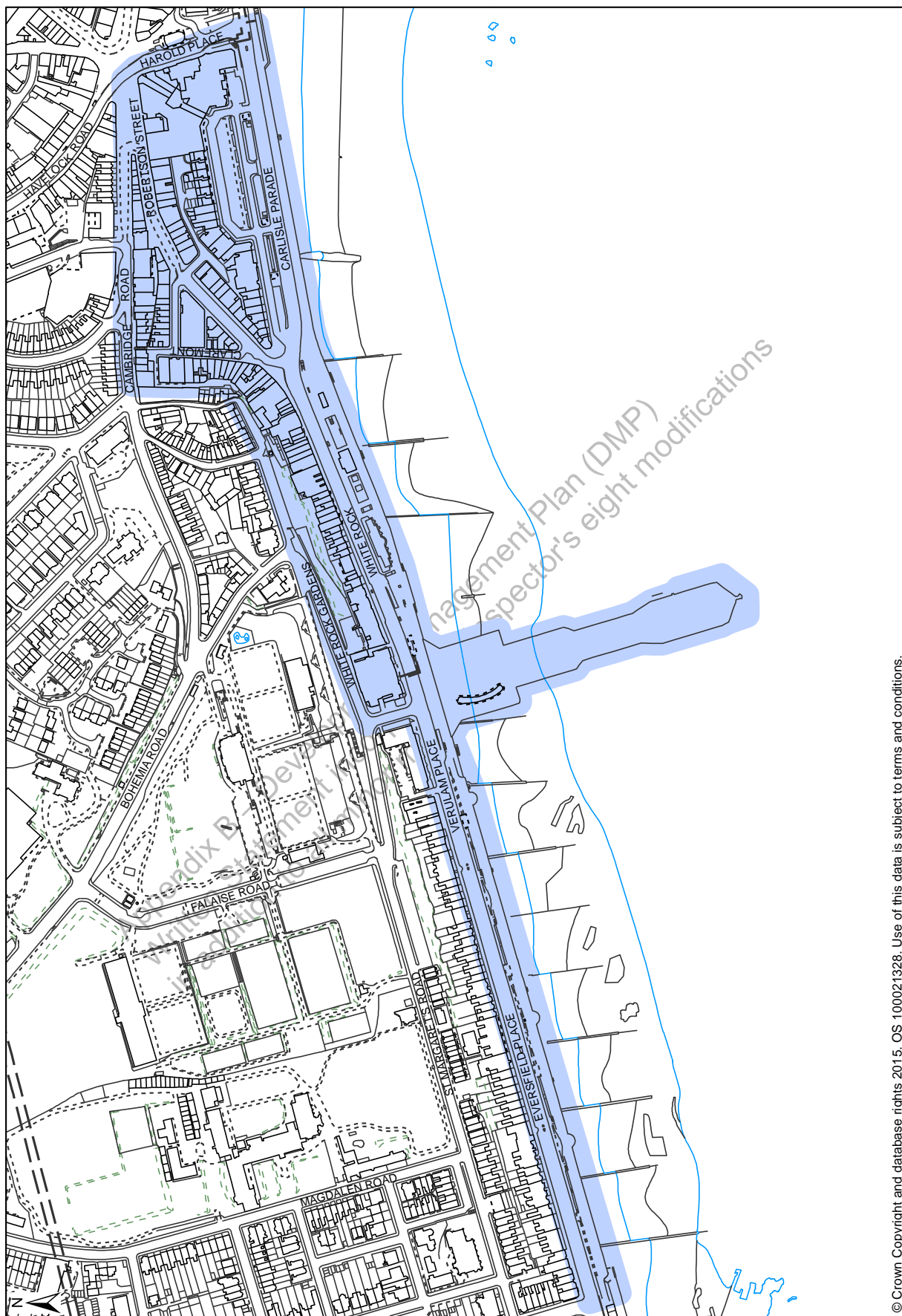
## Cultural Quarter 1: Old Town and The Stade Cultural Quarter



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Figure 2: Old Town and The Stade Cultural Quarter

## Cultural Quarter 2: White Rock and the America Ground Cultural Quarter



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Figure 3: White Rock and the America Ground Cultural Quarter

### Cultural Quarter 3: Academic Cultural Quarter

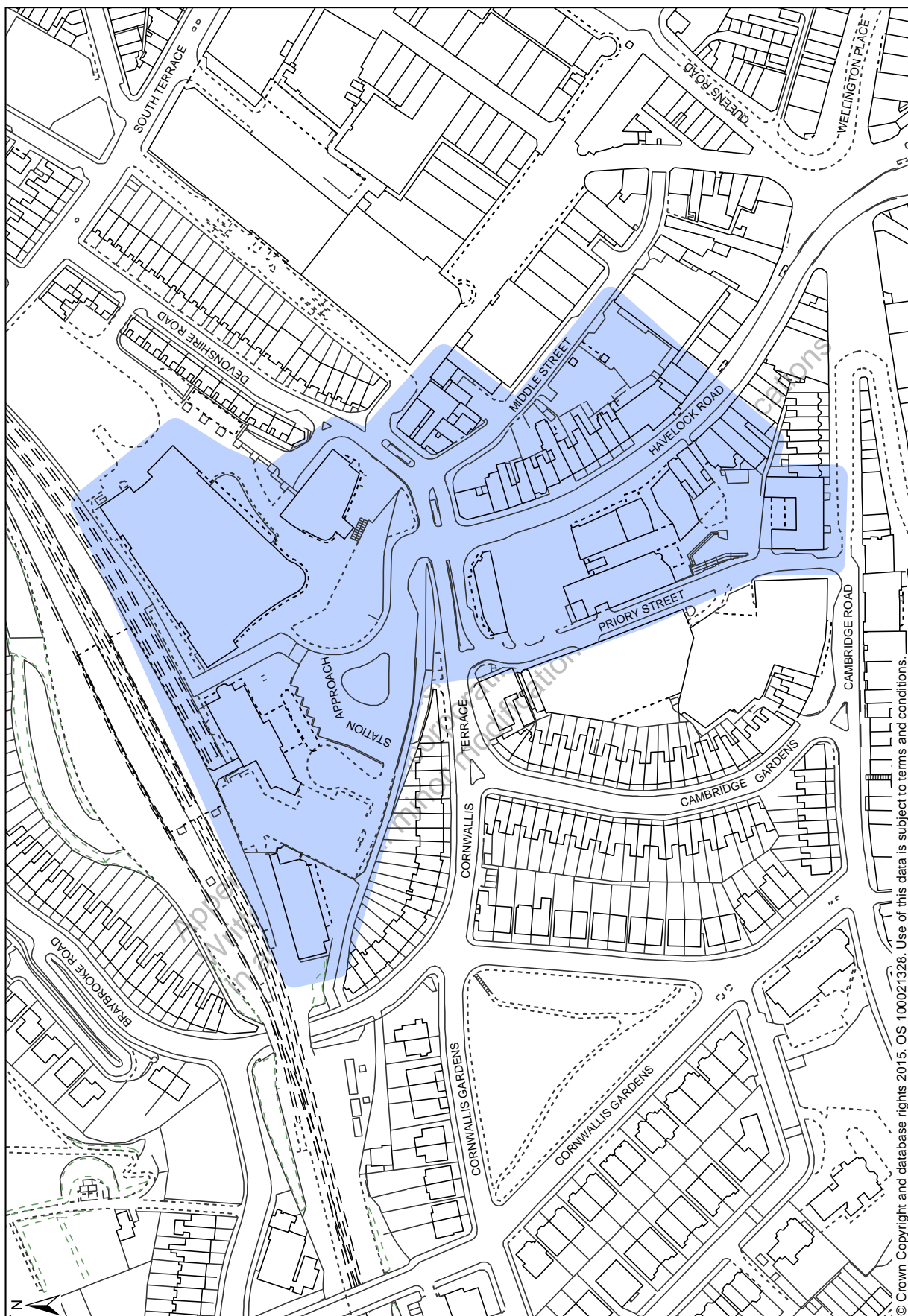


Figure 4: Academic Cultural Quarter

## Cultural Quarter 4: Central St Leonards Cultural Quarter

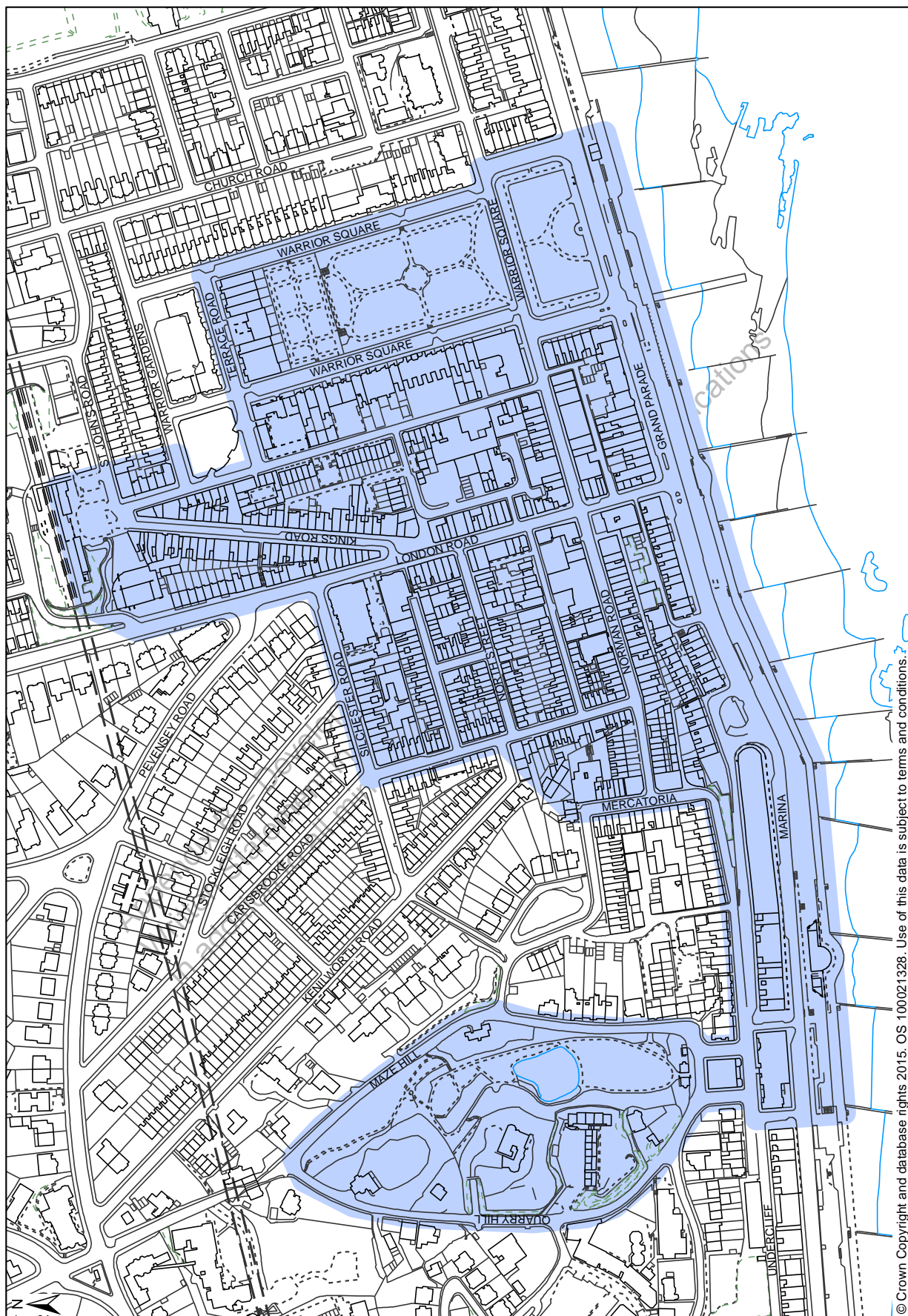


Figure 5: Central St Leonards Cultural Quarter

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications



# Section Three – Site Allocations



## Introduction to Site Allocations

- 6.1 Policy DS1 of the Planning Strategy sets a target of at least 3400 new homes to meet the housing needs of Hastings between 2011 and 2028. This will not all be new housing allocations, as the total includes homes completed and under construction and existing planning permissions. Planning Strategy Policies FA1, FA2 and FA5 show a broad distribution of the proposed housing land supply. Individual allocated sites are identified in this Development Management Plan.
- 6.2 Similarly, Policy DS2 of the Planning Strategy identifies a need for the development of up to 70,000m<sup>2</sup> of employment floor space in the town between 2008 and 2028.
- 6.3 To provide a local perspective and sense of place, the Planning Strategy also divides the town into 13 Planning Focus Areas. These are areas based upon statistical Super Output Areas and they have an identifiable community or geography or where landscape or function means that they make a logical area for spatial planning. A plan showing the boundaries of the 13 areas is shown over the page.
- 6.4 For each Planning Focus Area, a description of its main characteristics and the vision for its future is provided. This is then followed by a schedule of the allocated housing and employment sites in each area, together with a site map and individual site policies. Some larger sites also have a design brief to provide additional guidance and supplement the site policies, set out in section 5 of this Plan.
- 6.5 Policy LP2 below is an overarching policy to ensure that the sites allocated for development in all Focus Areas reflect the uniqueness and quality of the Borough, taking account of the architectural and natural assets in and around the sites, as well as the area as a whole.

### Policy LP2 – Overall Approach to Site Allocations

The number of dwellings set out in the Allocations Policies is purely indicative, showing what might be achieved on each site. Of principal and greater consequence for every scheme, however, will be matters which include design, height, mass, appearance of the proposed building(s), layout (including the provision of a safe and convenient access), trees, biodiversity, green infrastructure and relationship with the surroundings including nearby buildings and views of the Borough's natural and historic assets (including Hastings Castle). These considerations, rather than indicative numbers, will provide the guidelines to secure a development worthy of the site and its surroundings. For development within Conservation Areas, the Council will insist on schemes of distinctive design, quality and character consistent with the statutory requirement to pay special attention to the desirability of preserving or enhancing the character or appearance of the Area. A similar approach will be taken with regard to any scheme which would affect the setting of a Conservation Area. The Council will advise and work with prospective developers from the inception of each scheme to ensure a development of distinction.

## The Planning Focus Areas

### Planning Focus Area maps legend

|   |                              |
|---|------------------------------|
|  | Allocated Site - Residential |
|  | Allocated Site - Employment  |
|  | Allocated Site - Mixed Use   |
|  | Allocated Site - Other       |

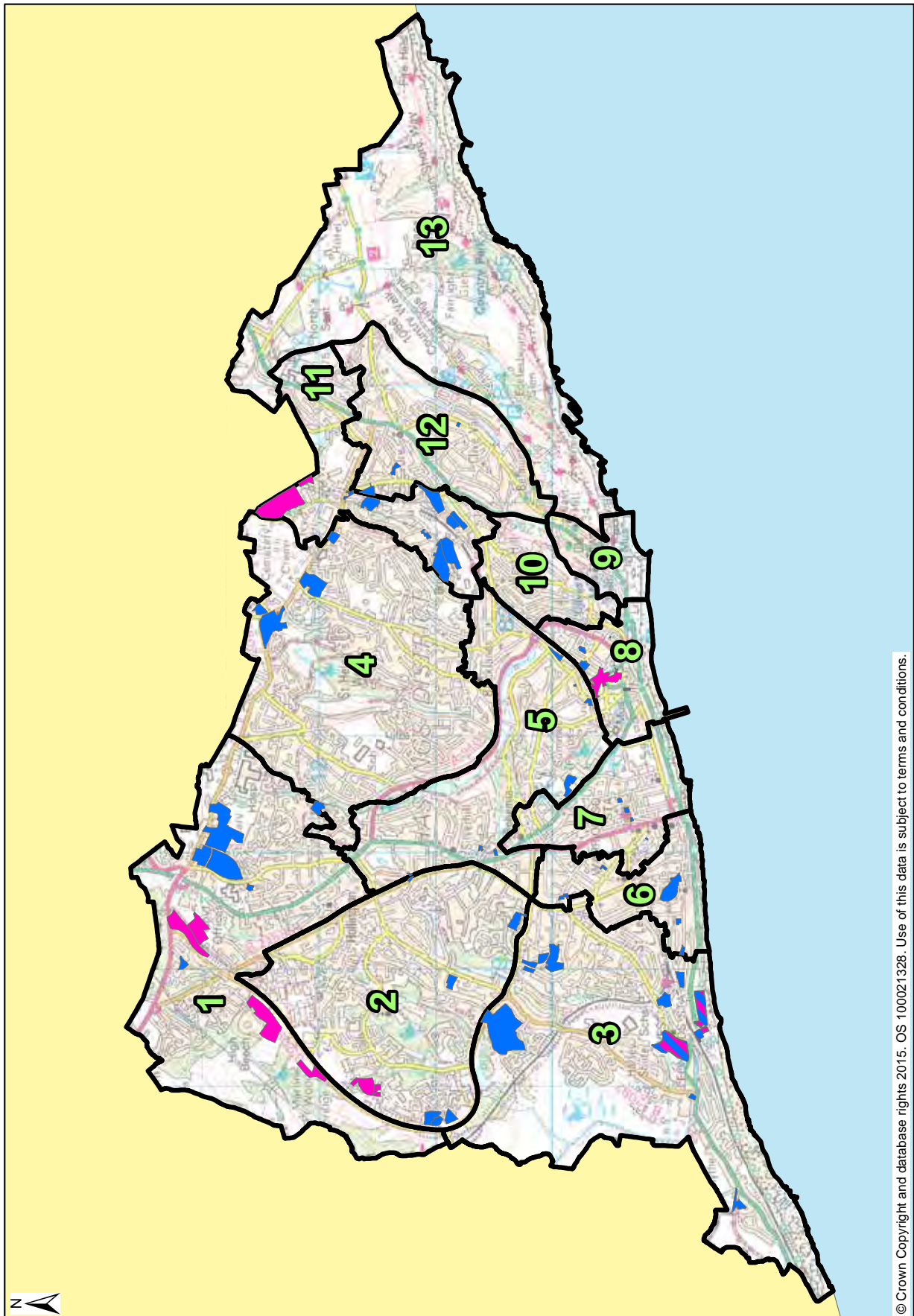


Figure 6: The Planning Focus Areas

# Focus Area 1 - Little Ridge & Ashdown

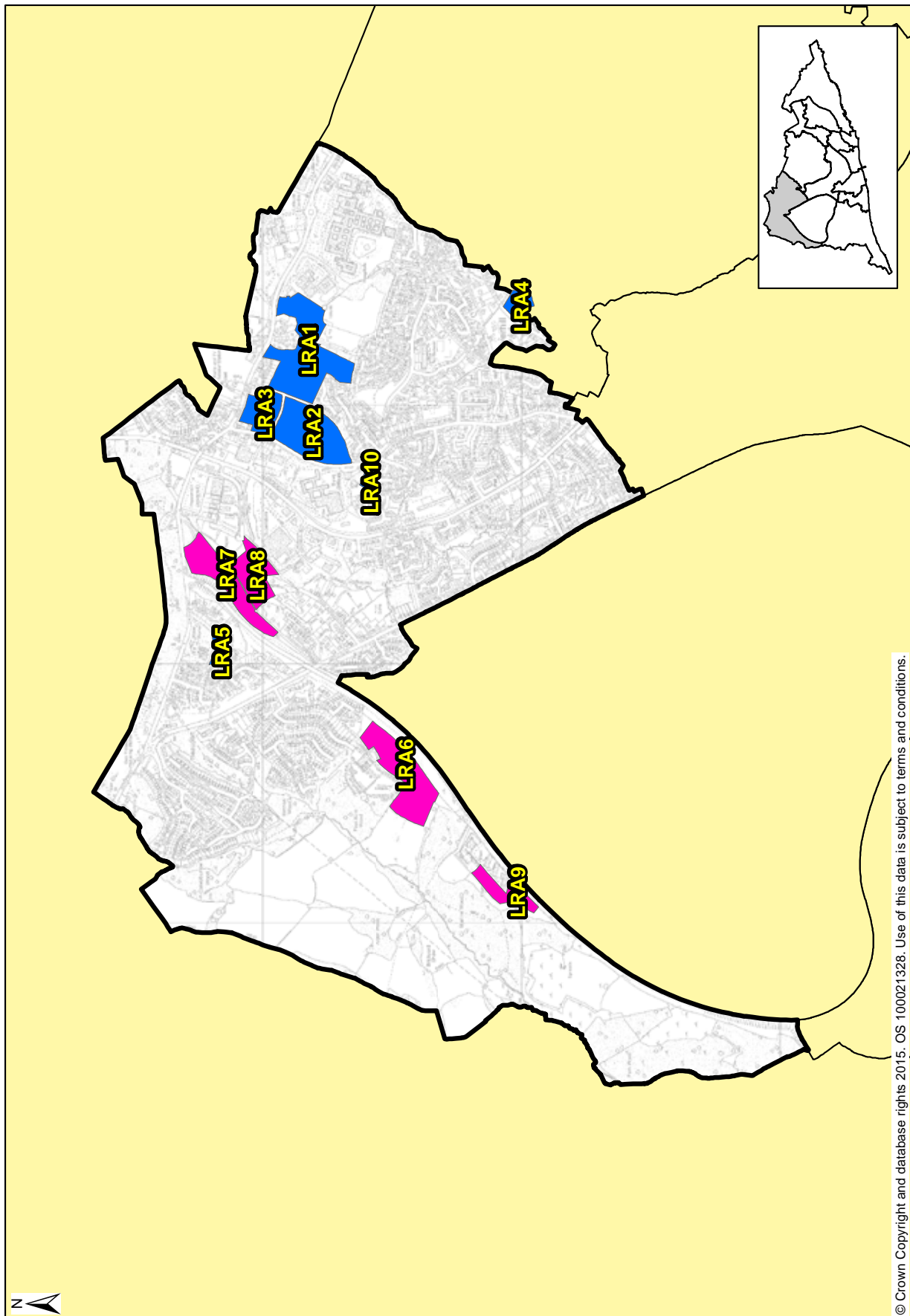


Figure 7: Focus Area 1 - Little Ridge & Ashdown

# Section Three: Site Allocations

## FA1: Little Ridge & Ashdown

### Introduction to the Little Ridge & Ashdown Focus Area

- 6.6 This is where Hastings' urban fringe meets the surrounding countryside, with recent housing developments edging into woodland, fields and farmland. It is where visitors to Hastings arriving by road from London get their first glimpse of the sea, with long and often breathtaking views, especially from high points on The Ridge.
- 6.7 Little Ridge & Ashdown covers the parts of the Borough to the north of Silverhill and west from the Conquest Hospital, including semi-rural areas to the west of Queensway. It is a mixed area, with good quality and well maintained, predominately post-war, housing and two of the town's largest employers: the Conquest Hospital and the Child Support Agency. The area includes a major supermarket whose draw extends well beyond the immediate locality and some other retail outlets. The presence of various employers in the focus area, including tourist accommodation at the Beauport Park holiday village, the Premier Inn and Bannatyne's hotel and spa, and leisure developments, create opportunities for people to live and work in relatively close proximity and also allows local workers the chance to walk or cycle to work. A mix of housing will help to maintain a vibrant community.
- 6.8 There are also good public transport connections to the Conquest Hospital, supermarkets, to Hastings Town Centre and beyond. The connectivity allows for a choice of travel options for work and pleasure. This connectivity does, however, come at the cost of some particularly busy roads, and the junctions of the A259, the A21 and The Ridge lie within this area.
- 6.9 However, Little Ridge & Ashdown is not just a mix of housing and industrial suburbia. There are recreation grounds, allotments, extensive areas of open farmland at the western fringe of the Borough and, most significantly, the Marline Valley, a Site of Special Scientific Interest (SSSI) which includes woodland, meadows and a steep-sided valley covering forty hectares of open space to the west of Queensway.
- 6.10 Housing in Little Ridge & Ashdown is predominately owner-occupied (according to 2001 Census data over 80% of the residences are owned by their occupants), and most are suburban family homes. The demographic data for the area (again from the 2001 Census) shows an even mix of age groups, reinforcing the fact that this is an area where many families live.

### Our Vision for Little Ridge & Ashdown

- 6.11 A major change to this area during the Plan period will be the completion of the Bexhill - Hastings Link Road. This will allow drivers the choice to travel either on Bexhill Road and Hastings seafront, or onto The Ridge to continue their journeys east and west. It will also allow for better and simpler access to the A21 for travel north towards London. Other junction improvements along The Ridge will also be an important part of improved road connections. In addition, the proposed Queensway Gateway Road as well as unlocking the employment sites LRA7 and LRA8, will deliver significant traffic relief, improving the movement and management of traffic along the western section of The Ridge. Whilst the Bexhill - Hastings Link Road will improve transport options for local people, businesses and tourists; careful management of traffic flow, especially at existing major junctions and near potential development sites, will need to be considered. Development proposals all along The Ridge will need to show consideration of the traffic impact onto and off of this locally important traffic route.
- 6.12 Building the Bexhill - Hastings Link Road will aid in the development of commercial and employment areas along Queensway, particularly at the northern end. Better traffic flow in these areas will help to increase the opportunities for improved access to the sites. This is an opportunity for new commercial developments offering extra employment opportunities, but it should not be to the detriment of ecology, particularly the woodland, of the area.
- 6.13 Public open spaces are important here in blending the urban area into the surrounding countryside. The Marline Valley SSSI will continue to be protected. Allotments and open spaces are important to local communities and these will be managed and where possible enhanced. Tourist accommodation provision in Little Ridge & Ashdown is something that the Council would also like to see protected and we will consider ways to increase it.
- 6.14 Policy FA1 of the Planning Strategy states that the provision for 220–280 extra homes is required in Little Ridge & Ashdown up to 2028, and most of these will be delivered through new development on allocated sites. There is a particular development opportunity at Holmhurst St Mary, a former convent school and surrounding grounds, land next to it at 777 The Ridge and the neighbouring former playing field. Together, these sites have the potential to provide a significant number of new homes, with a mix of properties for

all, including families, workers for the hospital, and employees of the local light industrial and commercial sites. A benefit of these sites coming forward together in a well phased manner could be to allow for an integrated development, including an improvement to the recreation facilities and the opportunity for the community to take some ownership, and for locally important wildlife habitats and green spaces to be protected and also properly connected.

- 6.15 South of The Ridge West and along Queensway, there are opportunities to increase the volume of industrial and commercial premises and to strengthen the links between the Hastings labour force and the town's exports and the wider market of the UK and beyond. The Bexhill - Hastings Link Road will aid the continued growth of business and employment in this part of the Borough. Situating these kinds of premises near to one another increases the opportunities for similar businesses to set up and share expertise and knowledge. The new commercial area on Queensway – the Queensway Employment Corridor – with the Enviro 21 Park, an environmentally sustainable industrial park, will act as a catalyst to other businesses and premises. These, and the presence of the Sussex Exchange Business Centre, means that future employment opportunities in this area are strong.
- 6.16 The eclectic nature of architectural styles in Little Ridge & Ashdown allows for development proposals of all sizes to have a degree of flexibility. There is a need to provide a mixture of tenures in the area where possible, in order to maintain a sustainable community which has access to a range of local shops and services. We will continue to encourage the inclusion of affordable and social housing in schemes, especially in this Focus Area, where there is less provision than elsewhere. Affordable housing, especially for locally employed people, a small amount of flatted development and also some larger family homes will maintain the suburban feel of this area of the Borough, and help to maintain the quality of the built environment.

Appendix B – Development Management Plan  
Written Statement incorporating Inspector's eight recommendations  
in addition to all minor modifications

# Section Three: Site Allocations

## FA1: Little Ridge & Ashdown

### Residential, mixed use and other allocations for Little Ridge & Ashdown

| Site reference | Address  | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| LRA1           | Holmhurst St Mary  | Residential (165)                                | 6.98      | ✓  |
| LRA2           | Harrow Lane Playing Fields                               | Residential (140)                                | 4.75      | ✓  |
| LRA3           | Land adjacent to 777 The Ridge                           | Residential (50)                                 | 1.86      | ✓  |
| LRA4           | Old Roar House, Old Roar Road                            | Residential (14)                                 | 0.84      | X  |
| LRA5           | Former Workplace Health & Fitness Centre, The Ridge West | Residential (11)                                 | 0.47      | X  |
| LRA10          | Land north of Downey Close                               | Residential (7)                                  | 0.24      | X  |

Table 1: Residential, mixed use and other allocations for Little Ridge & Ashdown

### Employment allocations for Little Ridge & Ashdown

| Site reference | Address  | Potential gross floor space (m <sup>2</sup> )    | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| LRA6           | Queensway North, Queensway                                     | 9,700  | 4.70      | ✓  |
| LRA7           | Land at junction of The Ridge West and Queensway               | 6,000<br>Up to 12,000 if combined with site LRA8 | 3.37      | ✓  |
| LRA8           | Land in Whitworth Road, The Ridge West                         | 6,000<br>Up to 12,000 if combined with site LRA7 | 2.51      | ✓  |
| LRA9           | Marline Fields, Enviro21 Business Park, Land West of Queensway | 5,600  | 1.48      | X  |

Table 2: Employment allocations for Little Ridge & Ashdown

## Site reference: LRA1 - Holmhurst St Mary

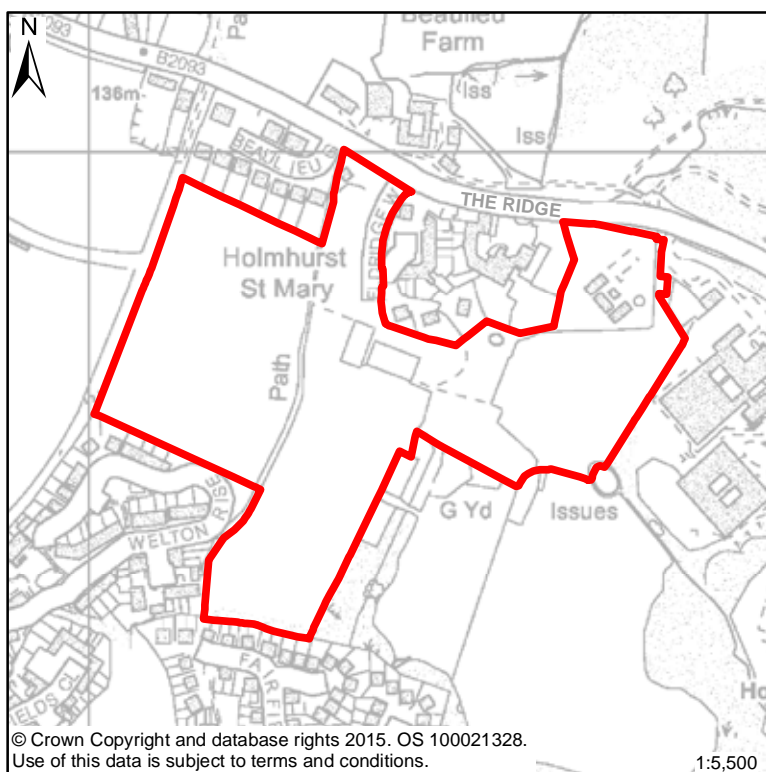


Figure 8: LRA1 - Holmhurst St Mary

|                               |                   |
|-------------------------------|-------------------|
| <b>Site address:</b>          | Holmhurst St Mary |
| <b>Allocated use:</b>         | Residential       |
| <b>Area:</b>                  | 6.98ha            |
| <b>Possible net capacity:</b> | 165               |

- 6.17 Site LRA1 – Holmhurst St Mary is a large Greenfield site in the north of the Borough adjacent to The Ridge. The form of any proposed development would need to take into account such matters as the established landscaping, the ecology, the Local Wildlife Site and the position of a Grade II\* listed statue (the statue is currently on the English Heritage “at risk” register and will need to be repaired and consolidated as part of any development scheme). There is also a Nun’s cemetery on the site and just beyond the northern boundary is the Grade II listed Holmhurst St Mary School.
- 6.18 Given the size and location of the site the Council will expect any scheme to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix. The site is also in an identified area that is lacking in quality children’s play provision and this may be required within a proposed scheme or a contribution sought to improve a local facility. There is a small area of surface water flood risk on site, which will need to be investigated and mitigated as appropriate. Southern Water has indicated that there is currently insufficient sewerage capacity to serve this site, which will need to be addressed in development proposals. Proposals will also need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.19 The two neighbouring sites LRA2 and LRA3 give the opportunity for effective planning of greater walking and cycling connectivity, which will contribute to the green infrastructure network. Improved connections between the open and green spaces will support their ecological and recreational value.
- 6.20 The combination of these three sites and the proximity of the hospital also provide the potential for district heating, so the Council expects the proponents of any scheme on each of the LRA1, LRA2 and LRA3 sites to investigate the feasibility of district heating networks and/or combined heat and power systems.



### **Policy LRA1 - Holmhurst St Mary**

Holmhurst St Mary is allocated for residential development (possible net capacity 165 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the Grade II listed Holmhurst St Mary School and the Grade II\* listed statue of Queen Anne;
- d) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Local Wildlife Site. Public access to the Local Wildlife Site must also be indicated within schemes;
- e) provide green space within the site and boundary landscaping to act as a buffer to surrounding development;
- f) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- g) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- h) investigate the feasibility for district heating and/or Combined Heat and Power systems on site;
- i) contribute to the improvement of existing play facilities in the surrounding area;
- j) include walking and cycling links to neighbouring development sites to improve local connectivity and to preserve the Public Right of Way across the site;
- k) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. In addition, development may be required to contribute to transport improvements on The Ridge;
- l) provide a connection to the sewerage and water supply systems at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.

Additional guidance (that includes opportunities to connect to adjoining sites) is also given in a site design brief in section 5 of this Plan.

## Site reference: LRA2 - Harrow Lane Playing Fields

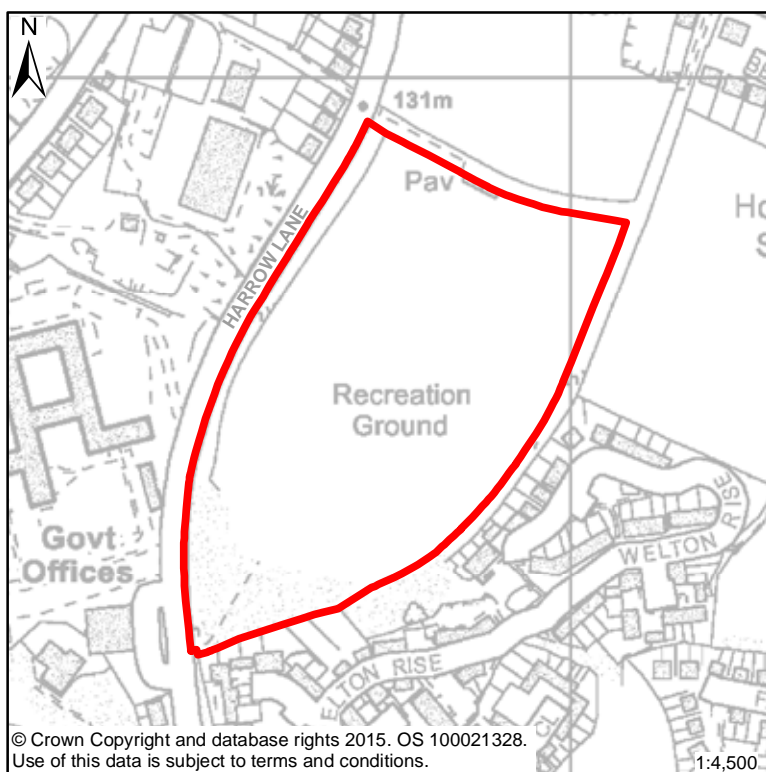


Figure 9: LRA2 - Harrow Lane Playing Fields

|                               |                            |
|-------------------------------|----------------------------|
| <b>Site address:</b>          | Harrow Lane Playing Fields |
| <b>Allocated use:</b>         | Residential                |
| <b>Area:</b>                  | 4.75ha                     |
| <b>Possible net capacity:</b> | 140                        |

- 6.21 Site LRA2 – Harrow Lane Playing Fields was protected in the Local Plan 2004 as playing fields. Its use as a site for football fields/active recreation has ceased, and it is now surplus to open space provision requirement. Therefore the Council allocates this site for residential use.
- 6.22 LRA2 is an elevated site situated above the road and the office and residential area to the east. The boundary of the site is made up of well treed hedgerows, except at the south west corner where there are long views to Beachy Head.
- 6.23 Given the size and location of the site the Council will expect any scheme to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix. The site is also in an identified area that is lacking in quality children’s play provision and this may be required within a proposed scheme or a contribution sought to improve a local facility. Southern Water has indicated that there is currently insufficient sewerage capacity to serve this site, which will need to be addressed in development proposals. As the site is over 1 hectare in area, a Flood Risk Assessment will be required. This must take into account the risk of surface water flooding, and incorporate mitigation measures as appropriate.
- 6.24 The development should incorporate measures to help maintain its wooded appearance particularly from Harrow Lane with strengthened boundary planting. There are also public right of way routes running around the perimeter which should be accommodated within any development proposals. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.25 The two neighbouring sites LRA1 and LRA3 give the opportunity for effective planning of greater walking and cycling connectivity, which will contribute to the green infrastructure Network. Improved connections between the open and green spaces will support their ecological and recreational value. Of particular importance will be the connectivity to the open space beyond LRA1, as the loss of the existing amenity of

# Section Three: Site Allocations

## FA1: Little Ridge & Ashdown

the playing fields will be lessened by access to other open space. The combination of these three sites and the proximity of the hospital also provide the potential for district heating.

### **Policy LRA2 - Harrow Lane Playing Fields**

Harrow Lane Playing Fields is allocated for residential development (possible net capacity 140 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- d) provide new green space within the site and boundary landscaping to act as a buffer to surrounding development and Harrow Lane;
- e) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- f) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- g) investigate the feasibility for district heating and/or Combined Heat and Power systems on site;
- h) contribute to the improvement of existing play facilities in the surrounding area;
- i) include walking and cycling links to neighbouring development sites to improve local connectivity and to preserve the Public Right of Way around the site;
- j) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. This is likely to include improved access from Harrow Lane. In addition development may be required to contribute to transport improvements on The Ridge;
- k) provide a connection to the sewerage and water supply systems at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.

Additional guidance (that includes opportunities to connect to adjoining sites) is also given in a design brief for this site in section 5 of this Plan.

## Site reference: LRA3 - Land adjacent to 777 The Ridge

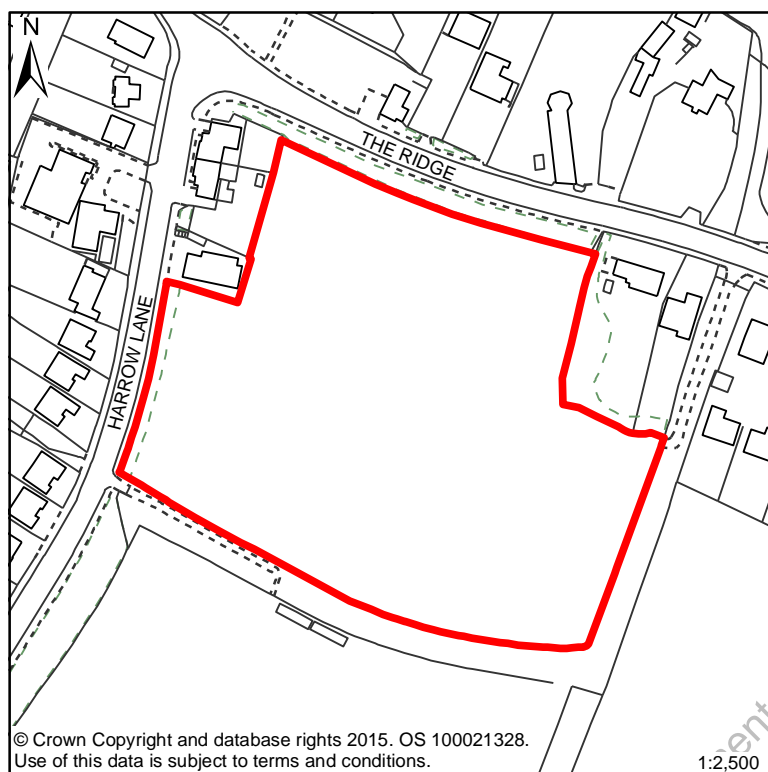


Figure 10: LRA3 – Land adjacent to 777 The Ridge

|                               |                                |
|-------------------------------|--------------------------------|
| <b>Site address:</b>          | Land adjacent to 777 The Ridge |
| <b>Allocated use:</b>         | Residential                    |
| <b>Area:</b>                  | 1.86ha                         |
| <b>Possible net capacity:</b> | 50                             |

- 6.26 Site LRA3 – Land adjacent to 777 The Ridge is a Greenfield site occupying an elevated position at the junction of Harrow Lane with The Ridge. The site does not fall within any landscape designation but the Area of Outstanding Natural Beauty (AONB) lies on the opposite side of The Ridge. There are long views to the north into and out of the AONB, and this is likely to constrain the scale and form of development on this site. Planting on the northern boundary could enable part of the site to be developed but low profile development would be essential on this elevated site. The site is also within an Archaeological Notification Area. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.27 The two neighbouring sites LRA1 and LRA2 give the opportunity for effective planning of greater walking and cycling connectivity, which will contribute to the green infrastructure Network. Improved connections between the open and green spaces will support their ecological and recreational value. The combination of these three sites and the proximity of the hospital also provide the potential for district heating. As the site is over 1 hectare in area, a Flood Risk Assessment is required.

### **Policy LRA3 - Land adjacent to 777 The Ridge**

Land adjacent to 777 The Ridge is allocated for residential development (possible net capacity 50 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an archaeological notification area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the (ECOP);
- d) provide new green space within the site and boundary landscaping;
- e) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- f) include measures to conserve and enhance the Area of Outstanding Natural Beauty;
- g) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- h) investigate the feasibility of district heating and/or Combined Heat and Power systems on the site;
- i) provide a contribution to the improvement of existing play facilities in the surrounding area;
- j) include walking and cycling links to neighbouring development sites to improve local connectivity and to preserve the Public Right of Way around the site;
- k) be supported by a Transport Report. The report will need to take account of the site's proximity to The Ridge. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development. This is likely to include improved access from Harrow Lane. In addition, development may be required to contribute to transport improvements on The Ridge.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

## Site reference: LRA4 - Old Roar House, Old Roar Road

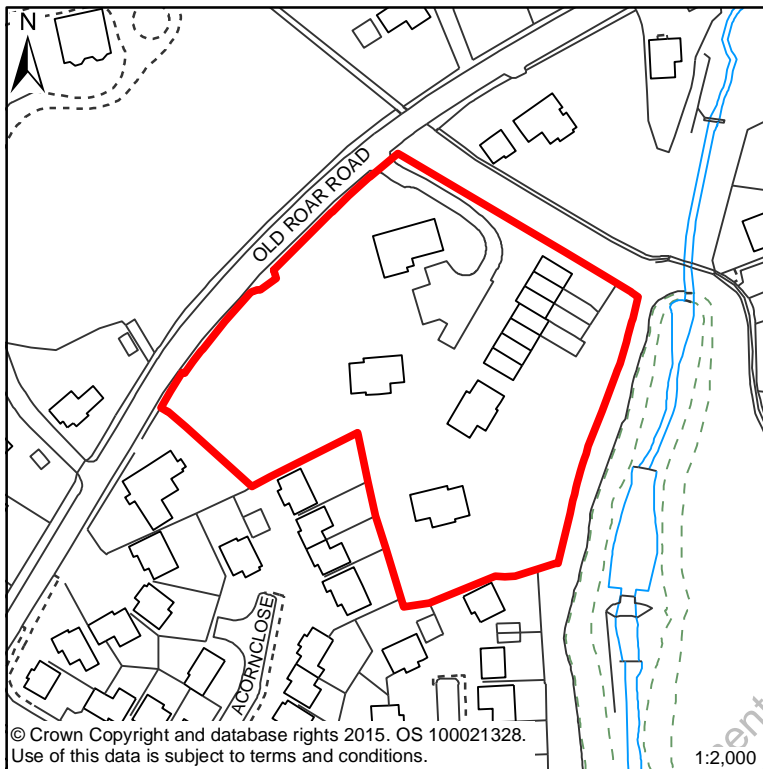


Figure 11: LRA4 – Old Roar House, Old Roar Road

|                               |                               |
|-------------------------------|-------------------------------|
| <b>Site address:</b>          | Old Roar House, Old Roar Road |
| <b>Allocated use:</b>         | Residential                   |
| <b>Area:</b>                  | 0.84ha                        |
| <b>Possible net capacity:</b> | 14                            |

- 6.28 Site LRA4 – Old Roar House, Old Roar Road is a cleared site that was previously a residential children’s home. To the south is an area of residential properties and to the east is the northern end of Alexandra Park. There are mature trees on most of the boundaries of the site. The capacity potential of this site indicates that a Transport Report will be required, and further advice is available from East Sussex County Council on this issue.

### Policy LRA4 - Old Roar House, Old Roar Road

Old Roar House, Old Roar Road is allocated for residential development (possible net capacity 14 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- provide new green space within the site and boundary landscaping to act as a buffer to surrounding development.
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA1: Little Ridge & Ashdown

Site reference: LRA5 - Former Workplace Health & Fitness Centre, The Ridge West

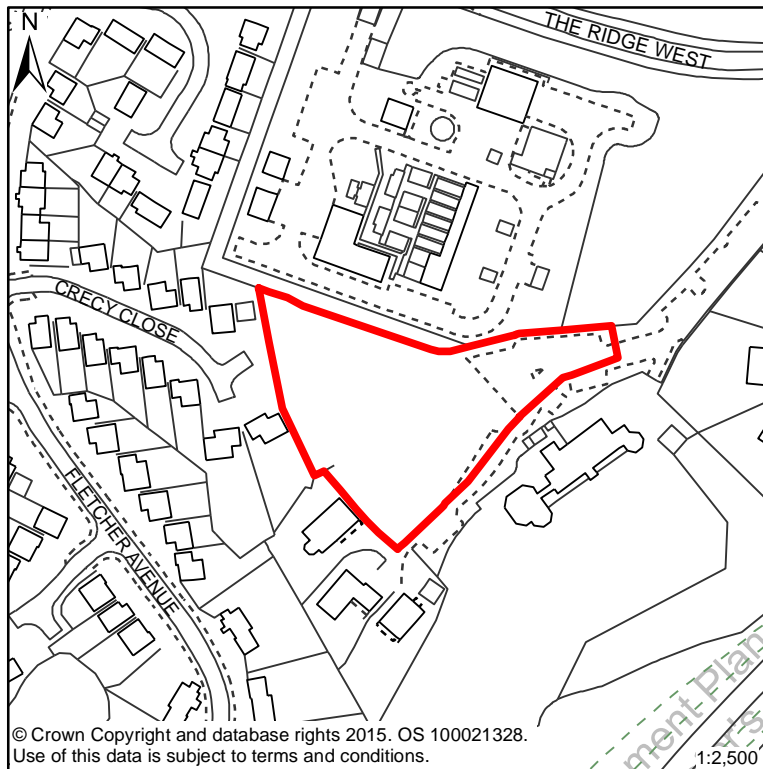


Figure 12: LRA5 – Former Workplace Health & Fitness Centre, The Ridge West

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Former Workplace Health & Fitness Centre, The Ridge West |
| <b>Allocated use:</b>         | Residential  |
| <b>Area:</b>                  | 0.47ha   |
| <b>Possible net capacity:</b> | 11   |

6.29 Site LRA5 – Former Workplace Health & Fitness Centre, The Ridge West is a cleared and vacant site. It is between existing residential development to the west and the Southern Water supply treatment works to the north. To the south is Croft Lodge, a Grade II listed building, set behind a significant screen of vegetation and to the east is further established woodland. The site is also within an Archaeological Notification Area. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.

### **Policy LRA5 - Former Workplace Health & Fitness Centre, The Ridge West**

Former Workplace Health & Fitness Centre, The Ridge West is allocated for residential development (possible net capacity 11 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Grade II listed Croft Lodge;
- c) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an archaeological notification area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- d) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- e) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge.

Appendix B – Development Management Plan  
Written Statement incorporating Inspector's eirg  
in addition to all minor modifications



# Section Three: Site Allocations

FA1: Little Ridge & Ashdown

## Site reference: LRA10 - Land north of Downey Close

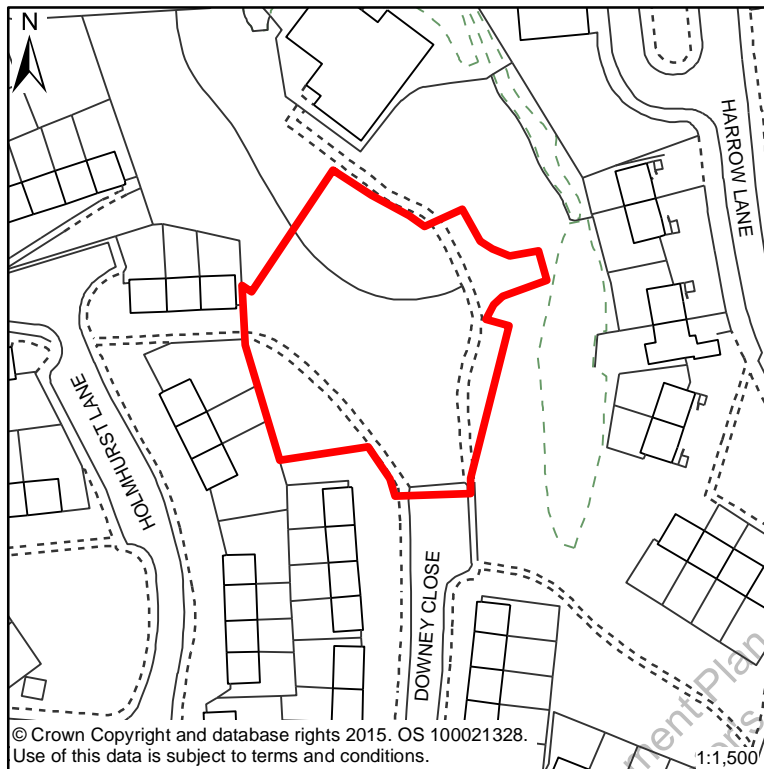


Figure 13: LRA10 – Land north of Downey Close

|                               |                            |
|-------------------------------|----------------------------|
| <b>Site address:</b>          | Land north of Downey Close |
| <b>Allocated use:</b>         | Residential                |
| <b>Area:</b>                  | 0.24ha                     |
| <b>Possible net capacity:</b> | 7                          |

6.30 Site LRA10 - Land north of Downey Close is a vacant site in a residential area. Building on this site would be a continuation of the existing development pattern. There are footpaths across the site and mature trees adjacent to it; these should be preserved as much as is practicable. The capacity potential of this site indicates that a Transport Report will be required, and further advice is available from East Sussex County Council on this issue.

### Policy LRA10 - Land north of Downey Close

Land north of Downey Close is allocated for residential development (possible net capacity 7 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: LRA6 - Queensway North, Queensway

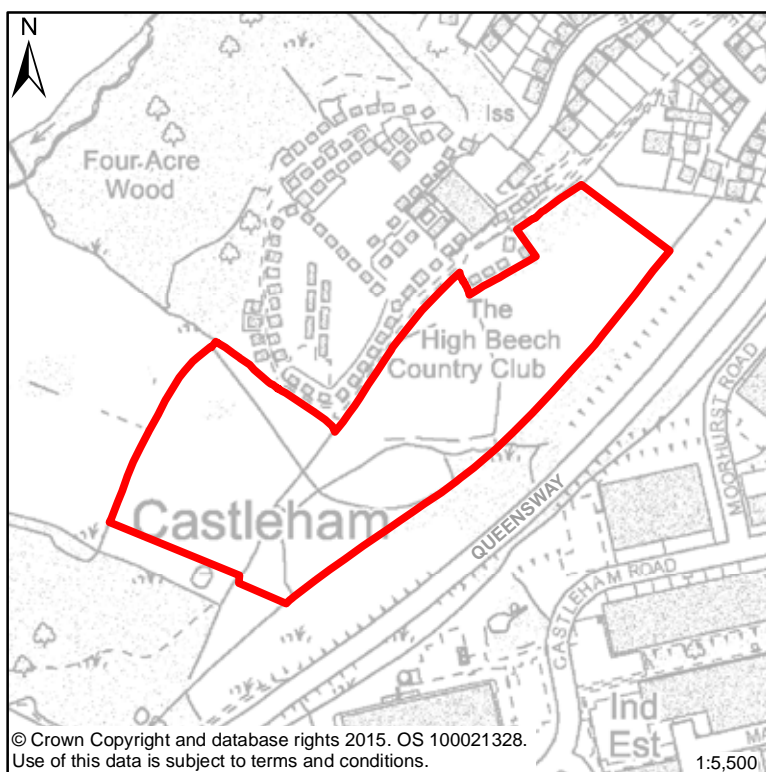


Figure 14: LRA6 – Queensway North, Queensway

**Site address:** Queensway North, Queensway

**Allocated use:** Employment; B use classes

**Area:** 4.70ha

**Possible floorspace (gross):** 9,700m<sup>2</sup>

- 6.31 Site LRA6 – Queensway North, Queensway is allocated for employment use. Its “partner” site, Queensway South, has been partially developed as part of the Enviro21 Business Park scheme and this could form a next phase. It is seen as suitable for high quality business development, possibly for a single large user or more likely for several medium sizes business units or a range of small ones. It has the potential for a total of c. 9,700m<sup>2</sup> of floorspace.
- 6.32 The site adjoins a Site of Special Scientific Interest and any development would need to ensure that there is minimal ecological impact on the protected site, in particular the hydrological effects on drainage into the Marline Valley stream. The site itself is undulating and covered mainly in scrub with some woodland, which should be fully surveyed ecologically to assess what constraints to development these represent. There is also some surface water flood risk on the site.
- 6.33 There are chalets and residential properties to the west and north of the site and the effect on these should be taken into account in the design, with buffer landscaping where appropriate.
- 6.34 It is anticipated that the site will be served by a single looped spine road accessed directly off Queensway - with a simple main “T” junction and a secondary “emergency only” junction. Limited improvements to Queensway itself may be required. A pedestrian connection to the adjoining chalet site or the residential area should be considered, in consultation with residents. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.

### **Policy LRA6 - Queensway North, Queensway**

Queensway North, Queensway is allocated for employment (B use classes) development (Possible floorspace (gross): 9,700m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Site of Special Scientific Interest;
- b) include boundary landscaping to act as a buffer to the existing caravan site to the north;
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, particularly in terms of the existing tree belts running through the centre of the site, and at the western boundary;
- d) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- e) include traffic access improvements onto and off Queensway (and an additional emergency access);
- f) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- g) investigate the impact of land stability and contamination and incorporate mitigation measures as appropriate;
- h) be designed to reduce the impact of potential pollution and hazards to site users and its neighbours.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix  
Written Statement  
in addition to a

## Site reference: LRA7 - Land at the junction of The Ridge West and Queensway

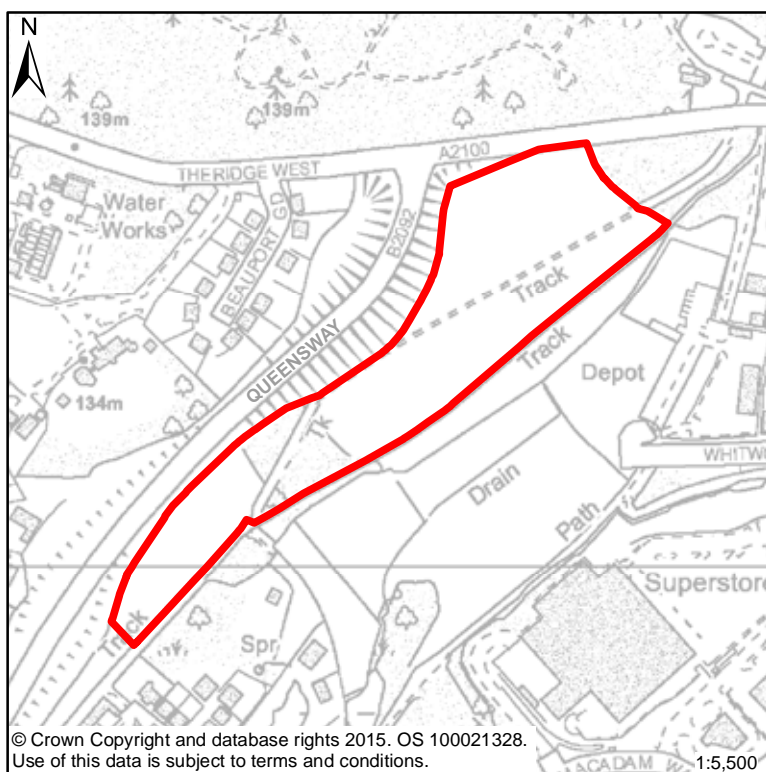


Figure 15: LRA7 – Land at the junction of The Ridge West and Queensway

|                                     |  |
|-------------------------------------|--|
| <b>Site address:</b>                | Land at the junction of The Ridge West and Queensway                         |
| <b>Allocated use:</b>               | Employment; B use classes  |
| <b>Area:</b>                        | 3.37ha   |
| <b>Possible floorspace (gross):</b> | 6,000m <sup>2</sup> . If combined with site LRA8: up to 12,000m <sup>2</sup> |

- 6.35 Site LRA7 – Land at junction of The Ridge West and Queensway is a greenfield site in the ownership of East Sussex County Council.
- 6.36 Taken together with an adjoining employment allocation, site LRA8, this location would offer the potential to create a high quality employment estate with a prominent frontage onto The Ridge, a key corridor in the local road network once the Bexhill-Hastings Link Road is open, which would considerably assist its commercial potential. The two sites combined have an area of 5.88ha and a potential capacity of up to 12,000m<sup>2</sup>.
- 6.37 Road infrastructure will be required for the release of these sites LRA7 and LRA8. Access could be from Queensway or from the roundabout to the north west of the site. To promote the usability of both of the sites access between them will also be required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.38 The site itself is gently sloping although there is a more marked level difference where it joins site LRA8. It is mainly open grassland but it contains some woodland and is surrounded by belts of trees. An ecological and landscape survey would be required to assess the extent to which these factors would constrain development. As the site is over 1 hectare in area, a Flood Risk Assessment is required.

# Section Three: Site Allocations

FA1: Little Ridge & Ashdown

## **Policy LRA7 - Land at the junction of The Ridge West and Queensway**

Land at the junction of The Ridge West and Queensway is allocated for employment (B use classes) development (Possible floorspace (gross): 6,000m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- b) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- c) include measures to conserve and enhance the Area of Outstanding National Beauty;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. This is likely to include new access and through routes. In addition, development may be required to contribute to transport improvements on The Ridge.
- f) be designed to reduce the impact of potential pollution and hazards to site users and its neighbours;
- g) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water (applicants should note that wastewater infrastructure crosses the site).

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development  
Written Statement included  
in addition to all minor n.

## Site reference: LRA8 - Land in Whitworth Road, The Ridge West

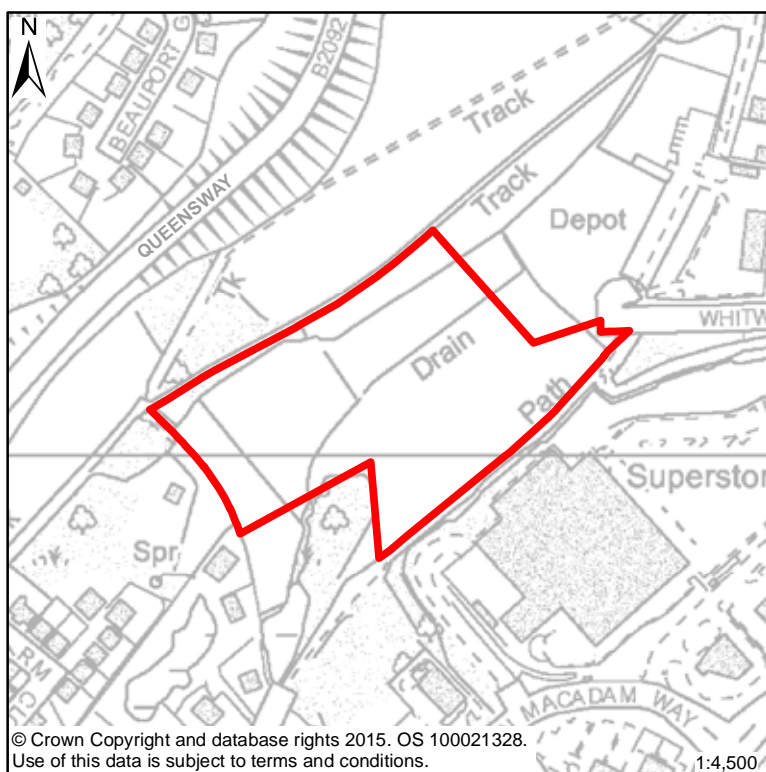


Figure 16: LRA8 – Land in Whitworth Road, The Ridge West

|                                     |  |
|-------------------------------------|--|
| <b>Site address:</b>                | Land in Whitworth Road, The Ridge West                                       |
| <b>Allocated use:</b>               | Employment; B use classes  |
| <b>Area:</b>                        | 2.51ha   |
| <b>Possible floorspace (gross):</b> | 6,000m <sup>2</sup> . If combined with site LRA7: up to 12,000m <sup>2</sup> |

- 6.39 Site LRA8 – Land in Whitworth Road, The Ridge West is capable of being brought forward as an extension of the West Ridge employment area. Developed in this form, access may be possible by means of an extension of Whitworth Road (subject to some widening) or, alternatively, John Macadam Way to the south was constructed in a form which would allow it to be extended into the site to provide access. To promote the usability of both of the sites, LRA7 and LRA8, access between them will also be required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council. The Council will work with East Sussex County Council to deliver improvements to the local highway network (in particular the connection between The Ridge junction and the Bexhill-Hastings Link Road) in accordance with the Hastings Planning Strategy Policy T2 on this site.
- 6.40 The site falls within a Local Wildlife Site; it is located at the head of a shallow valley formed by the Hollington Stream and it is partially wooded. A full ecological survey and a landscape assessment will be required to assess the extent to which these factors would constrain any development. The floorspace achievable on this site could be affected by the findings of this work.
- 6.41 This site adjoins site LRA7 to the north. Combined, these sites would have capacity to enable the creation of a high quality employment estate with direct frontage onto The Ridge, and which would considerably enhance its commercial potential.
- 6.42 A small part of this site is affected by Flood Zone 3. A Flood Risk Assessment will therefore be required with any proposals and measures to reduce surface water flood risk, such as Sustainable Drainage Systems (SUDs).

# Section Three: Site Allocations

## FA1: Little Ridge & Ashdown

### **Policy LRA8 - Land in Whitworth Road, The Ridge West**

Land in Whitworth Road, The Ridge West is allocated for employment (B use classes) development (Possible floorspace (gross): 6,000m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Local Wildlife Site and adjacent Ancient Woodland;
- b) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- c) include measures to conserve and enhance the Area of Outstanding Natural Beauty;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- f) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- g) be designed to reduce the impact of potential pollution and hazards to site users and its neighbours;
- h) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water (applicants should note that wastewater infrastructure crosses the site).

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix  
Written State  
in addition to all

**Site reference: LRA9 - Marline Fields, Enviro21 Business Park, Land west of Queensway**

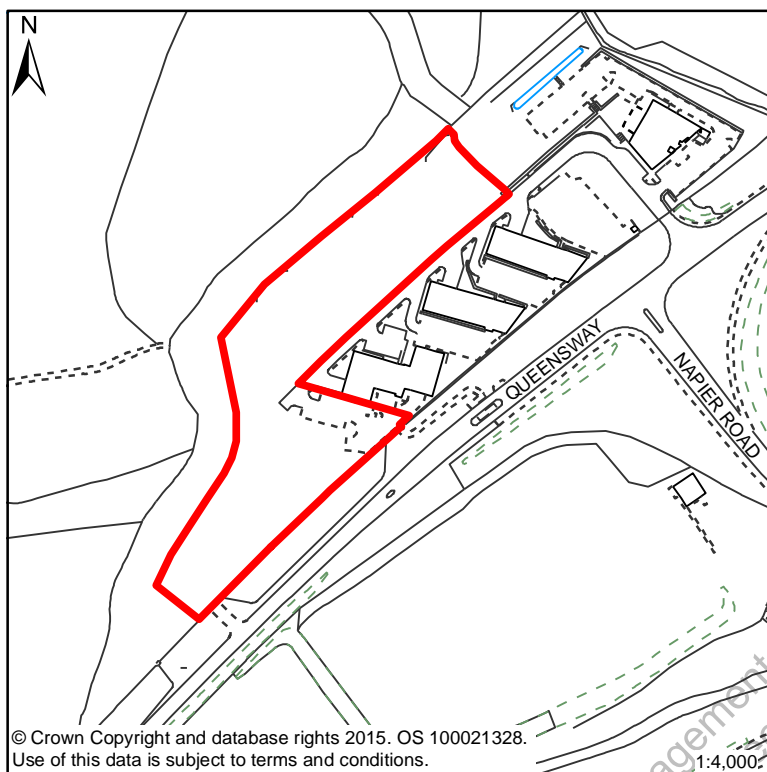


Figure 17: LRA9 – Marline Fields, Enviro21 Business Park, Land west of Queensway

|                                     |  |
|-------------------------------------|--|
| <b>Site address:</b>                | Marline Fields, Enviro21 Business Park, Land west of Queensway |
| <b>Allocated use:</b>               | Employment; B use classes                                      |
| <b>Area:</b>                        | 1.48ha   |
| <b>Possible floorspace (gross):</b> | 5,600m <sup>2</sup>  |

- 6.43 Site LRA9 – Marline Fields, Enviro21 Business Park, Land west of Queensway has the capacity for approximately 5,600m<sup>2</sup> of business floor space and is part of a larger site. Four high quality business units and the access spine road have already been constructed under the Enviro21 Business Park scheme. The plots themselves are cleared and prepared. It is therefore effectively a serviced site ready for development, either under the existing planning permission or through a fresh design.
- 6.44 The site adjoins a Site of Special Scientific Interest and any development would need to ensure that there is minimal ecological impact on the protected site, in particular the hydrological effects on drainage into the Marline Valley stream. Due to the size of the site, a Flood Risk Assessment will be required. This must take into account the risk of surface water flooding, and incorporate mitigation measures as appropriate. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.



# Section Three: Site Allocations

FA1: Little Ridge & Ashdown

## **Policy LRA9 - Marline Fields, Enviro21 Business Park, Land West of Queensway**

Marline Fields, Enviro21 Business Park, Land West of Queensway is allocated for employment (B use classes) development (Possible floorspace (gross): 5,600m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Site of Special Scientific Interest;
- b) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- c) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. In addition, development may be required to contribute to transport improvements on The Ridge;
- d) include traffic access improvements from the existing Enviro21 business park (and an additional emergency access onto Queensway);
- e) investigate the impact of land stability and contamination and incorporate mitigation measures as appropriate;
- f) be designed to reduce the impact of potential pollution and hazards to site users and its neighbours.

Appendix B – Development in  
Written Statement incorporating  
in addition to all minor modifications

## Focus Area 2: Greater Hollington

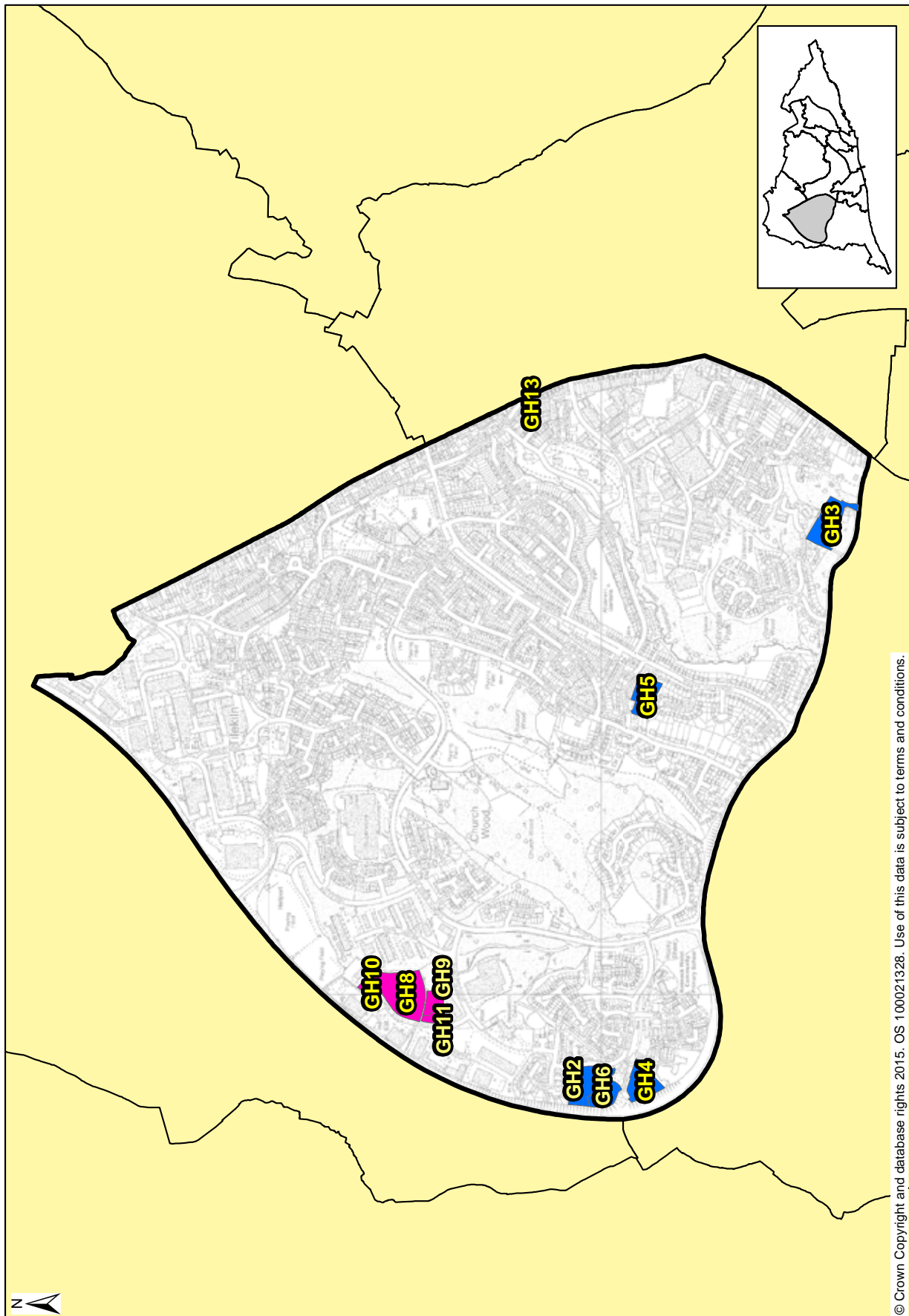


Figure 18: Focus Area 2 – Greater Hollington

# Section Three: Site Allocations

## FA2: Greater Hollington

### Introduction to the Greater Hollington Planning Focus Area

- 6.45 Lying outside of the main town centres, this Planning Focus Area includes a broad mix of different characteristics and uses, covering housing, factory estates, retail and protected open space. Bordered by Battle Road in the east and the sweeping curve of Queensway in the west, it extends from the Asda superstore at Silverhill to open countryside on the western edges of town.
- 6.46 The majority of housing here is post-war, with the Four Courts (Hastings' only dedicated housing tower blocks) forming a very striking part of the townscape. But there are few flats otherwise. A lot of the housing is family houses with gardens. Much of the housing in this Focus Area is the product of extensive urban growth and expansion projects of the last 30 years. There are, however, occasional pockets of older pre-war cottages that once stood in villages, before Hastings Borough extended across them.
- 6.47 There are 3 major industrial estates here: Castleham, Churchfields, and Ponswood. These are well-used and provide a significant contribution to local employment, with employers such as General Dynamics, Marshall Tufflex and Deutsch. The town's largest single retail store is here too, the Tesco Extra superstore on Church Wood Drive. The area is reasonably well served by local convenience stores, has doctors' surgeries, and community centres.
- 6.48 But Greater Hollington is not an unending suburban sprawl of housing and factory estates. There are plenty of open spaces here, and some of the most important ecological habitats in town, notably at Church Wood and the neighbouring Robsack Wood nature reserves. Walking through these ancient woodlands, it feels as though you're far out in the countryside, not a few hundred metres from shops and factories.
- 6.49 Even outside of these nature reserves, Greater Hollington has an open, spacious feel. There's Hollington Park (comprising Ponds Wood and Gillsman's Wood), and many smaller open spaces, allotments, playing fields, and houses with gardens. This sense of space might, though, be somewhat misleading as the population density is relatively high at 68 people per hectare (according to 2001 Census data).
- 6.50 This Focus Area has the second highest population of the 13, with a high proportion of families with children. Census data shows that more than a fifth of the population are children under 16, and this is possibly indicative of this area being the third highest for the proportion of families with children. There is significant economic deprivation here also. It is the fourth most deprived area of the Borough, with a quarter of the adult population on out-of-work benefits (according to the Department of Work and Pensions – Nomis statistics); more than a third of the children live in families with incomes below the official UK poverty level (Office of National Statistics) and nearly 50% of houses are social rented.
- 6.51 So this is an area of contrasts: successful businesses and unemployment; high-rise housing and bungalows; factory estates and nature reserves.

### Our Vision for Greater Hollington

- 6.52 We want Greater Hollington to retain its open, spacious environment while remaining as one of the principal employment areas of the town. To achieve this, it will be essential to retain the protected open spaces, parks, allotments and nature reserves between housing and factory estates.
- 6.53 The architectural heritage of Greater Hollington is rooted in the expansion of Hastings Borough during the second half of the 20th century, and particularly during the last 30 years. So whilst an appreciation of the built environment in this area is important, there are particular opportunities for innovative development here. Policy FA1 of the Planning Strategy sets out a need to plan for 250-310 new homes to be built in this area up to 2028; there is the scope to provide a range of housing types and tenures with a mix of family homes with gardens, and smaller residences for single people and couples. Schemes for development in Greater Hollington should reflect the spacious feel of the surrounding area and a particular aspect of this should be good design with a focus on environmental efficiency that minimises fuel costs.
- 6.54 We would especially welcome applications to renovate or redevelop industrial premises, especially in ways that minimise energy consumption and protect natural resources. More retail premises could also be considered, although not big, out-of-town retail supermarkets – rather, smaller shops that serve a more local community. And we would consider proposals to blend the currently quite rigid boundaries between industrial and residential areas, with the possibility of small, modern workshops mixed in with housing, and possibly live/work units. We would not, however, want to see the space allocated for employment purposes in the area reduce overall. Increasing the opportunities for employment is one way to help reduce the numbers of people on out of work benefits.

6.55 Development in Greater Hollington should be attractive, imaginative, and environmentally sustainable. We want to see the area develop as an environmental showcase of innovative design, blending housing and industrial uses into the natural green spaces that will continue to be at the heart of its communities.

### Residential, mixed use and other allocations for Greater Hollington

| Site reference | Address  | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| GH2            | Mayfield E, Bodiam Drive                             | Residential (37)                                 | 1.10      | ✓  |
| GH3            | Spyways School, Gillsmans Hill                       | Residential (33)                                 | 1.05      | X  |
| GH4            | Mayfield J, Mayfield Lane                            | Residential (36)                                 | 0.77      | X  |
| GH5            | Land at Redgeland Rise (Former Wishing Tree Nursery) | Residential (28)                                 | 0.71      | X  |
| GH6            | Mayfield Farm  | Residential (8)                                  | 0.54      | X  |
| GH13           | 133 Battle Road (Former Tivoli Tavern)               | Residential (11)                                 | 0.10      | X  |

Table 3: Residential, mixed use and other allocations for Greater Hollington

### Employment allocations for Little Ridge & Ashdown

| Site reference | Address                                    | Potential gross floor-space (m <sup>2</sup> ) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|---|-----------|--|
| GH8            | Sites PX and QX, Churchfields              | 6,900   | 1.61      | ✓  |
| GH9            | Site NX2, Sidney Little Road, Churchfields | 770   | 0.32      | ✓  |
| GH10           | Site RX2, Sidney Little Road, Churchfields | 910   | 0.22      | ✓  |
| GH11           | Site NX3, Sidney Little Road, Churchfields | 920   | 0.17      | ✓  |

Table 4: Employment allocations for Greater Hollington

# Section Three: Site Allocations

FA2: Greater Hollington

Site reference: GH2 - Mayfield E, Bodiam Drive

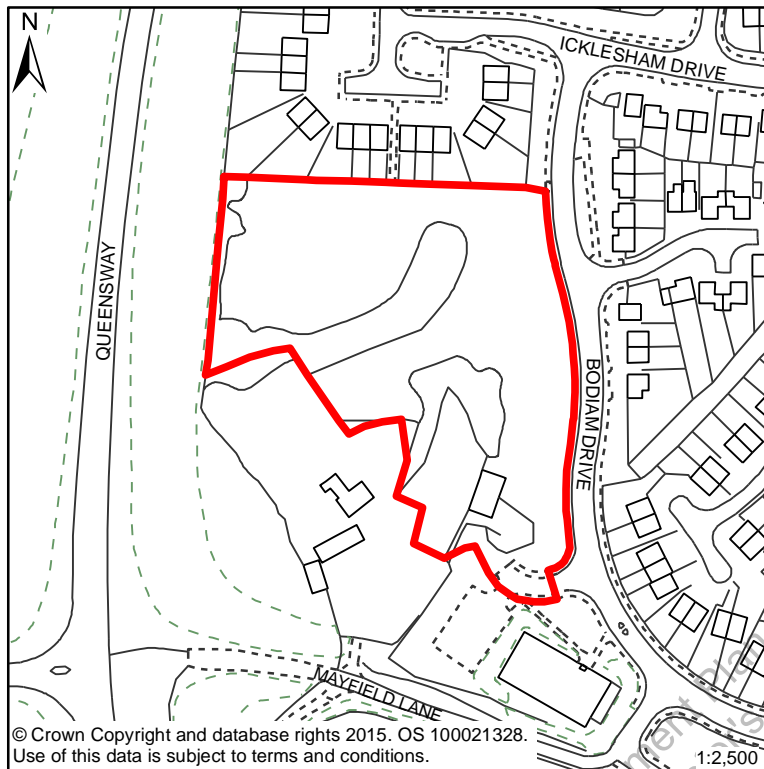


Figure 19: GH2 – Mayfield E, Bodiam Drive

|                               |                          |
|-------------------------------|--------------------------|
| <b>Site address:</b>          | Mayfield E, Bodiam Drive |
| <b>Allocated use:</b>         | Residential              |
| <b>Area:</b>                  | 1.10ha                   |
| <b>Possible net capacity:</b> | 37                       |

- 6.56 Site GH2 – Mayfield E, Bodiam Drive is a gently sloping site at the edge of an existing residential area, and there is the potential for this site to accommodate at least 37 dwellings. There are opportunities to connect this site to the one directly to its south, GH6 - Mayfield Farm, Mayfield Lane. This could be by road or footpath and would aid permeability, making it easier for people to travel to and from their homes. There is also a good opportunity to include an access footpath to the existing bus stop on Bodiam Drive at the north-east corner of the site.
- 6.57 Landscaping and potentially noise screening (hedging for example), is likely to be required along the western border of the site to shield the development from the Queensway road. The capacity potential of this site indicates that a Transport Statement will be required, further advice is available from East Sussex County Council. Any development on this site could potentially affect the setting of Mayfield Farmhouse; a Grade II listed building that is sited immediately to the south-west of the site. Due to the size of the site, a Flood Risk Assessment is required.

## **Policy GH2 - Mayfield E, Bodiam Drive**

Mayfield E, Bodiam Drive is allocated for residential development (possible net capacity 37 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Grade II listed Mayfield Farmhouse;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of adjacent Local Wildlife Sites of similar;
- d) provide boundary landscaping to act as a buffer from Queensway to the west;
- e) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- f) contribute to the improvement of existing play facilities in the surrounding area;
- g) include walking and cycling links to improve local connectivity;
- h) be supported by a Transport Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- i) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development  
Written Statement incorporated  
in addition to all minor modifications

# Section Three: Site Allocations

FA2: Greater Hollington

Site reference: GH3 - Spyways School, Gillsmans Hill

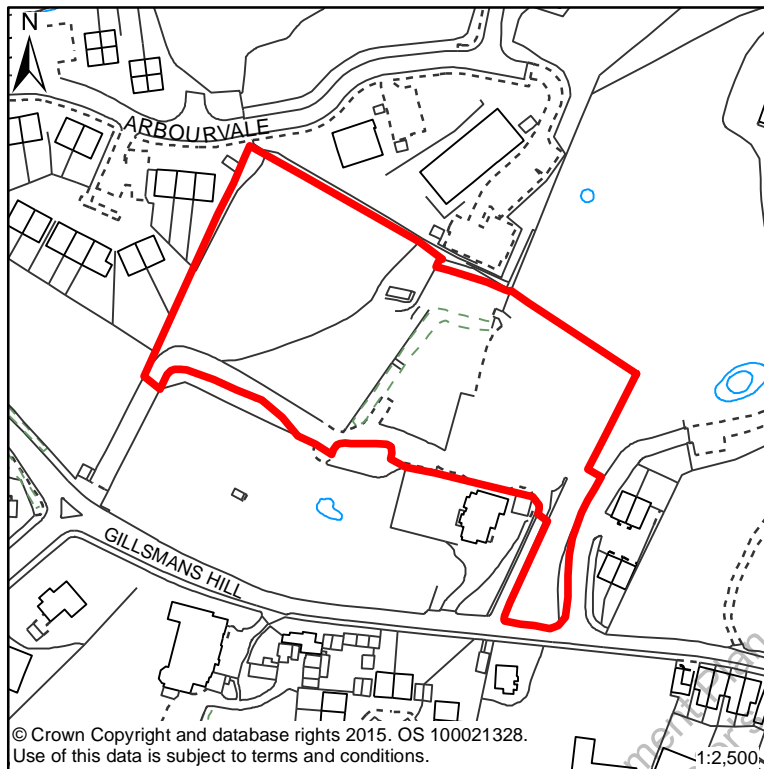


Figure 20: GH3 – Spyways School, Gillsmans Hill

|                               |                                |
|-------------------------------|--------------------------------|
| <b>Site address:</b>          | Spyways School, Gillsmans Hill |
| <b>Allocated use:</b>         | Residential                    |
| <b>Area:</b>                  | 1.05ha                         |
| <b>Possible net capacity:</b> | 33                             |

- 6.58 Site GH3 – Spyways School, Gillsmans Hill is a sloping site from east to west, the west adjoins an existing residential development. The neighbouring residences to the west are bungalows that are largely screened by mature trees. There are a number of protected trees on and adjacent to the site and there is also a Local Wildlife Site that overlaps the area. Due to the size of the site, a Flood Risk Assessment is required. The capacity potential of this site indicates that a Transport Report will also be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy GH3 - Spyways School, Gillsmans Hill**

Spyways School, Gillsmans Hill is allocated for residential development (possible net capacity 33 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Ancient Woodland and the adjacent Local Nature Reserve.
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) contribute to the improvement of existing play facilities in the surrounding area;
- f) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water;
- g) be supported by a Transport Report. Proposals should indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management  
Written Statement incorporating In-Plan  
in addition to all minor modifications



## Site reference: GH4 - Mayfield J, Mayfield Lane

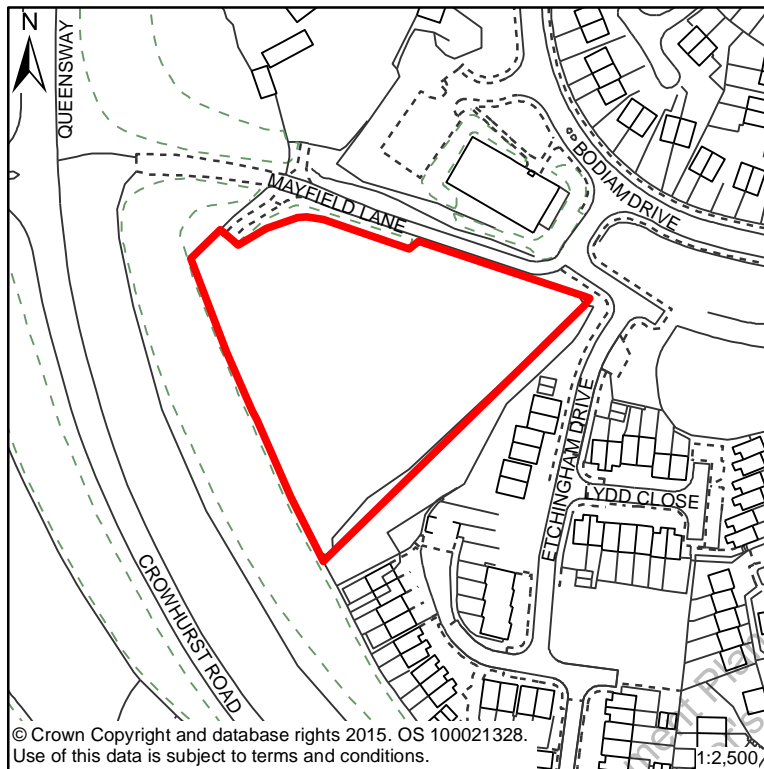


Figure 21: GH4 – Mayfield J, Mayfield Lane

|                               |                           |
|-------------------------------|---------------------------|
| <b>Site address:</b>          | Mayfield J, Mayfield Lane |
| <b>Allocated use:</b>         | Residential               |
| <b>Area:</b>                  | 0.77ha                    |
| <b>Possible net capacity:</b> | 36                        |

6.59 Site GH4 – Mayfield J, Mayfield Lane is a roughly triangular shaped site between existing residential development and the Queensway road. Formerly part of Mayfield farm it has a well-defined boundary of mature vegetation. The capacity potential of this site indicates that a Transport Statement will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy GH4 - Mayfield J, Mayfield Lane

Mayfield J, Mayfield Lane is allocated for residential development (possible net capacity 36 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) contribute to the improvement of existing play facilities in the surrounding area;
- d) be supported by a Transport Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development.

## Site reference: GH5 - Land at Redgeland Rise (Former Wishing Tree Nursery)

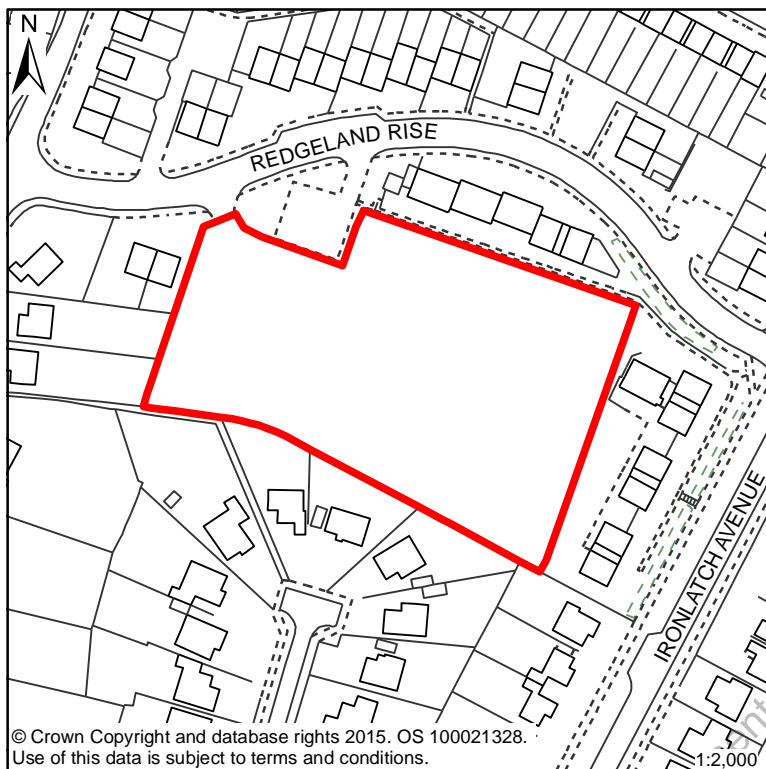


Figure 22: GH5 – Land at Redgeland Rise (Former Wishing Tree Nursery)

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Land at Redgeland Rise (Former Wishing Tree Nursery) |
| <b>Allocated use:</b>         | Residential  |
| <b>Area:</b>                  | 0.71ha   |
| <b>Possible net capacity:</b> | 28   |

6.60 Site GH5 – Land at Redgeland Rise (Former Wishing Tree Nursery) was previously occupied by Hastings Borough Council's nursery. The site slopes down from west to east. There are a number of trees with Tree Preservation Orders (TPO's) sited on the western, southern and eastern boundaries, but there is no screening to the north of the site where the flats in Redgeland Rise (Farren Court) face the site. The development to the east in Ironlatch Avenue is at a lower level and to the south of the site are bungalows in Church Wood Way.

6.61 Redgeland Rise is located between designated ecological areas at Hollington Park and Church Wood and there are a number of large gardens to the south of site GH5. It is likely that there will be particular species on site that will need to be carefully managed and other conservation and mitigation measures might be required. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

# Section Three: Site Allocations

FA2: Greater Hollington

## **Policy GH5 - Land at Redgeland Rise (Former Wishing Tree Nursery)**

Land at Redgeland Rise (Former Wishing Tree Nursery) is allocated for residential development (possible net capacity 28 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) provide an Arboriculture Plan that demonstrates how existing trees, particularly at the boundaries of site, will be integrated into the development, or how compensation will be made for their loss;
- d) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

## Site reference: GH6 - Mayfield Farm, Mayfield Lane

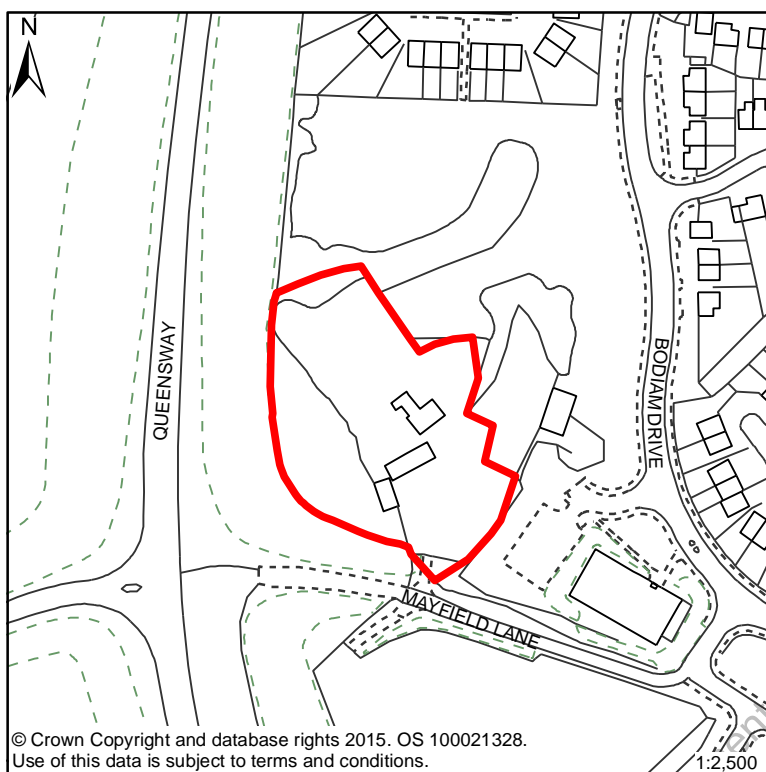


Figure 23: GH6 – Mayfield Farm, Mayfield Lane

|                               |                              |
|-------------------------------|------------------------------|
| <b>Site address:</b>          | Mayfield Farm, Mayfield Lane |
| <b>Allocated use:</b>         | Residential                  |
| <b>Area:</b>                  | 0.54ha                       |
| <b>Possible net capacity:</b> | 8                            |

- 6.62 Site GH6 – Mayfield Farm, Mayfield Lane is a gently sloping site at the edge of an existing residential area. There is the potential for this site to accommodate about 8 dwellings. Mayfield Farmhouse, a Grade II listed building, is in the centre of this site. Any new development will need to sustain and enhance the setting of the farmhouse.
- 6.63 The site is adjacent to site GH2 – Mayfield E, Bodiam Drive, which has a design brief (see section 5 of this Plan) that indicates that there are opportunities to connect the two sites, and this should be examined and referenced within any schemes proposed for site GH6.
- 6.64 New residential development is likely to require the improvement of Mayfield Lane to ensure safe access to the site. Transport management will need to be balanced against the impact of any works on the historic approach to the farmhouse. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council. The nearby Landfill site may also mean that land contamination needs to be investigated.

### **Policy GH6 - Mayfield Farm, Mayfield Lane**

Mayfield Farm is allocated for residential development (possible net capacity 8 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Grade II listed Mayfield Farmhouse;
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- d) contribute to the improvement of existing play facilities in the surrounding area;
- e) include walking and cycling links to improve local connectivity;
- f) provide for the upgrading of Mayfield Lane for access to the development;
- g) investigate the impact of land contamination and incorporate mitigation measures as appropriate.
- h) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications

## Site reference: GH13 – 133 Battle Road (Former Tivoli Tavern)

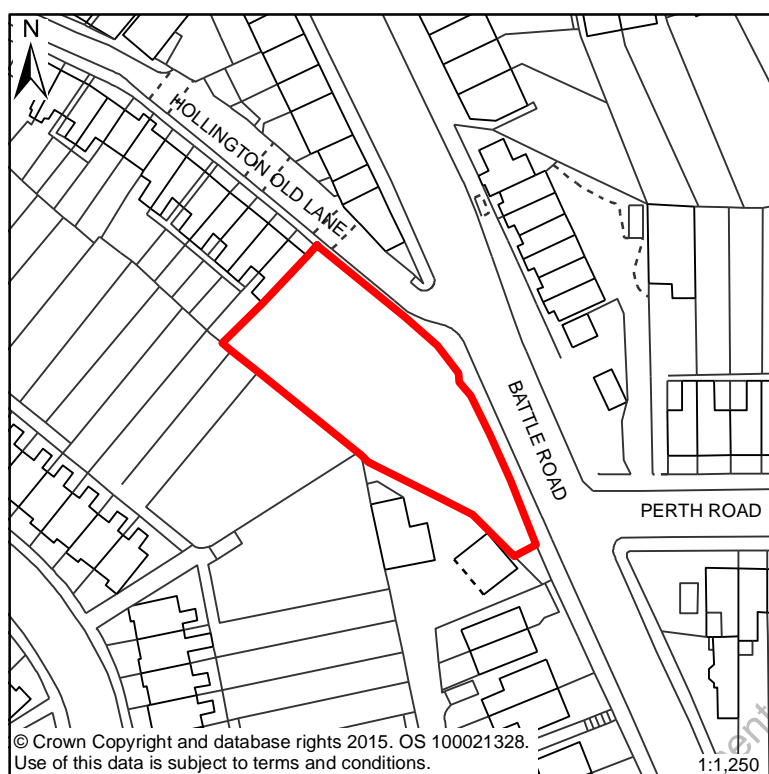


Figure 24: GH13 – 133 Battle Road (Former Tivoli Tavern)

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | 133 Battle Road (Former Tivoli Tavern) |
| <b>Allocated use:</b>         | Residential                            |
| <b>Area:</b>                  | 0.10ha                                 |
| <b>Possible net capacity:</b> | 11                                     |

- 6.66 Site GH13 – 133 Battle Road (Former Tivoli Tavern) offers a redevelopment opportunity for residential use. The site is adjacent to Battle Road and so access to this road will need to be given particular attention for the reasons of safety. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy GH13 – 133 Battle Road (Former Tivoli Tavern)**

133 Battle Road (Former Tivoli Tavern) is allocated for residential development (possible net capacity 11 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA2: Greater Hollington

## Site reference: GH8 - Sites PX and QX, Churchfields

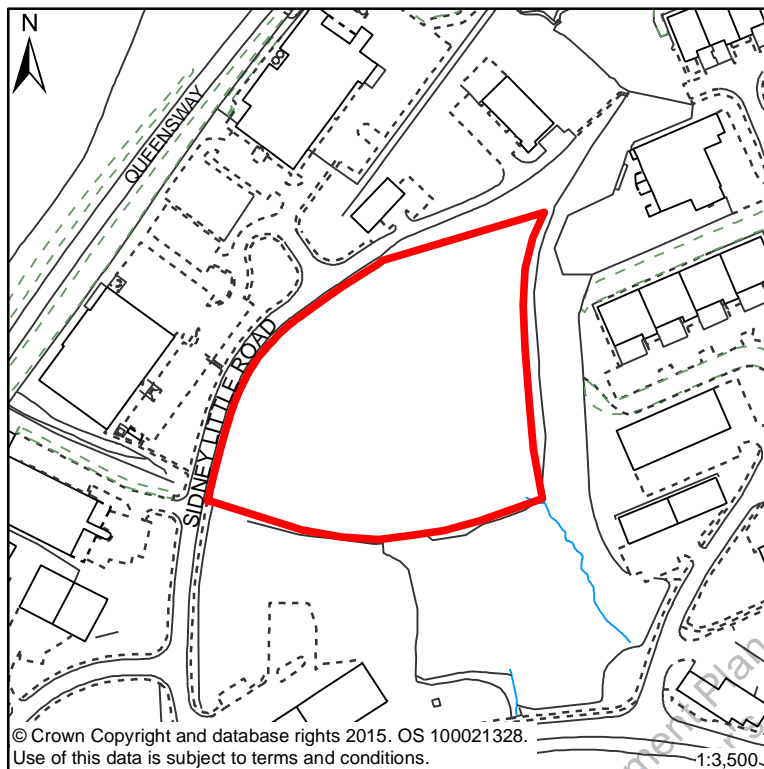


Figure 25: GH8 – Sites PX and QX, Churchfields

|                                      |                               |
|--------------------------------------|-------------------------------|
| <b>Site address:</b>                 | Sites PX and QX, Churchfields |
| <b>Allocated use:</b>                | Employment; B use classes     |
| <b>Area:</b>                         | 1.61ha                        |
| <b>Potential floorspace (gross):</b> | 6,900m <sup>2</sup>           |

- 6.67 Site GH8 – PX and QX, Churchfields is the largest undeveloped site on the Churchfields Employment Estate.
- 6.68 This is a sloping site that is largely open, but overgrown with scrub. It is capable of accommodating a single large occupier or, more easily given the topography, several medium sizes units. The long frontage onto Sidney Little Road allows a choice of possible access points.
- 6.69 Trees along the southern and eastern boundaries should be safeguarded. An ecological survey of the site will be required prior to redevelopment to establish if any protected species are present. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy GH8 - Sites PX and QX, Churchfields**

PX and QX, Churchfields is allocated for employment (B use classes) development (Possible floorspace (gross): 6,900m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Ancient Woodland and the nearby Local Wildlife Site;
- b) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- c) investigate the impact of land stability and contamination and incorporate appropriate mitigation measures;
- d) be designed to reduce the impact of potential pollution and hazards to site users and its neighbours;
- e) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how conclusions and recommendations of the Assessment have been incorporated within the development.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications



# Section Three: Site Allocations

FA2: Greater Hollington

Site reference: GH9 - Site NX2, Sidney Little Road, Churchfields



Figure 26: GH9 – Site NX2, Sidney Little Road, Churchfields

|                                      |  |
|--------------------------------------|--|
| <b>Site address:</b>                 | Site NX2, Sidney Little Road, Churchfields |
| <b>Allocated use:</b>                | Employment; B use classes                  |
| <b>Area:</b>                         | 0.32ha                                     |
| <b>Potential floorspace (gross):</b> | 770m <sup>2</sup>                          |

6.70 Site GH9 – NX2 Sidney Little Road, Churchfields is one of a group of three small development plots. The first, NX1 immediately to the south, was developed as a row of small business units. The existing access off Sidney Little Road is configured to serve both the existing units and those still to be built on this site, NX2, and on site NX3. This sloping site has well established vegetation on and along its northern edge, which should be retained where practical. As with NX1, the site is suited to a group of small units. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

## Policy GH9 - Site NX2, Sidney Little Road, Churchfields

Site NX2 Sidney Little Road, Churchfields is allocated for employment (B use classes) development (Possible floorspace (gross): 770m<sup>2</sup>).

Development proposals for this site will:

- provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- be designed to reduce the impact of potential pollution and hazards to site users and its neighbours;
- be supported by a Transport Report and Travel Plan. Proposals must indicate how conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: GH10 - Site RX2, Sidney Little Road, Churchfields

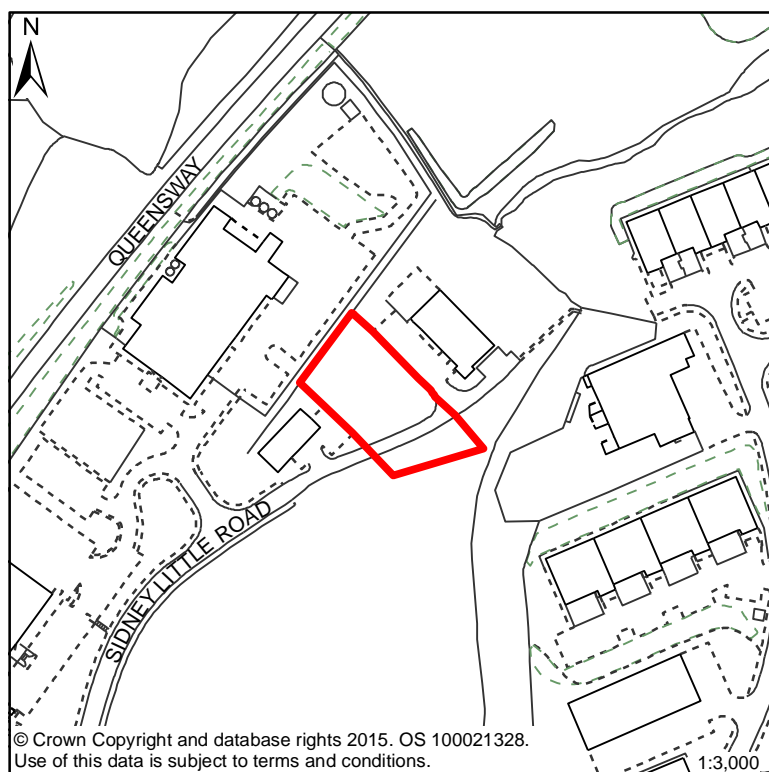


Figure 27: GH10 – Site RX2, Sidney Little Road, Churchfields

|                                      |  |
|--------------------------------------|--|
| <b>Site address:</b>                 | Site RX2, Sidney Little Road, Churchfields |
| <b>Allocated use:</b>                | Employment; B use classes                  |
| <b>Area:</b>                         | 0.22ha                                     |
| <b>Potential floorspace (gross):</b> | 910m <sup>2</sup>                          |

- 6.71 Site GH10 – RX2, Sidney Little Road, Churchfields is a small open site that is the remaining plot of a group of three - the other two having been developed as small/medium business units some time ago.
- 6.72 A business unit similar in scale to those existing will be acceptable and a shared access with the unit to the north-east would be the most space efficient arrangement. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy GH10 - Site RX2, Sidney Little Road, Churchfields

Site RX2, Sidney Little Road, Churchfields is allocated for employment (B use classes) development (Possible floorspace (gross): 910m<sup>2</sup>).

Development proposals for this site will:

- be designed to reduce the impact of potential pollution and hazards to site users and its neighbours;
- include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- be supported by a Transport Report. Proposals must indicate how conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA2: Greater Hollington

Site reference: GH11 - Site NX3, Sidney Little Road, Churchfields



Figure 28: GH11 – Site NX3, Sidney Little Road, Churchfields

|                                      |  |
|--------------------------------------|--|
| <b>Site address:</b>                 | Site NX3, Sidney Little Road, Churchfields |
| <b>Allocated use:</b>                | Employment; B use classes                  |
| <b>Area:</b>                         | 0.17ha                                     |
| <b>Potential floorspace (gross):</b> | 920m <sup>2</sup>                          |

6.73 Site GH11 – NX3 Sidney Little Road, Churchfields is one of a group of three small development plots. The first, NX1 immediately to the south, was developed as a row of small business units. The existing access off Sidney Little Road is configured to serve the existing units, site NX2 and this site, NX3. This sloping site has well established vegetation on and along its northern edge, which should be retained where practical. As with NX1, the site is suited to a group of small units. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

## Policy GH11 - Site NX3, Sidney Little Road, Churchfields

NX3 Sidney Little Road, Churchfields is allocated for employment (B use classes) development (Possible floorspace (gross): 920m<sup>2</sup>).

Development proposals for this site will:

- provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- be supported by a Transport Report. Proposals must indicate how conclusions and recommendations of the Report have been incorporated within the development.
- be designed to reduce the impact of potential pollution and hazards to site users and its neighbours

### Focus Area 3: Filsham Valley & Bulverhythe

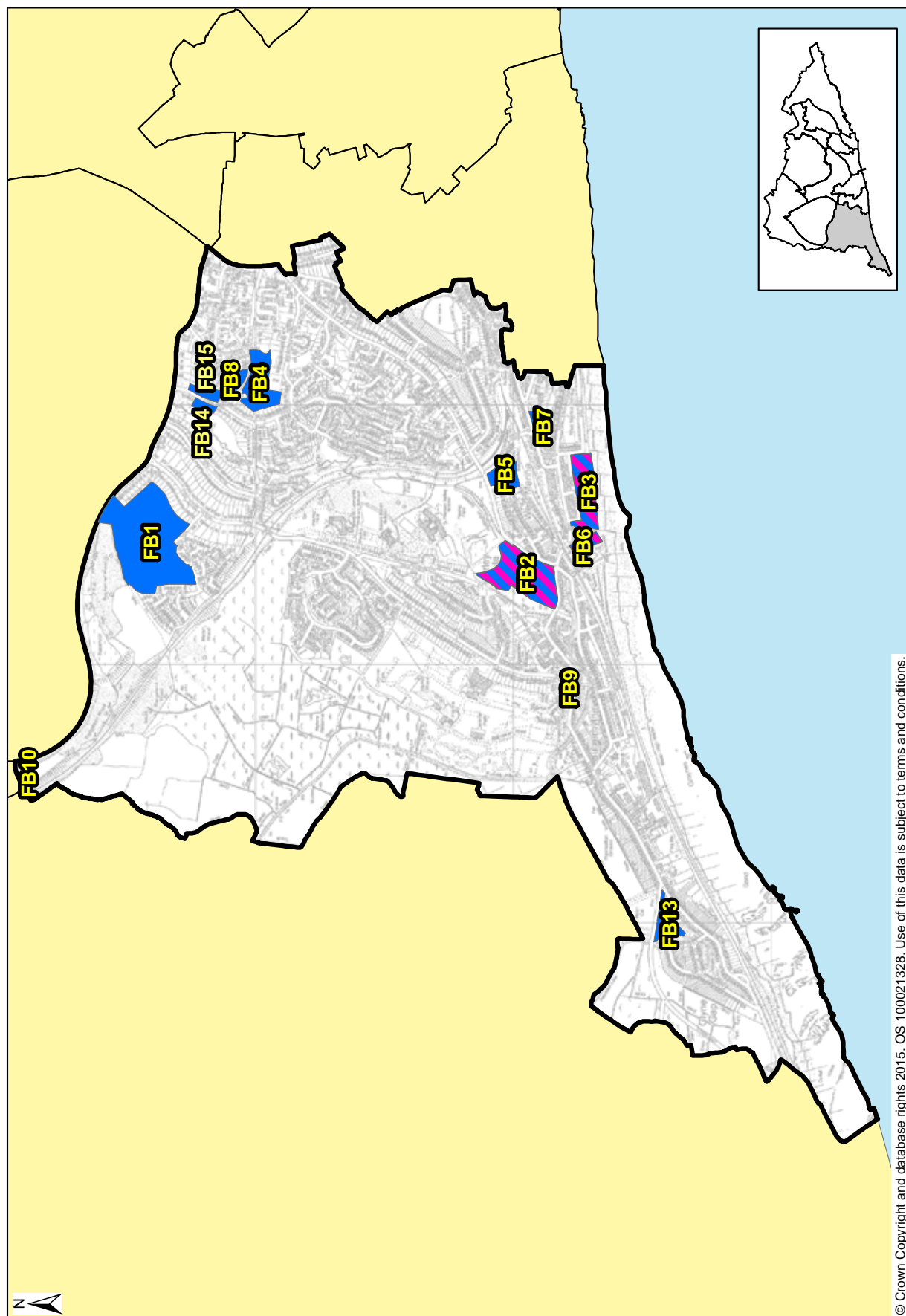


Figure 29: Focus Area 3 – Filsham Valley & Bulverhythe

# Section Three: Site Allocations

## FA3: Filsham Valley & Bulverhythe

### Introduction to the Filsham Valley & Bulverhythe Planning Focus Area

- 6.74 Extending from West Marina in the east and Queensway in the north, to the western boundaries of the Borough, this is an area of contrast between 20th Century housing, commercial depots, and wetland nature reserves. When travelling by train from London, this is where visitors get their first impression of Hastings & St Leonards as they glimpse the sea across school playing fields and open spaces that follow the valley to the coast at Bulverhythe.
- 6.75 The coastal strip was the first part to be developed, along Bexhill Road. Around West Marina Gardens, housing is Victorian and Edwardian, where some of the former grandeur has faded. Recent years have seen a revival however, with much of this housing renovated. Further west, the old bathing pool site remains a development opportunity, alongside the beach chalets here and those at West Haven further along. Beyond this, the housing along Bexhill Road is generally that which was built between the wars. There are industrial areas here too and Brownfield development sites, such as the old West St Leonards school.
- 6.76 Inland, the housing is more modern, built mostly from the 1930s through to the late 20th Century, the most recent development on a former golf course. East of the Hastings Line railway, the houses are older, larger and mostly detached. This part of the area has a different feel; quieter, more peaceful, an urban fringe with leafy suburban streets in the east to nature reserves to the west, and surrounding countryside. The creation of the St Leonards Academy on the old Filsham Valley school site provides the potential to open the Grove School site as another development opportunity in Filsham Valley & Bulverhythe.
- 6.77 There are shops scattered through Filsham Valley & Bulverhythe, cafés and takeaways, several larger retail warehouses, a garden centre, car dealers, assorted other commercial premises, and a small community centre. This Focus Area also contains the West St Leonards railway station on the Hastings Line between Ashford in the east and London to the north.
- 6.78 The beach and coastline here is relatively isolated. Access to it is challenging because it is cut off from the town by the Hastings to Brighton railway line, and to some extent the A259 Bexhill Road. North of Bexhill Road, there are two important wetland nature reserves: South Saxon wetlands and Filsham Reedbeds, within the Combe Haven Site of Special Scientific Interest (SSSI). There are playing fields too, and the Combe Haven holiday park, an important source of tourist accommodation.
- 6.79 According to 2001 Census data, 8,500 people live here and almost 50 % of them are over the age of 45; this is higher than the Borough average. It is the third least deprived Focus Area of the 13 (Office of National Statistics). Census data also shows that 80 % of the housing in this Focus Area is owner-occupied. The A259, Bexhill Road, dominates the southern part of the Filsham Valley & Bulverhythe Focus Area, but with the completion of the Bexhill-Hastings Link Road and the route options for journeys that this will bring, the congestion along this road should be reduced. Public transport options are good, and the recently completed cycle route along the seafront has created another way for people to reach Bexhill and the beach, so connectivity in this Focus Area is generally good and access to the coastline and beach is improving.

### Our Vision for Filsham Valley & Bulverhythe

- 6.80 Of all the Focus Areas in the Borough, Filsham Valley & Bulverhythe has the potential to see the most change. There are some larger brownfield development opportunity sites here, which could be developed as housing. Policy FA1 of the Planning Strategy identifies that this area has the potential capacity for between 630-700 additional homes up to 2028. With some of the largest sites in the Borough available here, we would expect to see some innovative and imaginative uses of the land. Higher densities may well be possible, if suitably achieved with perhaps limited flatted developments. But there is a need to retain employment sites, so some existing commercial premises should be kept for employment purposes and their quality and use maintained or improved where possible.
- 6.81 However, the area is low-lying and parts of it are in a designated flood risk area. Flood risk, and getting adequate drainage in place, is a significant challenge here.
- 6.82 When the Bexhill-Hastings Link Road is built, this will make a big difference to Bulverhythe & Filsham Valley, both along Bexhill Road and along Filsham Road. Together with the new cycle path, we would expect to see more people using the beach and sea, and tourists attracted to this area. So there is likely to be the opportunity for more facilities for them close to the beach access points: cafés, small shops, sports, and possibly licensed premises. Consideration may be given to proposals for cafés on the beach side of the railway line. We want this part of the area to come to life, to shake off its 'edgelands' feel and reinvent

itself. Innovation and imagination offer the potential to help maintain and strengthen the economy and community in this part of the Borough.

- 6.83 The former bathing pool site at West Marina remains one of the most prominent development sites on Hastings' seafront. During the next 15 years, we expect this to be developed for both homes and leisure use. Because the site is prominent, potential schemes here would need to pay particular attention to good design and innovation, perhaps something that would be a tourist destination in itself. However, we recognise that it may be a while before such a development is viable, so innovative temporary uses for the site would be encouraged in the meantime.
- 6.84 The SSSI along Combe Valley will remain protected from development, beyond improved visitor facilities, although these would need to be restrained and environmentally sustainable. And we would want to retain important tourist accommodation at Combe Haven Holiday Park. Public playing fields and allotments elsewhere in the area will also continue to be protected.

### Residential, mixed use and other allocations for Filsham Valley & Bulverhythe

| Site reference | Address  | Allocation (including potential number of homes)      | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|---|-----------|--|
| FB1            | The Grove School   | Residential (240)                                     | 9.40      | ✓  |
| FB2            | Former West St Leonards Primary School                     | Mixed use (100)                                       | 3.92      | ✓  |
| FB3            | Seaside Road, West St Leonards                             | Mixed use (120)                                       | 2.22      | ✓  |
| FB4            | Former Westerleigh School                                  | Residential (68)                                      | 2.15      | ✓  |
| FB5            | Former Hastings College, St Saviours Road                  | Residential (44)                                      | 1.05      | X  |
| FB6            | Cinque Ports Way (Former Stamco Timber Yard and TA Centre) | Mixed use (25)  | 0.65      | ✓  |
| FB7            | 123-125 West Hill Road (Former Malmesbury House)           | Residential (117)                                     | 0.70      | X  |
| FB8            | Former Westerleigh School Playing Fields                   | Residential (7)                                       | 0.56      | X  |
| FB9            | 190 Bexhill Road   | Residential (32)                                      | 0.19      | X  |
| FB10           | Land south of Crowhurst Road                               | Permanent site for Gypsies and Travellers (2 pitches) | 0.17      | X  |
| FB13           | Hastings Garden Centre, Bexhill Road                       | Residential (12)                                      | 0.78      | X  |
| FB14           | Land north of 31 Fern Road                                 | Residential (10)                                      | 0.28      | X  |
| FB15           | Land north of 14 Fern Road                                 | Residential (14)                                      | 0.46      | X  |

Table 5: Residential, mixed use and other allocations for Filsham Valley & Bulverhythe

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB1 - The Grove School

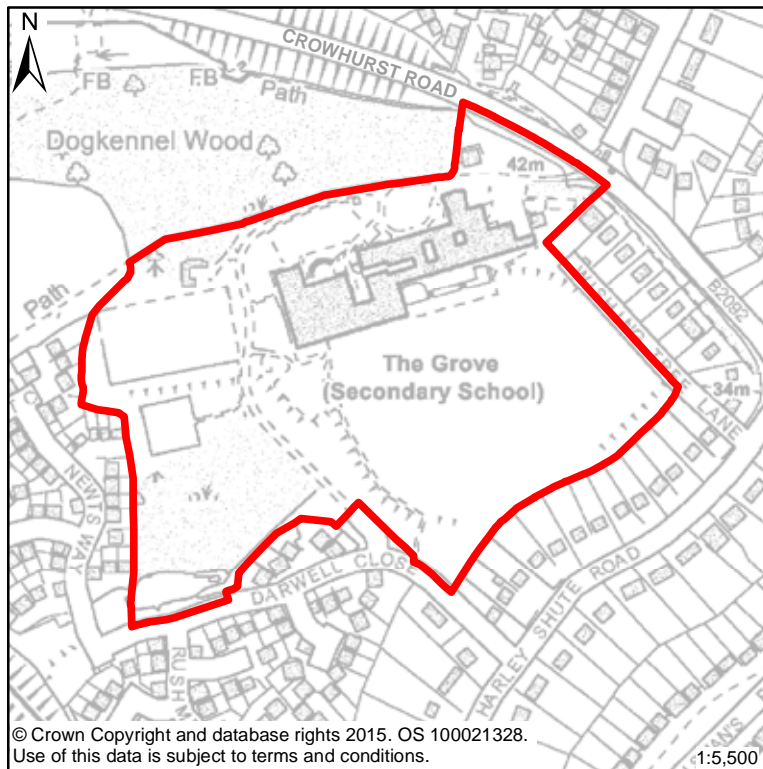


Figure 30: FB1 –The Grove School

**Site address:** The Grove School

**Allocated use:** Residential

**Area:** 9.40ha

**Possible net capacity:** 240

- 6.85 Site FB1 – The Grove School has become available for development as it is now considered to be surplus to requirements. The majority of the wooded area in the south-west of the site should be retained and not form part of any redevelopment. A density of 30 dwellings per hectare is assumed and therefore the site could be capable of delivering about 240 units.
- 6.86 This is a large and relatively level site, in an existing residential area. Its size and location will be expected to support a varied housing mix; to include affordable houses and specific housing for wheelchair users. There is a Multi-Use Games Area on site and its retention or relocation must be included in the development proposals.
- 6.87 Dogkennel Wood to the north-west of the site is an area of Ancient Woodland and this should be conserved, as should existing public footpaths around the site. East Sussex County Council's highway department has commented that the development will require highway junction improvements. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will also be required. Wishing Tree Lane adjacent to the eastern boundary of the site is a privately owned road, if any proposals are to include this road as an access point agreements will have to be made with its owners. Further advice on transport matters is available from East Sussex County Council.
- 6.88 There are areas of surface water flood risk on the site so the management of drainage will be an important consideration. Given the size of the site, the Council requires applications to include investigations into the capacity of that development to include district heating networks or combined heat and power generation. The size of development might also require the inclusion of local services such as a small convenience store.

### **Policy FB1 - The Grove School**

The Grove School is allocated for residential development (possible net capacity 240 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Ancient Woodland and Local Wildlife Site
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) include formal open space and green space within the site;
- f) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- g) investigate the feasibility for district heating and/or Combined Heat and Power systems on site;
- h) contribute to the improvement of existing play facilities in the surrounding area;
- i) secure the retention or relocation of the Multi Use Games Area;
- j) include walking and cycling links to improve local connectivity and to preserve the Public Right of Way at the north of the site;
- k) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Assessment have been incorporated within the development; this is likely to include improved access to the site and to potentially include junction improvements on Harley Shute Road and/or Crowhurst Road as advised by the Local Highways Authority;
- l) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.



# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB2 – Former West St Leonards Primary School

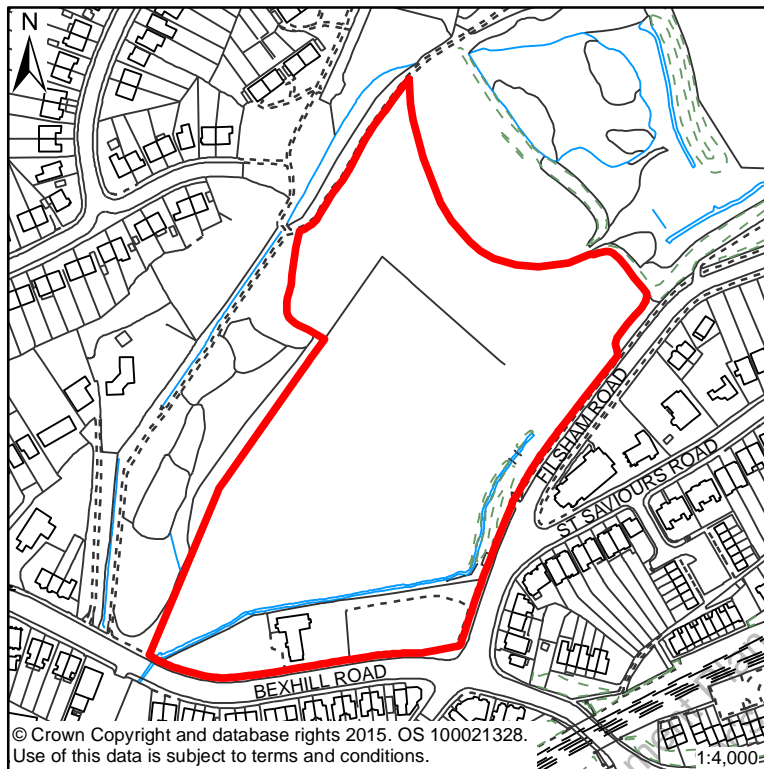


Figure 31: FB2 – Former West St Leonards Primary School

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Former West St Leonards Primary School |
| <b>Allocated use:</b>         | Mixed use (residential and community)  |
| <b>Area:</b>                  | 3.92ha                                 |
| <b>Possible net capacity:</b> | 100                                    |

- 6.89 Site FB2 – Former West St Leonards Primary School is a predominately vacant site that could support at least 100 housing units.
- 6.90 The Council will require development to achieve high standards of sustainable design and construction. There is an area of tidal and fluvial flood risk (Zone 3) on the site and so a Flood Risk Assessment will be required and mitigation as advised by the report should be incorporated into any potential scheme. There is also the potential for surface water flood risk so suitable mitigation should also be included for this.
- 6.91 This site will be required to support a housing mix to include affordable housing and specific housing for wheelchair users. All vehicular access will be from Filsham Road. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required, further advice is available from East Sussex County Council. Pedestrian/cycle links are proposed to the west and south. A buffer zone is indicated in the design brief (see section 5 of this Plan) at the junction of Filsham Road and Bexhill Road to accommodate a bus lane.
- 6.92 The site adjoins the South Saxons Local Wildlife Site (LWS) to the west and north, and this nature conservation area needs to be safeguarded in the layout of the site. Part of the site was formerly a tip and may still produce landfill gas. There is also a small area of contaminated land in the north-western corner of the site. An assessment of potential contamination will therefore be required. A buffer zone should be maintained on either side of the Hollington Stream in the southern and western parts of the site. The stream is an important ecological asset and is also engineered to avoid unacceptable flood risk so close working with the Council and the Environment Agency is encouraged and opportunities to create a feature of the stream should be explored.
- 6.93 The Community Hall in the southern part of the site is nearing the end of its useful life and developers will be expected to provide a replacement building. This could be sited adjacent to the existing building.

## **Policy FB2 - Former West St Leonards Primary School**

Former West St Leonards Primary School is allocated for mixed use development including residential and community uses (possible net capacity 100 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) provide new formal open space within the site;
- f) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- g) incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- h) provide for the replacement of the Community Hall. The Hall is to be provided prior to the completion of the housing development;
- i) contribute to the improvement of existing play facilities in the surrounding area;
- j) accommodate a bus lane on the Bexhill Road up to the junction with Filsham Road;
- k) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Assessment have been incorporated within the development.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix 5  
Written Statement  
in addition to

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

Site reference: FB3 - Seaside Road, West St Leonards

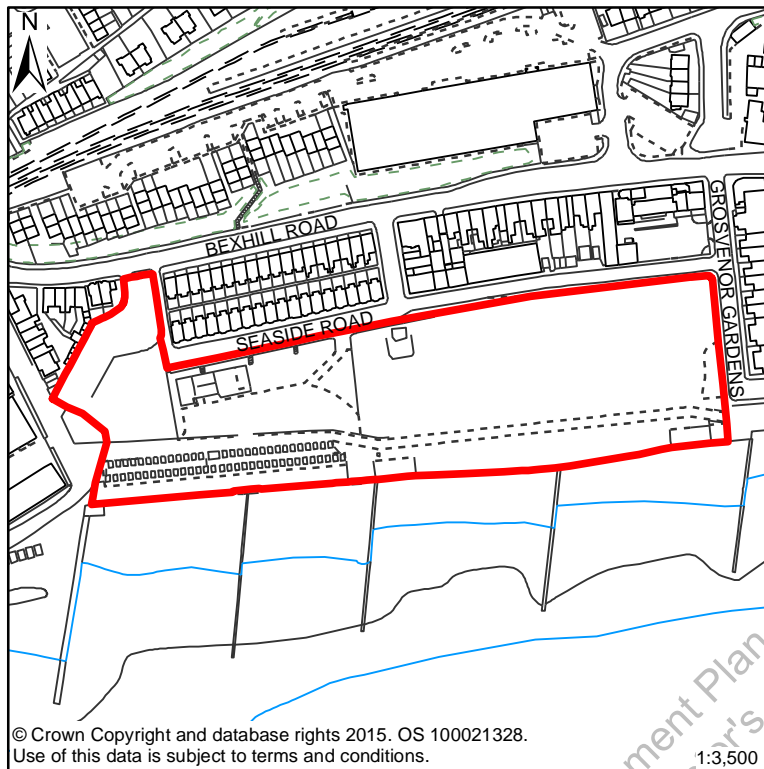


Figure 32: FB3 – Seaside Road, West St Leonards

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Seaside Road, West St Leonards         |
| <b>Allocated use:</b>         | Mixed use (residential and commercial) |
| <b>Area:</b>                  | 2.22ha                                 |
| <b>Possible net capacity:</b> | 120                                    |

- 6.94 Site FB3 – Seaside Road, West St Leonards is a vacant brownfield site, and is part of the wider West Marina redevelopment area, which is an area of vacant and under-used land the regeneration of which has been a long term objective of the Council. Previous studies have indicated that this site could support 120 housing units as part of a mix of commercial, leisure and residential uses.
- 6.95 Seaside Road is one of the few remaining significant re-development sites on the Hastings/St Leonards seafront. It presents an opportunity to create a high quality development which, with the adjacent Cinque Ports Way site FB6, will both regenerate the area and act as a tourist attraction in its own right, as an addition to Hastings and the Old Town. The site is capable of accommodating both apartments and family housing. The site, given its size and location, will be expected to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix.
- 6.96 The Council will expect to see a high quality innovative design with particular regard to sustainability. The Grosvenor Gardens Conservation Area sits immediately to the east of this site. Any new development on this site must sustain and enhance the setting of the conservation area.
- 6.97 The location, scale and massing of housing units should have regard to the outlook of adjacent properties in Seaside Road and Grosvenor Gardens. Opportunities should be taken where possible to exploit the sea views that the site offers.
- 6.98 Developers will be expected to create a broad promenade for pedestrians and cyclists behind the seawall running east to west across the site. This should also act as a way of protecting views along the seafront. Improvements to the seawall will be required and the potential for vegetative shingle creation will need to be explored. There is tidal and fluvial flood risk (Zone 3) on the site and so a Flood Risk Assessment will be required and mitigation as advised by the report should be incorporated into any potential scheme.

- 6.99 The site is considered to be suitable for leisure and recreational uses, particularly those associated with the water. The site could also accommodate small scale kiosk style retail uses normally found at the seaside, a cafeteria and a public house/restaurant. These would be best sited behind the promenade. If possible, new permanent beach huts should be provided to replace the existing ones at the western end of the site. Opportunities for co-ordinating development with site FB6 should also be explored.
- 6.100 There is an underground tank in the northern part of the site opposite Seaside Way. This cannot be built over and must remain as open land. The eastern part of the site contains filled land and there have been previous commercial uses elsewhere on the site. Developers will be expected to provide an assessment of ground conditions and potential contamination. There is a playground on the site that must be retained or sympathetically relocated. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Vehicular access is available to Cinque Ports Way, Seaside Road and Grosvenor Gardens, and the management of these accesses and likely road and junction improvements should occur in conjunction with site FB6. Further advice on transport matters is available from East Sussex County Council.

### **Policy FB3 - Seaside Road, West St Leonards**

**Seaside Road, West St Leonards is allocated for mixed use development including residential and commercial uses (possible net capacity 120 dwellings).**

**Development proposals for this site will:**

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the Grosvenor Gardens Conservation Area;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) incorporate measures to address sea water flood risk to include the continued maintenance of the seawall;
- f) incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- g) provide a public realm and promenade that is attractive and inviting to residents and tourists;
- h) protect important views along the seafront;
- i) retain or relocate the beach huts in the south west of the site;
- j) retain open land above the underground tank in the north of the site;
- k) investigate the feasibility for district heating and/or Combined Heat and Power systems on site;
- l) secure the retention or relocation of the playground and contribute towards its maintenance or enhancement;
- m) include walking and cycling links to improve local connectivity and to preserve the cycle route and Public Right of Way at the south of the site;
- n) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the recommendations and conclusions of the Assessment have been incorporated within the development;
- o) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes.

**Additional guidance is also given in a design brief for this site in section 5 of this Plan.**

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB4 - Former Westerleigh School

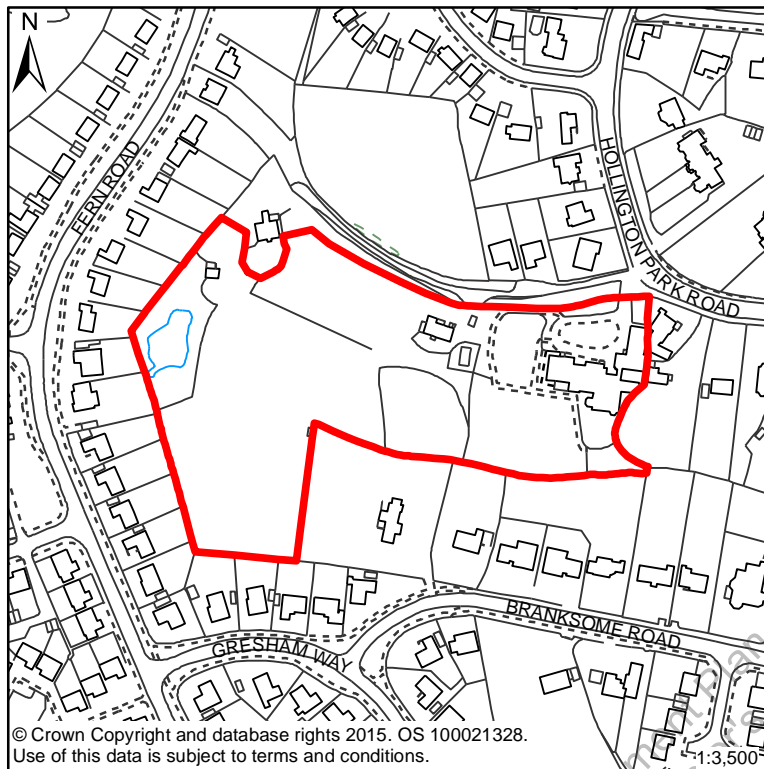


Figure 33: FB4 – Former Westerleigh School

|                               |                           |
|-------------------------------|---------------------------|
| <b>Site address:</b>          | Former Westerleigh School |
| <b>Allocated use:</b>         | Residential               |
| <b>Area:</b>                  | 2.15ha                    |
| <b>Possible net capacity:</b> | 68                        |

- 6.101 Site FB4 – Former Westerleigh School provides an opportunity for redevelopment since the closure of the private school.
- 6.102 The slope of the land, the existing mature trees within the site and important nature conservation issues will need to be explored in any scheme that is put forward for this site. The design brief for FB4 in section 5 of this Plan shows how a scheme might be able to accommodate development, green space, potential access points and boundary landscaping. At a density of 35 dwellings per hectare and given the areas shown on the brief that are protected, a minimum capacity of 68 dwellings could be achieved.
- 6.103 The site, given its size and location, will be expected to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix. Of particular importance for this site will be measures to reduce surface water flood risk, and Sustainable Drainage Systems (SUDs) are likely to be required. Connections between the green space protected on site and those existing green spaces off site will also need to be shown on any application to ensure the conservation and enhancement of the green infrastructure network. The capacity potential of this site indicates that a Transport Statement and Travel Plan Statement will be required. Further advice on transport matters is available from East Sussex County Council.

#### **Policy FB4 - Former Westerleigh School**

Former Westerleigh School is allocated for residential development (possible net capacity 68 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) provide new green space within the site;
- f) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- g) contribute to the improvement of existing play facilities in the surrounding area;
- h) include walking and cycling links to improve local connectivity and to preserve the Public Right of Way at the north of the site;
- i) be supported by a Transport Statement and Travel Plan Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- j) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B  
Written Statement  
in addition to all

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

Site reference: FB5 - Former Hastings College, St Saviours Road

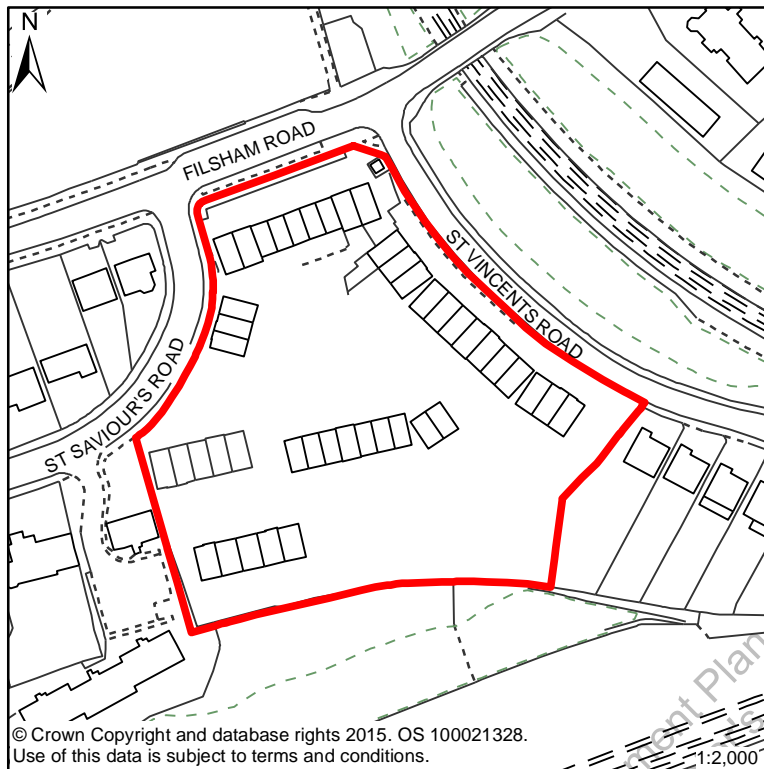


Figure 34: FB5 – Former Hastings College, St Saviours Road

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Former Hastings College, St Saviours Road |
| <b>Allocated use:</b>         | Residential                               |
| <b>Area:</b>                  | 1.05ha                                    |
| <b>Possible net capacity:</b> | 44  |

6.104 Site FB5 – Former Hastings College, St Saviours Road is bounded by St Vincents Road, Filsham Road and St Saviours Road and currently comprises three and four storey brick built buildings which were most recently occupied by Hastings College prior to their relocation to new premises at Station Plaza. The southern boundary fronts a natural wooded area which slopes down to the railway line with views across to the sea. There are two storey houses immediately adjacent the site in St Vincents Road and St Saviours Road. There are recorded ecological constraints to the site that will require investigation and, as appropriate, conservation or mitigation prior to development. There is some surface water flood risk on site and, due to the size of the site, a Flood Risk Assessment is required. The capacity potential of this site indicates that a Transport Statement will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy FB5 - Former Hastings College, St Saviours Road**

Former Hastings College, St Saviours Road is allocated for residential development (possible net capacity 44 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) contribute to the improvement of existing play facilities in the surrounding area;
- f) be supported by a Transport Statement. Proposals should must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- g) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water.

Appendix B – Development Management  
Written Statement incorporating Inspectors  
in addition to all minor modifications



# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

Site reference: FB6 - Cinque Ports Way (Former Stamco Timber Yard and TA Centre)

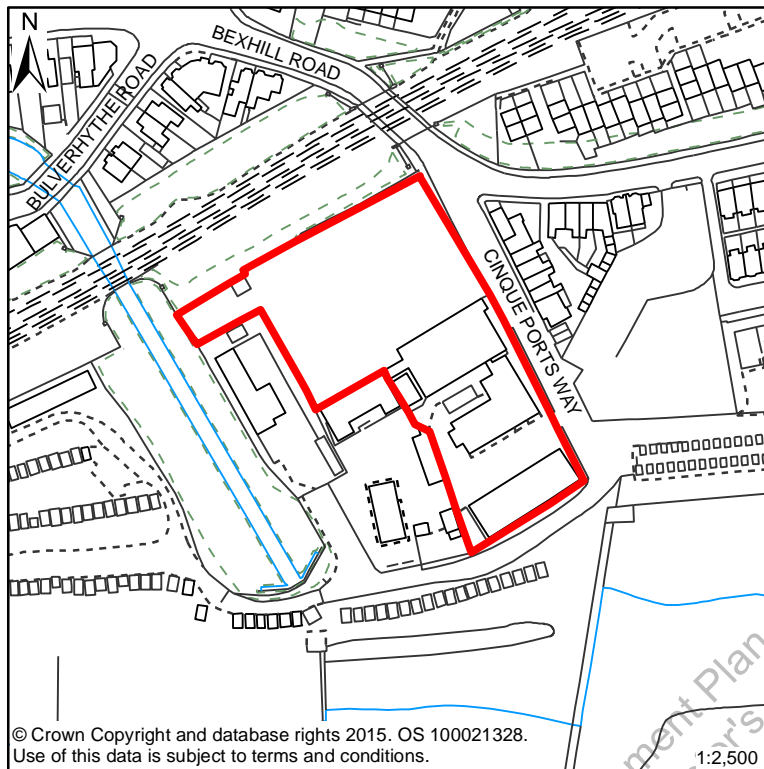


Figure 35: FB6 – Cinque Ports Way (Former Stamco Timber Yard and TA Centre)

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Cinque Ports Way (Former Stamco Timber and TA Centre) |
| <b>Allocated use:</b>         | Mixed use (residential and commercial)                |
| <b>Area:</b>                  | 0.65ha  |
| <b>Possible net capacity:</b> | 25  |

- 6.105 Site FB6 – Cinque Ports Way (Former Stamco Timber Yard and TA Centre) has redevelopment potential for a mix of uses including residential. Its seafront location also gives an opportunity for commercial and tourist development.
- 6.106 The site is potentially part of the West Marina redevelopment, an area of vacant and under-used land the regeneration of which has been a long term objective of the Council. This site could support 25 housing units as part of a mix of commercial and residential units, and these residences are the minimum for which the site is allocated.
- 6.107 The design brief for site FB6, in combination with FB3 (see section 5 of this Plan), indicates how it might be organised to accommodate both commercial and residential uses. It also shows potential access routes, and the management of these accesses and likely road and junction improvements should occur in conjunction with site FB3. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.108 There is a Public Right of Way (and a National Cycle Route) running along the southern boundary, which it will be important to link to. There is a Local Wildlife Site adjacent to FB6 to the west; and avoidance of harm to it is of high importance and an impact assessment will be required.
- 6.109 This is a site that is in a flood risk area (from all types of flooding), protection and mitigation measures must be included in any scheme. Sustainable Drainage Systems (SUDs) are likely to be required along with potential contributions to the maintenance of the existing sea defences.

### **Policy FB6 - Cinque Ports Way (Former Stamco Timber Yard and TA Centre)**

Cinque Ports Way (Former Stamco Timber Yard and TA Centre) is allocated for mixed use development including residential and commercial uses (possible net capacity 25 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- c) provide a public realm and promenade that is attractive and inviting to residents and tourists;
- d) protect important views along the seafront;
- e) be accompanied by a Flood Risk Assessment and incorporate measures to address flood risk (including the maintenance of the seawall), as appropriate, and also surface water flood risk such as Sustainable Drainage Systems;
- f) contribute to the improvement of existing play facilities in the surrounding area;
- g) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- h) include walking and cycling links to improve local connectivity and to preserve the cycle route and Public Right of Way at the south of the site;
- i) ensure future access to the existing sewerage infrastructure for maintenance and upsizing purposes as advised by Southern Water.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development  
Written Statement in  
in addition to all minor

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

Site reference: FB7 - 123-125 West Hill Road (Former Malmesbury House)

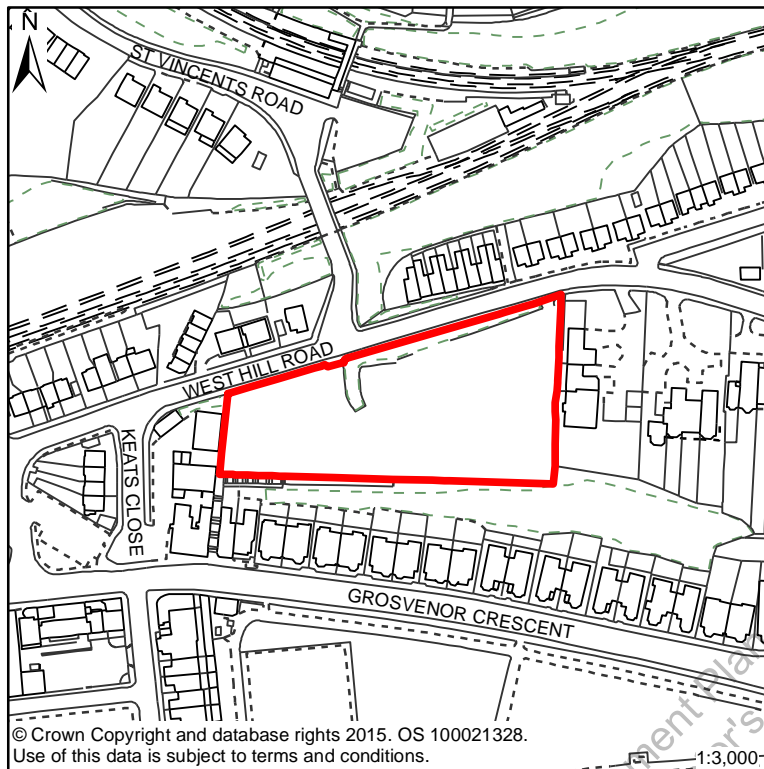


Figure 36: FB7 – 123-125 West Hill Road (Former Malmesbury House)

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | 123-125 West Hill Road (Former Malmesbury House) |
| <b>Allocated use:</b>         | Residential                                      |
| <b>Area:</b>                  | 0.70ha   |
| <b>Possible net capacity:</b> | 117  |

- 6.110 Site FB7–123-125 West Hill Road (Former Malmesbury House) where in 1989, planning permission was granted for the erection of 117 dwellings in the form of apartment blocks (HS/OA/88/1323). In 2006, a Certificate of Lawful Use was granted stating that this development had commenced within three years of consent being granted and could therefore be completed (HS/PR/05/00980).
- 6.111 A new scheme would provide an opportunity to incorporate the latest thinking on sustainable design and construction into this site. The possible net capacity of 117 dwellings reflects the existing consent. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.112 The site occupies an elevated prominent location at the western end of the Grosvenor Gardens Conservation Area and is visible from a distance, particularly from the direction of the seafront. Any development must therefore respect longer distance views of the site as well as its immediate surroundings.
- 6.113 The cliff to the rear of the site is a Local Wildlife Site. Applicants will be required to submit an ecology and arboriculture report. Applicants will also be required to demonstrate that their development will not threaten the stability of the cliff.

### **Policy FB7 - 123-125 West Hill Road (Former Malmsbury House)**

123-125 West Hill Road (Former Malmsbury House) is allocated for residential development (possible net capacity 117 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the Grosvenor Gardens Conservation Area;
- d) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Local Wildlife Site;
- e) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Assessment have been incorporated within the development;
- f) investigate the impact of land stability and incorporate mitigation measures as appropriate;
- g) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing sewerage and water supply infrastructure for maintenance and upsizing purposes.

Appendix B – Development Management  
Written Statement incorporating  
in addition to all minor modifications

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB8 - Former Westerleigh School, Playing Fields

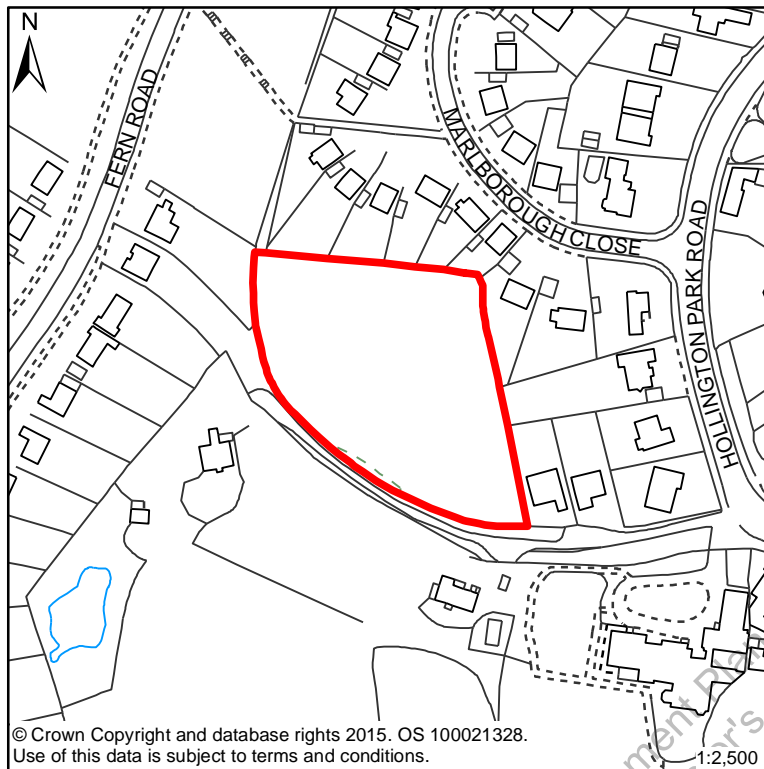


Figure 37: FB8 – Former Westerleigh School, Playing Fields

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Former Westerleigh School, Playing Fields |
| <b>Allocated use:</b>         | Residential                               |
| <b>Area:</b>                  | 0.56ha                                    |
| <b>Possible net capacity:</b> | 7   |

6.114 Site FB8 – Former Westerleigh School, Playing Fields is across a narrow road from the main former school site (site FB4). It is almost completely surrounded by residential properties and is a relatively flat and open Greenfield site. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy FB8 - Former Westerleigh School, Playing Fields

Former Westerleigh School, Playing Fields is allocated for residential development (possible net capacity 7 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: FB9 - 190 Bexhill Road



Figure 38: FB9 – 190 Bexhill Road

|                               |                  |
|-------------------------------|------------------|
| <b>Site address:</b>          | 190 Bexhill Road |
| <b>Allocated use:</b>         | Residential      |
| <b>Area:</b>                  | 0.19ha           |
| <b>Possible net capacity:</b> | 32               |

6.115 Site FB9 – 190 Bexhill Road is on the junction of Harley Shute Road and Bexhill Road. It is a relatively flat site that is excavated from the cliff behind and is currently used for a retail premises. Just to the south of the site is an area of flood risk that might impact upon the site and in order to avoid any adverse impacts, a Flood Risk Assessment will be required. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy FB9 - 190 Bexhill Road

190 Bexhill Road is allocated for residential development (possible net capacity 32 dwellings).

Development proposals for this site will:

- include affordable housing on site at 25% of the overall housing provision;
- include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- investigate the impact of land stability and incorporate appropriate mitigation measures. Applicants will be required to demonstrate that their development will not threaten the stability of the cliff;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB10 - Land south of Crowhurst Road

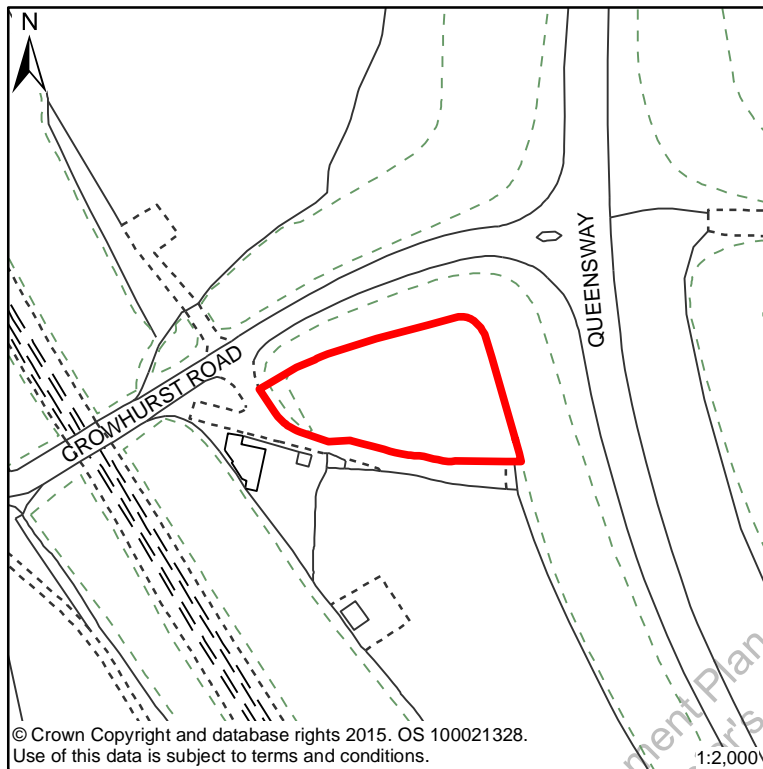


Figure 39: FB10 – Land south of Crowhurst Road

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Land south of Crowhurst Road              |
| <b>Allocated use:</b>         | Permanent site for Gypsies and Travellers |
| <b>Area:</b>                  | 0.17ha                                    |
| <b>Possible net capacity:</b> | 2 pitches                                 |

- 6.116 Site FB10 – Land south of Crowhurst Road is a small site that is near to Queensway, and Queensway has connections to the wider road network. Access onto the site will need to be improved, but there is enough space to accommodate two permanent residential pitches for gypsies and travellers and ancillary buildings on site.
- 6.117 The site has a good tree belt at its perimeters, and the Council would wish to see this retained as far as is practicable. The site is also close to sensitive ecological areas, so any potential scheme should demonstrate an understanding of any potential impact and how any adverse impact is avoided or mitigated as appropriate.
- 6.118 The Provision of Permanent sites for Gypsies, Travellers and Travelling Showpeople paper (Oct. 2012) indicates that, up to 2016, there is a present need for two permanent pitches. Site FB10 meets this requirement. The Council, along with local partners (including East Sussex County Council, Rother District Council and other relevant stakeholders) will continue to monitor and review the needs of the Gypsy, Traveller and Travelling Showpeople communities. The findings of relevant reports will be published and sites, as appropriate, will be identified as having the potential to accommodate those needs. The assessment criteria for potential sites are included in policy H5 of the Planning Strategy and the general policies of this Plan.

### **Policy FB10 - Land south of Crowhurst Road**

Land south of Crowhurst Road, is allocated for a permanent site for Gypsies and Travellers (possible net capacity 2 pitches).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the nearby Ancient Woodland and Local Wildlife Site;
- b) retain landscaping to act as a buffer to Queensway;
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- d) include improvements to the access and the junction of Crowhurst Road and the Queensway as advised by the Local Highways Authority (East Sussex County Council).

Appendix B – Development Management Plan (DM) Written Statement incorporating Inspector's eight modifications in addition to all minor modifications



# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

Site reference: FB13 - Hastings Garden Centre, Bexhill Road

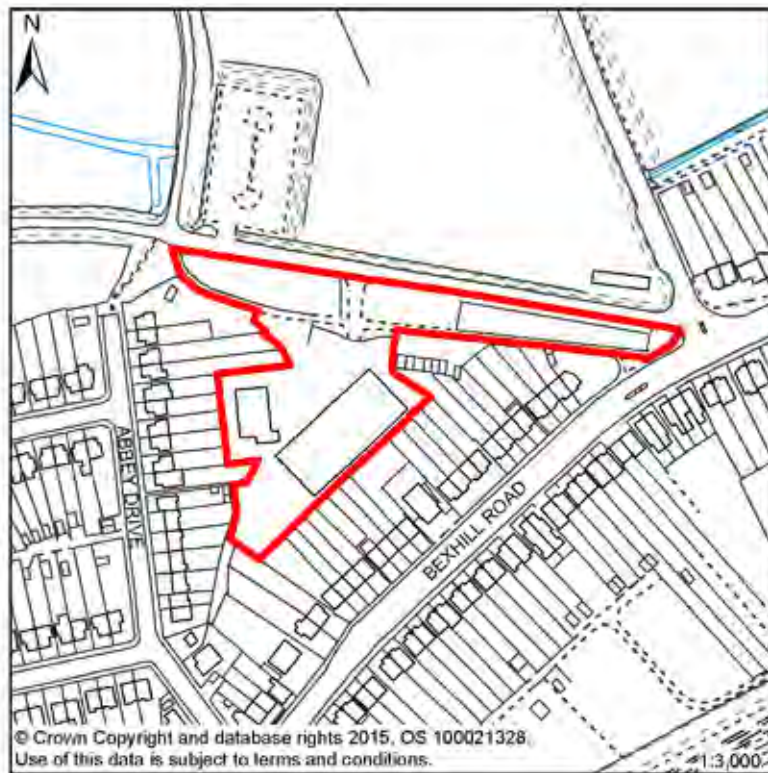


Figure 40: FB13 – Hastings Garden Centre, Bexhill Road

|                               |                                      |
|-------------------------------|--------------------------------------|
| <b>Site address:</b>          | Hastings Garden Centre, Bexhill Road |
| <b>Allocated use:</b>         | Residential                          |
| <b>Area:</b>                  | 0.78ha                               |
| <b>Possible net capacity:</b> | 12                                   |

- 6.119 Site FB13 – Hastings Garden Centre, Bexhill Road. An earlier assessment found that there was an unacceptable flood risk on the site, but following new modelling work from the Environment Agency, this risk has been much reduced. There is still a small area of the site in Flood Zone 2 so a Flood Risk Assessment will be required, however, the site would be acceptable as a Brownfield redevelopment.
- 6.120 The site is located close to the Combe Valley Countryside Park and new play facilities, so proposals for the site will need to take these into account. It also falls within an Archaeological Notification Area so proposals will be referred to the East Sussex County Council and, in consultation with the County Archaeologist, further investigation works and/or conservation may be required. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy FB13 - Hastings Garden Centre, Bexhill Road**

Hastings Garden Centre, Bexhill Road is allocated for residential development (possible net capacity 12 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the adjacent Combe Valley Countryside Park;
- c) provide a financial contribution to local green space management and play provision;
- d) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree a 'watching brief' during any development works (as advised by East Sussex County Council).
- e) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- f) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications

# Section Three: Site Allocations

FA3: Filsham Valley & Bulverhythe

## Site reference: FB14 - Land north of 31 Fern Road

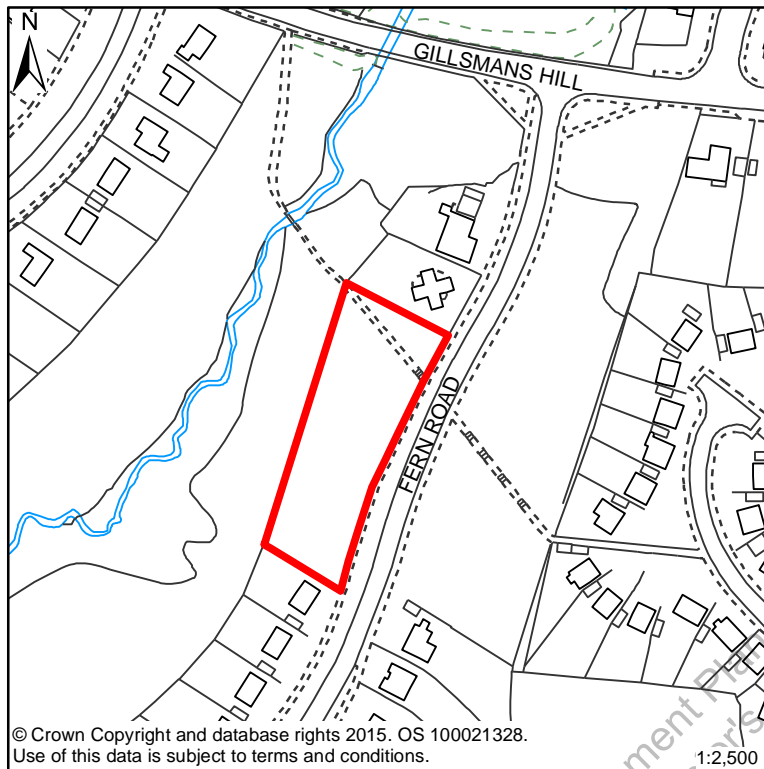


Figure 41: FB14 – Land north of 31 Fern Road

|                               |                            |
|-------------------------------|----------------------------|
| <b>Site address:</b>          | Land north of 31 Fern Road |
| <b>Allocated use:</b>         | Residential                |
| <b>Area:</b>                  | 0.28ha                     |
| <b>Possible net capacity:</b> | 10                         |

- 6.121 Site FB14 - Land north of 31 Fern Road is undeveloped land between existing residential developments. Development of this site would represent an acceptable continuation of the street scene. The site is within a Local Wildlife Site and adjacent to a newly designated Local Nature Reserve, so proposals for the site will need to be sympathetic to this and avoid adverse impacts as far as is possible. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy FB14 - Land north of 31 Fern Road

Land North of 31 Fern Road is allocated for residential development (possible net capacity 10 dwellings).

Development proposals for this site will:

- include affordable housing on site at 40% of the overall housing provision;
- include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Local Wildlife Site and adjacent Local Nature Reserve;
- provide a financial contribution to the management of the Local Nature Reserve;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: FB15 - Land north of 14 Fern Road

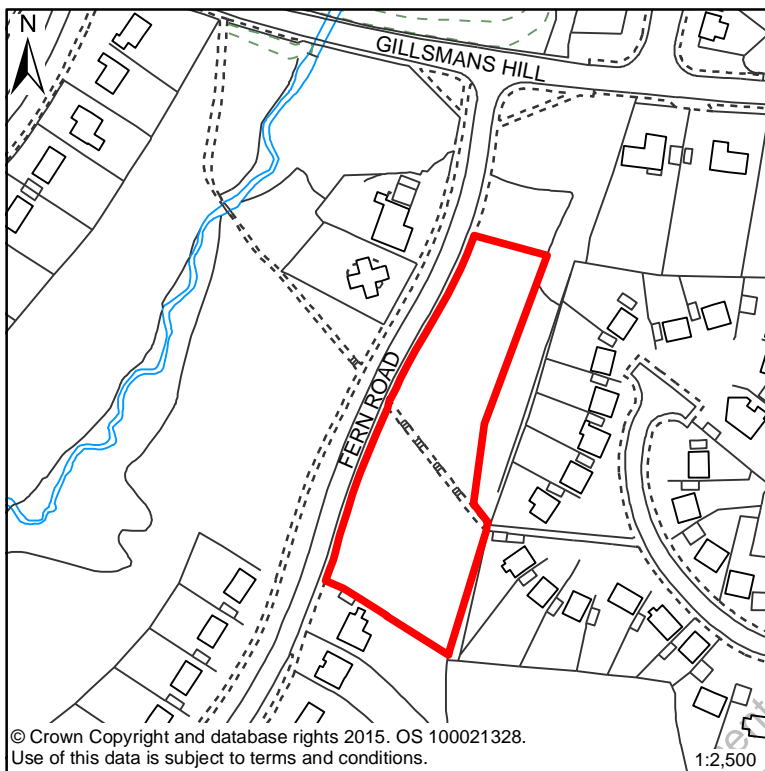


Figure 42: FB15 – Land north of 14 Fern Road

|                               |                            |
|-------------------------------|----------------------------|
| <b>Site address:</b>          | Land north of 14 Fern Road |
| <b>Allocated use:</b>         | Residential                |
| <b>Area:</b>                  | 0.46ha                     |
| <b>Possible net capacity:</b> | 14                         |

6.122 Site FB15 - Land north of 14 Fern Road is undeveloped land next to existing residential developments. Development of this site would represent an acceptable continuation of the street scene. The site is across the road from a Local Wildlife Site and a newly designated Local Nature Reserve, so proposals will need to be sympathetic to this and avoid adverse impacts as far as is possible. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy FB15 - Land north of 14 Fern Road

Land North of 14 Fern Road is allocated for residential development (possible net capacity 14 dwellings).

Development proposals for this site will:

- include affordable housing on site at 40% of the overall housing provision;
- include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the Local Wildlife Site and adjacent Local Nature Reserve;
- provide a financial contribution to the management of the Local Nature Reserve;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

### Focus Area 4: St Helens

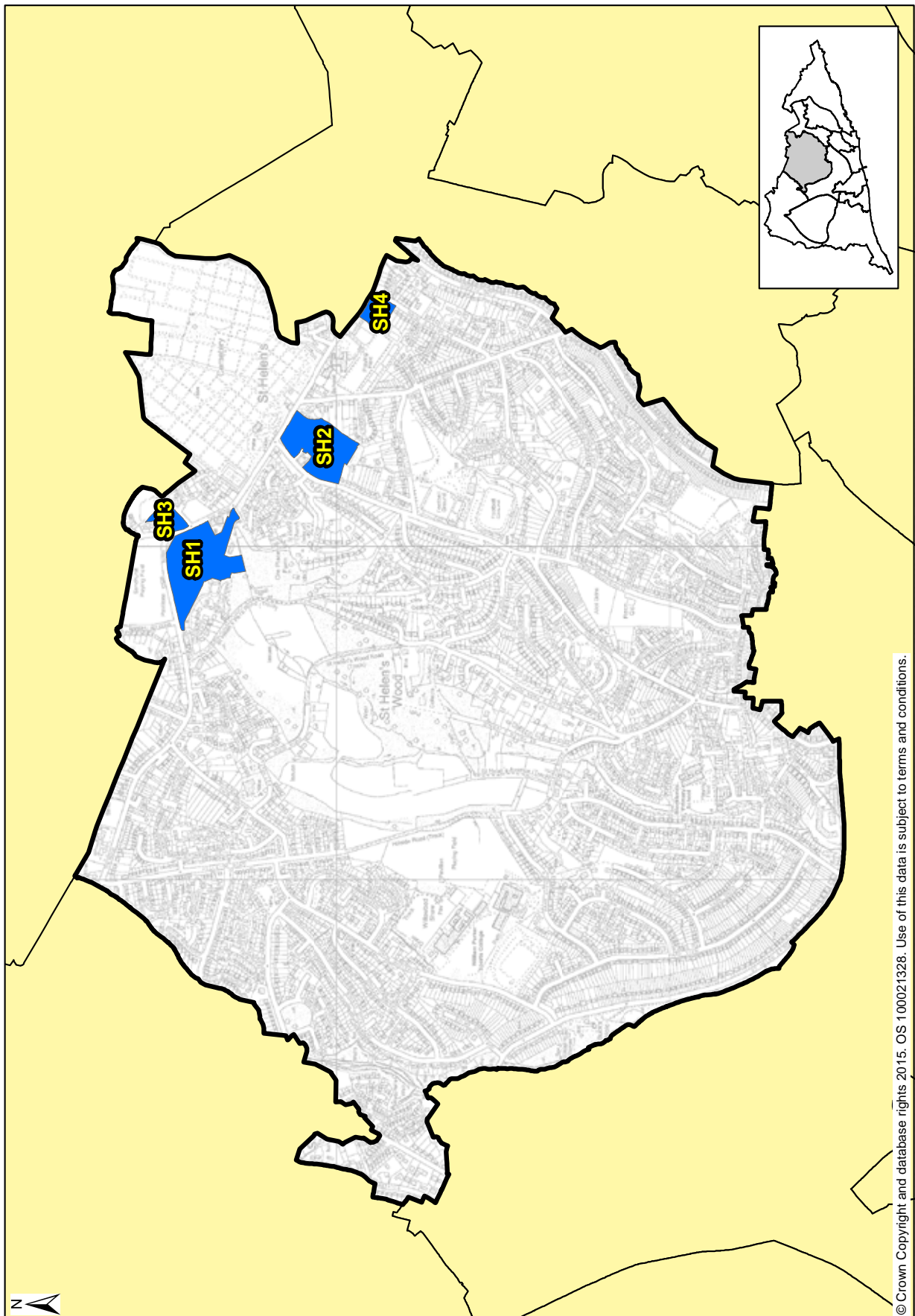


Figure 43: Focus Area 4 – St Helens

## Introduction to the St Helens Planning Focus Area

- 6.123 This Focus Area is dominated by St Helen's Wood, a local nature reserve with meadowland, woodlands, ponds and streams. To the northern end, St Helen's Wood joins with playing fields and open spaces at The Ridge and out to the High Weald countryside beyond. The St Helens Focus Area stretches from Parker Road in the east to the Conquest Hospital, and from St Helen's Road in the south up to the northern edge of the Borough at The Ridge.
- 6.124 Housing in St Helens is mostly 20th Century post war, although there are Victorian terraces and larger 19th Century detached homes in the south east of the area. Elsewhere, there are a few older houses that were once more rural homes that have been overtaken by Hastings' expansion. This is a Focus Area where there is another very eclectic range of homes and architectural styles. Around St Helen's Wood Nature Reserve there are individually designed homes, with large, often wooded gardens. Away from the woods some of the housing is more modest.
- 6.125 Although this is primarily a residential area, St Helens is also home to the Ark William Parker Academy. There is also the cemetery and crematorium, Hastings United football stadium at the Pilot Field, the Firs former football ground, and various playing fields and allotments. St Helens is less well served by shops and employment than other Focus Areas, with most services being just over the borders into other areas. There are some individual shops, pubs and facilities but residents of St Helens often have to travel to get to their jobs and the services they need, with 2001 Census data suggesting car ownership in this area is high, which reflects this fact.
- 6.126 This is one of the most populous of our Focus Areas, with 11,000 inhabitants, although it is also one of the largest by area. It is the second least deprived part of the Borough (ONS), and 78% of the homes are owner-occupied (according to census data). The population here is older than the Borough average, with more than a third above retirement age, the second highest in the Borough (2001 Census).

## Our Vision for St Helens

- 6.127 Policy FA2 of The Planning Strategy sets out the requirement for 210-250 new homes to be built up to 2028; with most potential development opportunities on Elphinstone Road and The Ridge. Where new development does occur, we would expect it to be in keeping with the suburban and semi-rural nature of the area. Densities of new developments are likely to be higher than current low-density housing. Small flatted developments could be acceptable, with a mix of designs to include houses with gardens where appropriate. Social rented and affordable housing would also be encouraged here, as there's currently little of it in this area.
- 6.128 In order to maintain and enhance the communities here, opportunities for mixed use development to include local services could be investigated and the inclusion of live/work units may be appropriate. We will encourage the retention of existing employment land in St Helens that is at a premium. Development proposals, particularly along The Ridge, will need to show consideration of the traffic impact onto and off locally important traffic routes.
- 6.129 St Helen's Wood nature reserve will remain protected from development. Any development at the edge of St Helen's Wood will need to be particularly sympathetic to the character of the reserve, and schemes should aim to preserve views and access to the undeveloped wooded edges. Development proposals on the main roads, and particularly The Ridge, will need to appreciate their potential impact on traffic locally, especially when the new Bexhill-Hastings Link Road is built and new regular routes through the Borough are established.

# Section Three: Site Allocations

FA4: St Helens

## Residential, mixed use and other allocations for St Helens

| Site reference | Address                                   | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|---|--|-----------|--|
| SH1            | Land adjacent to Sandrock Park, The Ridge | Residential (80)                                 | 3.85      | ✓  |
| SH2            | Land at Osborne House, The Ridge          | Residential (55)                                 | 2.80      | X  |
| SH3            | Hurst Court, The Ridge                    | Residential (20)                                 | 0.66      | ✓  |
| SH4            | Mount Denys, Pinehill and Ridgeway        | Residential (31)                                 | 0.64      | ✓  |

Table 6: Residential, mixed use and other allocations for St Helens

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

## Site reference: SH1 - Land adjacent to Sandrock Park, The Ridge

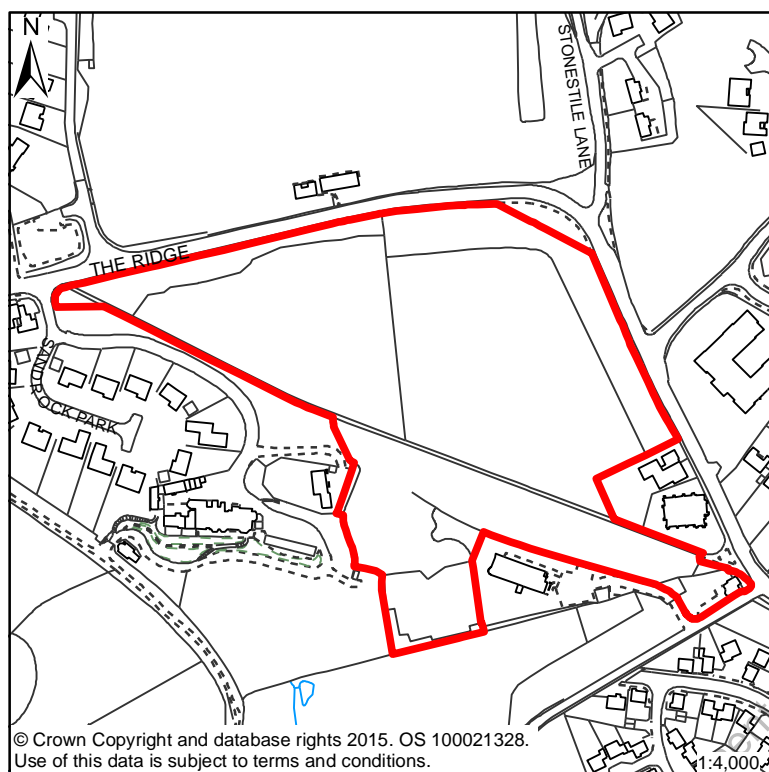


Figure 44: SH1 – Land adjacent to Sandrock Park, The Ridge

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Land adjacent to Sandrock Park, The Ridge |
| <b>Allocated use:</b>         | Residential                               |
| <b>Area:</b>                  | 3.85ha                                    |
| <b>Possible net capacity:</b> | 80  |

- 6.130 Site SH1 – Land adjacent to Sandrock Park, The Ridge is a relatively flat site. The western part of the site is unused and the eastern part is a playing field which is under-used.
- 6.131 There is a tree screen along the frontage with The Ridge and on part of the site's western boundary. These existing boundary trees are the most significant landscape characteristic of the area, and would need to be managed as part of any development. Retention and management of the existing trees and hedges would be the primary means of mitigation. A new access would be required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council. The site is also within an Archaeological Notification Area. Due to the size of the site, a Flood Risk Assessment is required.
- 6.132 The site is between protected green spaces – St. Helen's Wood Local Wildlife Site to the south and the Sandhurst recreation ground across The Ridge to the north, so it will be important that any scheme that is proposed clearly shows how links in the green infrastructure network will be retained. This could be achieved through retaining trees, pathways including a Public Right of Way and some open space which can also be used for informal recreation. New development on the site will also be required to make a contribution to the playing fields opposite and existing play facilities in the surrounding area.
- 6.133 The south east of the site includes "The Lodge" (Lodge Cottage), a building, historically associated with a former entrance to the manor Ore Place, original in its form and detail, now vacant and in a state of disrepair. It is a building of notable architectural appearance and character and forms part of a group of buildings which include St Helens Church and a former school building. All of which contribute to the sense of place, the setting of the Ore Place Conservation Area. The Lodge should be retained in any overall development and any development must sustain and enhance the significance and setting of this building, and in the wider context of the Conservation Area. The site has no existing sewerage capacity and will require a connection to the network. The size of this site means that plans should include a good mix of



# Section Three: Site Allocations

## FA4: St Helens

housing types including affordable housing and they may also be required to include specific housing for wheelchair users.

### **Policy SH1 - Land adjacent to Sandrock Park, The Ridge**

Land adjacent to Sandrock Park, The Ridge is allocated for residential development (possible net capacity 80 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 40% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) retain The Lodge (Lodge Cottage) in any overall development proposal and ensure it is restored and / or extended to provide a viable future use;
- d) sustain and enhance the significance and setting of the Ore Place Conservation Area;
- e) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- f) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the nearby Local Nature Reserve and Local Wildlife Site;
- g) provide new green space within the site and retain and enhance boundary landscaping to act as a buffer to surrounding development and The Ridge;
- h) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- i) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- j) provide a contribution towards the improvement and management of the Sandhurst recreation ground;
- k) contribute to the improvement of existing play facilities in the surrounding area;
- l) include walking and cycling links to improve local connectivity and to preserve the Public Right of Way, which runs through the site;
- m) be supported by a Transport Statement and Travel Plan. The Transport Statement must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Statement have been incorporated within the development. This is likely to require improved access to the site and to include transport improvements on The Ridge as advised by the Local Highway Authority;
- n) ensure vehicular access to the site is agreed with the Highways Authority; this may involve use of a single principal access to the allocation SH1 or by separate means; should no separate access to the southern part of the site be practicable to the satisfaction of the Highways Authority, access through the main, larger part of the site would not be unreasonably withheld;
- o) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water and ensure future access to the existing water supply infrastructure for maintenance and upsizing purposes;

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

## Site reference: SH2 - Land at Osborne House, The Ridge

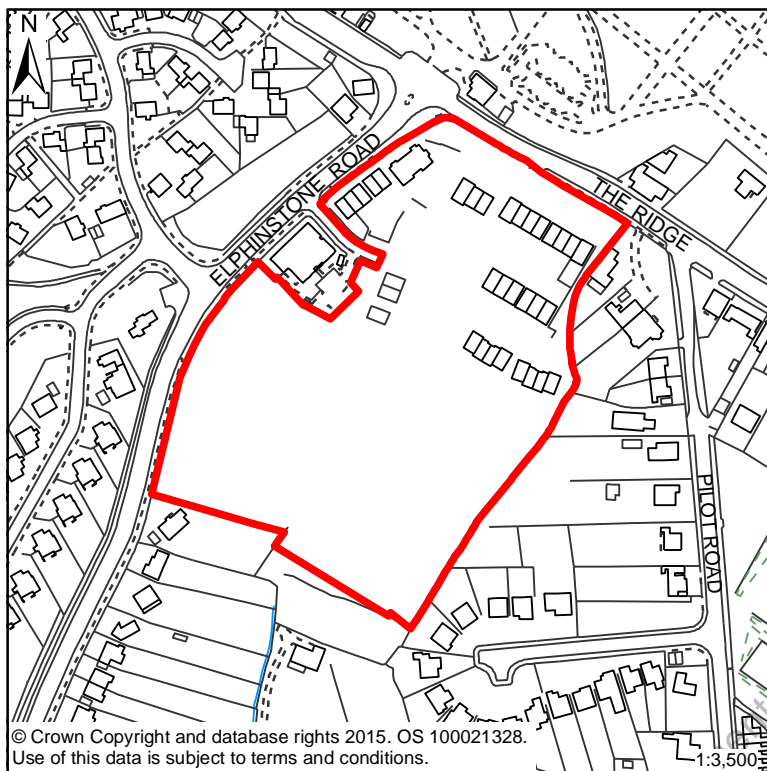


Figure 45: SH2 – Land at Osborne House, The Ridge

|                               |                                   |
|-------------------------------|-----------------------------------|
| <b>Site address:</b>          | Land at Osbourne House, The Ridge |
| <b>Allocated use:</b>         | Residential                       |
| <b>Area:</b>                  | 2.80ha                            |
| <b>Possible net capacity:</b> | 55                                |

- 6.134 Site SH2 – Land at Osborne House, The Ridge had been host to a substantial Victorian property as well as a number of substantial outbuildings set within extensive grounds. The grounds are terraced because the terrain falls away significantly south of The Ridge. There are recorded ecological constraints on this site and because the size of the site is over 1 hectare, a Flood Risk Assessment is required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.135 The site is within an Archaeological Notification Area so any proposals put to the Council will be referred to East Sussex County Council and, in consultation with the County Archaeologist, further investigation works and/or conservation may be required.

## **Policy SH2 - Land at Osborne House, The Ridge**

Land at Osborne House, The Ridge is allocated for residential development (possible net capacity 55 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) provide new green space within the site;
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an archaeological notification area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- f) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- g) be supported by a Transport Statement and Travel Plan Statement. The Transport Statement must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Statement have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- h) to provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water.

Appendix B – Development  
Written Statement incorporated  
in addition to all minor modifications

## Site reference: SH3 - Hurst Court, The Ridge

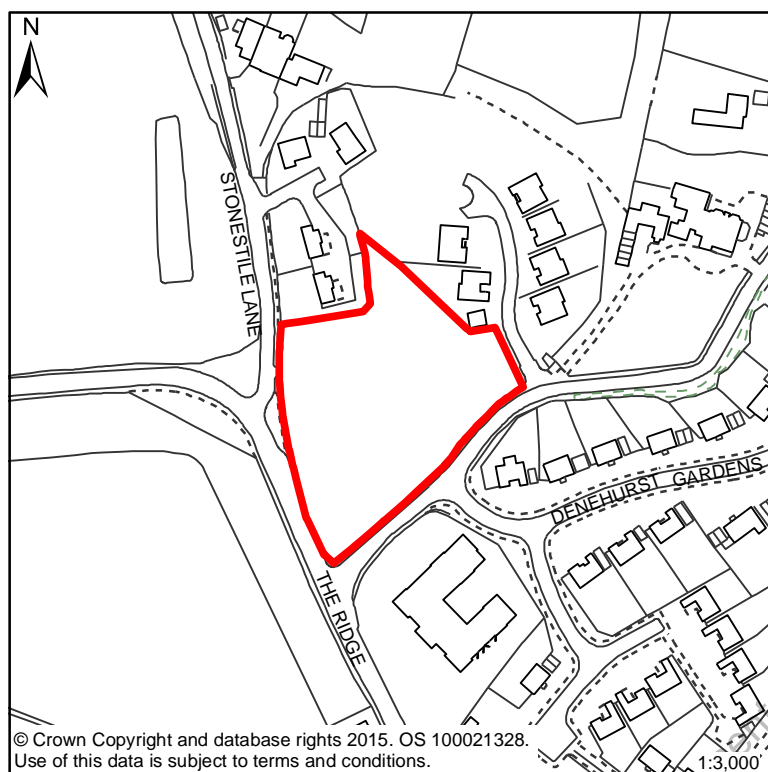


Figure 46: SH3 – Hurst Court, The Ridge

|                               |                        |
|-------------------------------|------------------------|
| <b>Site address:</b>          | Hurst Court, The Ridge |
| <b>Allocated use:</b>         | Residential            |
| <b>Area:</b>                  | 0.66ha                 |
| <b>Possible net capacity:</b> | 20                     |

- 6.136 Site SH3 – Hurst Court, The Ridge is a relatively level site adjacent to The Ridge on a prominent corner.
- 6.137 Wildlife and tree cover are likely to affect the developable area of the site. It is therefore required that any potential scheme includes detailed ecological studies and that measures are put in place to protect the ecology. This site commands a prominent position on The Ridge, so any development that faces onto the road will need to be of sufficient quality and proportion to occupy such a place. Development will be expected to support a varied housing mix including affordable housing. Development proposals must show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.138 This site is within an Archaeological Notification Area so any proposals put to the Council will be referred to East Sussex County Council and, in consultation with the County Archaeologist, further investigation works and/or conservation may be required.
- 6.139 It will be important that any scheme that is proposed clearly shows how links in the green infrastructure network will be retained. Given the potential size of the development and its proximity to the Sandhurst recreation ground, any development will be expected to contribute to the enhancement of that facility.

### **Policy SH3 - Hurst Court, The Ridge**

Hurst Court, The Ridge is allocated for residential development (possible net capacity 20 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) provide new green space within the site;
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) provide a contribution towards the improvement and management of the Sandhurst recreation ground;
- f) contribute to the improvement of existing play facilities in the surrounding area;
- g) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. This is likely to require access from Stonestile Lane. In addition development may be required to contribute to transport improvements on The Ridge.
- h) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water;
- i) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council).

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B  
Written Statement  
in addition to all n

## Site reference: SH4 - Mount Denys, Pinehill and Ridgeway

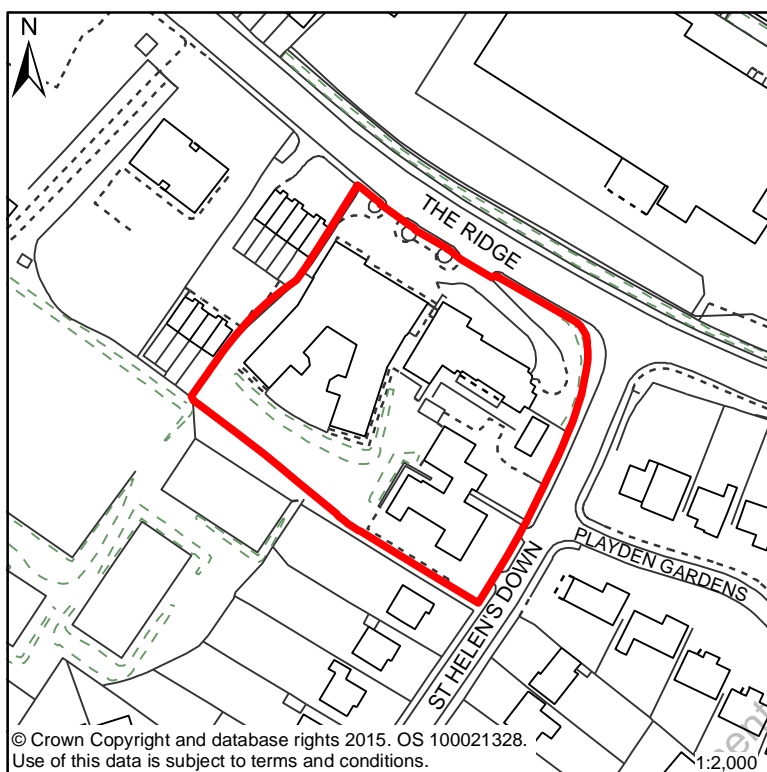


Figure 47: SH4 – Mount Denys, Pinehill and Ridgeway

|                               |                                    |
|-------------------------------|------------------------------------|
| <b>Site address:</b>          | Mount Denys, Pinehill and Ridgeway |
| <b>Allocated use:</b>         | Residential                        |
| <b>Area:</b>                  | 0.64ha                             |
| <b>Possible net capacity:</b> | 31                                 |

- 6.140 Site SH4 – Mount Denys, Pinehill and Ridgeway contains buildings that are currently used by East Sussex County Council Social Services. These are likely to become vacant during the Plan period.
- 6.141 Given the existing character of the surrounding area, the site is suitable for a high density development with a suggested capacity of 31 dwellings. This site will be expected to support a varied housing mix, including affordable housing.
- 6.142 The site already has some boundary treatment against The Ridge that includes grass and trees; retaining and reinforcing this should be part of any scheme submitted. East Sussex County Council has advised that increasing the amount of traffic that directly accesses The Ridge should be avoided with the main access to the site from St Helens Down. The County Council has also suggested that improvements might be required to the junction of The Ridge and St Helens Down to accommodate redevelopment on this site. Proposals for this site will need to include a Transport Report, especially because of its proximity to The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.143 This site is within an Archaeological Notification Area, so any proposals put to the Council will be referred to East Sussex County Council and, in consultation with the County Archaeologist, further investigation works and/or conservation may be required.
- 6.144 The design brief for this site (see section 5 of this Plan) highlights the access and road improvement issues and that there are some green spaces that could be retained.

## **Policy SH4 - Mount Denys, Pinehill and Ridgeway**

Mount Denys, Pinehill and Ridgeway is allocated for residential development (possible net capacity 31 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- c) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development, and this is likely to include junction improvements on The Ridge;
- d) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water;
- e) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council).

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development Management  
Written Statement incorporating Inspections  
in addition to all minor modifications

## Focus Area 5: Silverhill & Alexandra Park

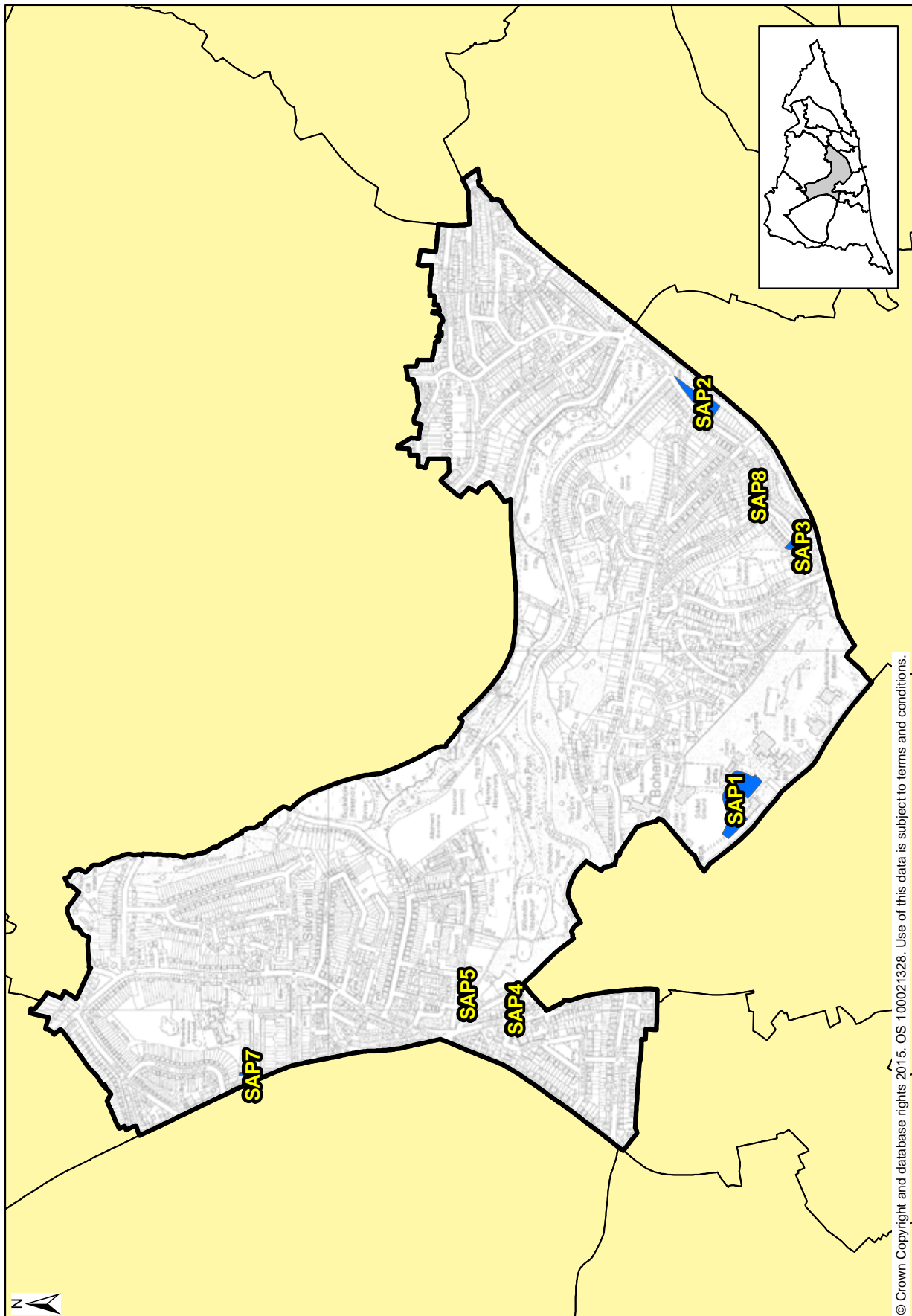


Figure 48: Focus Area 5 – Silverhill & Alexandra Park



# Section Three: Site Allocations

## FA5: Silver Hill & Alexandra Park

### Introduction to the Silverhill & Alexandra Park Planning Focus Area

- 6.147 From the edges of the town centre to the Silverhill shopping centre, this Focus Area follows the course of Alexandra Park, from its formal greens and gardens at the southern end to the wild and wooded reaches of Shornden and Old Roar Gill, which is a waterfall that tumbles into a narrow gorge filled with ferns and mosses.
- 6.148 Housing to the southern end of the area and around Silverhill centre is largely Victorian. Elsewhere, the housing is mostly inter-war, with some very elegant Art Deco houses along the edge of Alexandra Park. The area has shops and other facilities, and most of these are in the Silverhill shopping area. There are fewer of these to the south, where local people are more likely to go to Hastings Town Centre for shopping, doctors and other facilities.
- 6.149 Employment in this Focus Area is generally centred on the Silverhill shopping centre, with a few small industrial premises, as well as retail. There is also a crop of civic buildings along Bohemia Road, including the law courts, Hastings' principal police station, a fire station, ambulance station, some industrial units, and Horntye Sports Centre which includes Hastings cricket ground. This part of the area also includes some interesting archaeology, including an ice house and the 'roman baths'.
- 6.150 The area is characterised by urban green space: to the west, Summerfields Woods, a local nature reserve; in the south Linton Gardens; and to the east the border runs along the eastern edge of the award-winning Alexandra Park, the Borough's principal urban park. Alexandra Park includes the usual seaside attractions at the southern end, where there is a busy café, flower gardens, children's playground, tennis courts, bowls and lakes. Further up, it becomes more natural, with woodlands and fishing lakes. The area includes Summerfields Woods, a local nature reserve in a steep-sided wooded valley, where you can find the remains of an old walled garden, now being restored. There are allotments in this area too, and other small green spaces.
- 6.151 In spite of all the open space, there are still over 10,000 people living in this Focus Area, with some parts, around Silverhill especially, relatively densely populated (40 people per hectare according to the 2001 Census). The age range of the population is evenly spread, displaying a mix of families with children, working age people and retirees.
- 6.152 The tenures in this focus area are two-thirds owner-occupation according to 2001 Census data and, in contrast to many of the other Focus Areas, there is a relatively high proportion (21 %) of private rented accommodation in the Silverhill & Alexandra Park Focus Area. This last statistic could be reflective of a local population that is potentially less likely to stay in the same home as long as home owners.

### Our Vision for Silverhill & Alexandra Park

- 6.153 This is an area dominated by protected open space: Alexandra Park, nature reserves, allotments and public playing fields. The significant public open spaces will be protected and enhanced. In particular, we would like to see better connections between Alexandra Park, Linton Gardens, Summerfields Woods, the town centre and seafront, with walking routes, cycling routes, and public transport key to this. We will encourage their use and perhaps increase community management.
- 6.154 Policy FA2 of the Planning Strategy plans for 300-360 new homes in the Silverhill & Alexandra Park Planning Focus Area up to 2028. A particular opportunity site could be at the Horntye sports centre. Given the relatively high densities of population in this Focus Area, and also the presence of Alexandra Park and other open space, potential development schemes will need to pay particular attention to innovative design solutions that address density and complement the open spaces. Opportunities to protect and enhance the connections for people and wildlife between the green spaces in this Focus Area should be fully investigated in connection with any development scheme that comes forward.
- 6.155 Silverhill is the commercial hub of the area, and we would expect this to remain so, and indeed to develop and improve as a retail centre. Here, there could be an opportunity for innovative design, so ideas for modern, commercial or retail development would be welcome. Away from the retail centre, Silverhill has other employment sites, and we would encourage their retention. There could be the potential to integrate appropriate employment opportunities into the more residential areas, including, for example, small workshops or live/work units.

## Residential, mixed use and other allocations for Silverhill & Alexandra Park

| Site reference | Address  | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| SAP1           | Hornbye Park                                   | Residential (115)                                | 1.01      | X  |
| SAP2           | Hollingsworth Garage, Braybrooke Road          | Residential (56)                                 | 0.40      | ✓  |
| SAP3           | 12-19 Braybrooke Terrace                       | Residential (25)                                 | 0.23      | ✓  |
| SAP4           | 347-349 London Road                            | Residential (18)                                 | 0.15      | X  |
| SAP5           | Silver Springs Medical Practice, Beaufort Road | Residential (9)                                  | 0.12      | X  |
| SAP7           | Bilmore Corner, Battle Road                    | Residential (8)                                  | 0.06      | X  |
| SAP8           | 4 Wykeham Road                                 | Residential (6)                                  | 0.03      | X  |

Table 7: Residential, mixed use and other allocations for Silverhill & Alexandra Park

Appendix B – Development Management Plan (DMP)  
 Written Statement incorporating Inspector's eight modifications  
 in addition to all minor modifications

# Section Three: Site Allocations

FA5: Silver Hill & Alexandra Park

## Site reference: SAP1 - Hornty Park

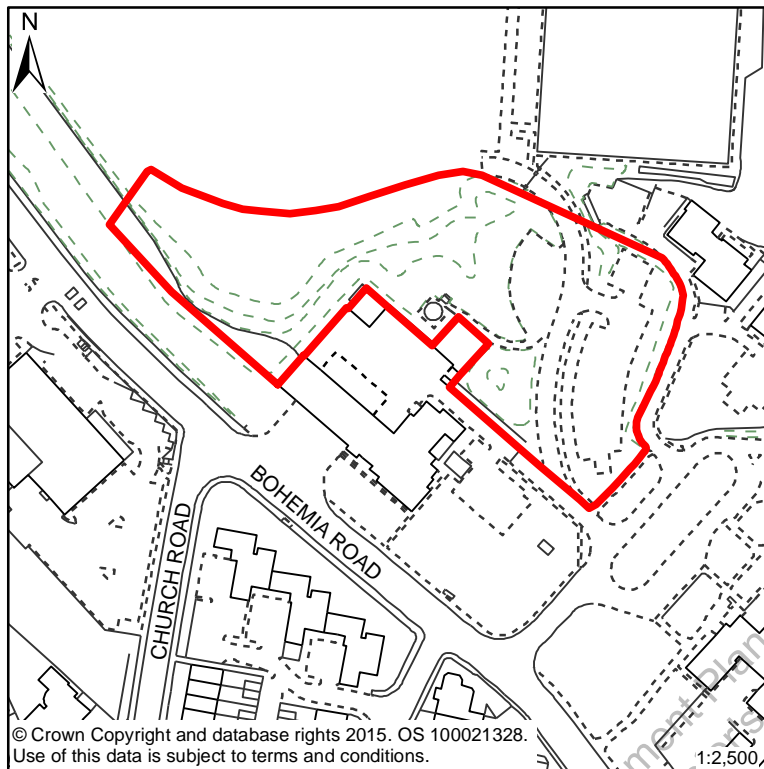


Figure 49: SAP1 - Hornty Park

|                               |             |
|-------------------------------|-------------|
| <b>Site address:</b>          | Hornty Park |
| <b>Allocated use:</b>         | Residential |
| <b>Area:</b>                  | 1.01ha      |
| <b>Possible net capacity:</b> | 115         |

- 6.156 Site SAP1 – Hornty Park is at the entrance to the sports complex. It is elevated from Bohemia Road and has a mature tree boundary. The access to the sports facilities will need to be maintained. Any loss of sports facilities will need to be compensated for. Given the size and location of the site the Council will expect any scheme to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix.
- 6.157 There is a Grade II Listed ice house within this site which will need to be maintained by the site owner and/or developer. It is also required that occasional public access to the structure is provided for over the long term.
- 6.158 The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Further advice on transport matters is available from East Sussex County Council. Due to the size of the site, a Flood Risk Assessment will be required.

### **Policy SAP1 - Horntye Park**

Horntye Park is allocated for residential development (possible net capacity 115 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the Grade II listed ice house including its insulating earth mound, and include the provision for appropriate public access;
- d) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the nearby Local Nature Reserve;
- e) provide a financial contribution to the management of the Local Nature Reserve and opportunities for natural play within;
- f) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- g) investigate the impact to, and potential loss of, sporting facilities at Horntye and include appropriate mitigation and compensation as outlined by these investigations;
- h) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Assessment have been incorporated within the development.

Appendix B – Development  
Written Statement incorporated  
in addition to all minor modifications

# Section Three: Site Allocations

FA5: Silver Hill & Alexandra Park

Site reference: SAP2 - Hollingsworth Garage, Braybrooke Road

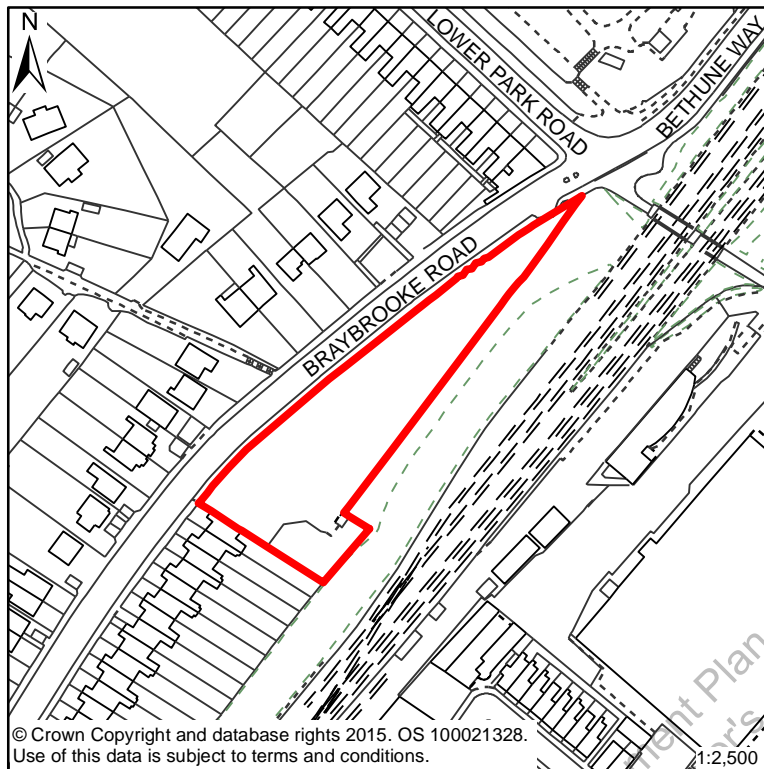


Figure 50: SAP2 – Hollingsworth Garage, Braybrooke Road

|                               |                                       |
|-------------------------------|---------------------------------------|
| <b>Site address:</b>          | Hollingsworth Garage, Braybrooke Road |
| <b>Allocated use:</b>         | Residential                           |
| <b>Area:</b>                  | 0.40ha                                |
| <b>Possible net capacity:</b> | 56                                    |

- 6.159 Site SAP2 – Hollingsworth Garage, Braybrooke Road is a relatively narrow site that was formerly home to a motor vehicle garage, between Braybrooke Road and the railway lines approaching Hastings Station. The site is a prominent one, overlooking the town centre with views to the Castle. Submitted schemes will therefore need to show how they have had regard to the impact on both the local street scene and when seen from further afield. This site lies immediately to the south of the Blacklands Conservation Area. Any development on this site will need to sustain and enhance the setting of that Conservation Area.
- 6.160 The shape and topography of the site mean that access options are limited, and that the on-site parking that will need to be provided may require innovative solutions. The previous use of the site means that land contamination might be an issue and should be investigated. The tree belt between the site and the railway line, mostly off-site, should be retained and any adverse impact upon it avoided.
- 6.161 Given the size and location of the site the Council will expect any scheme to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix. The capacity potential of this site indicates that a Transport Statement and Travel Plan Statement will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy SAP2 - Hollingsworth Garage, Braybrooke Road**

Hollingsworth Garage, Braybrooke Road is allocated for residential development (possible net capacity 56 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the Blacklands Conservation Area and protect important views of Hastings Castle
- d) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent mature tree belt;
- e) provide an Arboriculture Plan that demonstrates how existing trees on and adjacent to the site will be integrated into the development, or how compensation will be made for their loss;
- f) contribute to the improvement of existing play facilities in the surrounding area;
- g) be supported by a Transport Statement and Travel Plan Statement. Proposals must indicate how the recommendations and conclusions of the Statement have been incorporated within the development;
- h) investigate the impact of land contamination and incorporate appropriate mitigation measures.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development  
Written Statement incorporated  
in addition to all minor modifications

# Section Three: Site Allocations

FA5: Silver Hill & Alexandra Park

## Site reference: SAP3 - 12-19 Braybrooke Terrace

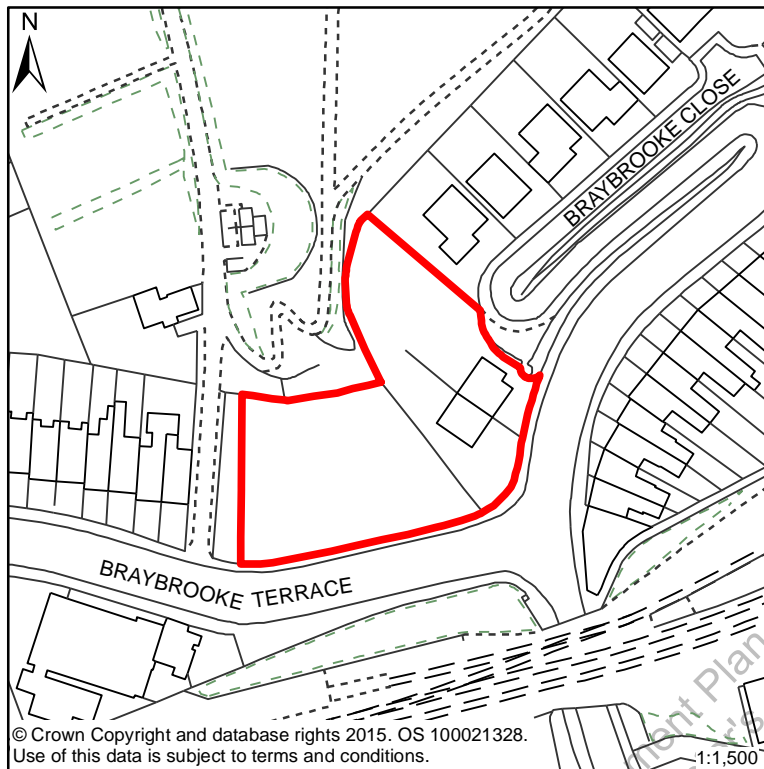


Figure 51: SAP3 – 12-19 Braybrooke Terrace

|                               |                          |
|-------------------------------|--------------------------|
| <b>Site address:</b>          | 12-19 Braybrooke Terrace |
| <b>Allocated use:</b>         | Residential              |
| <b>Area:</b>                  | 0.23ha                   |
| <b>Possible net capacity:</b> | 25                       |

- 6.162 Site SAP3 – 12-19 Braybrooke Terrace is a relatively narrow site that is bounded by high retaining walls and significant level changes adjacent to it. Access options for the site are limited, and on-site parking that will need to be provided may require innovative solutions. The high retaining walls and limited rear aspect mean that the amenity of future occupants must be considered in any potential scheme; it must be demonstrated that sufficient daylight can enter all the dwellings that are proposed on site.
- 6.163 The trees in the north of the site and adjacent to it, in Linton Gardens (a locally important historic park) should also be retained, for their heritage and ecological value. Beneath the site there is a storm water retention tunnel and Southern Water will be invited to comment on any submitted proposals. It is recommended that advice is sought from Southern Water at an early stage by any potential applicant. This site will be expected to support a varied housing mix, including affordable housing. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.164 The design brief for this site (see section 5 of this Plan) highlights the access issues and tree cover that need to be considered.

### **Policy SAP3 - 12-19 Braybrooke Terrace**

12-19 Braybrooke Terrace is allocated for residential development (possible net capacity 25 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision ;
- b) sustain and enhance the significance and setting of Linton Gardens (a locally important heritage asset);
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- d) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- e) provide green space within the site boundary;
- f) contribute to the improvement of existing play facilities in the surrounding area;
- g) incorporate measures to protect the underground storm water tunnel to the satisfaction of Southern Water;
- h) provide a connection to the sewerage system at the nearest point of adequate capacity, as advised by Southern Water;
- i) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development  
Written Statement incorporated  
in addition to all minor modifications



# Section Three: Site Allocations

FA5: Silver Hill & Alexandra Park

Site reference: SAP4 - 347-349 London Road

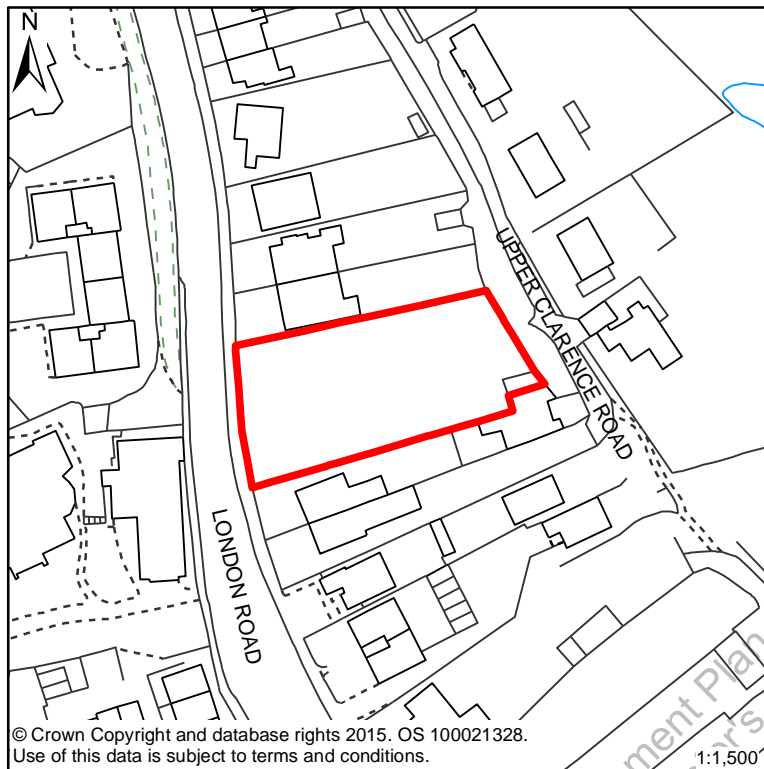


Figure 52: SAP4 – 347-349 London Road

|                               |                     |
|-------------------------------|---------------------|
| <b>Site address:</b>          | 347-349 London Road |
| <b>Allocated use:</b>         | Residential         |
| <b>Area:</b>                  | 0.15ha              |
| <b>Possible net capacity:</b> | 18                  |

6.165 Site SAP4 – 347-349 London Road is a cleared brownfield site where there was previously a large building used as a dance school. The site offers the opportunity for residential development, an important consideration of which will be the access and egress onto London Road. This site will be expected to support a varied housing mix, including affordable housing. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

## Policy SAP4 - 347-349 London Road

347-349 London Road is allocated for residential development (possible net capacity 18 dwellings).

Development proposals for this site will:

- include affordable housing on site at 25% of the overall housing provision
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: SAP5 - Silver Springs Medical Practice, Beaufort Road

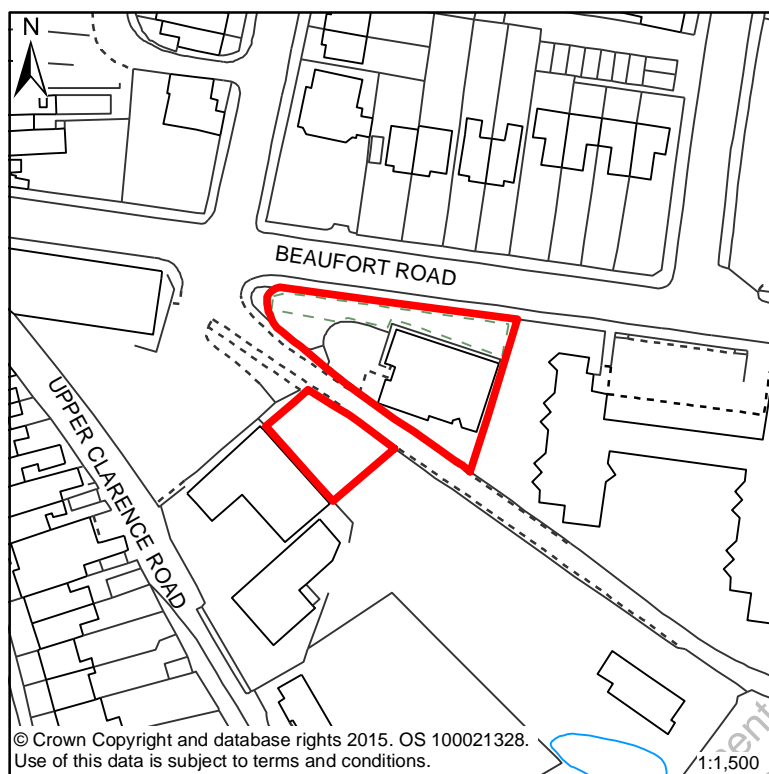


Figure 53: SAP5 – Silver Springs Medical Practice, Beaufort Road

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Silver Springs Medical Practice, Beaufort Road |
| <b>Allocated use:</b>         | Residential                                    |
| <b>Area:</b>                  | 0.12ha   |
| <b>Possible net capacity:</b> | 9  |

6.166 Site SAP5 – Silver Springs Medical Practice, Beaufort Road is an active medical practice that is looking to relocate. The site offers the opportunity for its redevelopment to housing. There is a proposed cycle route that runs between the two parcels of land that make up this allocation and this route should be preserved, and contributions to its creation and management may be sought. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy SAP5 - Silver Springs Medical Practice, Beaufort Road**

Silver Springs Medical Practice, Beaufort Road is allocated for residential development (possible net capacity 9 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- safeguard land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA5: Silver Hill & Alexandra Park

## Site reference: SAP7 - Bilmore Corner, Battle Road

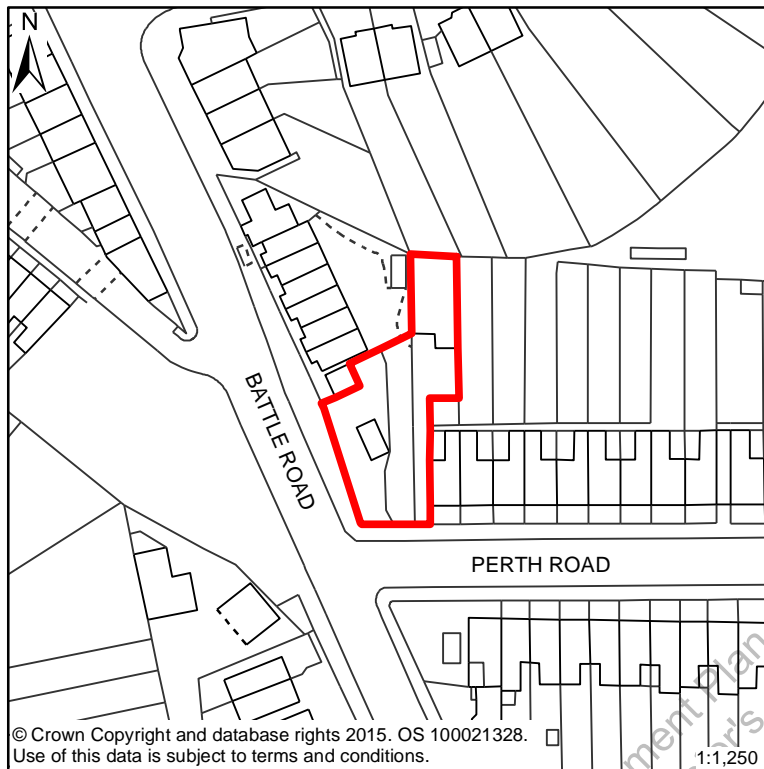


Figure 54: SAP7 – Bilmore Corner, Battle Road

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Site address:</b>          | Bilmore Corner, Battle Road |
| <b>Allocated use:</b>         | Residential                 |
| <b>Area:</b>                  | 0.06ha                      |
| <b>Possible net capacity:</b> | 8                           |

- 6.167 Site SAP7 – Bilmore Corner, Battle Road is vacant and represents a good opportunity for residential development. The site is in a residential area close to local shops and services. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy SAP7 - Bilmore Corner, Battle Road**

Bilmore Corner, Battle Road is allocated for residential development (possible net capacity 8 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: SAP8 - 4 Wykeham Road

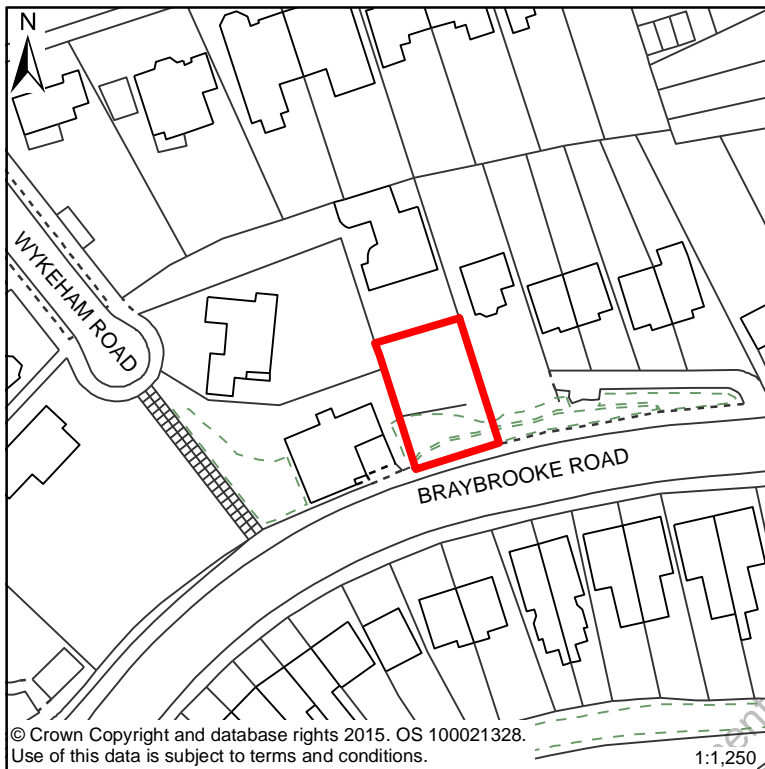


Figure 55: SAP8 – 4 Wykeham Road

|                               |                |
|-------------------------------|----------------|
| <b>Site address:</b>          | 4 Wykeham Road |
| <b>Allocated use:</b>         | Residential    |
| <b>Area:</b>                  | 0.03ha         |
| <b>Possible net capacity:</b> | 6              |

6.168 Site SAP8 – 4 Wykeham Road is a relatively small and sloping site. It is in a residential area near to Hastings Railway Station and other town centre shops and services. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy SAP8 - 4 Wykeham Road**

4 Wykeham Road is allocated for residential development (possible net capacity 6 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

## Focus Area 6: Maze Hill & Burtons' St Leonards

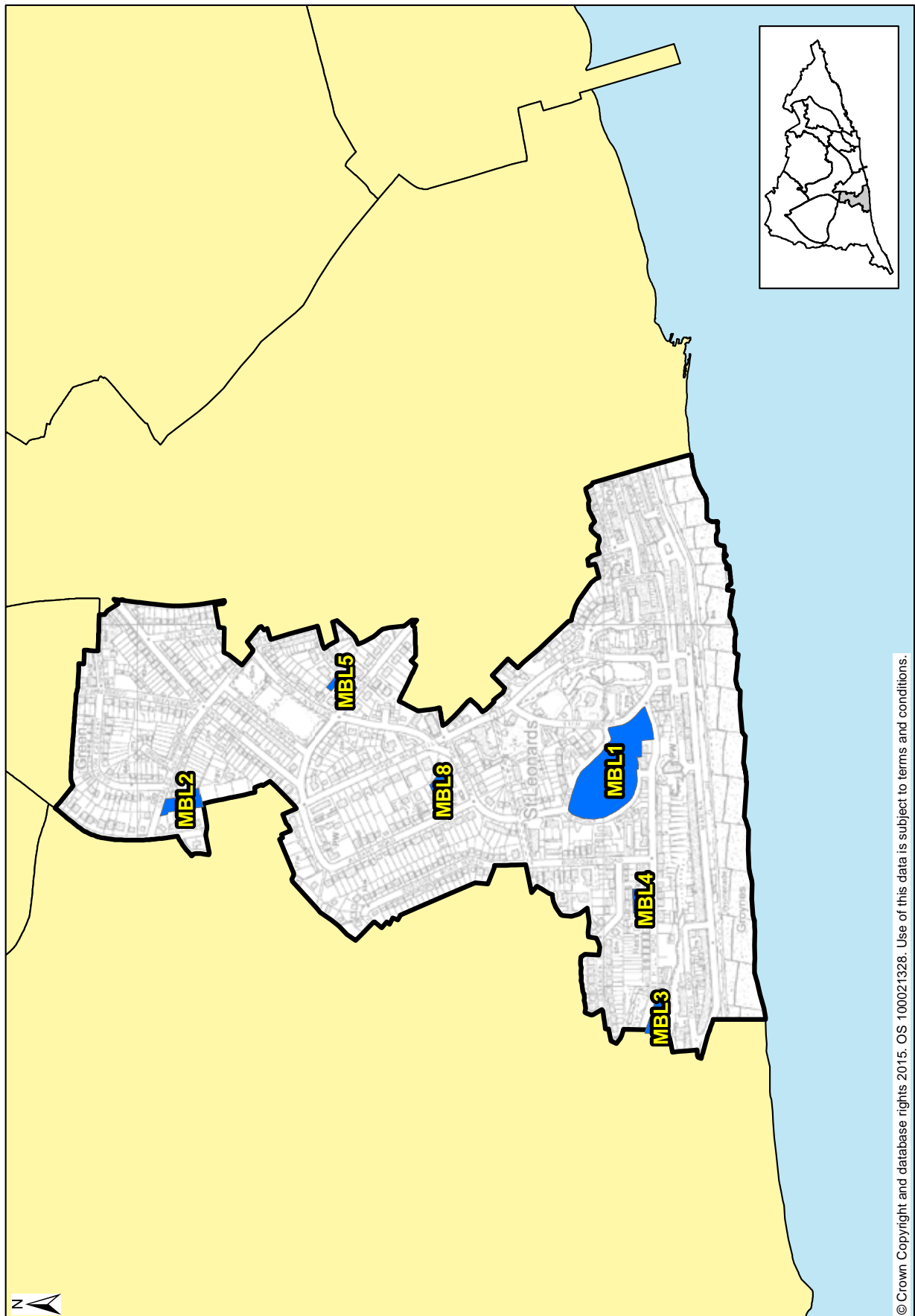


Figure 56: Focus Area 6 – Maze Hill & Burtons' St Leonards

## Introduction to Maze Hill & Burtons' St Leonards Planning Focus Area

- 6.169 This area covers the 'historic' part of St Leonards, from the 1930s Art Deco Marine Court on the seafront, to Markwick Terrace and its surrounding streets, extending in the east from London Road to the edge of West Marina gardens. Much of Maze Hill & Burtons' St Leonards has conservation area status. It is characterised by a mixture of Regency and Victorian villas and imposing terraces characterised by elegant gleaming white housing, interspersed with formal gardens at Markwick Terrace and St Leonards Gardens (one of two parks in the Borough that are on the English Heritage Register of Parks and Gardens of Special Historic Interest).
- 6.170 Burtons' St Leonards itself is of great architectural and townscape interest as it forms the core of the original Regency new town designed and built by James Burton and his son Decimus between 1828 and 1835. Their vision included a mix of architectural styles, from Scottish baronial 'castles' to mock-Tudor manor houses. To the south east of the area is Mercatoria, the old 'tradesmen's' area built to serve Burtons' St Leonards. Here, houses are smaller, and have suffered from considerable neglect, although they are now improving through the general regeneration of this part of St Leonards. There are specialist shops, including antiques dealers and art galleries. The seafront here has undergone some regeneration and is slowly returning to its former 19th Century splendour. Beyond Burtons' St Leonards and Mercatoria, to the west in particular, there is some more recent housing in small pockets, ranging from 1950s detached houses to late 20th Century terraces.
- 6.171 This is one of the smaller Planning Focus Areas. According to 2001 Census data, just over 4,500 residents live here and half of them are over the age of 45 (older than the average Hastings resident). There are fewer families with children in the area, with the lowest percentage of under 15 year-olds in Hastings, and a significant number of households with older people. Some of the larger houses in the area have been converted into residential homes for older people. There are a limited number of shops and other community facilities here.
- 6.172 2001 Census data puts population density in Maze Hill & Burtons' St Leonards at just under 39 people per hectare. The area has parts that are more densely populated than others and this reflects the relatively small but closely built buildings towards the seafront and the larger properties further inland, as well as the green spaces in between. There is a mix of housing tenures in Maze Hill & Burtons' St Leonards but it is dominated by two kinds, with over 70% of the homes in the Focus Area being owned by their inhabitants and, compared to other Focus Areas, a relatively high percentage being privately rented (19%).

## Our Vision for Maze Hill & Burtons' St Leonards

- 6.173 This Focus Area is characterised by statement, often pastiche, and interesting architecture, much of which is in conservation areas. As such, there are certain expectations about the design and materials to be used in any potential development schemes. Early assessment and appreciation of the situation of any proposed development will be particularly important in Maze Hill & Burtons' St Leonards, and the design and layout should be sympathetic to its surroundings. Where it is appropriate, schemes that involve a mix of housing that includes family homes will be encouraged. Policy FA2 of the Planning Strategy sets out the requirement for 220-280 new homes to be built in this area up to 2028. The most significant redevelopment site in the area is at the former Hastings College site on Archery Road.
- 6.174 Mercatoria, which was built as the 'commercial' part of Burtons' St Leonards, offers great potential to increase the number of specialist shops and artist studios for which this area of the Borough is known. Live/work units and innovative smaller projects will be encouraged, for example for artists, food retail and catering.
- 6.175 Elsewhere, there may be further opportunities for developing small studio-style live/work units, particularly as a way of renovating properties. The nature of this area has the potential to lend itself to tourist accommodation, particularly in the form of small, boutique hotels and guest houses.
- 6.176 Along the seafront, we will continue to encourage improvements to properties. We will work with partners to promote and improve buildings to create better quality accommodation, but would want to retain the overall period look of the seafront, with the exterior of buildings restored to their original specification wherever possible.

# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

## Residential, mixed use and other allocations for Maze Hill & Burtons' St Leonards

| Site reference | Address  | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| MBL1           | Former Hastings College, Archery Road            | Residential (100)                                | 2.22      | X  |
| MBL2           | 37 Charles Road West, (Former Filsham Nurseries) | Residential (9)                                  | 0.26      | X  |
| MBL3           | Gambier House, West Hill Road                    | Residential (15)                                 | 0.23      | ✓  |
| MBL4           | West Hill Road Reservoir                         | Residential (14)                                 | 0.19      | X  |
| MBL5           | 27 Dane Road                                     | Residential (11)                                 | 0.14      | X  |
| MBL8           | Cable Ne Ferne, 2 Albany Road                    | Residential (8)                                  | 0.18      | X  |

Table 8: Residential, mixed use and other allocations for Maze Hill & Burtons' St Leonards

Appendix B – Development Management Plan (DMP)  
 Written Statement incorporating Inspector's eight modifications  
 in addition to all minor modifications

## Site reference: MBL1 - Former Hastings College, Archery Road

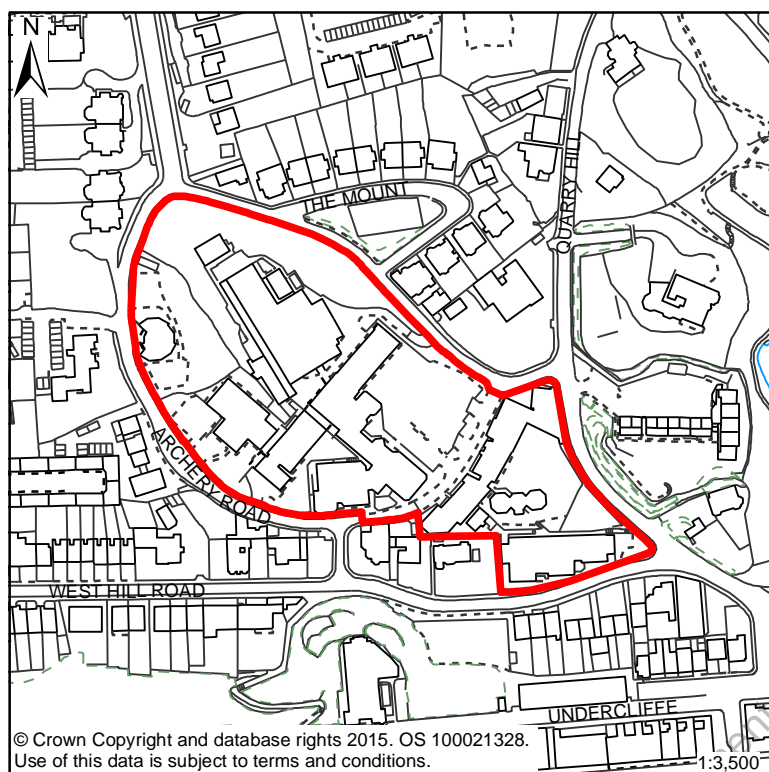


Figure 57: MBL1 – Former Hastings College, Archery Road

|                               |                                       |
|-------------------------------|---------------------------------------|
| <b>Site address:</b>          | Former Hastings College, Archery Road |
| <b>Allocated use:</b>         | Residential                           |
| <b>Area:</b>                  | 2.22ha                                |
| <b>Possible net capacity:</b> | 100                                   |

6.177 The redevelopment of site MBL1 – Former Hastings College, Archery Road will remove the existing redundant buildings, provide the opportunity to convert the listed buildings and introduce a new use for the remainder of the site. In terms of the volume and form of future development, key factors that need to be taken into account in any redevelopment proposals include the relationship of any new development to the terrace of listed buildings within the site; the site's location within St Leonards West Conservation Area; and the potential impact on a number of listed buildings adjacent to the site boundaries and three other adjacent conservation areas. There are also a number of mature shrubs and trees on site that will need to be surveyed for their ecological and arboriculture value, and appropriate conservation and mitigation measures found in relation to them.

6.178 Given the size and location of the site the Council will expect any scheme to support a varied housing mix and may be required to include specific housing for wheelchair users, and affordable housing will also be required as part of the mix. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Further advice on transport matters is available from East Sussex County Council. As the site is over 1 hectare in size, a Flood Risk Assessment is also required.



# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

## **Policy MBL1 - Former Hastings College, Archery Road**

Former Hastings College, Archery Road is allocated for residential development (possible net capacity 100 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) sustain and enhance the significance and setting of the listed terrace in the south of the site and the surrounding Conservation Areas;
- d) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- e) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- f) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- g) contribute to the improvement of existing play facilities in the surrounding area;
- h) include walking and cycling links to improve local connectivity and to preserve the Public Right of Way across the site;
- i) provide a connection to the sewerage and water supply systems at the nearest point of adequate capacity, as advised by Southern Water;
- j) be supported by a Transport Assessment and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Assessment have been incorporated within the development.

Appendix B – D  
Written Statement  
in addition to all minor

## Site reference: MBL2 - 37 Charles Road West (Former Filsham Nurseries)

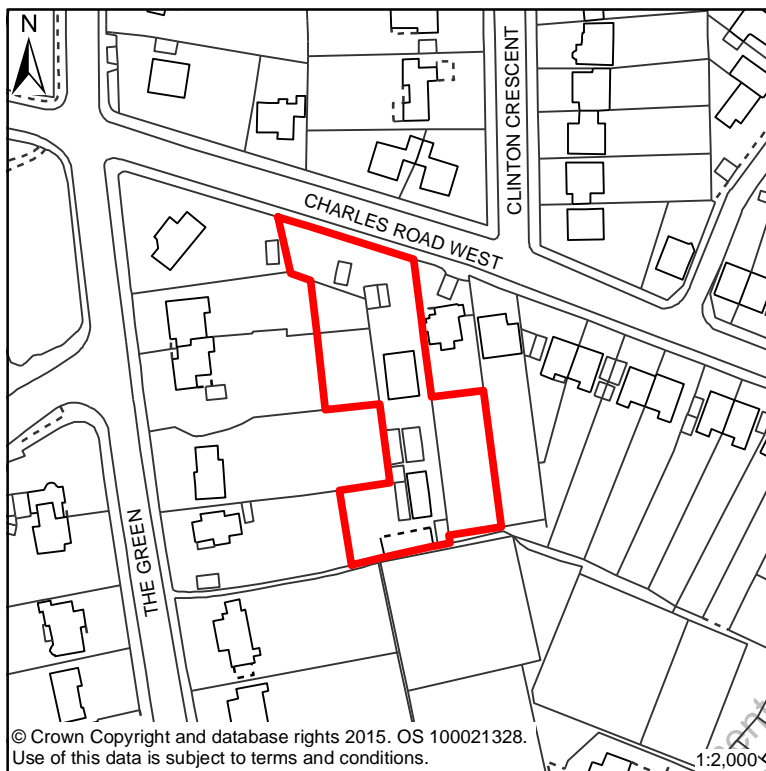


Figure 58: MBL2 – 37 Charles Road West (Former Filsham Nurseries)

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | 37 Charles Road West (Former Filsham Nurseries) |
| <b>Allocated use:</b>         | Residential                                     |
| <b>Area:</b>                  | 0.26ha  |
| <b>Possible net capacity:</b> | 9   |

6.179 Site MBL2 – 37 Charles Road West (Former Filsham Nurseries) is a vacant brownfield site where the former business has ceased to operate. The site is in an existing residential area and offers an appropriate redevelopment opportunity. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy MBL2 - 37 Charles Road West (Former Filsham Nurseries)**

**37 Charles Road West (Former Filsham Nurseries) is allocated for residential development (possible net capacity 9 dwellings).**

**Development proposals for this site will:**

- a) include affordable housing on site at 20% of the overall housing provision;**
- b) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.**

# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

Site reference: MBL3 - Gambier House, West Hill Road

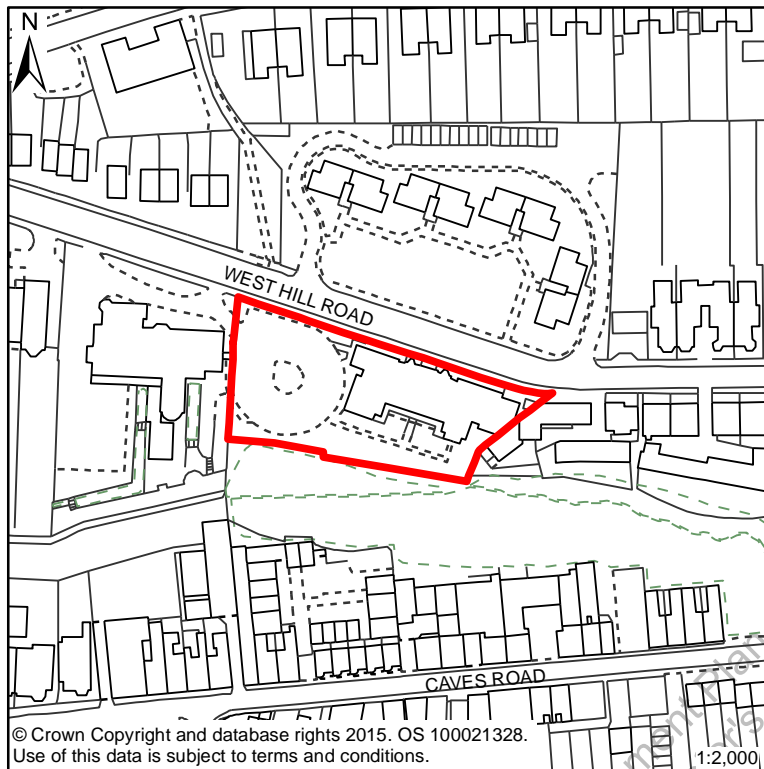


Figure 59: MBL3 - Gambier House, West Hill Road

|                               |                               |
|-------------------------------|-------------------------------|
| <b>Site address:</b>          | Gambier House, West Hill Road |
| <b>Allocated use:</b>         | Residential                   |
| <b>Area:</b>                  | 0.23ha                        |
| <b>Possible net capacity:</b> | 15                            |

- 6.180 Site MBL3 – Gambier House, West Hill Road is a brownfield site, and the existing buildings were vacated by the NHS in July 2011. The site is in a prominent cliff top location that offers a good residential development opportunity.
- 6.181 The site is located within the Grosvenor Gardens Conservation Area and the retention of the Gambier House building is preferred. Any scheme involving its demolition will need to robustly demonstrate the reasoning behind such a proposal. The site has an existing access point that should be taken advantage of and this is displayed on the design brief for the site, in section 5 of this Plan. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council. It is also important that any adverse impacts on the adjacent Local Wildlife Site are avoided.

### **Policy MBL3 - Gambier House, West Hill Road**

Gambier House, West Hill Road is allocated for residential development (possible net capacity 15 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Grosvenor Gardens Conservation Area;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- d) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight m  
in addition to all minor modifications

# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

Site reference: MBL4 - West Hill Road Reservoir

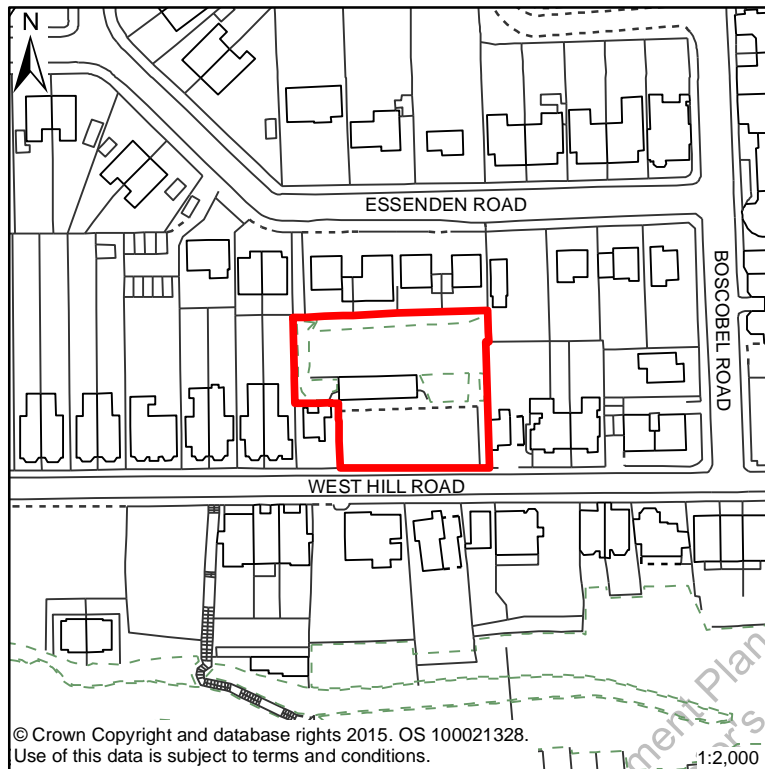


Figure 60: MBL4 – West Hill Road Reservoir

|                               |                          |
|-------------------------------|--------------------------|
| <b>Site address:</b>          | West Hill Road Reservoir |
| <b>Allocated use:</b>         | Residential              |
| <b>Area:</b>                  | 0.19ha                   |
| <b>Possible net capacity:</b> | 14                       |

6.182 Site MBL4 – West Hill Road Reservoir is a former Water Board site that is roughly rectangular in shape. It is a brownfield site in an existing residential area, which is within the Grosvenor Gardens Conservation Area. The site offers a good redevelopment opportunity. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

## Policy MBL4 - West Hill Road Reservoir

West Hill Road Reservoir is allocated for residential development (possible net capacity 14 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- sustain and enhance the significance and setting of the Grosvenor Gardens Conservation Area.

## Site reference: MBL5 - 27 Dane Road

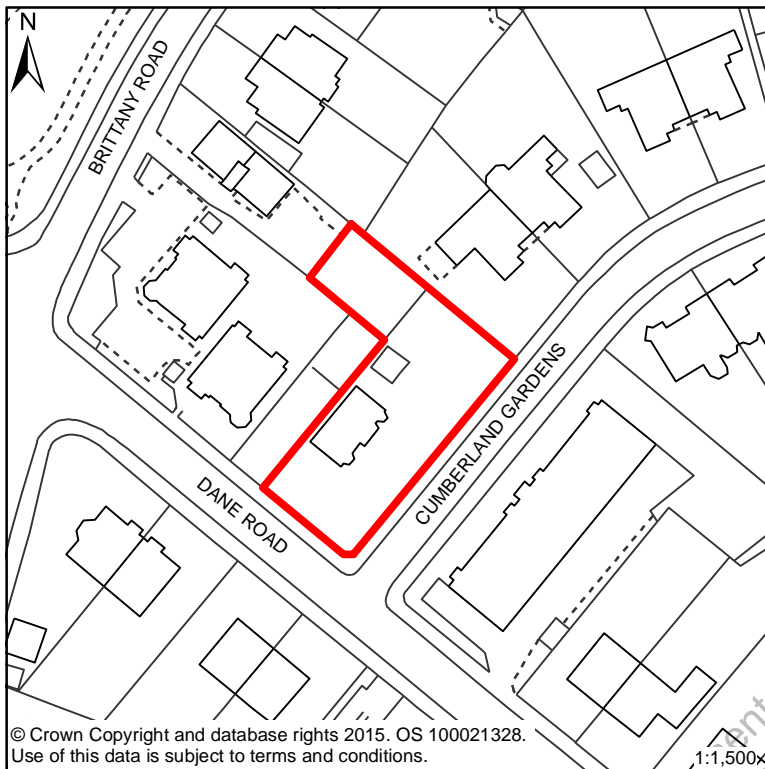


Figure 61: MBL5 – 27 Dane Road

|                               |              |
|-------------------------------|--------------|
| <b>Site address:</b>          | 27 Dane Road |
| <b>Allocated use:</b>         | Residential  |
| <b>Area:</b>                  | 0.14ha       |
| <b>Possible net capacity:</b> | 11           |

6.183 Site MBL5 – 27 Dane Road is a corner plot in an existing residential area. The site represents a Greenfield development opportunity and it should be noted that this site is within the Markwick Terrace Conservation Area. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy MBL5 - 27 Dane Road**

**27 Dane Road is allocated for residential development (possible net capacity 11 dwellings).**

**Development proposals for this site will:**

- a) include affordable housing on site at 20% of the overall housing provision;**
- b) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;**
- c) sustain and enhance the significance and setting of the Markwick Terrace Conservation Area.**

# Section Three: Site Allocations

FA6: Maze Hill & Burtons' St Leonards

Site reference: MBL8 - Caple Ne Ferne, 2 Albany Road

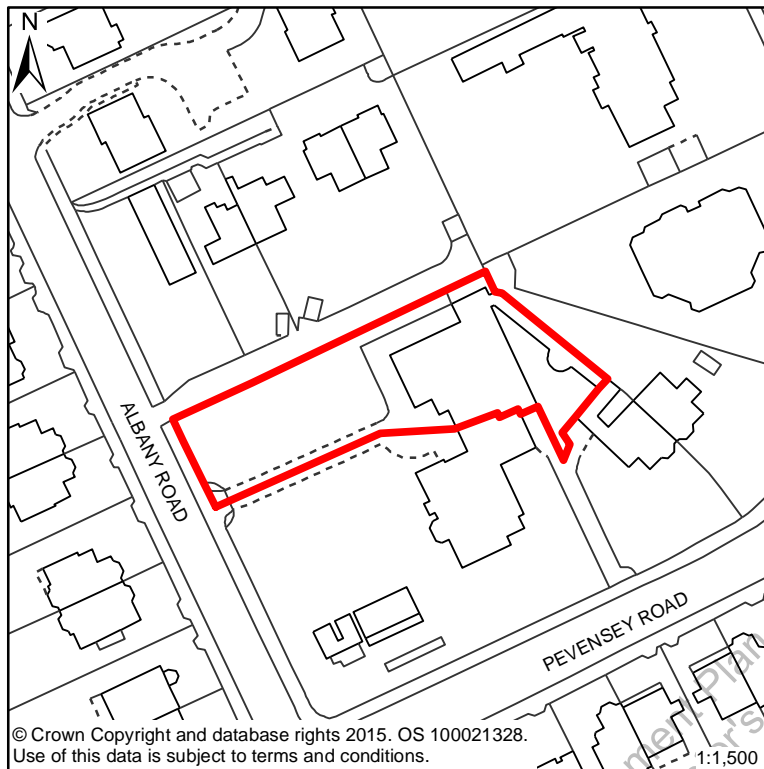


Figure 62: MBL8 – Caple Ne Ferne, 2 Albany Road

|                               |                               |
|-------------------------------|-------------------------------|
| <b>Site address:</b>          | Caple Ne Ferne, 2 Albany Road |
| <b>Allocated use:</b>         | Residential                   |
| <b>Area:</b>                  | 0.18ha                        |
| <b>Possible net capacity:</b> | 8                             |

6.184 Site MBL8 – Caple Ne Ferne, 2 Albany Road is the northern extension of a Grade II listed building. The building was last in use as a drug/alcohol rehabilitation treatment centre. The site is in a residential area, in the Markwick Terrace Conservation Area, and represents an opportunity for residential conversion. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters available from East Sussex County Council.

## Policy MBL8 - Caple Ne Ferne, 2 Albany Road

Caple Ne Ferne, 2 Albany Road is allocated for residential development (possible net capacity 8 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- sustain and enhance its significance and setting as part of a Grade II listed building;
- sustain and enhance the significance and setting of the Markwick Terrace Conservation Area.

## Focus Area 7: Central St Leonards & Bohemia

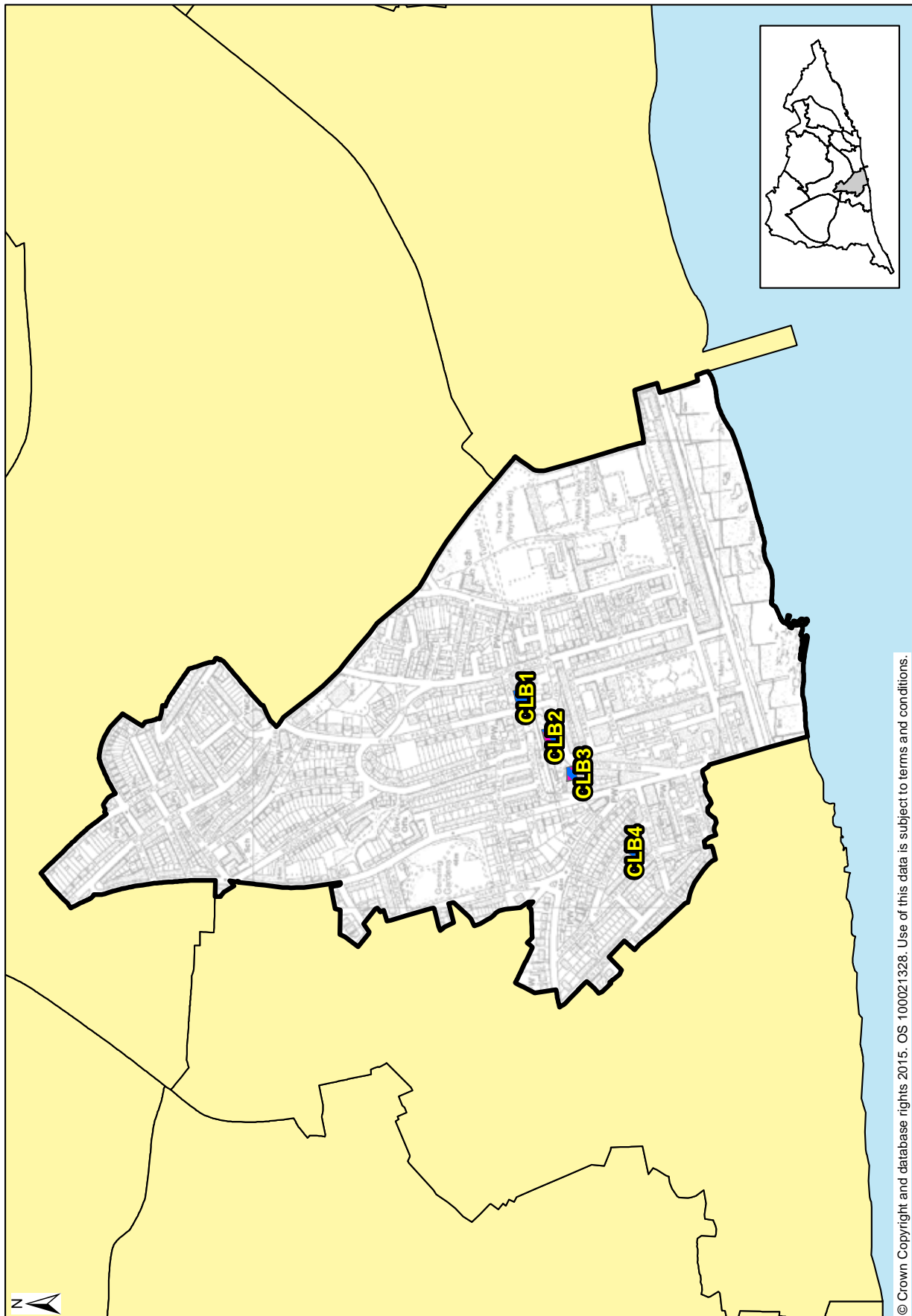


Figure 63: Focus Area 7 – Central St Leonards & Bohemia



# Section Three: Site Allocations

## FA7: Central St Leonards & Bohemia

### Introduction to the Central St Leonards & Bohemia Planning Focus Area

- 6.185 Extending from White Rock gardens in the east to Grand Parade in the west, and inland to the Bohemia Road shopping area, this is the most densely populated part of the Borough, with approximately 85 people per hectare and almost 9,500 residents. It is also the second most economically deprived (ONS) with almost 20% of the working age population claiming Job Seekers Allowance (Department of Work and Pensions – Nomis statistics).
- 6.186 In spite of the high population density, there are some significant open spaces, notably Warrior Square with its formal seaside planting, White Rock Gardens, and Gensing Gardens. St Leonards Warrior Square railway station is here too, at the heart of the shopping centre. Housing here is mostly terraced and Victorian, with many Houses in Multiple Occupation (HMO). The employers here are predominantly shops and public sector employers, such as the Revenues & Customs and Social Services offices at Ocean House.
- 6.187 After the waning of its Victorian heydays, Central St Leonards & Bohemia have begun to change. Around St Leonards Town Centre and the seafront, significant regeneration has taken place. Many derelict properties along the seafront have been refurbished, and a new health centre has been built on the site of the long-derelict Marlborough Hotel. More recently, new 'boutique' hotels have opened, nationally promoted as fashionable places to stay. Around St Leonards centre, some of the narrow streets adjacent to Mercatoria, in the Gensing Farm area, have seen an up-lift, with owners refurbishing previously run-down properties. And the shopping centre itself is changing fast, with an influx of new cafés, restaurants and shops signalling significant new investment in many of the shopping streets.
- 6.188 This is also an ethnically diverse part of Town, with many different nationalities represented. This has led to the opening of many niche shops, cafés and restaurants to meet the needs of these particular parts of the community, and these attract visitors to the area. This trend is contributing to the positive regeneration of the Focus Area.

### Our Vision for Central St Leonards & Bohemia

- 6.189 The regeneration of this area has begun, but it is only a start. We need to encourage new businesses to the area, retail in particular. However, tourist accommodation in the shape of more 'boutique' hotels particularly along the seafront is important. Other businesses in the creative sector would especially fit in well with the mix and atmosphere of this area. So we will do all we can to encourage small businesses, and work with them to promote and establish themselves. We expect St Leonards centre to become a focus for independent and niche shops, cafés and restaurants, something that serves the local community as well as being a tourist attraction. This is something that we will investigate through the potential for a cultural quarter in this area promoting joint working between the Local Authority, business owners and the local community.
- 6.190 Policy FA2 of the Planning Strategy indicates a range of 240-300 new homes to be planned for Central St Leonards & Bohemia up to 2028. This is an inner urban area where flats and small terraced houses can provide low-priced starter homes for younger residents. We will expect these to be of innovative design, creating good quality homes, with a mix of ownership, rented and affordable housing.
- 6.191 The seafront will also continue to improve, becoming more of a tourist destination and connecting with St Leonards centre. As well as using enforcement powers to get property owners to improve their buildings, we will investigate and encourage, where appropriate, quality conversions of properties to visitor accommodation, particularly along the seafront. To retain the character of the seafront we will be encouraging restoration rather than replacement of properties, at least externally. The Council-owned seafront structures, especially 'Bottle Alley' will also need major refurbishment. We anticipate that changes here will mean the creation of catering and retail spaces on the seafront, and will do all we can to encourage local businesses to take up these opportunities.
- 6.192 To the north of the area around the Bohemia shopping centre, the decline of the retail centre needs to be managed. We will investigate the possibilities here, including retail, catering, workshops, live/work units, or even conversions back into residential properties.

## Residential, mixed use and other allocations for Central St Leonards & Bohemia

| Site reference | Address                                     | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|---|--|-----------|--|
| CLB1           | 1-3 Chapel Park Road                        | Residential (27)                                 | 0.13      | X  |
| CLB2           | Taxi Office/B.R. Social Club, St Johns Road | Mixed use (30)                                   | 0.12      | ✓  |
| CLB3           | Sorting Office site, Kings Road             | Mixed use (9)                                    | 0.05      | X  |
| CLB4           | 4-5 Stockleigh Road                         | Residential (12)                                 | 0.03      | X  |

Table 9: Residential, mixed use and other allocations for Central St Leonards & Bohemia

Appendix B – Development Management Plan (DMP)  
 Written Statement incorporating Inspector's eight modifications  
 in addition to all minor modifications

# Section Three: Site Allocations

FA7: Central St Leonards & Bohemia

## Site reference: CLB1 - 1-3 Chapel Park Road



Figure 64: CLB1 – 1-3 Chapel Park Road

|                               |                      |
|-------------------------------|----------------------|
| <b>Site address:</b>          | 1-3 Chapel Park Road |
| <b>Allocated use:</b>         | Residential          |
| <b>Area:</b>                  | 0.13ha               |
| <b>Possible net capacity:</b> | 27                   |

- 6.193 Site CLB1 – 1-3 Chapel Park Road is a prominent corner site that sits above Warrior Square Station alongside the entrance to the eastbound tunnel, currently occupied by a pair of semi-detached villas.
- 6.194 CLB1 is sited immediately adjacent to the Kings Road Conservation Area. Proposals for this site will therefore need to take account of the likely impact on the Kings Road Conservation Area. This site will be expected to support a varied housing mix, including affordable housing. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy CLB1 - 1-3 Chapel Park Road

1-3 Chapel Park Road is allocated for residential development (possible net capacity 27 dwellings).

Development proposals for this site will:

- include affordable housing on site at 25% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- sustain and enhance the significance and setting of the adjacent Kings Road Conservation Area;
- contribute to the improvement of existing play facilities in the surrounding area.

## Site reference: CLB2 - Taxi Office/B.R. Social Club, St Johns Road

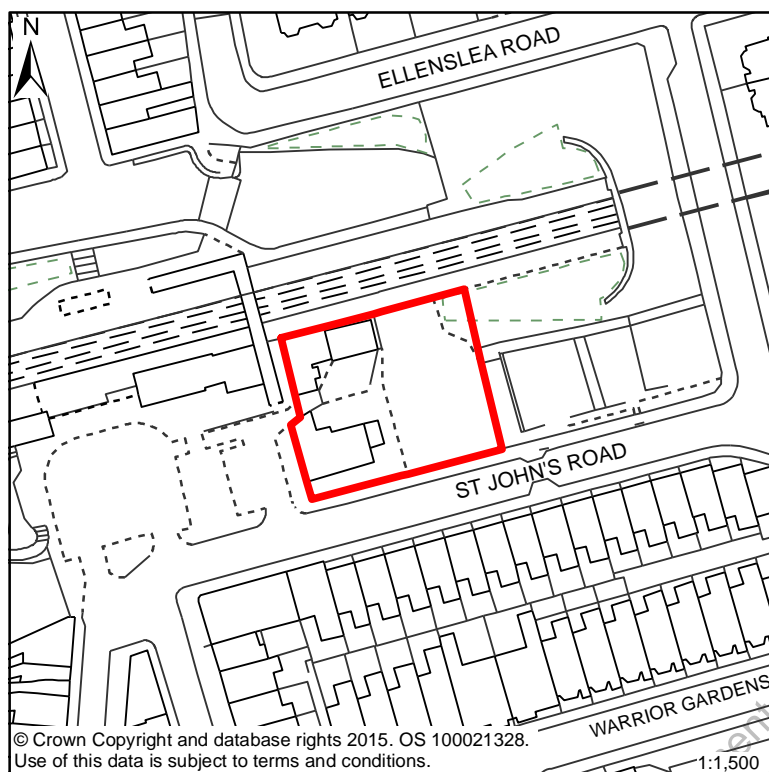


Figure 65: CLB2 – Taxi Office/B.R. Social Club, St Johns Road

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Taxi Office/B.R. Social Club, St Johns Road |
| <b>Allocated use:</b>         | Mixed use (residential and commercial)      |
| <b>Area:</b>                  | 0.12ha                                      |
| <b>Possible net capacity:</b> | 30  |

- 6.195 Site CLB2 – Taxi Office/B.R. Social Club, St Johns Road represents a redevelopment opportunity to create a building of distinctive design, quality and character that would act as a catalyst for the broader regeneration of Central St Leonards.
- 6.196 The Council wish to encourage a vibrant active street level frontage to the station forecourt and St Johns Road occupied by commercial uses, with residential above. Although the possible net capacity is set at 30 dwellings, consideration would be given to a larger number, subject to Policy CLB2 and other policies in the Local Plan. The site will be expected to support a varied housing mix, including affordable housing.
- 6.197 Located within the Kings Road Conservation Area, new development would need to be high quality, complement the existing urban form, and enhance the architectural value of the existing buildings. Specific importance is attached to the relationship with the existing buildings along St Johns Road, particularly in regard to privacy and overlooking. The relationship with the attractive station buildings to the west is also important.
- 6.198 The site is located in an area of surface water flood risk and given the previous uses of this site, there is also potential for land contamination.
- 6.199 No vehicular access will be permitted from the station forecourt. All vehicular access will need to occur from St John's Road. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

# Section Three: Site Allocations

FA7: Central St Leonards & Bohemia

## **Policy CLB2 -Taxi Office/B.R. Social Club, St Johns Road**

The Taxi Office/B.R. Social Club, St Johns Road is allocated for mixed use development (possible net capacity 30 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Kings Road Conservation Area;
- c) include commercial uses on the ground floor, with residential above;
- d) contribute to the improvement of existing play facilities in the surrounding area;
- e) incorporate vehicular access from St Johns Road and pedestrian access from the station forecourt;
- f) investigate the impact of land contamination and incorporate appropriate mitigation measures;
- g) incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- h) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Additional guidance is also given in a design brief for this site in section 5 of this Plan.

Appendix B – Development Management  
Written Statement incorporating the  
in addition to all minor modifications

## Site reference: CLB3 - Sorting Office site, Kings Road

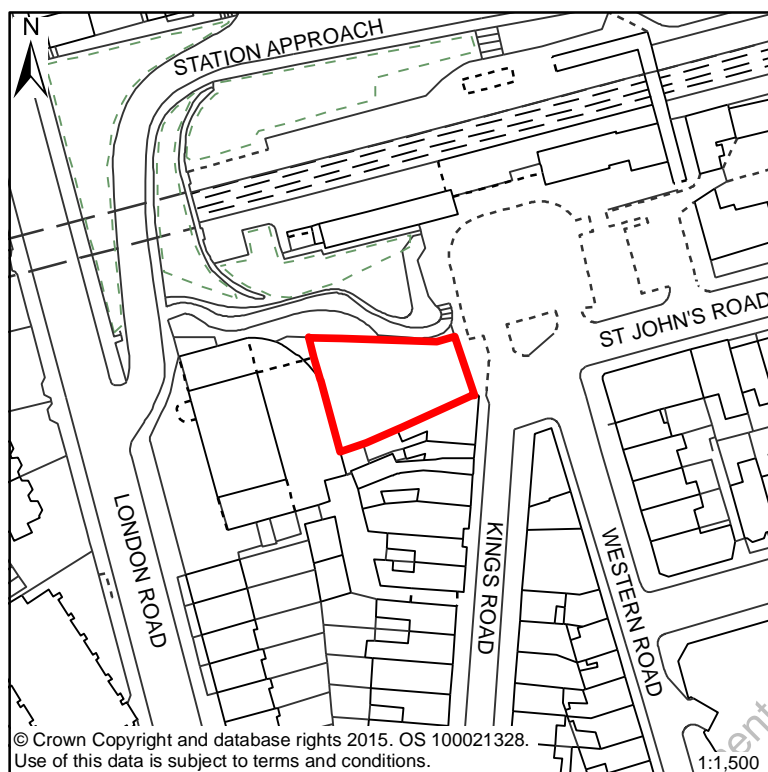


Figure 66: CLB3 – Sorting Office site, Kings Road

|                               |   |
|-------------------------------|---|
| <b>Site address:</b>          | Sorting Office site, Kings Road               |
| <b>Allocated use:</b>         | Mixed use (commercial with residential above) |
| <b>Area:</b>                  | 0.05ha  |
| <b>Possible net capacity:</b> | 9   |

6.200 Site CLB3 – Sorting Office site, Kings Road is a vacant and cleared site, occupying an area in the south-west corner of Warrior Square Station. It abuts the Kings Road shopping area on its southern side. Both the shopping street and station are within the Kings Road Conservation Area and the application site occupies an important position between the two. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy CLB3 - Sorting Office site, Kings Road

The Sorting Office site, Kings Road is allocated for mixed use development (possible net capacity 9 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- sustain and enhance the significance and setting of the Kings Road Conservation Area;
- include commercial uses on the ground floor, with residential above.

# Section Three: Site Allocations

FA7: Central St Leonards & Bohemia

## Site reference: CLB4 - 4-5 Stockleigh Road

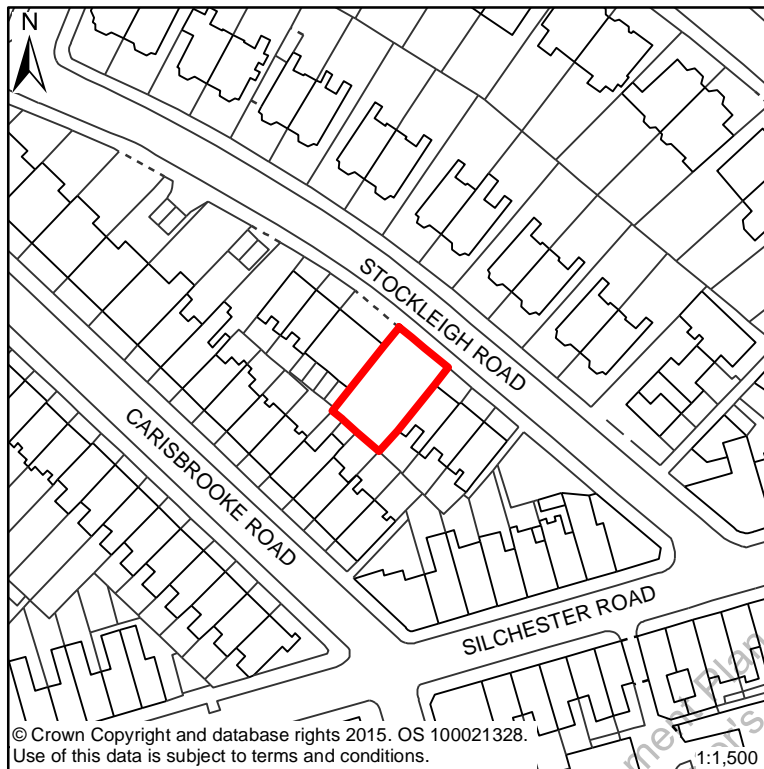


Figure 67: CLB4 – 4-5 Stockleigh Road

|                               |                     |
|-------------------------------|---------------------|
| <b>Site address:</b>          | 4-5 Stockleigh Road |
| <b>Allocated use:</b>         | Residential         |
| <b>Area:</b>                  | 0.03ha              |
| <b>Possible net capacity:</b> | 12                  |

- 6.201 Site CLB4 – 4-5 Stockleigh Road is a vacant site, located between bay fronted Victorian terraces and Stockleigh Court. The site is within the St Leonards North Conservation Area. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy CLB4 - 4-5 Stockleigh Road**

4-5 Stockleigh Road is allocated for residential development (possible net capacity 12 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- be supported by a Transport Report. Proposals should indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- sustain and enhance the significance and setting of the St Leonards North Conservation Area.

## Focus Area 8: Hastings Town Centre

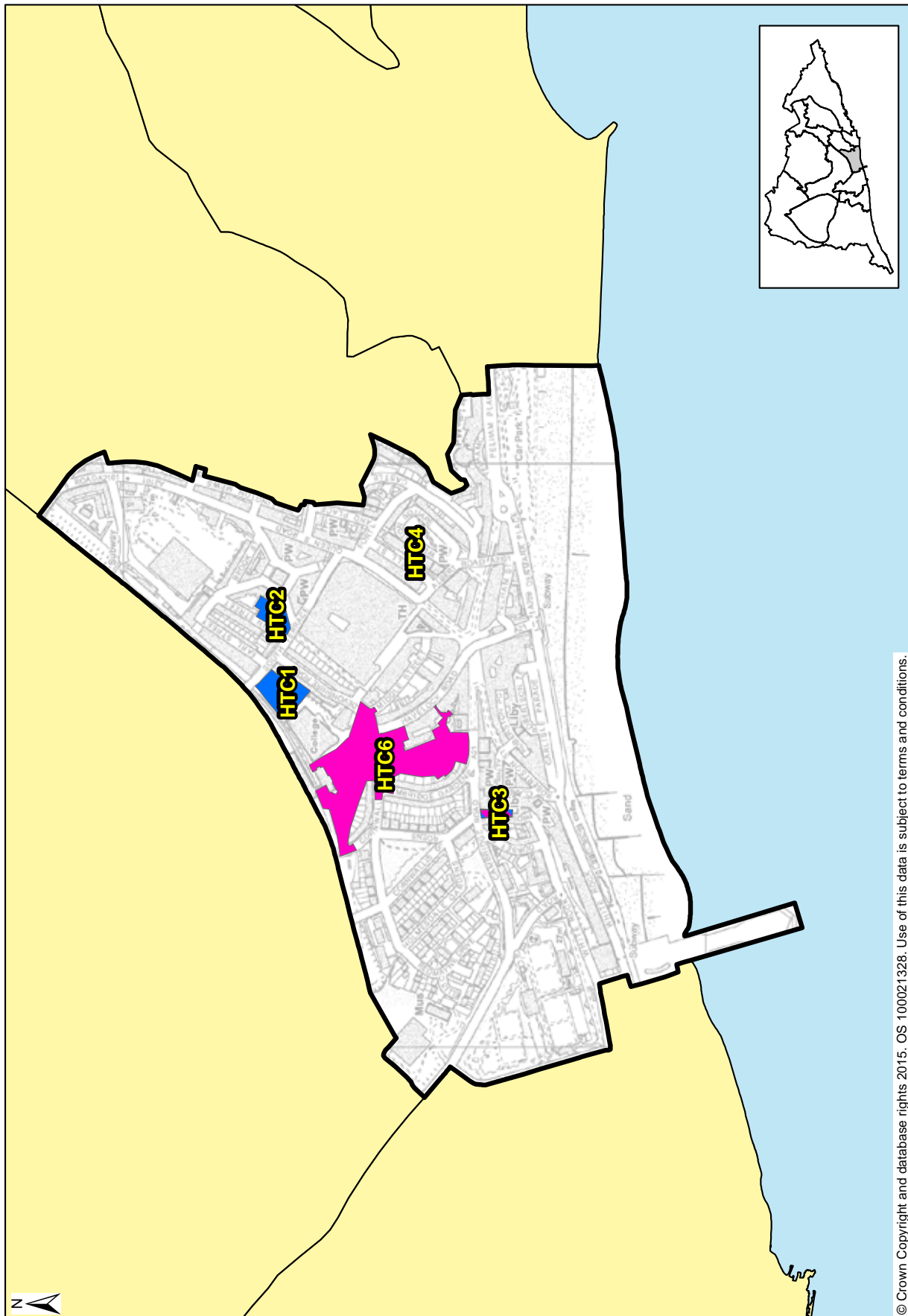


Figure 68: Focus Area 8 – Hastings Town Centre



# Section Three: Site Allocations

## FA8: Hastings Town Centre

### Introduction to the Hastings Town Centre Planning Focus Area

- 6.202 This Focus Area is the commercial and retail heart of the Borough, extending from the Old Town in the east to White Rock in the west, and inland as far as Summerfields Wood and the railway line between London and Ashford. Most of the town's comparison retail trade takes place here, and the tightly constrained physical boundaries of Hastings have generally prevented the development of out-of-town shopping.
- 6.203 Hastings Town Centre has a good representation of national high street retail, catering and other business chains and there are also many independent shops, cafés and bars. The latter are predominantly in the traditional shopping areas along Robertson Street, Queens Road, and in St Andrew's Square and Queens Arcade. Morrisons supermarket also occupies a significant part of this Focus Area. Many of the shops in Hastings Town Centre are Victorian, although newer buildings have replaced them in some areas, notably in the modern Priory Meadow Shopping Centre, where the Victorian cricket ground on which it stands is remembered with the bronze sculpture of a batsman.
- 6.204 The architecture of Hastings Town Centre takes on many forms and patterns. There are Victorian terraces; mid-20th Century retail blocks and very recent retail, office and educational developments. There are also many separate and distinct buildings including Pelham Crescent, St Mary in the Castle and the Brassey Institute. There are also lesser known gems too, such as the Victorian warehouses along Earl Street. This is another Focus Area where eclectic architecture has, and continues to, help define its character. There are tourist attractions, such as the White Rock Theatre, Hastings Museum and Art Gallery, and the seafront itself. And there are residential areas too, predominantly around St Andrew's Square, Wellington Square and Holmsdale Gardens.
- 6.205 Significant regeneration has taken place, notably the Lacuna Place development and 1 Priory Square, Sussex Coast College, the improved railway station, a new health centre and the Hastings campus of the University of Brighton. Major improvements to the seafront through 'grotbuster' enforcement action, with many of the formerly derelict seafront buildings now refurbished and back in use, have also occurred. But significant regeneration challenges remain: White Rock Baths, the Observer Building, and Hastings Pier all remain out of use, although the pier does now have a hopeful future, thanks to the Hastings Pier and White Rock Trust.
- 6.206 Around 3,500 people live in Hastings Town Centre (according to 2001 Census data), and these are predominantly young adults. Almost 50% of the houses in this Focus Area are owned by their occupants. However, a relatively high proportion (38%) of homes are privately rented and a number of them are Homes in Multiple Occupancy, which suggests a relatively transient population. Around a fifth of the working age population of this Focus Area is in receipt of Job Seeker's Allowance (Department of Work and Pensions – Nomis statistics). The residents are able to access a high level of services and facilities: doctors, dentists, a library and more, all within the Town Centre, but the good public transport connections, especially at Hastings' railway station and the adjoining bus interchange, provide the opportunity to travel further afield.

### Our Vision for Hastings Town Centre

- 6.207 Conservation areas cover much of the Hastings Town Centre Focus Area, and because of this, there are extra guidelines over what form development can take. It will be important for many features of the Focus Area to be preserved and enhanced; nevertheless there are still considerable redevelopment opportunities where innovation and excitement can prevail. Consideration will be given to the appropriate inclusion of taller buildings.
- 6.208 Outlined in the Planning Strategy (Policy FA2) is the potential for another 20,500 square metres of comparison retail floor space, and this should be accommodated within the Town Centre boundary, so redevelopment opportunities could be suggested.
- 6.209 In particular, we want to see the development of Priory Quarter continued, including the rest of Havelock Road north of Lacuna Place, Queensbury House, and Priory Street, to create employment, retail and leisure uses. The Observer Building needs to be brought back into use too.
- 6.210 There are opportunities in Hastings Town Centre for residential development – town centres are a good location for homes, particularly good-quality flats that can also serve as starter homes for young people. Introducing new housing into town centres can improve the balance and 'feel' of a place, especially at night. Policy FA2 of the Planning Strategy sets the range of new homes to be provided in Hastings Town

Centre up to 2028 at 200-240.

- 6.211 Improvement and refurbishment of some of the residential areas and tourist accommodation has begun in the Focus Area and we will encourage the continuation and expansion of this, where appropriate, across Hasting Town Centre.
- 6.212 On the seafront, we expect to see Hastings Pier and White Rock Baths brought back into use. We will do all we can to help Hastings Pier and White Rock Trust build a modern, regenerated pier, and will help the Foreshore Trust get White Rock Baths back in use, with possible temporary uses for the upper parts initially. Further east, we anticipate that the seafront will continue to be used for leisure and catering purposes, although would hope to see these further developed and improved.

## Residential, mixed use and other allocations for Hastings Town Centre

| Site reference | Address                      | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|------------------------------|--|-----------|--|
| HTC1           | Hastings Station Yard (part) | Mixed residential (27)                           | 0.44      | X  |
| HTC2           | Cornwallis Street Car Park   | Residential (10)                                 | 0.22      | X  |
| HTC3           | The Observer Building (part) | Mixed use (39)                                   | 0.07      | X  |
| HTC4           | 40 and 41 Wellington Square  | Residential (12)                                 | 0.02      | X  |

Table 10: Residential, mixed use and other allocations for Hastings Town Centre

## Employment allocations for Hastings Town Centre

| Site reference | Address                       | Potential gross floor-space (m <sup>2</sup> ) | Area (ha) | Does the site have a brief in section 5? |
|----------------|-------------------------------|---|-----------|--|
| HTC6           | Priory Quarter, Havelock Road | 21,700  | 2.54      | ✓  |

Table 11: Employment allocations for Hastings Town Centre

### Site reference: HTC1 - Hastings Station Yard (part)

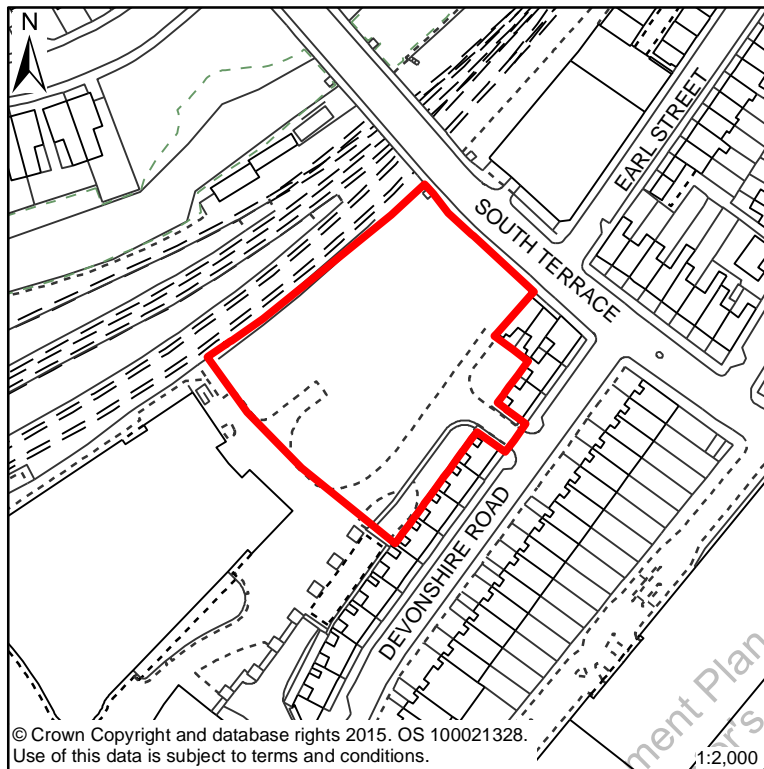


Figure 69: HTC1 – Hastings Station Yard (part)

|                               |                              |
|-------------------------------|------------------------------|
| <b>Site address:</b>          | Hastings Station Yard (part) |
| <b>Allocated use:</b>         | Mixed residential            |
| <b>Area:</b>                  | 0.44ha                       |
| <b>Possible net capacity:</b> | 27                           |

- 6.213 Site HTC1 – Hastings Station Yard (part) the majority of which has already been redeveloped for educational (Sussex Coast College) and health care purposes, and includes a small retail element. The remaining part of the site continues to be suitable for residential use but may also be suited to a mixed use scheme including alternative residential uses such as student accommodation. The site will be expected to support a varied housing mix and to include affordable housing.
- 6.214 New development on HTC1 will have to take account of the amenity of adjoining residents, particularly those in Devonshire Road. HTC1 is located in an area deficient in open space, and the proposed strategic network of cycle routes runs along the northern boundary. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council. Water infrastructure also crosses the site, which will require easement as part of new development.

### **Policy HTC1 - Hastings Station Yard (part)**

Hastings Station Yard (part) is allocated for mixed residential development; use class C3 with possible net capacity 27 units and student accommodation.

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision (C3);
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) contribute to the improvement of existing play facilities in the surrounding area;
- d) safeguard an adequate width of land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate;
- e) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management Plan (DMF)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

# Section Three: Site Allocations

FA8: Hastings Town Centre

Site reference: HTC2 - Cornwallis Street Car Park

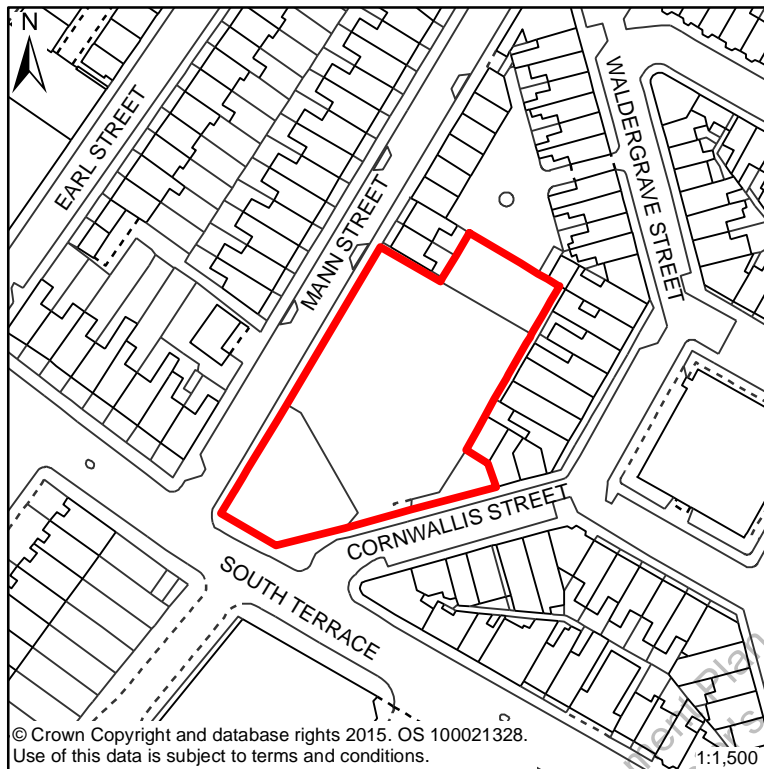


Figure 70: HTC2 – Cornwallis Street Car Park

|                               |                            |
|-------------------------------|----------------------------|
| <b>Site address:</b>          | Cornwallis Street Car Park |
| <b>Allocated use:</b>         | Residential                |
| <b>Area:</b>                  | 0.22ha                     |
| <b>Possible net capacity:</b> | 10                         |

- 6.215 Site HTC2 - Cornwallis Street Car Park is located in Hastings Town Centre near to other residential properties and incorporates an existing access route from Cornwallis Street. Flood Zone 2 extends towards the north corner of the site so a Flood Risk Assessment will be required, and mitigation as advised by the report should be incorporated into any potential scheme.
- 6.216 The loss of parking provision through the redevelopment of the car park will also need to be addressed in future proposals. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy HTC2 - Cornwallis Street Car Park**

Cornwallis Street car park is allocated for residential development (possible net capacity 10 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- c) make best use of the existing access from Cornwallis Street;
- d) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development, including the consideration of measures to secure continued public access parking either on site or elsewhere;
- e) include a children's play area, "pocket park" or similar open recreational space.

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight months  
in addition to all minor modifications

# Section Three: Site Allocations

FA8: Hastings Town Centre

## Site reference: HTC3 - The Observer Building

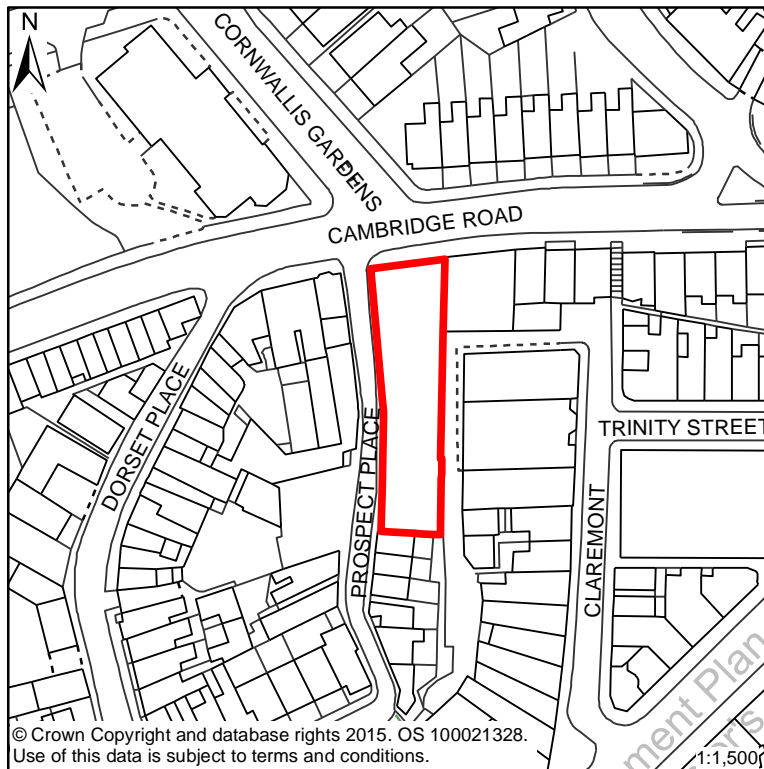


Figure 71: HTC3 – The Observer Building

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | The Observer Building                  |
| <b>Allocated use:</b>         | Mixed use (residential and commercial) |
| <b>Area:</b>                  | 0.07ha                                 |
| <b>Possible net capacity:</b> | 39                                     |

- 6.217 HTC3 – The Observer Building is allocated for mixed use development. The Council would encourage the mix of uses to include tourist accommodation, retail, educational or leisure facilities as well as residential units. The site will be expected to support a varied housing mix and to include affordable housing.
- 6.218 This is a vacant multi-storey building occupying a prominent position on a route into Hastings Town Centre. It is located in the Town Centre Conservation Area and adjacent to 2 listed buildings.
- 6.219 There is currently no parking provision or access (other than pedestrian) to serve the site. The capacity potential of this site indicates that a Transport Statement will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.220 Previous uses of the building may mean that there are contamination issues that need to be investigated, and the site falls within an Archaeological Notification Area. Southern Water has also indicated that a connection will be required to the nearest sewer and there is potential to release capacity through surface water removal.

### **Policy HTC3 - The Observer Building**

The Observer Building is allocated for mixed use development including residential, commercial and/or educational uses (possible net capacity 39 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) sustain and enhance the significance and setting of the Town Centre Conservation Area and adjacent Listed Buildings;
- c) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- d) contribute to the improvement of existing play facilities in the surrounding area;
- e) incorporate measures to address parking and access issues;
- f) be supported by a Transport Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- g) investigate the impact of land contamination and incorporate appropriate mitigation measures;
- h) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water.

Appendix B – Development Management  
Written Statement incorporating  
in addition to all minor modifications



### Site reference: HTC4 - 40 and 41 Wellington Square

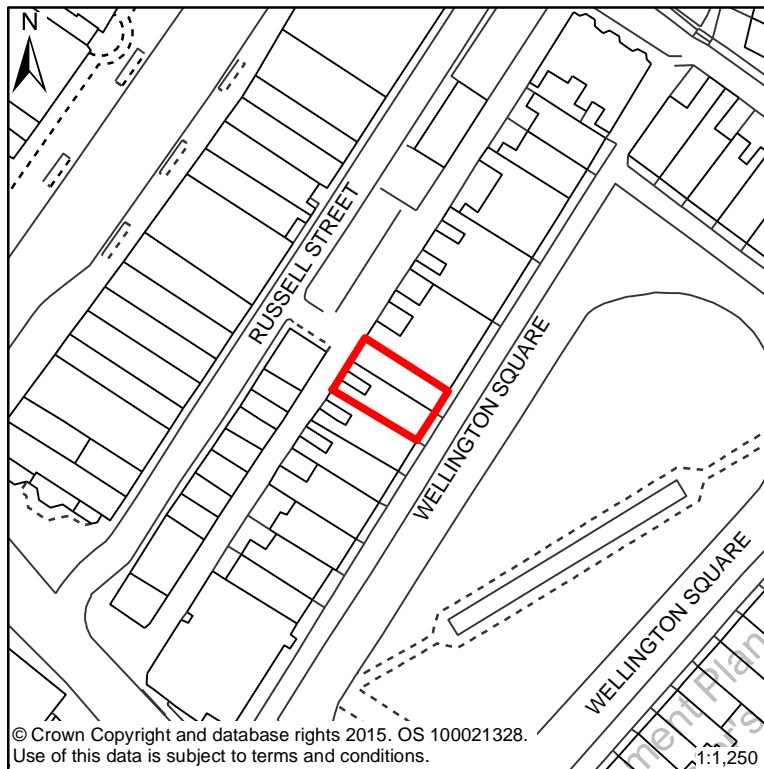


Figure 72: HTC4 – 40 and 41 Wellington Square

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Site address:</b>          | 40 and 41 Wellington Square |
| <b>Allocated use:</b>         | Residential                 |
| <b>Area:</b>                  | 0.02ha                      |
| <b>Possible net capacity:</b> | 12                          |

- 6.221 Site HTC4 – 40 and 41 Wellington Square is within the Old Town Conservation Area. All the buildings in Wellington Square are listed in recognition of their importance as a group. The site also falls within an Archaeological Notification Area. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

#### **Policy HTC4 - 40 and 41 Wellington Square**

40 and 41 Wellington Square is allocated for residential development (possible net capacity 12 dwellings).

Development proposals for this site will:

- a) include an affordable housing contribution equivalent to 20% of the overall housing provision;
- b) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development;
- c) sustain and enhance the significance and setting of the listed buildings and the Old Town Conservation Area;
- d) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council).

## Site reference: HTC6 - Priory Quarter, Havelock Road

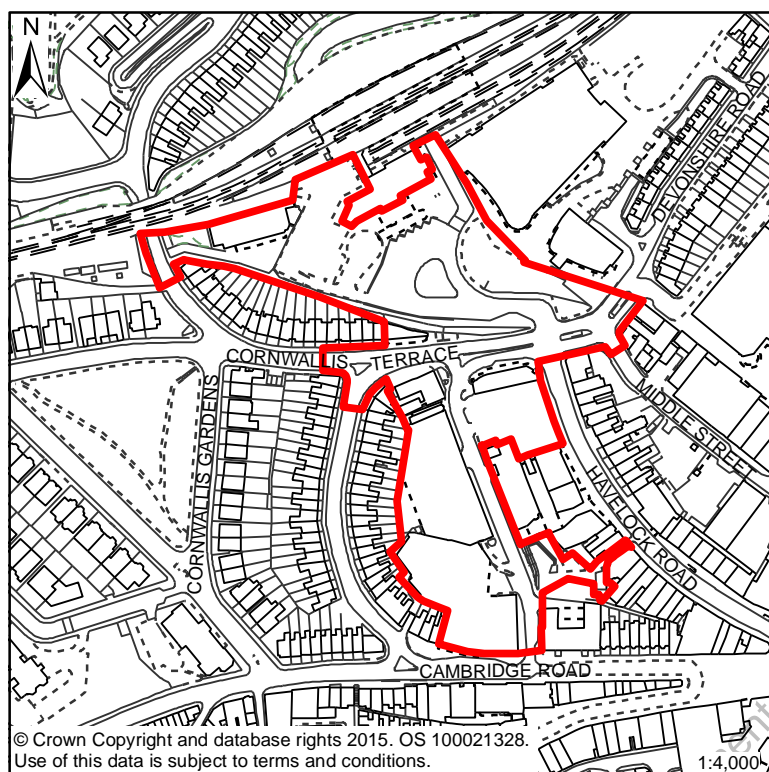


Figure 73: HTC6 – Priory Quarter, Havelock Road

|                                     |   |
|-------------------------------------|---|
| <b>Site address:</b>                | Priory Quarter, Havelock Road   |
| <b>Allocated use:</b>               | Employment - use class B1. (and mixed use – Retail, use classes A1/A3; Hotel, use class C1; Education, use class D1; Leisure, use class D2; Car Parking, sui generis use class) |
| <b>Area:</b>                        | 2.54ha  |
| <b>Possible floorspace (gross):</b> | 21,700m <sup>2</sup> (of use class B1)  |

6.222 Site HTC6 – Priory Quarter, Havelock Road has outline planning permission (subject to a legal agreement) for a large scale mixed use development comprising offices, education, retail and leisure. It encompasses a significant part of the Academic Cultural Quarter, and is allocated primarily for business development, but also allows for other complementary uses - retail, education, car parking, hotel and/or leisure proposals, should they come forward.

6.223 Site HTC6 is located within the Town Centre Conservation Area and is in an Archaeological Notification Area. Deep surface water flood risk affects parts of the site, and the proposed strategic network of cycle routes runs though the northern end.

6.224 A design brief has been prepared to help guide development in this location (see section 5 of this Plan). The following phasing of development is considered appropriate:

- a) Queensbury House and adjoining sites – redevelopment for office scheme (existing planning permission);
- b) Station area – office and/or hotel development, including public car parking to replace that lost through redevelopment;
- c) Priory Street Car Park – office development including complementary uses as appropriate;
- d) ESK Warehouse – office development and/or retail/education.

# Section Three: Site Allocations

## FA8: Hastings Town Centre

- 6.225 Future redevelopment should consider re-arrangement of the station forecourt area to improve pedestrian circulation and connectivity, as well as the removal of through traffic from Priory Street to provide a safe and improved pedestrian route through the core of Priory Quarter. The proposed scale of development also provides the opportunity to support the introduction of district heating in the town centre. The capacity potential of this site indicates that a Transport Assessment and Travel Plan will be required. Further advice on transport matters is available from East Sussex County Council. Any redevelopment proposal on the Royal Mail site will have to take account of the relocation of its existing operation on a viable site. Any future development on adjacent sites should ensure Royal Mail operations are not negatively affected.

### **Policy HTC6 - Priory Quarter, Havelock Road**

Priory Quarter, Havelock Road is allocated for employment development, incorporating other complementary uses including education, retail, leisure and hotel uses as appropriate (indicative gross floorspace 21,700m<sup>2</sup> of use class B1).

Development proposals for this site will:

- a) sustain and enhance the significance and setting of the Town Centre Conservation Area;
- b) include a Historic Environment Record (HER) informed desk-based assessment of potential interest within the Archaeological Notification Area and agree to a 'watching brief' during any development works (as advised by East Sussex County Council);
- c) include a Flood Risk Assessment and incorporate measures to reduce the risk of flooding such as Sustainable Drainage Systems;
- d) investigate the feasibility of introducing district heating systems;
- e) secure high quality public realm and improve pedestrian circulation and connectivity;
- f) safeguard an adequate width of land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate;
- g) preserve the Public Rights of Way within this site;
- h) incorporate measures to secure continued public access parking;
- i) be supported by a Transport Assessment and a Travel Plan. Proposals must indicate how the conclusions and recommendations of Assessment have been incorporated within the development.

Additional guidance for this site is set out in a design brief in section 5 of this Plan.

## Focus Area 9: Old Town

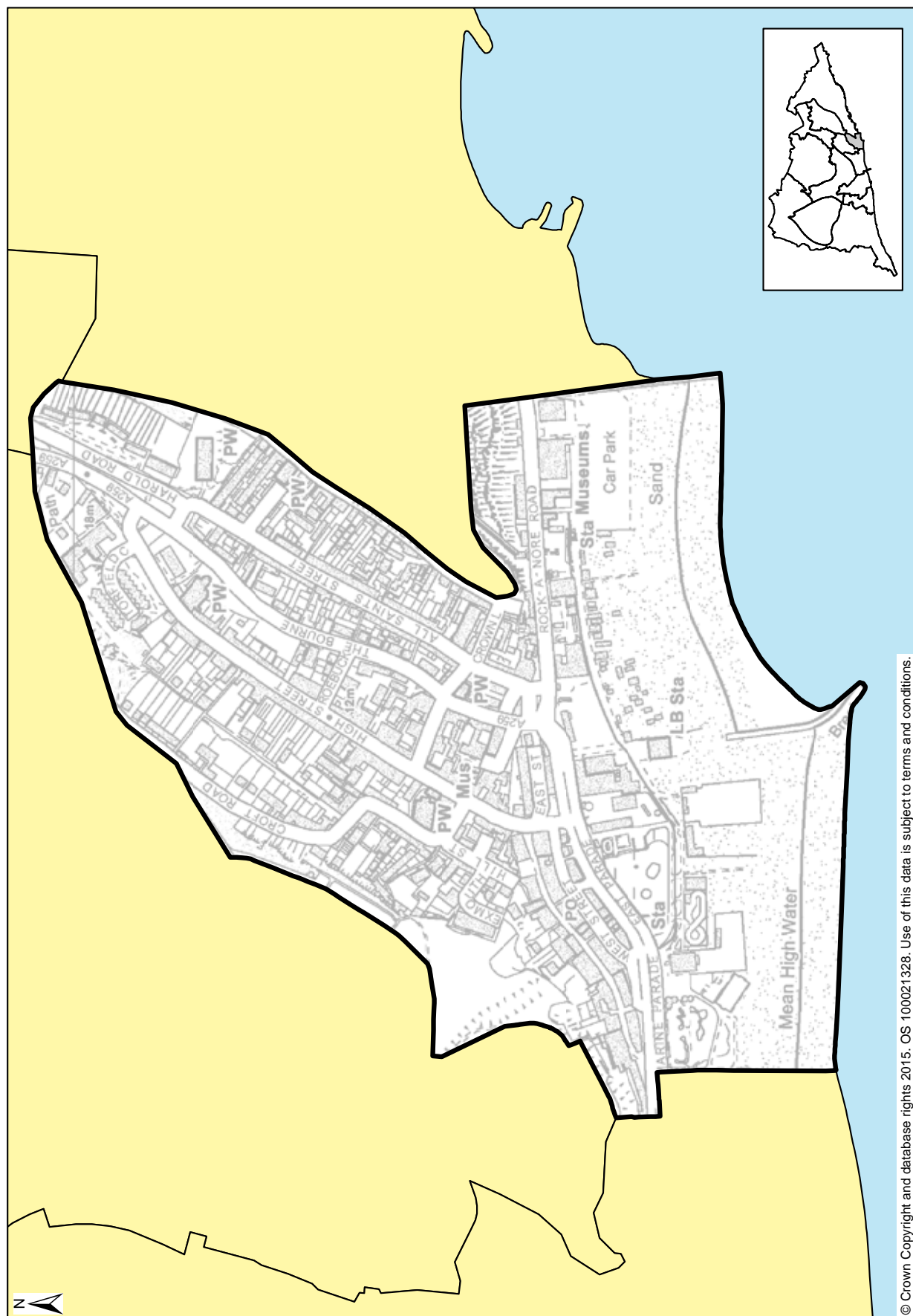


Figure 74: Focus Area 9 – Old Town

### Introduction to the Old Town Planning Focus Area

- 6.226 Hastings Old Town is the oldest part of the Borough, extending between the East and West Hill from the iconic net shops on the beach, up to All Saints Church at the head of The Bourne. Some of the housing and other buildings here date back to the thirteenth century, woven through a maze of narrow streets and twittens that delight both visitors and residents.
- 6.227 The Old Town has had a mixed history of twentieth century planning. For example, the demolition of housing along The Bourne to create a route for the A259 effectively divided the area in two and was a low point, but there are large areas of sympathetic 1970s redevelopment. The Old Town remains a desirable place to live and house prices here are the highest in Hastings. It is also the densest housing in the town, with few open spaces, although it is very close to the Country Park and West Hill. All of the Old Town is in a conservation area, and many of the buildings are Grade II listed.
- 6.228 2001 Census data shows that the population in the Old Town is the oldest in the Borough, with around a third above retirement age. By contrast, only a tenth of the population is under 16, the lowest in the Borough. New community facilities at the Stade Hall help to provide a centre for local community activities, and the area is reasonably well served by other community services with the Stables Theatre, a doctor's surgery, pharmacy, and local food shops.
- 6.229 There is various employment in this Focus Area; the Hastings fishery at the Stade, with its direct employment of fishermen, as well as many indirect jobs, in related onshore trades, and the tourism that the fishing industry brings with it. There is much employment in retail and catering too, with a thriving network of busy, independent shops and cafes and pubs along George Street, High Street and Rock-a-Nore. There is also a wealth of small studios and workshops, used largely by working artists and other craft-related trades. There is also some more seasonal employment concentrated on 'traditional' tourism, with souvenir shops, amusements and all that is on offer on the seafront.
- 6.230 New development has taken place in the Old Town in recent years, most notably the Jerwood Gallery, Stade Open Space, café and Stade Hall, with the style and design of this being modern and creative but sympathetic to its setting. There is a new hotel in Rock-a-Nore being built, replacing the old ice house that had been derelict for many years. This helps to give visitors to Hastings a wide range of things to see and do during their time here, from traditional seaside amusements, to eating and drinking, to art appreciation and everything in between.

### Our Vision for the Old Town

- 6.231 Since the charm of the Old Town, and its value as a place to live and work, is dependent on its centuries-old character, any new development would have to be sympathetic to this. Almost all of the buildings in the area should be maintained and preserved in their current form, retaining its rich architectural heritage. But this does not mean that there should not be any new development. So we will allow new development in the Old Town, where this complements the existing townscape and does not damage existing historic buildings, both in terms of their physical structure and their visual setting. Any new development here would have to be carried out to the highest architectural quality. But that doesn't mean it has to be a mock-historical pastiche; the Old Town must continue to grow and react to changing times.
- 6.232 This approach obviously raises potential conflicts, in particular between businesses wanting to develop opportunities, and the need to conserve architectural heritage. So while we will continue to pay close attention to the materials and construction techniques used in the conversion of existing buildings, we will work with those looking to develop schemes and help them to achieve their aims and aspirations whilst the character and important buildings of the Old Town are preserved for future generations.
- 6.233 Policy FA5 of the Planning Strategy sets out a range of 50-70 new homes to be built in the Old Town up to 2028, but businesses and new jobs will be just as important. With the average age of the local population growing, and being significantly higher than the rest of the borough, it is important to make sure that young people can remain in the area. That will be difficult if there are no jobs apart from seasonal, tourism-related jobs, and no affordable housing. So we need to promote the creation of both affordable housing, and sustainable employment, particularly with small employers in the creative sector.

## Focus Area 10: West Hill

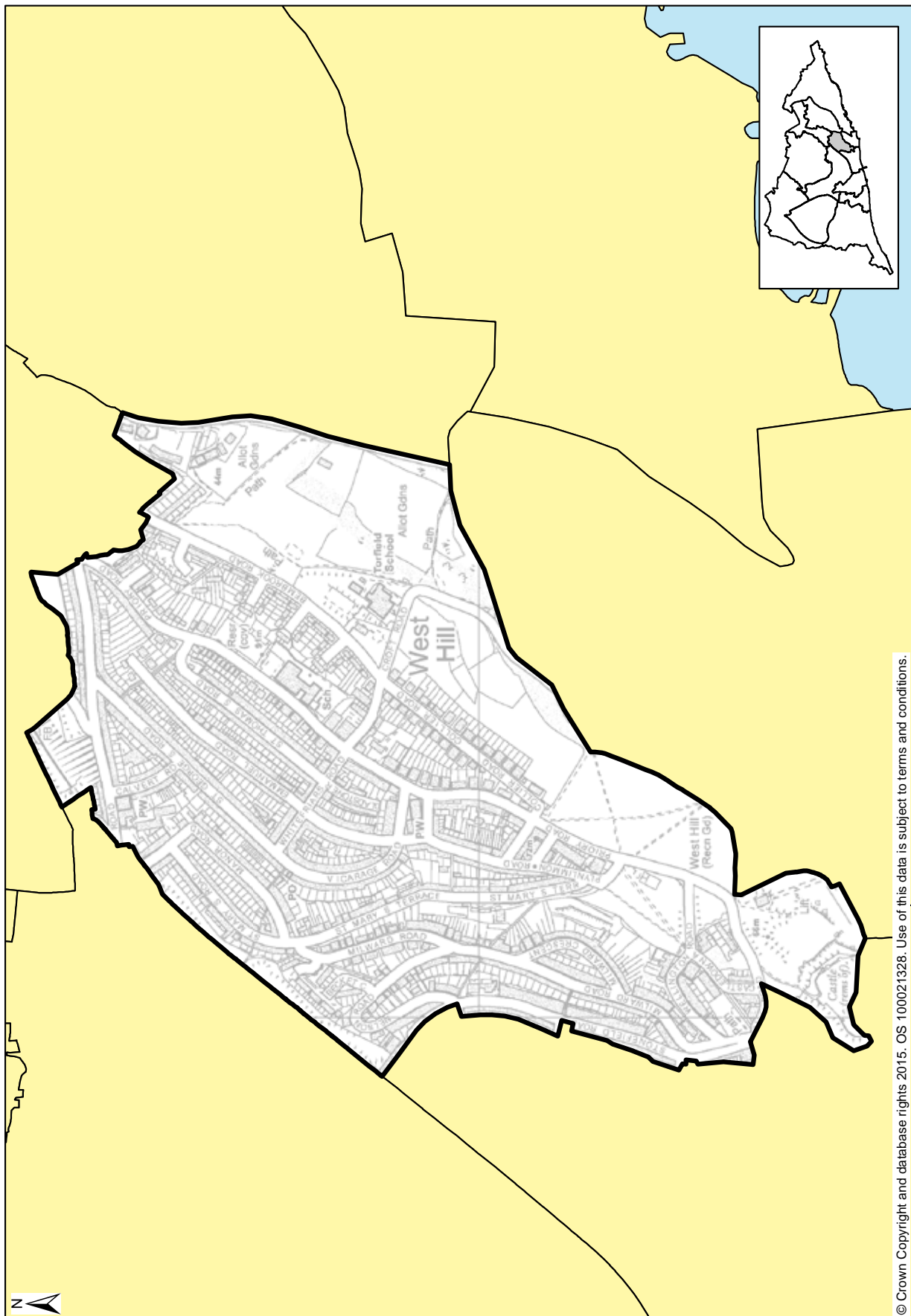


Figure 75: Focus Area 10 – West Hill

### Introduction to the West Hill Planning Focus Area

- 6.234 The West Hill Focus Area is made up of mostly terraced Victorian housing, stretching from the West Hill open space, with its spectacular views across the town and sea, to Mount Pleasant in the west and Torfield allotments in the east, while extending to the north as far to the edge of Halton Estate.
- 6.235 At the southern end stands the Borough's only Grade I Listed building: Hastings Castle. The houses near the Castle are elegant, seaside villas. Some of the big, cliff top hotels and boarding houses have also been converted into flats or Houses in Multiple Occupation.
- 6.236 Moving inland, the houses are larger and more densely packed. Streets here are narrow and lined with parked cars, with few open spaces between, giving the feel of a crowded, highly populated area. Families with children predominate: the area has the lowest proportion of retired people in the Borough, but the second highest proportion of children under 16, according to 2001 Census data.
- 6.237 Some gentrification has taken place in the terraced cottages closest to the cliffs, with many of these having been refurbished and turned into holiday lets or weekend retreats. Most of the housing here is private, beyond a few small infill blocks of ex-council flats.
- 6.238 2001 Census data supports that this is a busy, densely populated part of town, with over 5,500 people living here, in one of the smallest Focus Areas. The density of population does mean that corner shops, small businesses and local pubs have survived relatively well. There are even some 'traditional' workshops and light engineering businesses, mixed in amongst the Victorian terraces. One fifth of the working age population, however, is in receipt of Job Seeker's Allowance (Department of Work and Pensions – Nomis statistics). While the area is well served by open spaces and children's play areas, these are all at the southern and eastern edges of the area.

### Our Vision for West Hill

- 6.239 Hastings Castle, owned by the Council, needs considerable investment to bring it up to standard as a tourist destination, making the most of its status as one of the world's most famous buildings. The vista of open space and elegant housing that surrounds the castle should be preserved. We would, however, encourage the continued development of holiday accommodation in this 'cliff top zone', helping the renovation and regeneration of housing back along the streets that lead away from the sea. With local shops serving a community of holidaymakers and residents enjoying sea views and sunshine amongst pretty, colourful streets and seaside gardens, this part of the Borough will continue to be a prime destination.
- 6.240 However, this whole Focus Area contains few opportunities for new development, and the densely packed terraces would make this difficult. Policy FA2 of the Planning Strategy suggests a range of 50-70 new homes to be provided in this area up to 2028, and the redevelopment and reuse of existing buildings will be an important part of this. Potential development schemes would have to pay particular attention to local population density, the setting of the Castle, and be sympathetic to the character of the Victorian terraces and to the open aspect of the West Hill itself.
- 6.241 The small local shops and businesses in this area are one of its assets, so we would want to preserve and improve these. We would look favourably, too, on ideas for new small businesses, especially from the creative sector. Artists' studios and workshops in particular would fit in with the feel and atmosphere of the southern part of the area.

# Focus Area 11: Hillcrest & Ore Valley

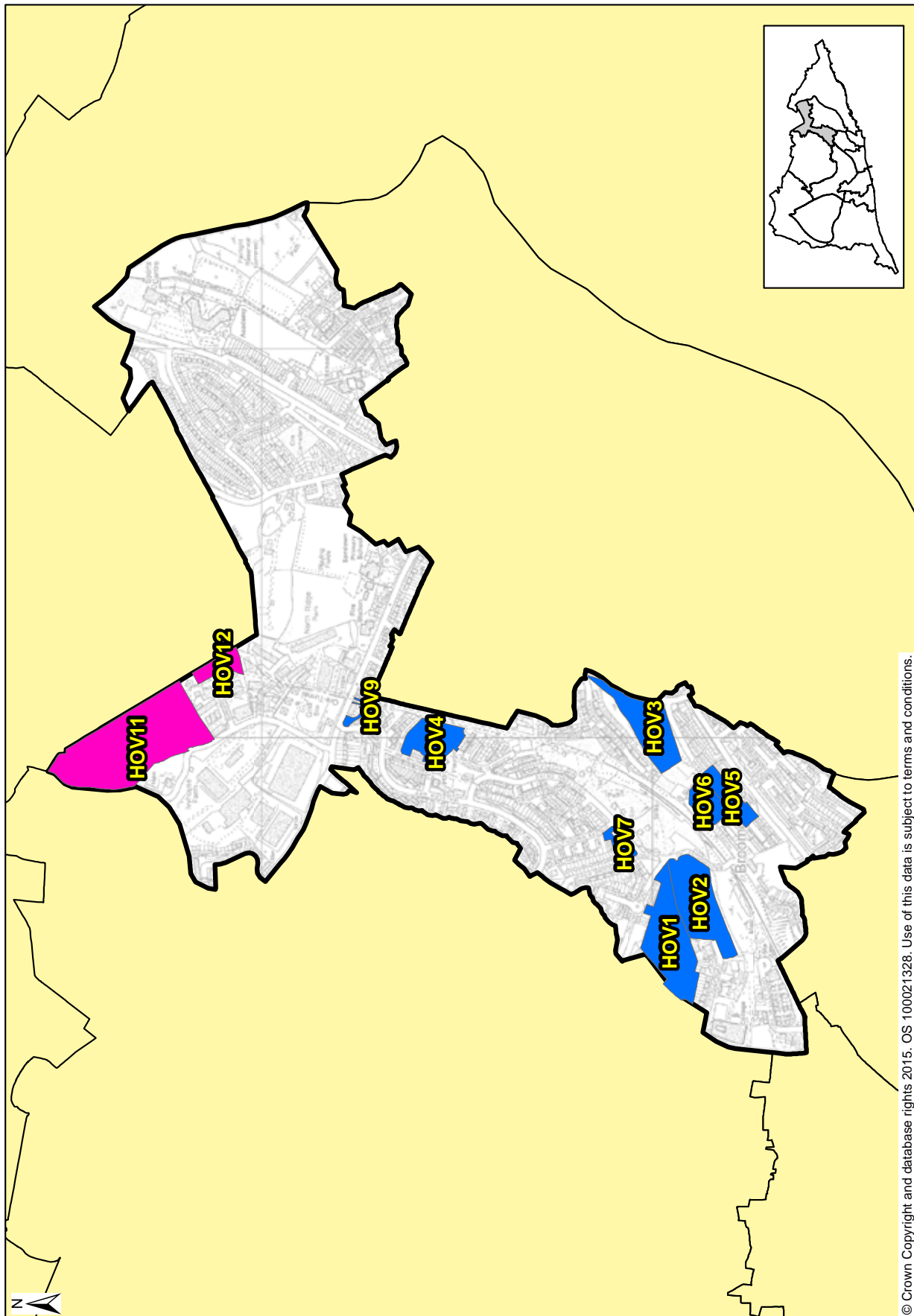


Figure 76: Focus Area 11 – Hillcrest & Ore Valley



# Section Three: Site Allocations

## FA11: Hillcrest & Ore Valley

### Introduction to the Hillcrest & Ore Valley Planning Focus Area

- 6.242 This t-shaped Focus Area, which includes housing predominantly in mid-twentieth century estates, sweeps up from the West Hill to the Ridge and North's Seat, and borders some of the best natural green spaces in town. The quality of the buildings often appears to be in contrast with the spectacular views towards the sea and also northwards to the High Weald Area of Outstanding Natural Beauty. Ore Valley & Hillcrest also includes the Ivyhouse Lane industrial estate, one of the Borough's principle employment areas. This is on the northern edge of the area and is somewhat disconnected from the many areas of housing that predominate here.
- 6.243 Hillcrest & Ore Valley is dominated by social housing, in estates built between the 1950s and 70s: Halton, Farley Bank, Broomgrove, Red Lake and Downs Farm. While some of this housing is semi-detached housing with gardens (as in Red Lake), much of it is flats and maisonettes. Attempts have been made to introduce a more diverse mix of housing, with some blocks of flats being demolished. But land values are low and there has been little interest shown by developers, so the sites remain as development potential yet to be realised.
- 6.244 This area also includes the Ore Valley regeneration site area, formerly a 'Millennium Communities' project, comprising an old railway goods yard and power station. Here some redevelopment has been completed, with housing built around a new road to the Ore railway station, and new offices and shops provided.
- 6.245 The statistics for this Focus Area make for hard reading: over 60% of children live in households below the official UK poverty level (ONS), and there is the highest proportion of children for a Focus Area in the Borough. Roughly one fifth of the working age population is on Job Seeker's Allowance (Department of Work and Pensions – Nomis statistics). Educational and training opportunities are improving significantly though, with the new Sussex Coast College opened in the Ore Valley regeneration area, and the new Hastings Academy at the Hillcrest School site. Other services include community centres and a 'Sure Start' children's centre, but opportunities to increase what is available remain, especially in terms of local retail.

### Our Vision for Hillcrest & Ore Valley

- 6.246 There are already significant redevelopment opportunities on vacant sites at Broomgrove and the Ore Valley. Policy FA5 of the Planning Strategy indicates a range of 440-540 homes in this area up to 2028. A better mix of housing tenures is needed, but any large-scale redevelopment would have to take account of the local economic circumstances, meaning that the current levels of social housing would need to be retained overall, albeit with a better, more integrated mix. While new housing on currently vacant sites could be offered for sale, this is an ideal area for low-cost 'starter' homes, giving local social housing tenants a route into property ownership.
- 6.247 One of the biggest challenges in this Focus Area is the lack of employment opportunities, and the alienation of its young people. To tackle this, we think it is important to bring employment opportunities back into the community, so young people can get jobs locally, go to work, and get paid. So, as well as protecting and improving existing employment land and industrial areas, particularly the Ivyhouse Lane employment area, we want to encourage the development of small businesses within the community – including live/work units, micro-engineering workshops, high-tech internet-based employers, along with more 'traditional' local businesses, such as car repairers and builders. Some of these could be retail units, providing not only employment, but also much-needed local services.
- 6.248 We must also protect green spaces in the area, which provide an important recreational opportunity especially for children. So where development does occur, the opportunities to help protect and enhance open spaces will be encouraged along with, where appropriate, the provision of children's play equipment.

## Residential allocations for Hillcrest & Ore Valley

| Site reference | Address  | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|--|--|-----------|--|
| HOV1           | Former Stills Factory, Ore Valley              | Residential (75)                                 | 2.71      | ✓  |
| HOV2           | Ore Valley                                     | Residential (50)                                 | 2.35      | ✓  |
| HOV3           | Former Mount Pleasant Hospital, Frederick Road | Residential (40)                                 | 1.84      | ✓  |
| HOV4           | The Cheviots/Cotswold Close                    | Residential (79)                                 | 1.23      | X  |
| HOV5           | 87-221 (odds) Farley Bank                      | Residential (29)                                 | 0.73      | X  |
| HOV6           | Ore Business Park, Farley Bank                 | Residential (19)                                 | 0.70      | X  |
| HOV7           | Upper Broomgrove Road                          | Residential (12)                                 | 0.28      | X  |
| HOV9           | 107 The Ridge (Simes & Sons)                   | Residential (8)                                  | 0.22      | X  |

Table 12: Residential, mixed use and other allocations for Hillcrest & Ore Valley

## Employment allocations for Hillcrest & Ore Valley

| Site reference | Address                             | Potential gross floorspace (m <sup>2</sup> ) | Area (ha) | Does the site have a brief in section 5? |
|----------------|-------------------------------------|--|-----------|--|
| HOV11          | Ivyhouse Lane, Northern Extension   | 7,000  | 5.80      | ✓  |
| HOV12          | Land east of Burgess Road, Ivyhouse | 1,400  | 0.51      | X  |

Table 13: Employment allocations for Hillcrest & Ore Valley

# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

Site reference: HOV1 - Former Stills Factory, Ore Valley

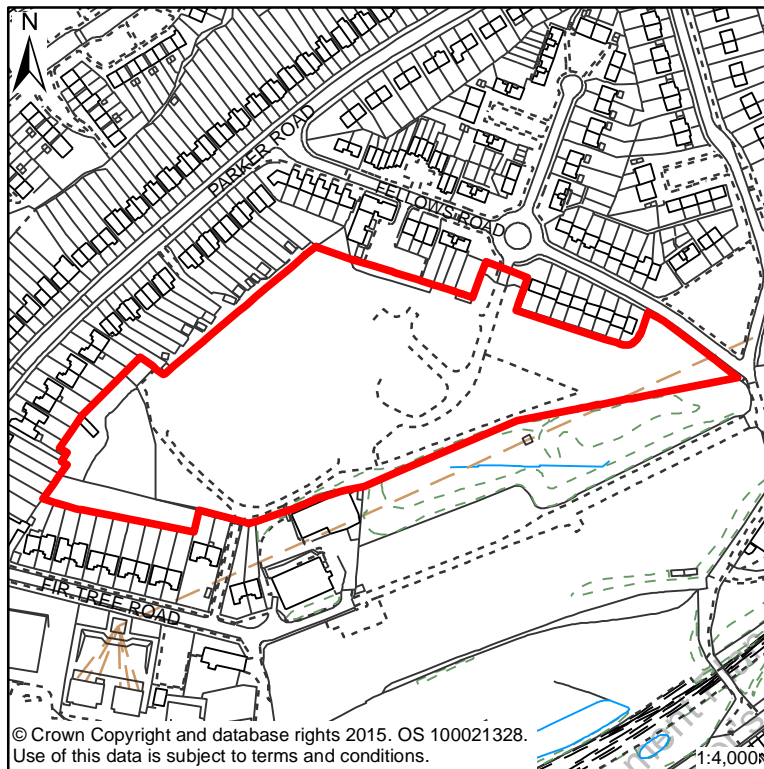


Figure 77: HOV1 – Former Stills Factory, Ore Valley

|                               |                                   |
|-------------------------------|-----------------------------------|
| <b>Site address:</b>          | Former Stills Factory, Ore Valley |
| <b>Allocated use:</b>         | Residential                       |
| <b>Area:</b>                  | 2.71ha                            |
| <b>Possible net capacity:</b> | 75                                |

- 6.249 Site HOV1 – Former Stills Factory forms part of a wider area known as Ore Valley, the regeneration of which has been a long term objective of the Council. Through the former Millennium Communities programme, Sussex Coast College and the first phase of housing has already been completed. Whilst the Millennium Communities programme has now ended, the remaining sites continue to be allocated for development.
- 6.250 The neighbouring site HOV2 – Ore Valley, gives the opportunity for more comprehensive planning of the area, particularly in respect of achieving pedestrian and cycle routes between the two sites. The site will be expected to support a varied housing mix, including affordable housing. Given the previous uses of this site there is the potential for contamination, which would need to be investigated. The capacity potential of this site indicates that a Transport Statement will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.251 The site encompasses trees and shrubs on all boundaries, as well as two significant groups of trees within the site itself. A Local Wildlife Site is also located nearby.
- 6.252 Southern Water has indicated there is currently insufficient sewerage capacity to serve the site, which will need to be addressed in development proposals. The size of the site is over 1 hectare, and therefore requires a Flood Risk Assessment.

### **Policy HOV1 - Former Stills Factory, Ore Valley**

The Former Stills Factory is allocated for residential development (possible net capacity 75 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the nearby Local Wildlife Site;
- d) maintain and enhance existing boundary landscaping on all sides;
- e) include open space within the site, some of which must include equipped children's play provision (shared with HOV2);
- f) include walking and cycling links to improve local connectivity specifically between this site and HOV2 and to Fir Tree Road to the south;
- g) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- h) be supported by a Transport Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- i) investigate the impact of land contamination and incorporate appropriate mitigation measures;
- j) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water.

Additional guidance (that includes opportunities to connect to adjoining sites) is also given in a design brief for this site in section 5 of this Plan.

Appendix 5  
Written Site  
in addition to

# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

## Site reference: HOV2 - Ore Valley

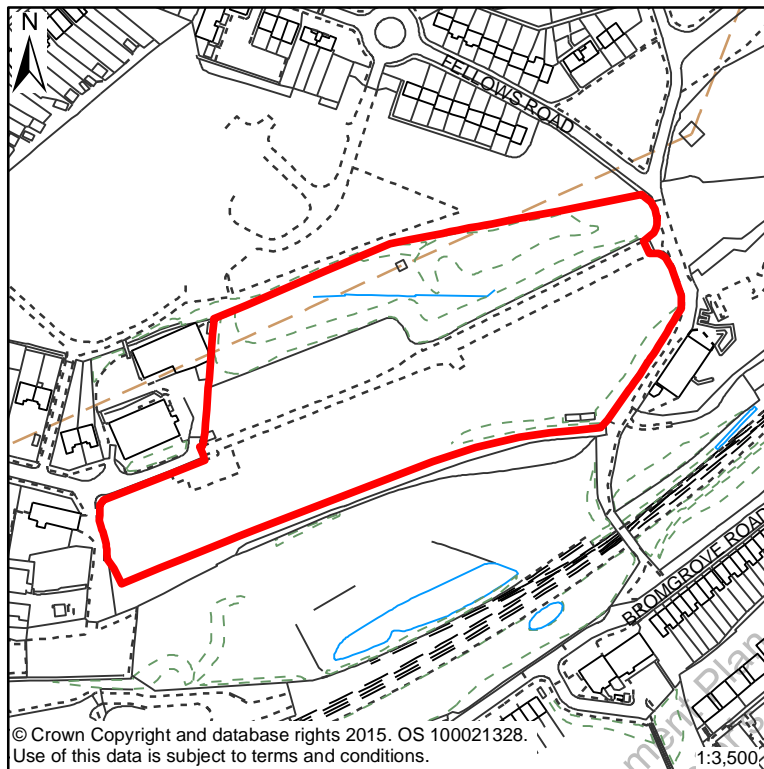


Figure 78: HOV2 – Ore Valley

|                               |             |
|-------------------------------|-------------|
| <b>Site address:</b>          | Ore Valley  |
| <b>Allocated use:</b>         | Residential |
| <b>Area:</b>                  | 2.35ha      |
| <b>Possible net capacity:</b> | 50          |

- 6.253 Site HOV2 – Ore Valley forms part of a wider Ore Valley regeneration area, the redevelopment and regeneration of which has been a long term objective of the Council. Through the former Millennium Communities programme, Sussex Coast College and the first phase of housing has already been completed. Whilst the Millennium Communities programme has now ended, the remaining sites continue to be allocated for development.
- 6.254 The neighbouring site HOV1 gives the opportunity for more comprehensive planning of the area, particularly in respect of achieving pedestrian and cycle routes between the two sites. The site will be expected to support a varied housing mix, including affordable housing. Given the previous uses of this site there is potential for contamination, which would need to be investigated. The capacity potential of this site indicates that a Transport Statement and Travel Plan Statement will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.255 The developable parts of this site are confined to the southern half and a smaller area to the north. The remainder of the site is woodland, which should be retained and arrangements made for its management. Access is available from an existing access point to Fellows Road at the eastern end of the site. If achievable, a vehicular, pedestrian and cycle link to the south should be provided to link with the phase 1 development and the open space area.
- 6.256 The site is located in an area of deep surface water flood risk, and Southern Water has indicated that there is currently insufficient sewerage capacity to serve the site. It is also located adjacent to a designated Local Wildlife Site, and will require its own ecological assessment in terms of future development.
- 6.257 The design brief that accompanies this site should be used as a reference to guide potential schemes (see section 5 of this Plan).

## **Policy HOV2 - Ore Valley**

Ore Valley is allocated for residential development (possible net capacity 50 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- d) maintain and enhance existing boundary landscaping on all sides;
- e) include a Flood Risk Assessment and incorporate measures to address surface water flood risk such as Sustainable Drainage Systems;
- f) include open space within the site, some of which should include equipped children's play provision (shared with HOV1);
- g) include walking and cycling links to improve local connectivity specifically between this site and HOV1;
- h) be supported by a Transport Statement and Travel Plan. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- i) investigate the impact of land contamination and incorporate appropriate mitigation measures;
- j) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water.

Additional guidance (that includes opportunities to connect to adjoining sites) is also given in a design brief for this site in section 5 of this Plan.

Appendix 5  
Written Statement  
in addition to

# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

Site reference: HOV3 - Former Mount Pleasant Hospital, Frederick Road

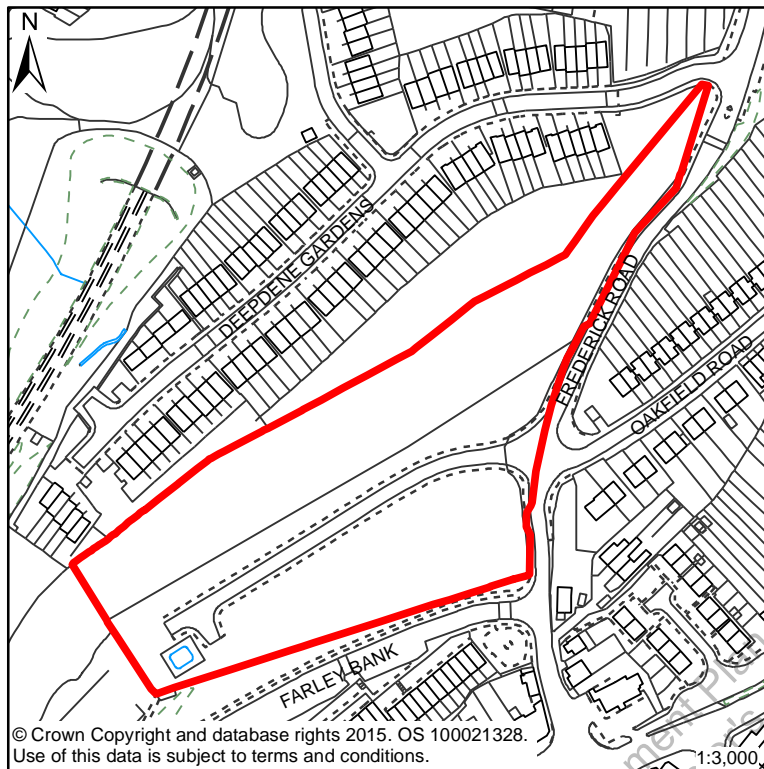


Figure 79: HOV3 – Former Mount Pleasant Hospital, Frederick Road

|                               |  |
|-------------------------------|--|
| <b>Site address:</b>          | Former Mount Pleasant Hospital, Frederick Road |
| <b>Allocated use:</b>         | Residential                                    |
| <b>Area:</b>                  | 1.84ha   |
| <b>Possible net capacity:</b> | 40   |

- 6.258 Site HOV3 – Former Mount Pleasant Hospital, Frederick Road forms part of a wider Ore Valley regeneration area, the redevelopment and regeneration of which has been a long term objective of the Council. Through the former Millennium Communities programme, Sussex Coast College and the first phase of housing has already been completed. Whilst the Millennium Communities programme has now ended, the remaining sites continue to be allocated for development.
- 6.259 A spine road to service the site runs north-east to south-west along the centre of the site. The position of the spine road together with the narrowness of the site suggests that housing development is likely to take the form of frontage development on either side of the road, although there may be alternative approaches that might be acceptable, including more depth of development in the south-eastern part of the site. The site will be expected to support a varied housing mix, including affordable housing. A large drainage storage tank to the west of the turning head will need to be protected as part of future redevelopment. The capacity potential of this site indicates that a Transport Statement will be required. Further advice on transport matters is available from East Sussex County Council.
- 6.260 The proposed network of strategic cycle routes runs through the top part of the site, as well as an Ecology Zone. Due to the size of the site, a Flood Risk Assessment is required.
- 6.261 Southern Water has indicated that there is currently insufficient sewerage capacity to serve the site.

### **Policy HOV3 - Former Mount Pleasant Hospital, Frederick Road**

The Former Mount Pleasant Hospital, Frederick Road is allocated for residential development (possible net capacity 40 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. This must include an updated Management Plan for the Ecology Zone, including measures for the management and ongoing maintenance of that area;
- c) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- d) contribute to the improvement of existing play facilities in the surrounding area;
- e) safeguard land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate;
- f) make best use of the existing road entrance;
- g) be supported by a Transport Statement. Proposals must indicate how the conclusions and recommendations of the Statement have been incorporated within the development;
- h) safeguard the existing drainage storage tank within the site;
- i) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water.

Additional guidance (that includes opportunities to connect to adjoining sites) is also given in a design brief for this site in section 5 of this Plan.

Appendix B – L  
Written Statement  
in addition to all mino



# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

Site reference: HOV4 - The Cheviots/Cotswold Close

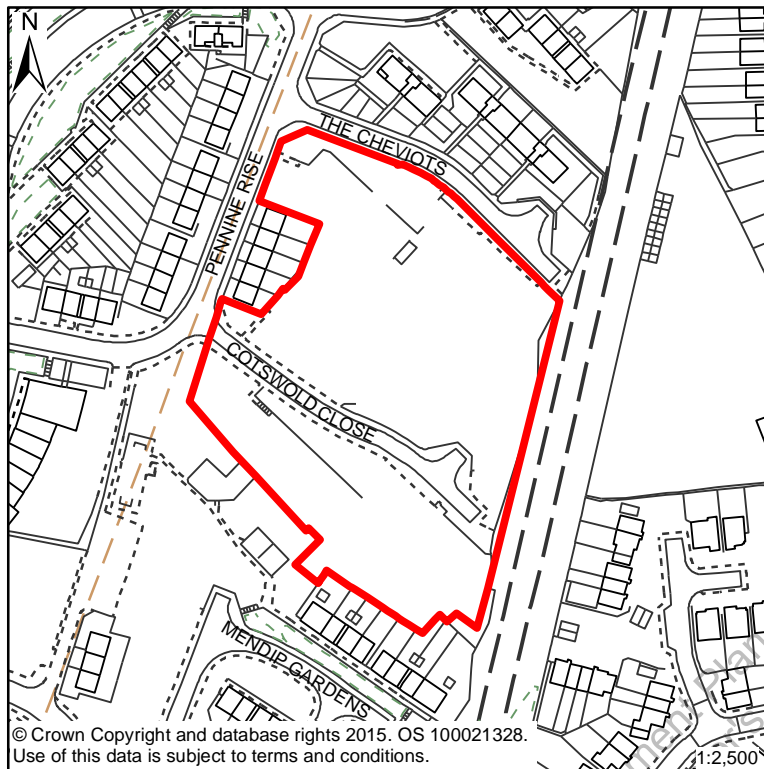


Figure 80: HOV4 – The Cheviots/Cotswold Close

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Site address:</b>          | The Cheviots/Cotswold Close |
| <b>Allocated use:</b>         | Residential                 |
| <b>Area:</b>                  | 1.23ha                      |
| <b>Possible net capacity:</b> | 79                          |

6.262 HOV4 – The Cheviots/Cotswold Close, in view of the site’s potential capacity and location, will be expected to support a varied housing mix including affordable housing. Southern Water has indicated that water supply and wastewater infrastructure crosses the site and there is insufficient sewerage capacity. This underground infrastructure will require easement to allow for future maintenance and upgrading or could potentially be diverted at the developer’s expense. Due to the size of the site, a Flood Risk Assessment is required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.

### **Policy HOV4 - The Cheviots/Cotswold Close**

The Cheviots/Cotswold Close site is allocated for residential development (possible net capacity 79 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include at least 2% of the total number of new homes as fully adapted dwellings for wheelchair users;
- c) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- d) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- e) contribute to the improvement of existing play facilities in the surrounding area;
- f) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water;
- g) be supported by a Transport Statement and Travel Plan Statement. The Transport Statement must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Statement have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge.

Appendix B – Development  
Written Statement incorporating  
in addition to all minor modifications

# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

Site reference: HOV5 - 87-221 (odds) Farley Bank

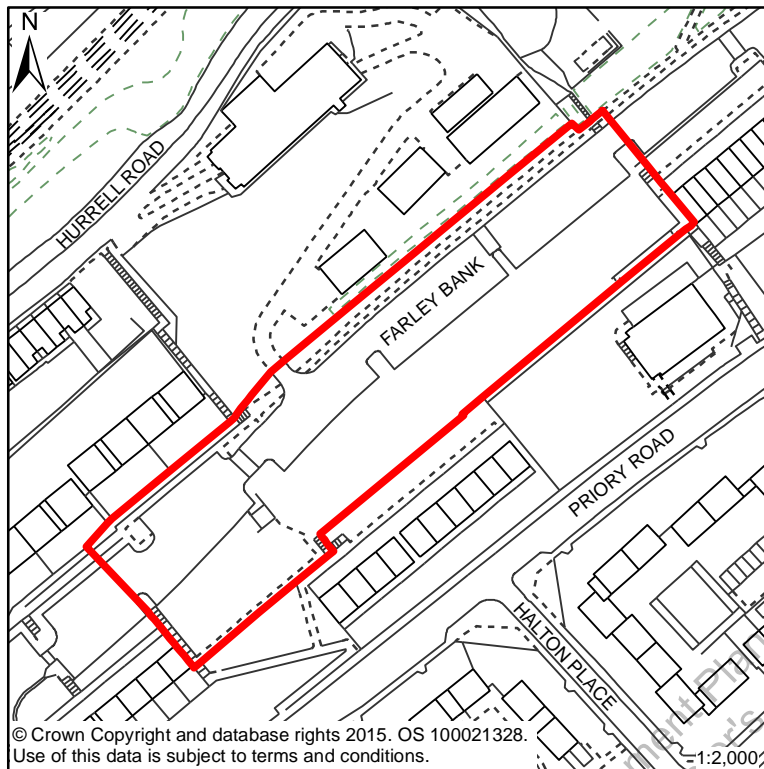


Figure 81: HOV5 – 87-221 (odds) Farley Bank

|                               |                           |
|-------------------------------|---------------------------|
| <b>Site address:</b>          | 87-221 (odds) Farley Bank |
| <b>Allocated use:</b>         | Residential               |
| <b>Area:</b>                  | 0.73ha                    |
| <b>Possible net capacity:</b> | 29                        |

- 6.263 Site HOV5 – 87-221 (odds) Farley Bank will be expected to support a varied housing mix including affordable housing. Southern Water has indicated that water supply and wastewater infrastructure crosses site and there is insufficient sewerage capacity. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

## Policy HOV5 - 87-221 (odds) Farley Bank

87-221 (odds) Farley Bank is allocated for residential development (possible net capacity 29 dwellings).

Development proposals for this site will:

- include affordable housing on-site at 25% of overall housing provision;
- contribute to the improvement of existing play facilities in the surrounding area;
- provide a connection to the sewerage system at the nearest point of adequate capacity and/ or make improvements to the infrastructure if necessary, as advised by Southern Water;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Site reference: HOV6 - Ore Business Park, Farley Bank

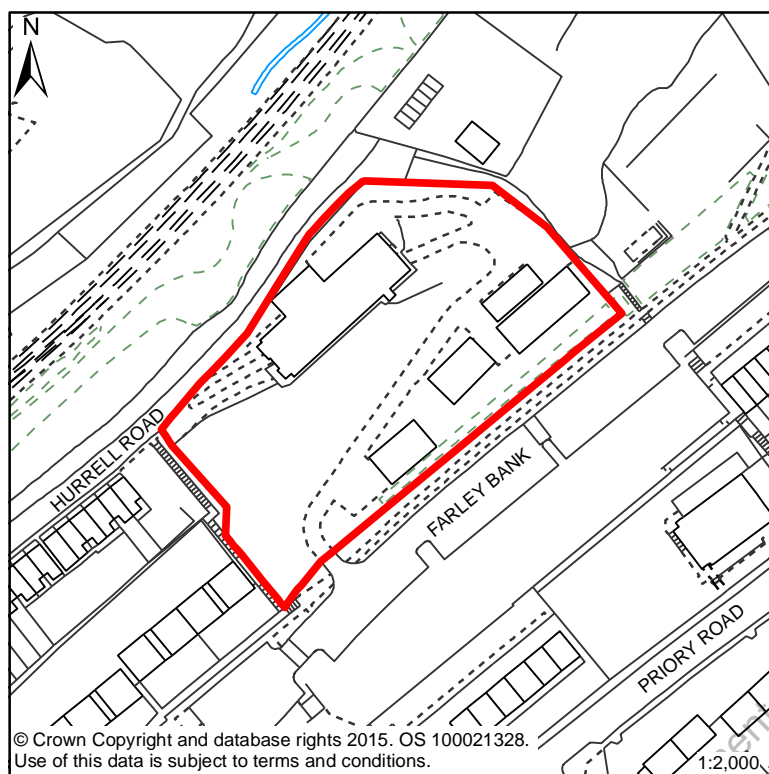


Figure 82: HOV6 – Ore Business Park, Farley Bank

|                               |                                |
|-------------------------------|--------------------------------|
| <b>Site address:</b>          | Ore Business Park, Farley Bank |
| <b>Allocated use:</b>         | Residential                    |
| <b>Area:</b>                  | 0.70ha                         |
| <b>Possible net capacity:</b> | 19                             |

- 6.264 Site HOV6 – Ore Business Park, Farley Bank is currently occupied by single storey industrial units although some have been demolished. It is allocated for residential development and will be expected to support a varied housing mix, including affordable housing.
- 6.265 The site lies adjacent to a designated Local Wildlife Site and Southern Water has indicated that there is currently insufficient sewerage capacity. The proposed strategic network of cycle routes runs through the site. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### **Policy HOV6 - Ore Business Park, Farley Bank**

Ore Business Park, Farley Bank is allocated for residential development (possible net capacity 19 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) contribute to the improvement of existing play facilities in the surrounding area;
- c) safeguard an adequate width of land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate;
- d) include the upgrade of the existing service road, if it is not replaced as part of any scheme;
- e) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water;
- f) investigate the impact of land contamination and incorporate appropriate mitigation measures;
- g) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications

## Site reference: HOV7 - Upper Broomgrove Road

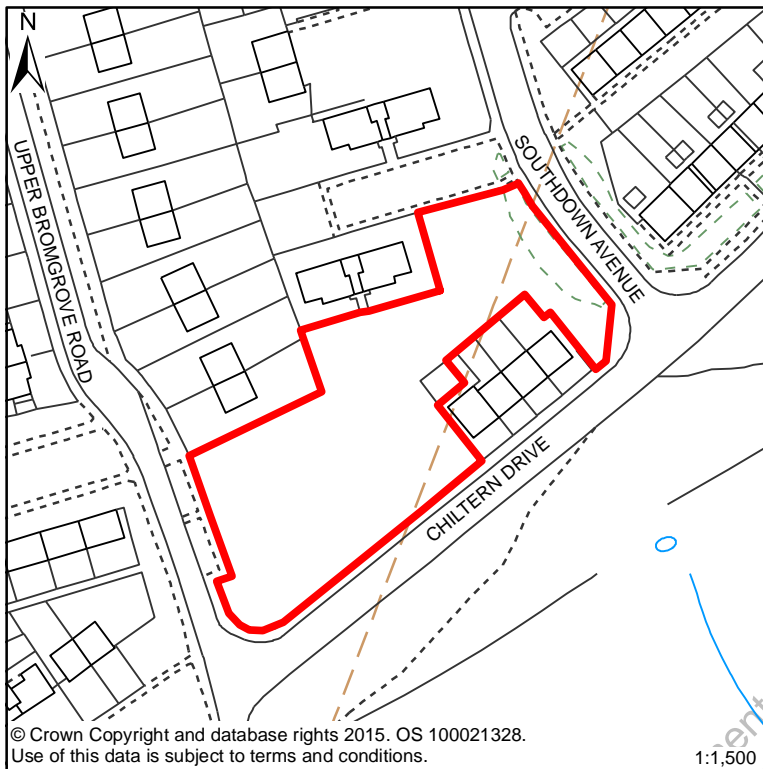


Figure 83: HOV7 – Upper Broomgrove Road

|                               |                       |
|-------------------------------|-----------------------|
| <b>Site address:</b>          | Upper Broomgrove Road |
| <b>Allocated use:</b>         | Residential           |
| <b>Area:</b>                  | 0.28ha                |
| <b>Possible net capacity:</b> | 12                    |

6.266 Site HOV7 – Upper Broomgrove Road is a vacant site formally occupied by flats. A designated Local Wildlife Site runs directly adjacent to the proposed development site, with various trees and other wildlife being present on the site itself. A high voltage power line also dissects the site in a north-south direction. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

### Policy HOV7 - Upper Broomgrove Road

Upper Broomgrove Road is allocated for residential development (possible net capacity 12 dwellings).

Development proposals for this site will:

- include affordable housing on site at 20% of the overall housing provision;
- include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Local Wildlife Site;
- be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

# Section Three: Site Allocations

FA11: Hillcrest & Ore Valley

Site reference: HOV9 - 107 The Ridge (Simes & Sons)

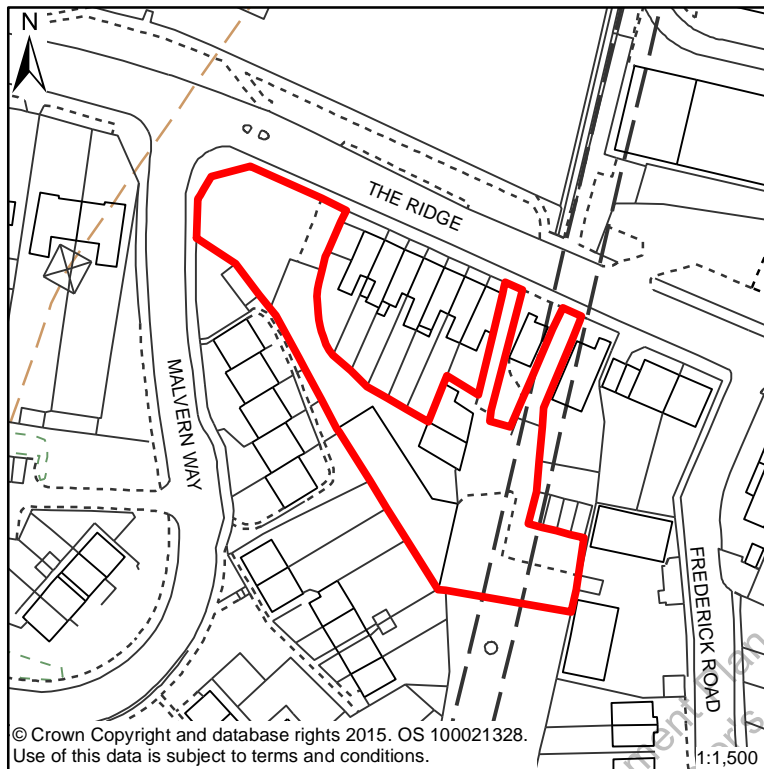


Figure 84: HOV9 – 107 The Ridge (Simes & Sons)

|                               |                              |
|-------------------------------|------------------------------|
| <b>Site address:</b>          | 107 The Ridge (Simes & Sons) |
| <b>Allocated use:</b>         | Residential                  |
| <b>Area:</b>                  | 0.22ha                       |
| <b>Possible net capacity:</b> | 8                            |

6.267 Site HOV9 – 107 The Ridge (Simes & Sons) is a former industrial site, located on The Ridge, one of the main roads that runs across the north of the town. The site is of an irregular shape and access needs to be carefully considered. The eastern section of the site lies over the Ore railway tunnel. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.

6.268 The site falls within an Archaeological Notification Area. There is also potential for contamination on the site, which would need to be investigated in future proposals.

## **Policy HOV9 – 107 The Ridge (Simes & Sons)**

**107 The Ridge is allocated for residential development (possible net capacity 8 dwellings).**

**Development proposals for this site will:**

- include an affordable housing contribution equivalent to 20% of the overall housing provision;**
- include a Historic Environment Record (HER) informed desk-based assessment of potential interest within an Archaeological Notification Area and agree to a ‘watching brief’ during any development works (as advised by East Sussex County Council);**
- be supported by a Transport Report. The Report must take account of the site’s proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;**
- investigate the impact of land contamination and incorporate appropriate mitigation measures.**

## Site reference: HOV11 - Ivyhouse Lane, Northern Extension

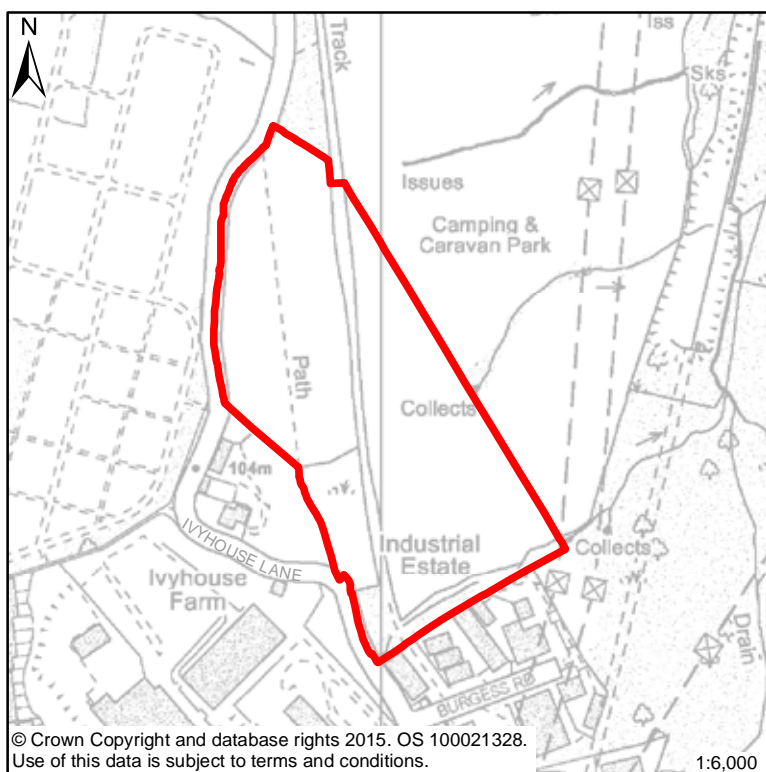


Figure 85: HOV11 – Ivyhouse Lane, Northern Extension

|                                      |                                   |
|--------------------------------------|-----------------------------------|
| <b>Site address:</b>                 | Ivyhouse Lane, Northern Extension |
| <b>Allocated use:</b>                | Employment; B use classes         |
| <b>Area:</b>                         | 5.80ha                            |
| <b>Potential floorspace (gross):</b> | 7,000m <sup>2</sup>               |

- 6.269 Site HOV11 – Ivyhouse Lane, Northern Extension is located on the northern edge of the urban area, accessed off The Ridge. It is an undeveloped site, which would form a natural extension to the existing Ivyhouse employment area.
- 6.270 The High Weald Area of Outstanding Natural Beauty extends to the edge of the built up area of Hastings and the site itself falls within it. Although the site has been allocated to meet strategic employment needs, any development must take full account of the site's intrinsic value (including existing trees and hedges), the effect on its setting, and views of it from other parts of the AONB – in particular from the Rock Lane area from where it is visible.
- 6.271 The eastern boundary of the identified site is defined by the Borough's administrative boundary rather than existing physical divisions on the ground and so, to be acceptable, a scheme should be designed such that it creates a new logical boundary. While the access at the southern end of the site would minimise industrialising the character of Ivyhouse Lane, the possibility of access directly off Burgess Road (or the planned extension of it) may be an option, subject to Highway views. The Highway Authority may also require the creation of an emergency access point onto Ivyhouse Lane further to the north of the site.
- 6.272 The site contains a well-defined straight tree lined and sunken historic lane, which divides the site into two distinct areas. It is envisaged that the extent of built development will be in the southern part of the site, as shown indicatively on the design brief (either side of the historic lane), subject to new woodland planting and the retention and protection of existing trees. As well as the sunken lane, there are also a significant number of other trees within the site. The strength of the wooded character of the area provides a key characteristic feature upon which to develop a mitigation strategy. Due to the size of the site, a Flood Risk Assessment is required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.273 Hastings Borough Council and Rother District Council have agreed to work together on a joint approach



# Section Three: Site Allocations

## FA11: Hillcrest & Ore Valley

to treatment and management of the fringes of Hastings to secure a clearer definition of the urban boundary and to protect and enhance the rural character of the countryside that immediately abuts it, as well as better access to it. Work on this is expected to produce more detailed guidance (in the form of a Supplementary Planning Document) on joint urban fringes management which, once available, is likely to further inform the development requirements for this site.

6.274 An initial design brief has been prepared to guide potential schemes (see section 5 of this Plan).

### **Policy HOV11 - Ivyhouse Lane, Northern Extension**

Ivyhouse Lane, Northern Extension is allocated for employment (B use classes) development (potential gross floorspace 7,000m<sup>2</sup>).

Development proposals for this site will:

- a) demonstrate the conservation and enhancement of the Area of Natural Beauty by undertaking a Landscape Assessment, providing an appraisal of the impact on the Area of Outstanding Natural Beauty and demonstrate how adverse impact will be avoided;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Ancient Woodland;
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- d) include buffer landscaping to protect the amenity of the adjoining caravan site;
- e) include a Flood Risk Assessment and flood resilient design as appropriate to the outcome of that report;
- f) contribute to improved transport infrastructure, particularly for pedestrians, cyclists and public transport, including the improvement of non-motorised access to the countryside;
- g) preserve the Public Rights of Way within this site;
- h) be supported by a Transport Assessment and Travel Plan. The Transport Assessment must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Assessment have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- i) incorporate access by means of a spine road to join Ivyhouse Lane at the southern end of the site, and take into account off-site improvements needed to Ivyhouse Lane as a result of this;
- j) retain the historic sunken lane as a wildlife corridor;
- k) incorporate new and enhance existing green infrastructure within the site.

The applicant will be expected take into account the wider area within Rother District when considering development proposals for this site.

Additional guidance for this site is also set out in a Design Brief in section 5 of this Plan.

## Site reference: HOV12 - Land east of Burgess Road, Ivyhouse

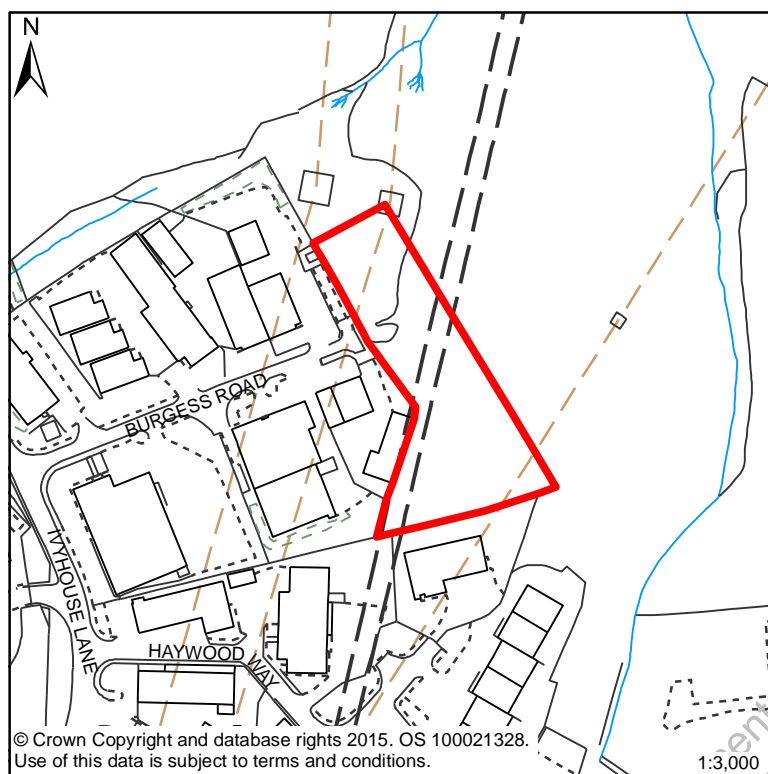


Figure 86: HOV12 – Land east of Burgess Road, Ivyhouse

|                                      |                                     |
|--------------------------------------|-------------------------------------|
| <b>Site address:</b>                 | Land east of Burgess Road, Ivyhouse |
| <b>Allocated use:</b>                | Employment; B use classes           |
| <b>Area:</b>                         | 0.51ha                              |
| <b>Potential floorspace (gross):</b> | 1,400m <sup>2</sup>                 |

- 6.275 Site HOV12 - Land east of Burgess Road, Ivyhouse potentially forms part of a larger area extending beyond the Borough boundary into Rother. Combined, the full potential development area is up to 1.5 hectares. The area within Rother is allocated in Rother District Council's adopted local Plan, but this will be subject to review when it prepares its new Development Management Plan.
- 6.276 The site is mainly wooded and located within the High Weald Area of Outstanding Natural Beauty. Development must take full account of the site's intrinsic value, the effect on its setting, and views of it from other parts of the AONB. Ecological and landscape surveys of the site will be required. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council. The site is traversed by high voltage transmission lines and so the utility provider should be consulted on any proposals.
- 6.277 As well as providing capacity for new employment floorspace, this development provides an opportunity to improve the ambiance and quality of the existing adjoining employment area.
- 6.278 Hastings Borough Council and Rother District Council have agreed to work together on a joint approach to treatment and management of the fringes of Hastings to secure a clearer definition of the urban boundary and to protect and enhance the rural character of the countryside that immediately abuts it, as well as better access to it. Work on this is expected to produce more detailed guidance on joint urban fringes management which is likely to further inform the development requirements for this site.

### **Policy HOV12 - Land east of Burgess Road, Ivyhouse**

Land East of Burgess Road, Ivyhouse is allocated for employment (B use classes) development (potential gross floorspace 1,400m<sup>2</sup>).

Development proposals for this site will:

- a) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the adjacent Ancient Woodland;
- b) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- c) include a Landscape Assessment, providing an appraisal of the impact on the Area of Outstanding Natural Beauty and demonstrate how adverse impact will be avoided;
- d) assess the potential for a road link between Burgess Road and Haywood Way;
- e) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge.

The applicant will be expected take into account the wider area within Rother District when considering development proposals for this site.

Appendix B – Development Management  
Written Statement incorporating Inspections  
in addition to all minor modifications

## Focus Area 12: Clive Vale & Ore Village

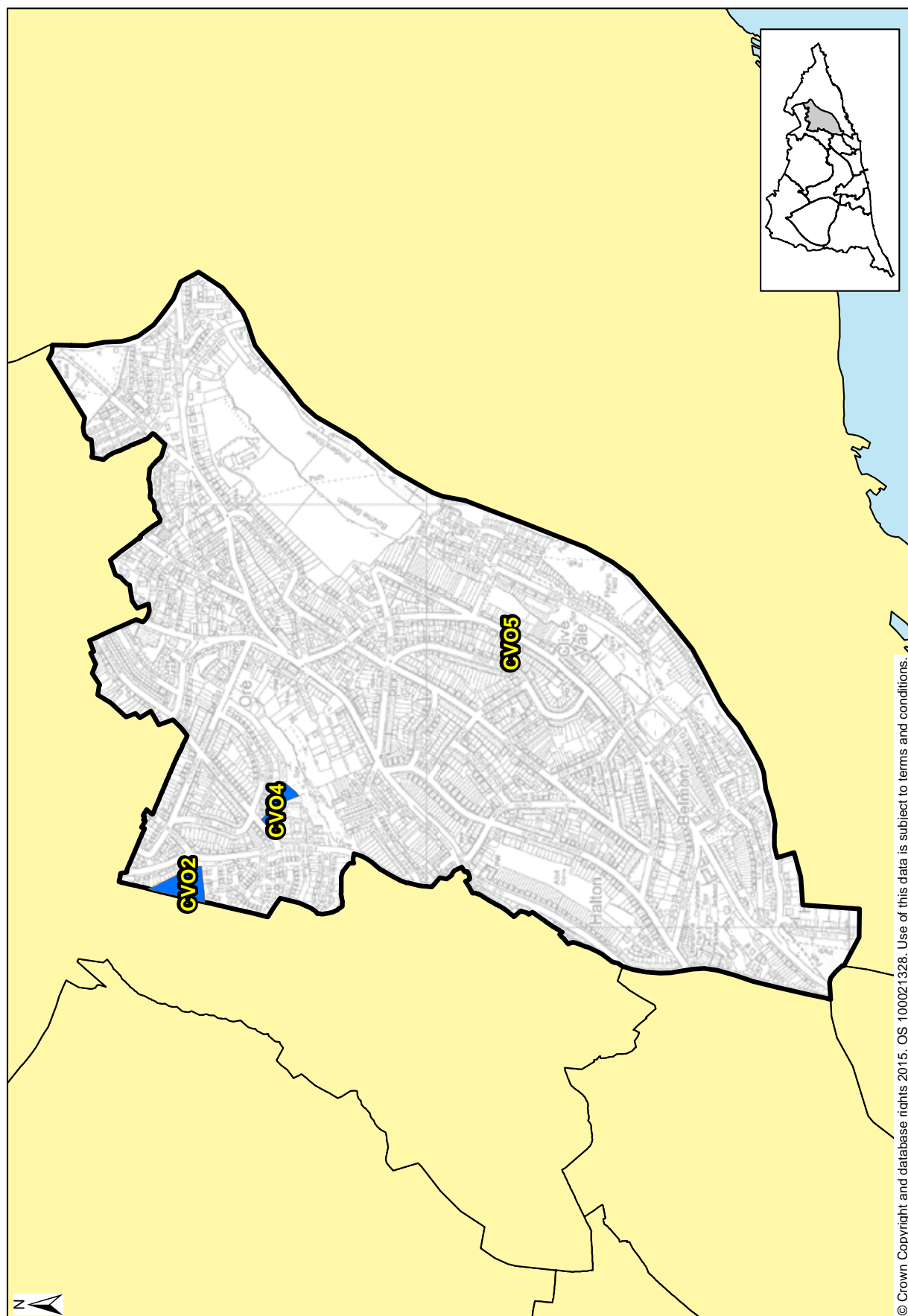


Figure 87: Focus Area 12 – Clive Vale & Ore Village

# Section Three: Site Allocations

## FA12: Clive Vale & Ore Village

### Introduction to Clive Vale & Ore Village Planning Focus Area

- 6.279 This Focus Area stretches up the Old London Road from the northern edge of the Old Town to the shopping centre at Ore. In the southern part of Clive Vale, grand Victorian villas enjoy spectacular sea views. To the north at Ore, the housing becomes part of the 'ribbon development' that took place in the nineteenth century in many English towns, along the main roads into the town centres.
- 6.280 Along this eastern edge, the area is bounded by Hastings Country Park, giving a semi-rural feel to houses where the gardens open out into countryside. The western edge is more urban and denser, with few open spaces. There is, however, a heavily wooded valley in the Upper Ore Valley that is in multiple ownership, and we are working towards a sustainable future for it.
- 6.281 The area is well served by shops, doctors and other community facilities, although these are largely in the northern part, at Ore Village. But there are also other smaller local shopping parades at Mount Road and Harold Road, to the south of the area. In Ore Village, however, these services and facilities do result in issues of traffic build-up, especially on the busy A259, where parking is scarce and footpaths are narrow.
- 6.282 According to 2001 Census data, there are 7,500 inhabitants here, making it one of the more densely populated Focus Areas. It is relatively affluent, however, with 83 % of the homes owned by their occupants (Census data). Around 7 % of the working population claims Job Seeker's Allowance (Department of Work and Pensions – Nomis statistics), but only about 2 % of the housing is rented from Registered Social Landlords.
- 6.283 Apart from local shops, there is little employment in this area. The local Victorian trades that would once have been here have all but died out, beyond a few local car repairers and small workshops. In the Clive Vale part, there is a growing community of local artists and craftspeople who work out of home studios, but this is not a significant source of employment for local young people. This is a predominantly residential area, there are, however, good road and public transport links across the Borough and beyond to enable people to travel to work.

### Our Vision for Clive Vale & Ore Village

- 6.284 The character of this area is dominated by Victorian terraces and villas, with distant and often dramatic views of the sea. Any new development schemes in this Focus Area would need to be sympathetic to the Victorian patterns and rhythm of development in the area.
- 6.285 Policy FA5 of the Planning Strategy outlines a range of 250-310 new homes to be provided in Clive Vale & Ore Village up to 2028. Because of the shortage of affordable housing in the area, we will encourage developers to provide a mix of social housing tenures.
- 6.286 While Clive Vale & Ore Village are likely to remain largely residential, we would consider small-scale employment uses of existing or new property. These should not interfere with the predominantly residential character of the area, but 'artisan' trades – for example artist's studios, specialist craft workshops, specialist niche food makers like bakers or confectioners – could fit with and enhance the area, and provide some local jobs. Tourist accommodation, in the form of small 'boutique' hotels, might also be suitable in the grander houses at the seaward end of the area.
- 6.287 So while we recognise that we cannot set any areas in cultural aspic, we need to recognise and preserve what is best about Clive Vale & Ore Village, both their architecture and their rare open spaces. But we need to encourage economic development too, especially in Ore Village centre, where regeneration investment is still much needed.

## Residential allocations for Clive Vale & Ore Village

| Site reference | Address                     | Allocation (including potential number of homes) | Area (ha) | Does the site have a brief in section 5? |
|----------------|-----------------------------|--|-----------|--|
| CV02           | Land west of Frederick Road | Residential (29)                                 | 0.60      | X  |
| CV04           | Church Street               | Residential (6)                                  | 0.35      | ✓  |
| CV05           | 309-311 Harold Road         | Residential (6)                                  | 0.09      | X  |

Table 14: Residential, mixed use and other allocations for Clive Vale & Ore Village

Appendix B – Development Management Plan (DMP)  
 Written Statement incorporating Inspector's eight modifications  
 in addition to all minor modifications

# Section Three: Site Allocations

FA12: Clive Vale & Ore Village

Site reference: CVO2 - Land west of Frederick Road

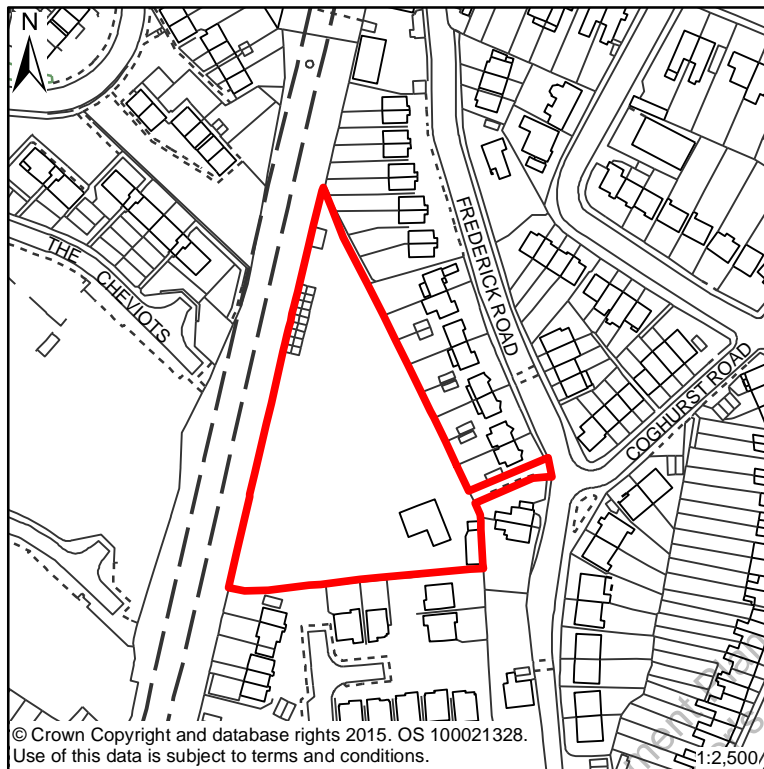


Figure 88: CVO2 – Land west of Frederick Road

|                               |                             |
|-------------------------------|-----------------------------|
| <b>Site address:</b>          | Land west of Frederick Road |
| <b>Allocated use:</b>         | Residential                 |
| <b>Area:</b>                  | 0.60ha                      |
| <b>Possible net capacity:</b> | 29                          |

- 6.288 Site CVO2 - Land west of Frederick Road is a brownfield site currently occupied by a single storey bungalow with various outbuildings and a paddock. There is no direct access onto Frederick Road, although a pedestrian and cycle access could be utilised through the existing driveway. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.
- 6.289 Southern Water has indicated that there is currently insufficient sewerage or water main capacity to serve the site. Given the size and location of the site the Council will expect any scheme to support a varied housing mix, including affordable housing.

### **Policy CVO2 - Land west of Frederick Road**

Land west of Frederick Road is allocated for residential development (possible net capacity 29 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 25% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) contribute to the improvement of existing play facilities in the surrounding area;
- d) include vehicular access from Tuppeney Close and Cookson Close;
- e) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- f) provide a connection to the sewerage system at the nearest point of adequate capacity and/or make improvements to the infrastructure if necessary, as advised by Southern Water.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications



# Section Three: Site Allocations

FA12: Clive Vale & Ore Village

## Site reference: CV04 - Church Street

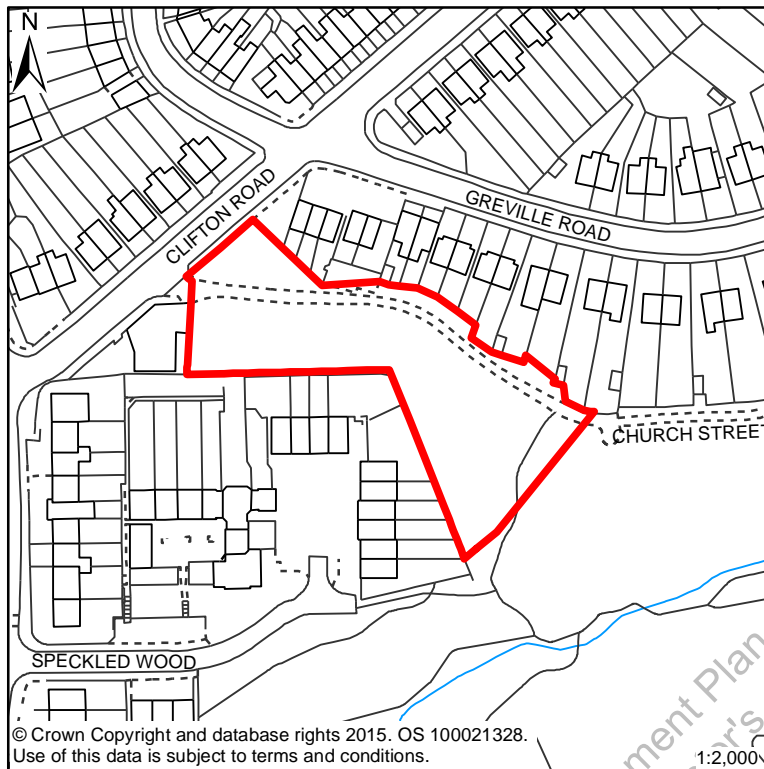


Figure 89: CV04 – Church Street

|                               |               |
|-------------------------------|---------------|
| <b>Site address:</b>          | Church Street |
| <b>Allocated use:</b>         | Residential   |
| <b>Area:</b>                  | 0.35ha        |
| <b>Possible net capacity:</b> | 6             |

- 6.290 Site CV04 – Church Street comprises a small area of scrub and woodland that is relatively level. It presents an opportunity for a small amount of development, fronting onto Church Street. It is located adjacent to the Local Green Space in the Upper Ore Valley as identified on the Policies Map. The strategic network of cycle routes runs towards the south-east corner of the site. Development proposals will need to show consideration of the transport impact along The Ridge. Further advice on transport matters is available from East Sussex County Council.

### **Policy CVO4 - Church Street**

Church Street is allocated for residential development (possible net capacity 6 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP) and incorporate appropriate conservation and mitigation measures as recommended by the ECOP;
- c) provide an Arboriculture Plan that demonstrates how existing trees on site will be integrated into the development, or how compensation will be made for their loss;
- d) provide for public access to the Local Green Space adjacent to the site;
- e) be supported by a Transport Report. The Report must take account of the site's proximity to The Ridge. Proposals must also indicate how the conclusions and recommendations of the Report have been incorporated within the development. In addition development may be required to contribute to transport improvements on The Ridge;
- f) safeguard land to enable the implementation of the strategic network of cycle routes and contribute to its creation and management as appropriate.

Appendix B – Development Management  
Written Statement incorporating Inspector's  
in addition to all minor modifications

### Site reference: CV05 - 309-311 Harold Road

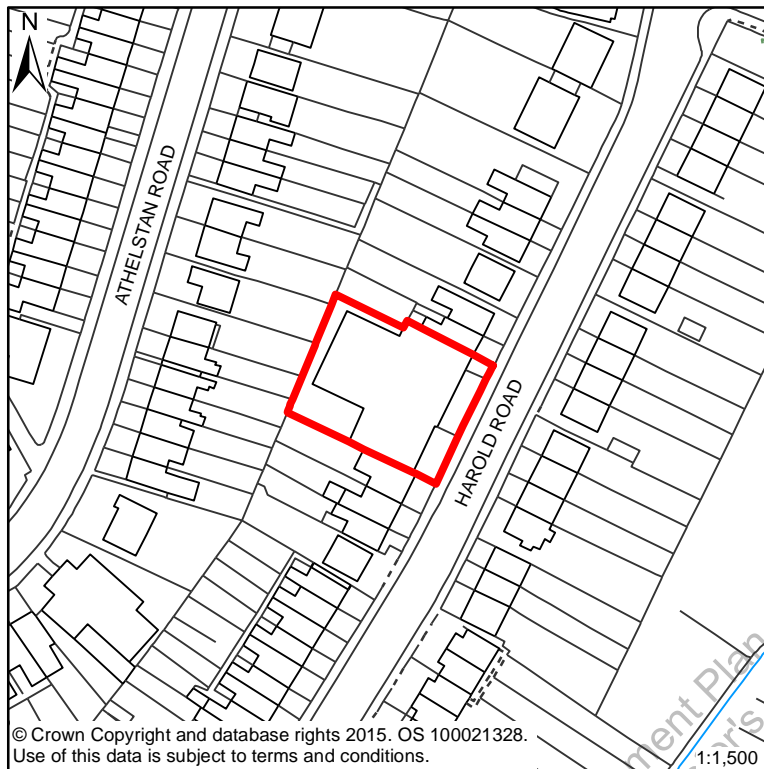


Figure 90: CV05 – 309-311 Harold Road

|                               |                     |
|-------------------------------|---------------------|
| <b>Site address:</b>          | 309-311 Harold Road |
| <b>Allocated use:</b>         | Residential         |
| <b>Area:</b>                  | 0.09ha              |
| <b>Possible net capacity:</b> | 6                   |

- 6.291 Site CV05 - 309-311 Harold Road is a relatively small site in a residential area, and represents an opportunity for residential redevelopment. There is a Local Wildlife Site nearby and there is the potential for significant ecology on site. This will need to be surveyed and understood as part of the development process. The capacity potential of this site indicates that a Transport Report will be required. Further advice on transport matters is available from East Sussex County Council.

#### **Policy CV05 - 309-311 Harold Road**

309-311 Harold Road is allocated for residential development (possible net capacity 6 dwellings).

Development proposals for this site will:

- a) include affordable housing on site at 20% of the overall housing provision;
- b) include an Ecological Constraints and Opportunities Plan (ECOP), and incorporate appropriate conservation and mitigation measures as recommended by the ECOP. The ECOP must make specific reference to the presence of the nearby Local Wildlife Site;
- c) be supported by a Transport Report. Proposals must indicate how the conclusions and recommendations of the Report have been incorporated within the development.

## Focus Area 13: Hastings Country Park

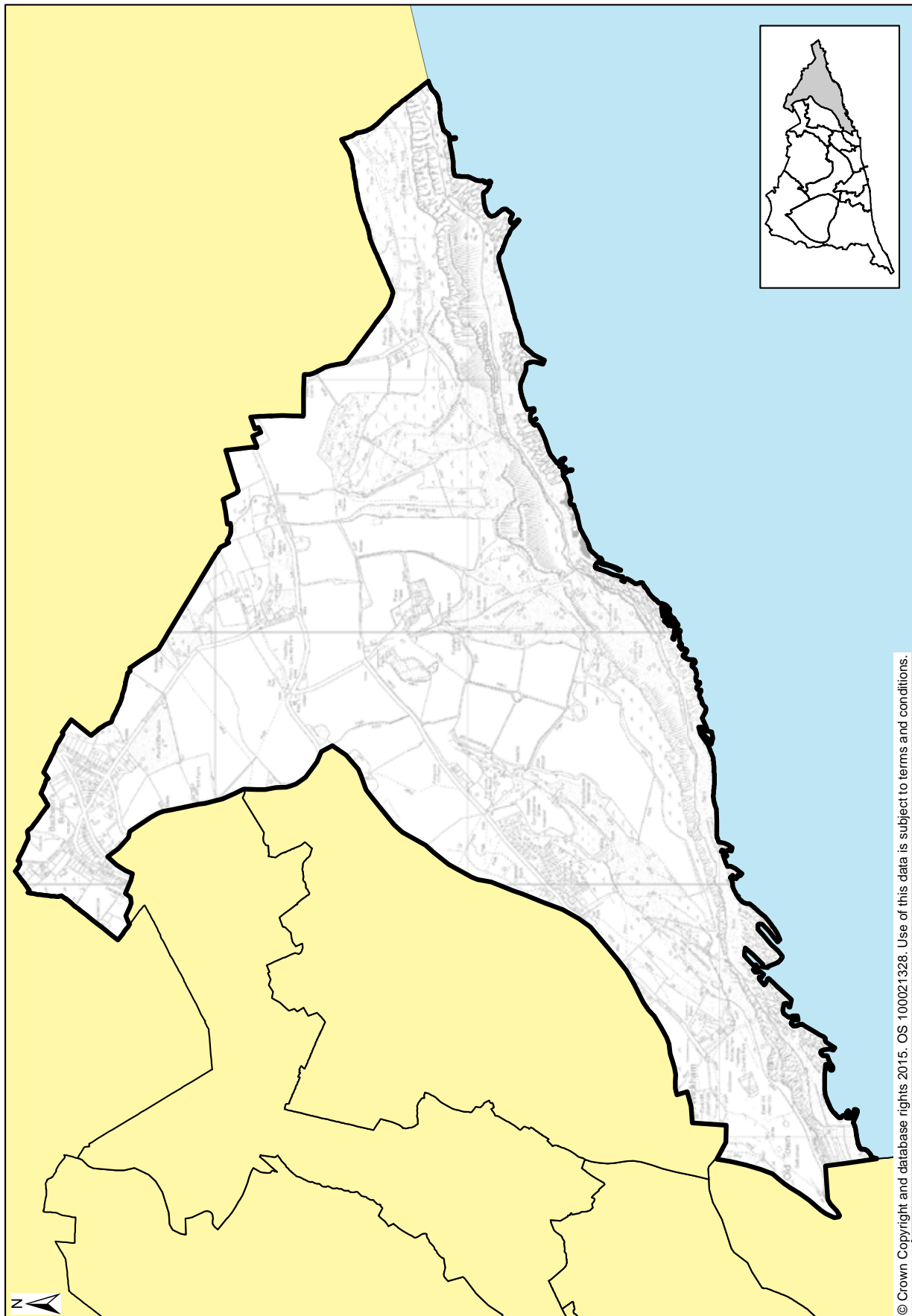


Figure 91: Focus Area 13 – Hastings Country Park

# Section Three: Site Allocations

## FA13: Hastings Country Park

### Introduction to the Hastings Country Park Planning Focus Area

- 6.292 Hastings Country Park is Hastings' area of true countryside – and it is a very special area of countryside. Gradually acquired by the Borough Council over a century, it is made up of farmland, wooded glens and crumbling cliff tops that, together, make up an area of astonishing natural beauty; a wild, sea-edged landscape where rare plants and uncommon wildlife are present, in an environment little touched by development. This special character is recognised through the area's legal status too. Declared a nature reserve in 2006, it is a Site of Special Scientific Interest (SSSI), and also a Special Area of Conservation (SAC), a designation which gives it special protection under European law. But it is not a wilderness; people have lived and worked here for thousands of years, and the area has a wealth of archaeology to prove this.
- 6.293 The Country Park also includes within its boundaries the Shearburn holiday village, one of the primary tourist accommodation sites in the Borough, with camping grounds, caravans and log cabins high on the clifftops looking out over the sea, as well as the smaller Rocklands caravan park.
- 6.294 The Hastings Country Park Focus Area takes in slightly more than the Country Park nature reserve, including the curiously named 'Bachelor's Bump' area at the north-east corner of the Borough. This is where most of the people in this area live, although there are a few small pockets of housing in the Country Park itself, mostly old agricultural housing, coastguard cottages, and the impressive Fairlight Place. Most of this housing is now in private ownership, although almost all of the Country Park is owned and managed by the Council. Even so, while this is the largest of our local Focus Areas by area, it is the smallest by population: only around 1,800 people live here, with over a quarter of them above retirement age (according to 2001 Census data).
- 6.295 The people who live in this Focus Area generally need to travel to access shops and services, as there are few within it. Road connections to Hastings Town Centre are good, and there are bus routes that pass through, and the presence of these is important to avoid problems of isolation.
- 6.296 This is an area where the natural environment is of paramount importance. That means maintaining the unspoilt character of the place for those who visit and live there, but more importantly, preserving the rare and sensitive habitats for the park's astonishingly varied flora and fauna.

### Our Vision for Hastings Country Park

- 6.297 Any development anywhere in the Country Park Focus Area would be tightly managed by existing planning restrictions that apply in SSSIs and the High Weald Area of Outstanding Natural Beauty (AONB), so we are not intending to identify much additional housing in this area to help us meet our overall housing target. Minor development outside of the Country Park itself could be considered, if it were unobtrusive and wholly in keeping with the character of the AONB and would not have an adverse effect on the integrity of the SAC. Within the park, any development would be limited to facilities that enhance the park environment and the 'visitor experience' – for example, a new visitor centre and café that fits with the Country Park's aesthetic, or buildings needed for low level sustainable agriculture. Any development would need to be sensitively built and in keeping with the natural environment. We would envisage that any structures in the park would be environmentally sensitive in their methods of construction, use of renewable energy and water conservation. Environmentally sensitive projects for sustainable energy generation could also be considered. We would want to retain tourist accommodation at Shearburn and Rocklands too, although any development there would also need to be environmentally sensitive, and limited entirely to tourist accommodation.
- 6.298 The potential of the Country Park to help local people, especially young people, gain experience in the crafts and skills that are used to maintain an area like this should not be overlooked. So while there would be little additional housing development, there is the potential for employment uses, largely of existing buildings, which fosters this kind of activity.

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications

# Section 4 – Implementation and Monitoring



## Implementation and Monitoring

- 7.1 The National Planning Policy Framework (2012) re-affirms the Government's commitment to a plan-led system and the role of the planning system, in partnership with the community and developers, in the delivery of sustainable development.
- 7.2 This section outlines how the Development Management Plan policies will be implemented and monitored. Implementation, monitoring and review are key requirements in the planning system as the preparation of a plan is not a 'one off' activity. It is part of a process that involves keeping a check on how successful the plan is in delivering what it sets out to do, and making adjustments to that plan if monitoring reveals that changes are needed.
- 7.3 One of the tests of soundness of a Development Plan Document (DPD) is whether there are clear mechanisms for implementation and monitoring. The Council is therefore committed to the effective monitoring of the policies within this document, in particular to establish when interventions might be necessary to ensure timely delivery of what is proposed.
- 7.4 The purposes of monitoring are:
- a) to assess the extent to which policies in the Development Management Plan are being implemented;
  - b) to identify policies that may need to be amended or replaced;
  - c) to establish whether policies have had unintended consequences;
  - d) to establish whether assumptions and objectives behind policies are still relevant; and
  - e) to establish whether targets are being achieved
- 7.5 The outcome of our targets, indicators and policy performance monitoring will be shown in the Local Plan Monitoring Report. The monitoring of the allocated sites shall be carried out through quarterly site visits and regular monitoring of planning applications. This will be reported in the Local Plan Monitoring Report which will be published on our website at: [http://www.hastings.gov.uk/environment\\_planning/planning/localplan/monitoring/](http://www.hastings.gov.uk/environment_planning/planning/localplan/monitoring/).
- 7.6 The tables on the following pages show our Implementation and Monitoring Framework for this document.

Appendix B – Development Management Plan (DMP)  
Written Statement incorporated into the Inspector's eight modifications  
in addition to all minor modifications



# Implementation and Monitoring

|   | Planning Strategy Strategic Objective                | Development Management Plan Policies                | Target  | Indicator  | Reporting Source   |
|---|--|---|---|--|--|
| 1 | Objective 1 – Achieve and sustain a thriving economy | DM2 – Telecommunications Technology                 | Continue to improve telecommunications technology in the Borough and ensure appropriate location of equipment   | Telecommunications technology growth in Hastings   | Local Plan Monitoring Report   |
| 2 |  | SA1 – Hastings Town Centre Shopping Area            | Ensure A1 uses make up at least 95 % of the total floorspace of Priory Meadow and 55 % of the remaining shopping area in Hastings Town Centre                 | Net number of non-A1 uses granted planning permission and/or implemented in Hastings Town Centre   | Annual shopping area survey and Local Plan Monitoring Report                 |
| 3 |  | SA2 – Other Shopping Areas                          | Ensure A1 uses make up at least 60 % of primary shopping area in St Leonards and at least 40 % in the secondary shopping area                                 | Net number of non-A1 uses granted planning permission and/or implemented in Central St Leonards, Old Town, Ore Village, Silverhill, Bohemia, West St Leonards (Bexhill Road), Battle Road, Mount Pleasant, Mount Road and Marine Court where this involves a change away from or to A1 use |  |
| 4 |  |   | Ensure A1 uses make up at least 55 % of shopping area in Old Town, Ore Village and Silverhill and 50 % in Bohemia   |  |  |
| 5 |  |   | Ensure A1 uses make up at least 60 % of shopping area in West St Leonards (Bexhill Road), Mount Pleasant, Mount Road and Marine Court and 50 % in Battle Road |  |  |
| 6 |  | SA3 – Shops and Services outside the Shopping Areas | Retain where appropriate services outside the defined shopping areas  |  |  |
| 7 |  | CQ1 – Cultural Quarters                             | To enhance the cultural offering within the four Cultural Quarters and promote a diversity of cultural attractions  |  | Amount of new cultural related development within the four Cultural Quarters |

|    | Planning Strategy Strategic Objective  | Development Management Plan Policies                          | Target   | Indicator  | Reporting Source             |
|----|--|---|--|--|------------------------------|
| 8  | Objective 1 – Achieve and sustain a thriving economy continued   | CQ1 – Cultural Quarters continued                             |  | Amount of development resulting in the loss of a cultural asset within the four Cultural Quarters      | Local Plan Monitoring Report |
| 9  | Objective 2 - Ensure everyone has the opportunity to live in a decent home, which they can afford, in a community in which they want to live | DM3 – General Amenity   | Ensure new developments meet minimum internal floorspace standards   | Residential completions by internal floor area   | Local Plan Monitoring Report |
| 10 |  |   | Ensure new residential developments include adequate garden space, with gardens of at least 10m in length                    | Dwellings completed including garden space by garden size  |                              |
| 11 |  | HC2 – Residential Institutions and Student Halls of Residence | To provide suitable accommodation for the elderly, infirm and people who are physically and/or sensory impaired              | Provision of residential institutions  |                              |
| 12 |  |   | To provide suitable accommodation for student numbers  | Provision of student Halls of Residence/ bedrooms  |                              |
| 13 | Objective 3 – Safeguard and improve the town’s environment   | DM5 – Ground Conditions                                       | Ensure issues around land instability and contamination are satisfactorily addressed before development commences            | Number of planning conditions discharged that relate to land instability or land contamination         | Local Plan Monitoring Report |
| 14 |  | DM6 – Pollution and Hazards                                   | Ensure issues around light and airborne pollution, noise and odour are satisfactorily addressed before development commences | Number of planning conditions discharged in relation to light and air borne pollution, noise and odour |                              |
| 15 |  | DM7 – Water Resource Availability                             | Ensure no adverse effects on ground and surface water resources  | Number of planning conditions discharged relating to ground and surface water                          |                              |

# Implementation and Monitoring

|    | Planning Strategy Strategic Objective                                | Development Management Plan Policies  | Target  | Indicator  | Reporting Source             |
|----|--|---|---|--|------------------------------|
| 16 | Objective 3 – Safeguard and improve the town's environment continued | HN1 – Development affecting the Significance and Setting of Designated Heritage Assets (including Conservation Areas)                     | Proposals sustain and enhance the significance of designated heritage assets (including Conservation Areas)   | Policy will be monitored through annual sample survey of new build developments                    | Local Plan Monitoring Report |
| 17 |  | HN7 – Green Infrastructure in New Developments  | Developments make provision for improvement of the green network, retain and create green infrastructure, include appropriate planting and ecology protection and management measures | Policy will be monitored through annual sample survey of new build developments                    |                              |
| 18 |  | HN8 – Biodiversity and Green Space  | Minimise the loss of biodiversity and green space within the Borough  | Change in areas of green space as identified on the Policies Map affected by development (by type) |                              |
| 19 |  | HN10 – Amenity Green Spaces   | Minimise the loss of private open space, allotments and local green spaces within the Borough   | Change in these areas as identified on the Policies Map affected by development (by type)          |                              |
| 20 | Objective 4 – Addressing the impacts of climate Change               | No Development Management Plan Targets or Indicators as this is a strategic issue – please see the Planning Strategy Monitoring Framework |   |  |                              |
| 21 | Objective 5 – Supporting sustainable communities                     | HC3 – Community Facilities  | Resist the loss of active community facilities  | Net completions of community facilities  | Local Plan Monitoring Report |
| 22 |  | HN7 – Green Infrastructure in New Developments  | Developments make provision for improvement of the green network, retain and create green infrastructure, include appropriate planting and ecology protection and management measures | Policy will be monitored through annual sample survey of new build developments                    |                              |

|    | Planning Strategy Strategic Objective                                   | Development Management Plan Policies    | Target  | Indicator  | Reporting Source             |
|----|---|---|---|--|------------------------------|
| 23 | Objective 5 – Supporting sustainable communities continued              | DM4 – General Access                    | To implement the strategic network of cycle routes  | Developments contribute/safeguard land for cycle routes as required by site policies         | Local Plan Monitoring Report |
| 24 |   |   | All new buildings of 3 or more storeys (excluding single dwelling houses) to provide a lift | Number of built schemes of 3 or more storeys in height incorporating lifts                   |                              |
| 25 | Objective 6 – Provision of an efficient and effective transport system  | DM4 – General Access                    | To ensure access on, off and through the site is adequately met                             | Parts a-f of Policy will be monitored through annual sample survey of new build developments | Local Plan Monitoring Report |
| 26 | Objective 7 – Making the best use of the seafront and promoting tourism | CC1 – Caravan, Camping and Chalet sites | Seek to increase Caravan / Camping / Chalet sites within the Borough                        | Net additional completions of Caravan / Camping / Chalet sites                               | Local Plan Monitoring Report |

Table 15: Implementation and Monitoring Framework

Appendix B – Development Management Plan  
 Written Statement incorporating Inspector's Modifications  
 in addition to all minor modifications

## Section Five – Site Design Briefs

Focus Area 1: Little Ridge & Ashdown

Focus Area 2: Greater Hollington

Focus Area 3: Filsham Valley & Bulverhythe

Focus Area 4: St Helens

Focus Area 5: Silverhill & Alexandra Park

Focus Area 6: Maze Hill & Burtons' St Leonards

Focus Area 7: Central St Leonards & Bohemia

Focus Area 8: Hastings Town Centre

Focus Area 11: Hillcrest & Ore Valley

# Site Design Briefs

Design briefs have been prepared to supplement individual site policies for the larger and more complex sites, as follows:

## Focus Area 1: Little Ridge & Ashdown

Sites at Holmhurst St Mary (LRA1), Harrow Lane Playing Fields (LRA2) and Land adjacent to 777 The Ridge (LRA3)

Queensway North, Queensway (LRA6)

Sites at Land at the junction of The Ridge West and Queensway (LRA7) and Land in Whitworth Road, The Ridge West (LRA8)

## Focus Area 2: Greater Hollington

Mayfield E, Bodiam Drive (GH2)

Sites at PX and QX Churchfields (GH8), NX2, Sidney Little Road, Churchfields (GH9), RX2, Sidney Little Road, Churchfields (GH10) and NX3, Sidney Little Road, Churchfields (GH11)

## Focus Area 3: Filsham Valley & Bulverhythe

The Grove School (FB1)

Former West St Leonards Primary School (FB2)

Sites at Seaside Road, West St Leonards (FB3) and Cinque Ports Way (Former Stamco Timber Yard and TA Centre) (FB6)

Former Westerleigh School (FB4)

## Focus Area 4: St Helens

Sites at Land adjacent to Sandrock Park, The Ridge (SH1) and Hurst Court, The Ridge (SH3)

Mount Denys, Pinehill and Ridgeway (SH4)

## Focus Area 5: Silverhill & Alexandra Park

Hollingsworth Garage, Braybrooke Road (SAP2)

12-19 Braybrooke Terrace (SAP3)

## Focus Area 6: Maze Hill & Burton's St Leonards

Gambier House, West Hill Road (MBL3)

## Focus Area 7: Central St Leonards & Bohemia

Taxi Office/B.R. Social Club, St Johns Road (CLB2)

## Focus Area 8: Hastings Town Centre

Priory Quarter, Havelock Road (HTC6)

## Focus Area 11: Hillcrest & Ore Valley


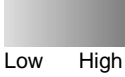



















Sites at Former Stills Factory, Ore Valley (HOV1) and Ore Valley (HOV2)

Former Mount Pleasant Hospital, Frederick Road (HOV3)

Ivyhouse Lane, Northern Extension (HOV11)

# Section Five: Site Design Briefs

## Design brief legend

|   |  |
|---|--|
|    | Boundary of Allocated Site                         |
|    | Contours   |
|    | Other nearby Allocated Sites                       |
|    | Green Spaces                                       |
|    | Nationally Designated Green Spaces                 |
|    | Locally Designated Green Spaces                    |
|    | Potential Access Points                            |
|    | Potential Pedestrian / Cycle Access / Other Access |
|    | Public Rights of Way                               |
|  | Route of Queensway Gateway (Illustrative Only)     |
|  | Potential Cycle Path                               |
|  | Boundary landscaping                               |
|  | Seawall Improvements                               |
|  | Bus Route Improvements                             |
|  | Road Improvements                                  |
|  | Redevelopment Opportunity Areas                    |
|  | Important Structures                               |
|  | Sight Cone (Heritage Assets and their Setting)     |
|  | Residential  |
|  | Commercial, Tourism and Leisure                    |
|  | Potential Formal Open Space                        |

All information on the design briefs is indicative only. Details of constraints are available on the Policies Map

# Design Briefs for Focus Area 1: Little Ridge & Ashdown

LRA1 - Holmhurst St Mary, LRA2 - Harrow Lane Playing Fields, and LRA3 - Land adjacent to 777 The Ridge

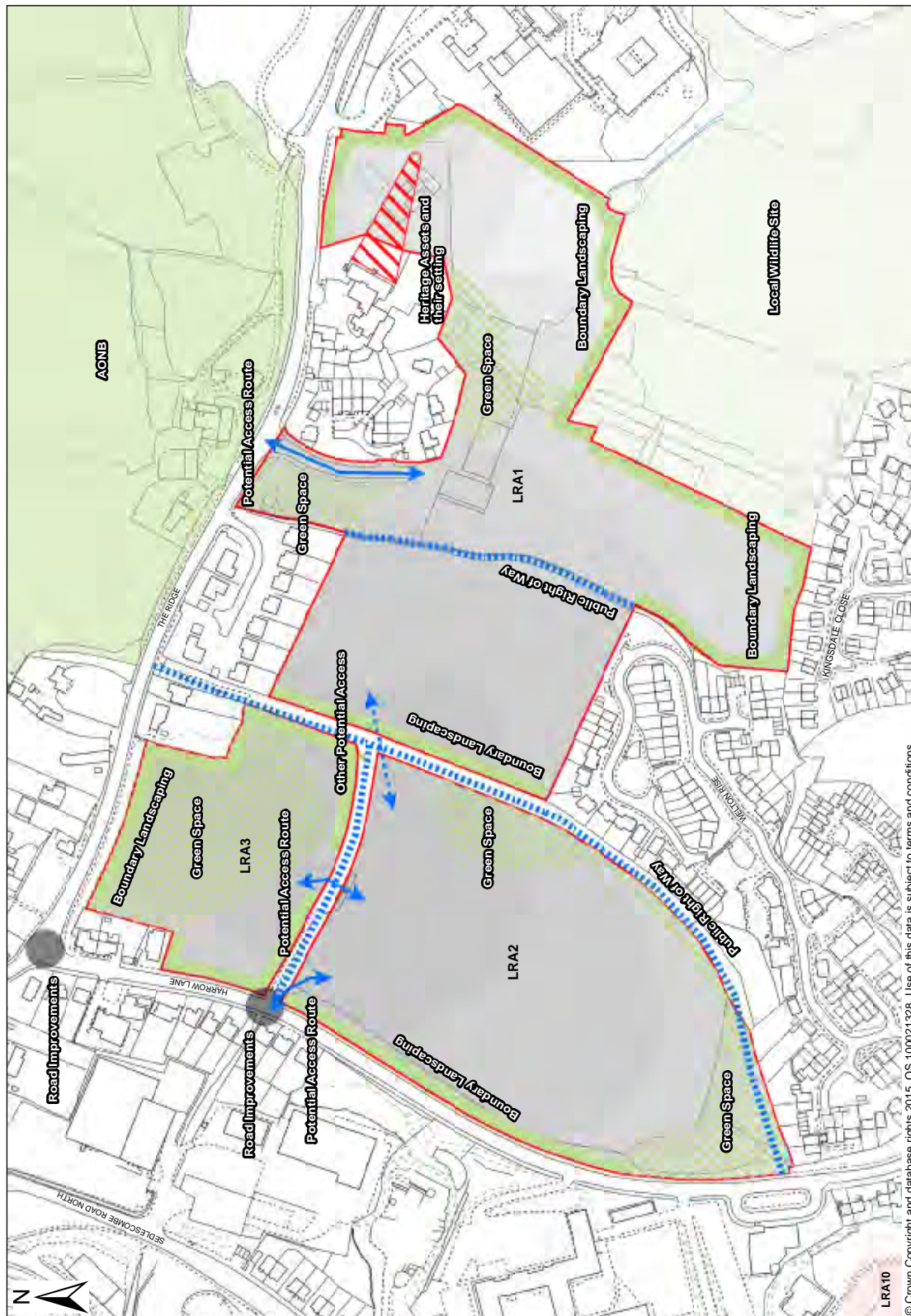


Figure 92: Design Brief for sites at Holmhurst St Mary (LRA1), Harrow Lane Playing Fields (LRA2) and Land adjacent to 777 The Ridge (LRA3)



# Section Five: Site Design Briefs

## LRA6 - Queensway North, Queensway

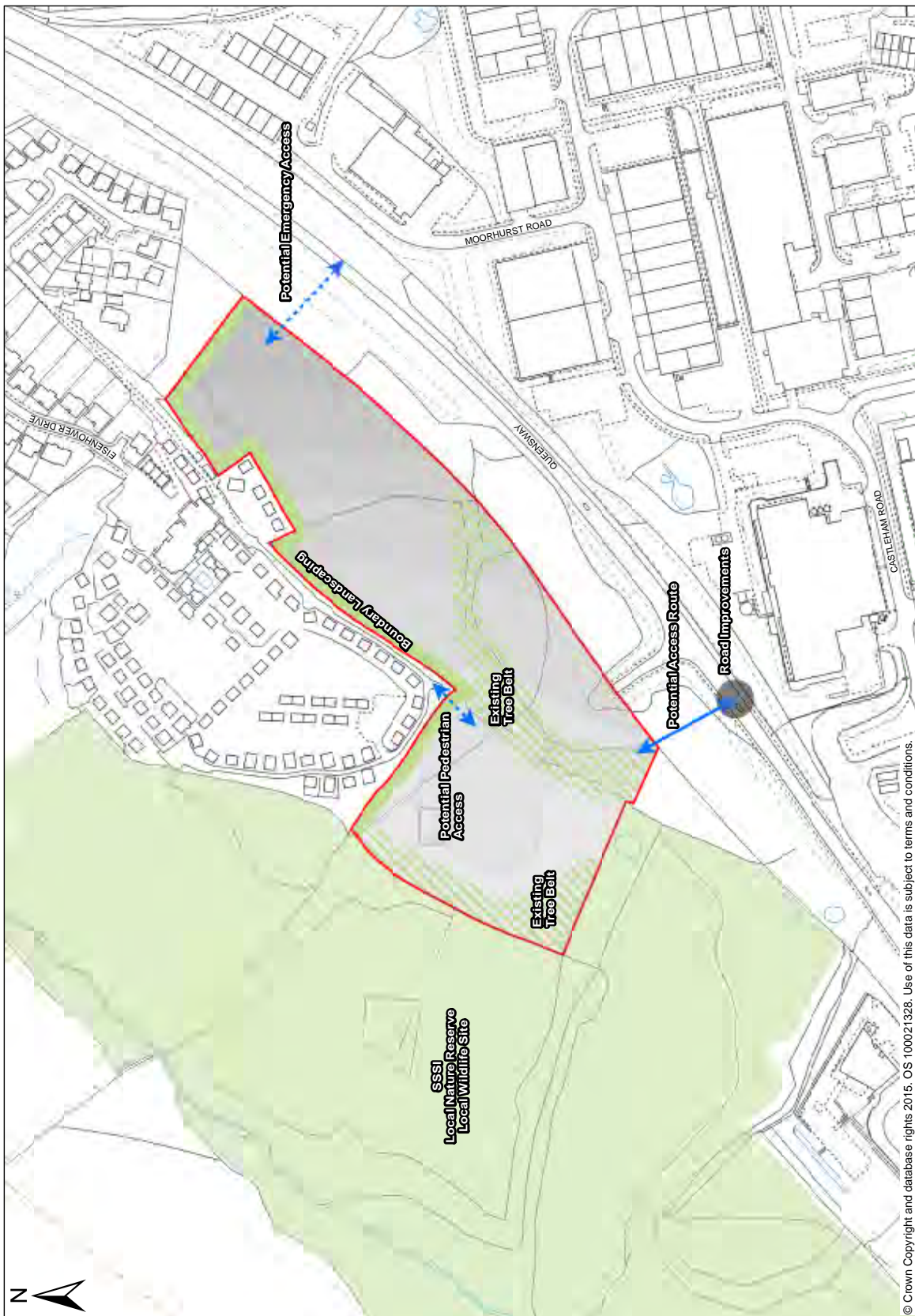


Figure 93: Design Brief for Queensway North, Queensway (LRA6)

**LRA7 - Land at junction of The Ridge West & Queensway and LRA8 - Land in Whitworth Road, The Ridge West**

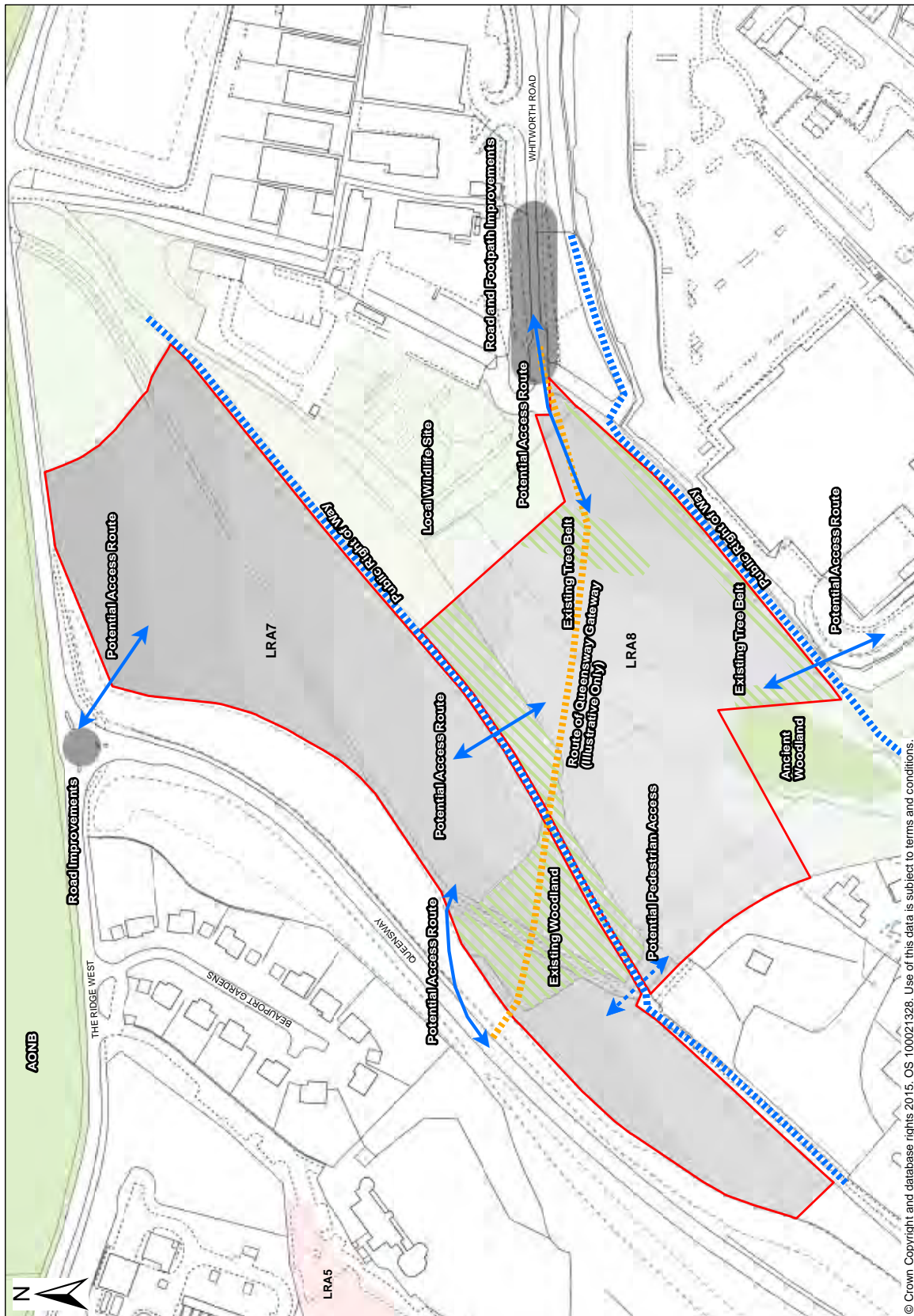


Figure 94: Design Brief for sites at Land at the junction of The Ridge West and Queensway (LRA7) and Land in Whitworth Road, The Ridge West (LRA8) showing the Queensway Gateway Road as currently being proposed

## Design Briefs for Focus Area 2: Greater Hollington

### GH2 - Mayfield E, Bodiam Drive

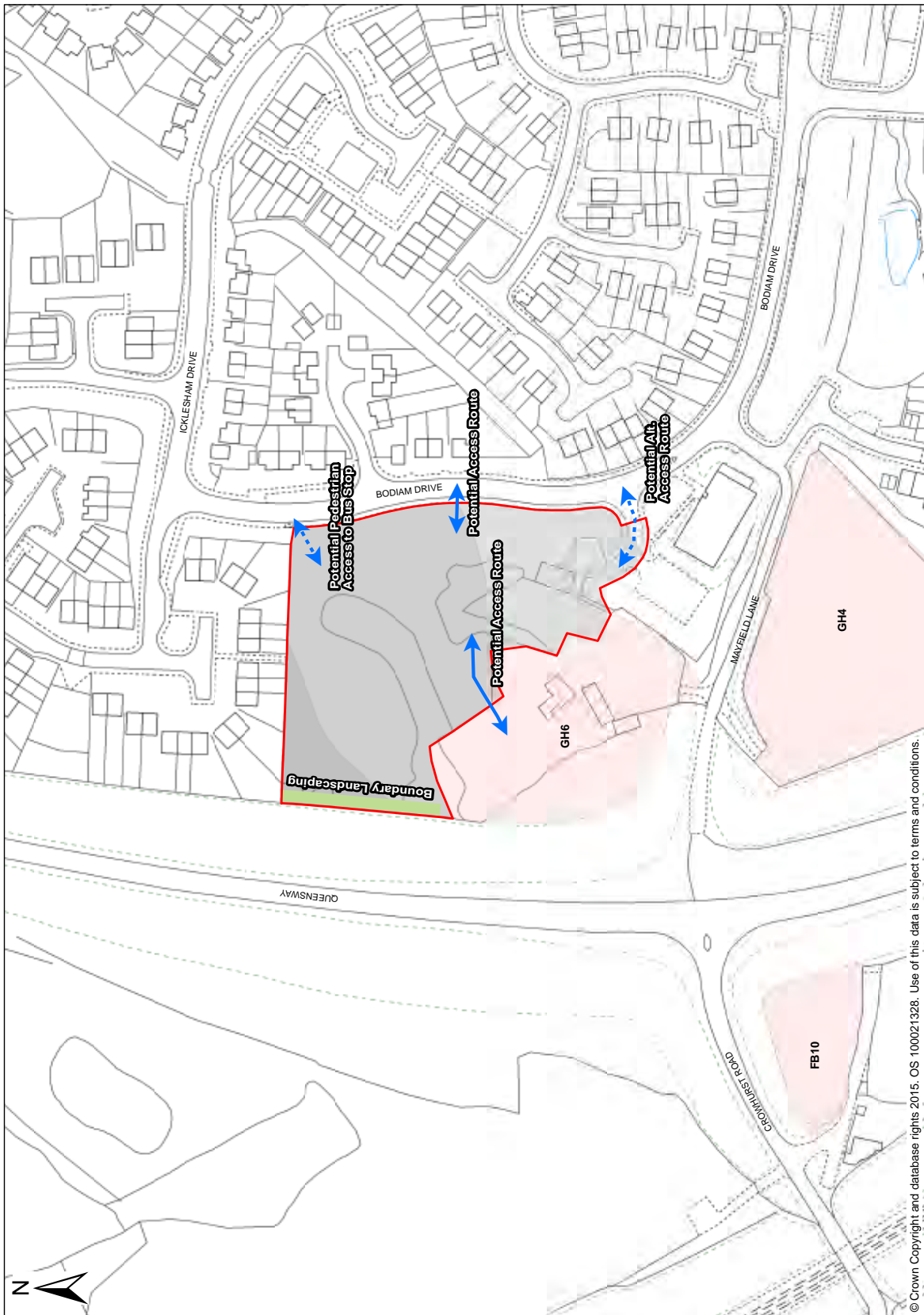


Figure 95: Design Brief for Mayfield E, Bodiam Drive (GH2)

GH8 - Sites PX and QX, Churchfields, GH9 - Site NX2, Sidney Little Road, Churchfields, GH10 - Site RX2, Sidney Little Road and GH11 - Site NX3, Sidney Little Road, Churchfields

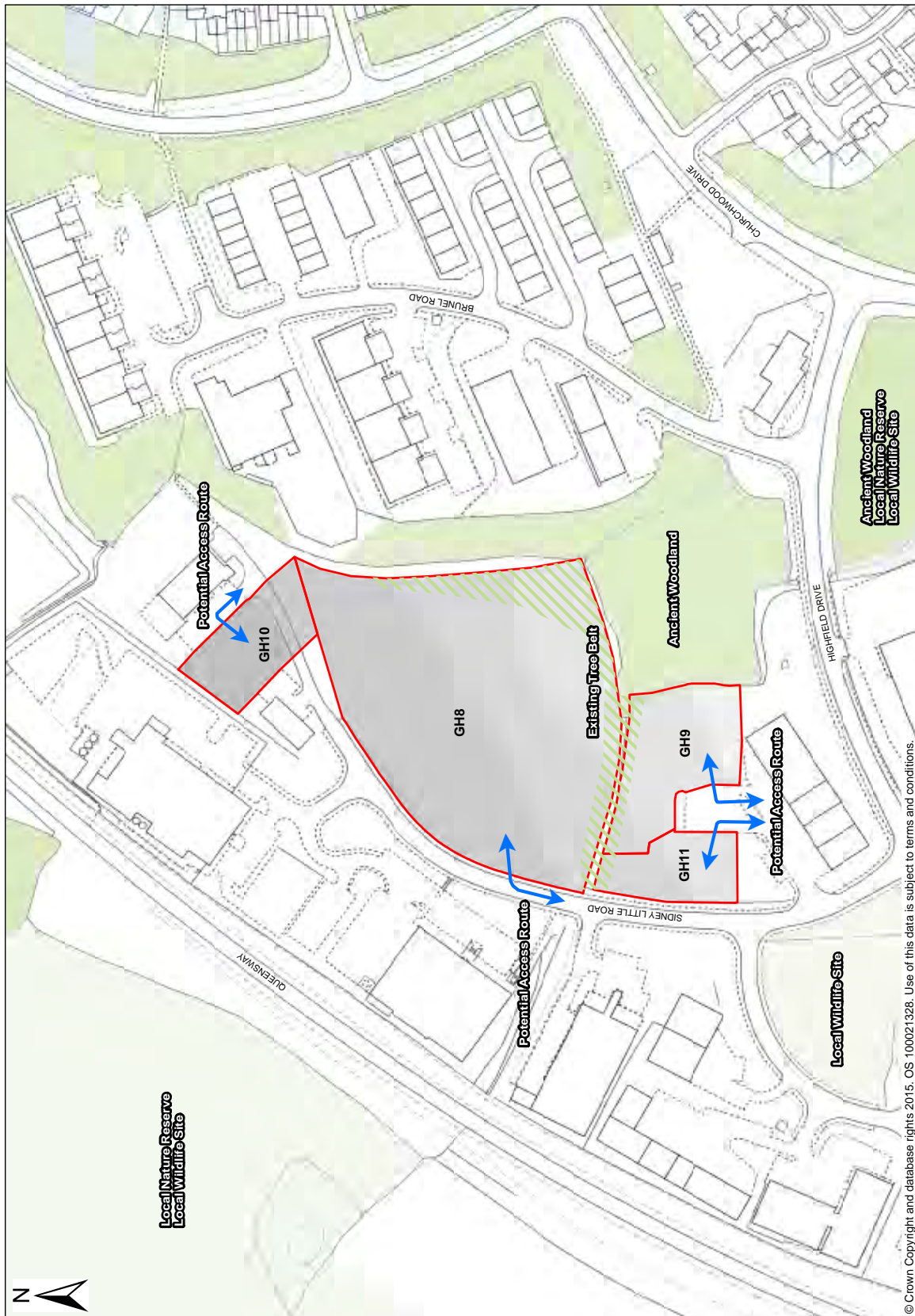


Figure 96: Design Brief for sites at OX and Churchfields (GH8), NX2, Sidney Little Road, Churchfields (GH9), RX2, Sidney Little Road, Churchfields (GH10) and NX3, Sidney Little Road (GH11)

Design Briefs for Focus Area 3: Filsham Valley & Bulverhythe

FB1 - The Grove School

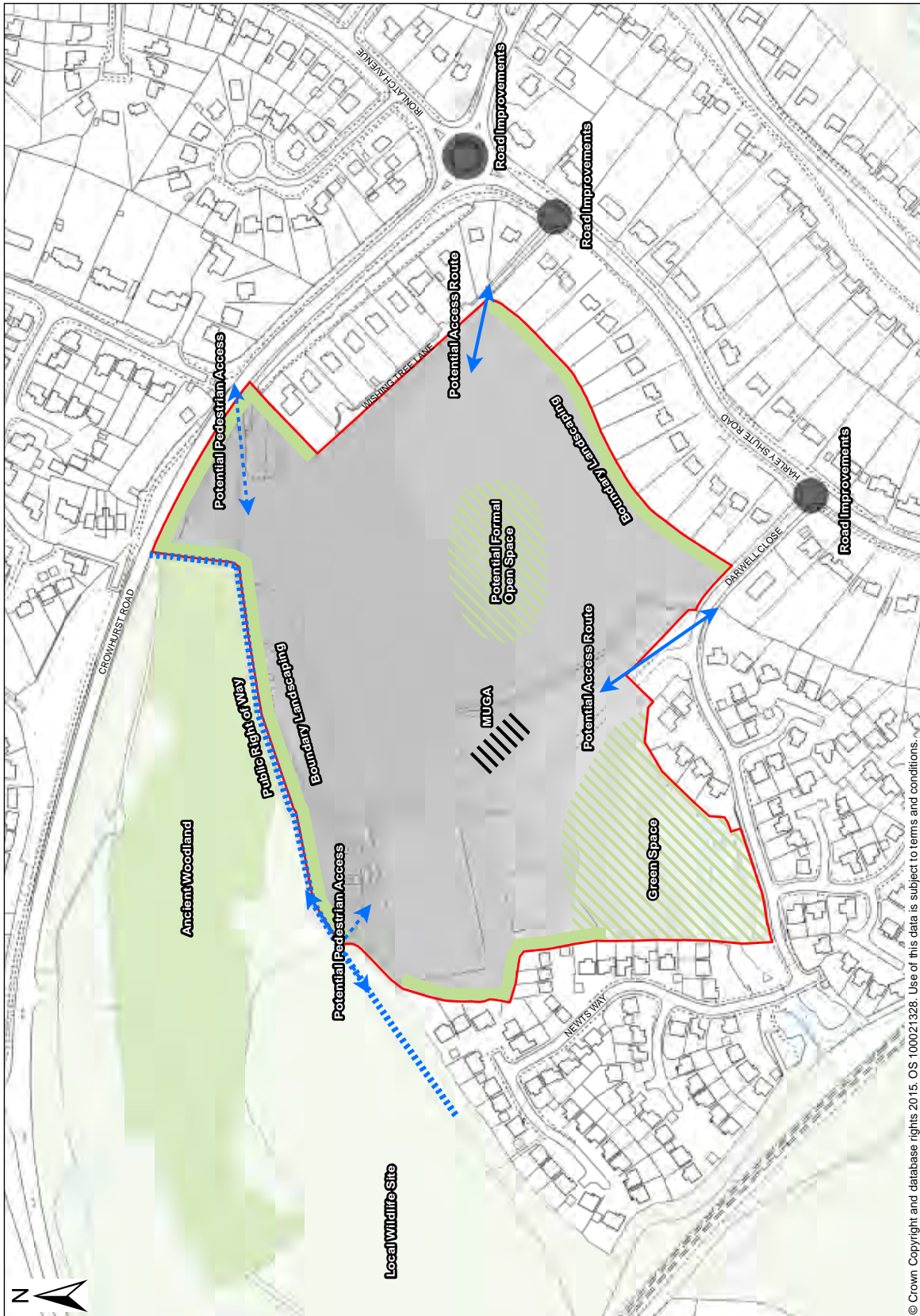


Figure 97: Design Brief for The Grove School (FB1)

## FB2 - Former West St Leonards Primary School

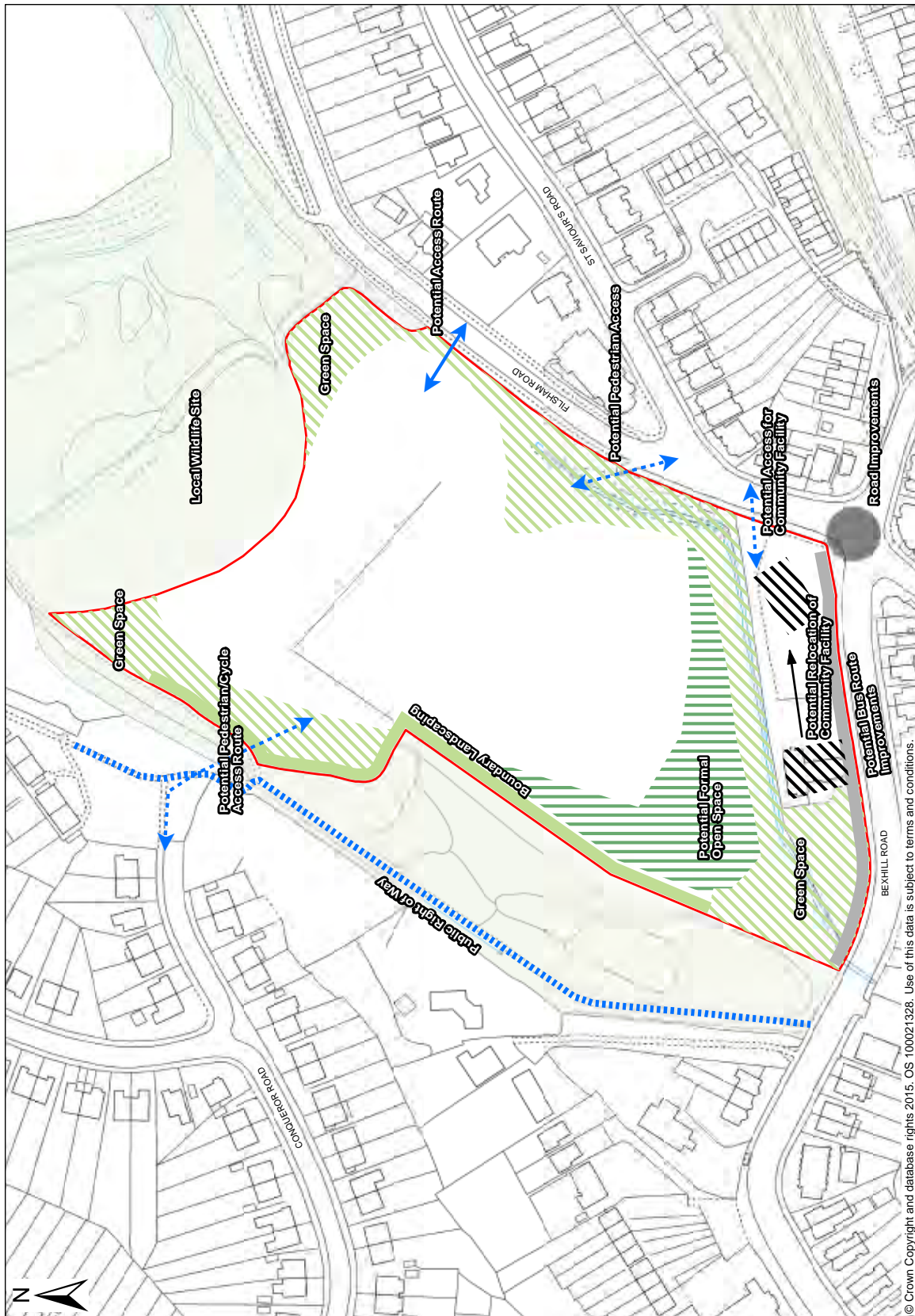


Figure 98: Design Brief for Former West St Leonards Primary School (FB2)

# Section Five: Site Design Briefs

## FB3 - Seaside Road, West St Leonards and FB6 - Cinque Ports Way (Former Stamco Timber Yard and TA Centre)

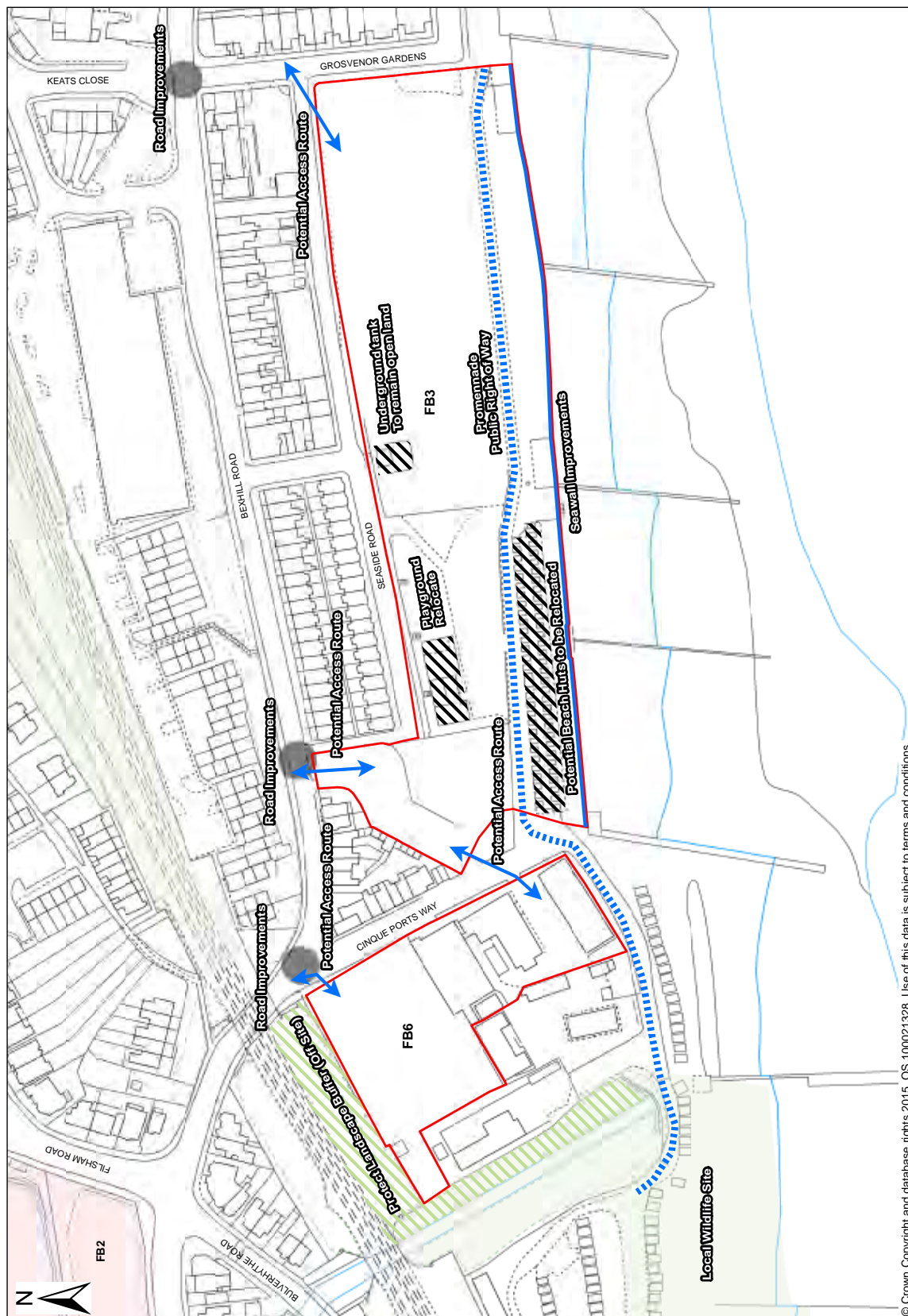


Figure 99: Design Brief for sites at Seaside Road, West St Leonards (FB3) and Cinque Ports Way (Former Stamco Timber and TA Centre) (FB6)

## FB4 - Former Westerleigh School

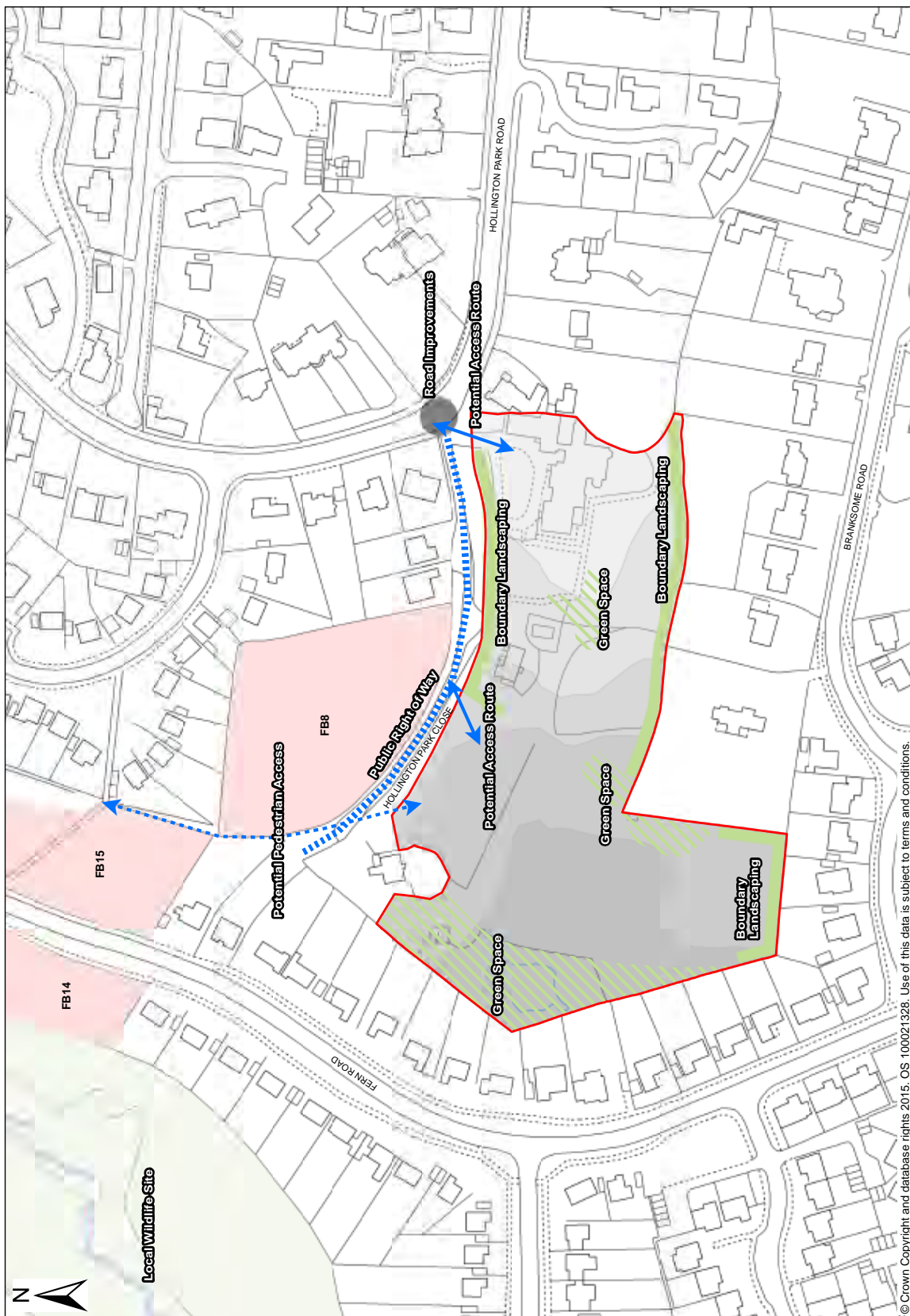


Figure 100: Design Brief for Former Westerleigh School (FB4)



## Design Briefs for Focus Area 4: St Helens

SH1 - Land adjacent to Sandrock Park, The Ridge and SH3 - Hurst Court, The Ridge

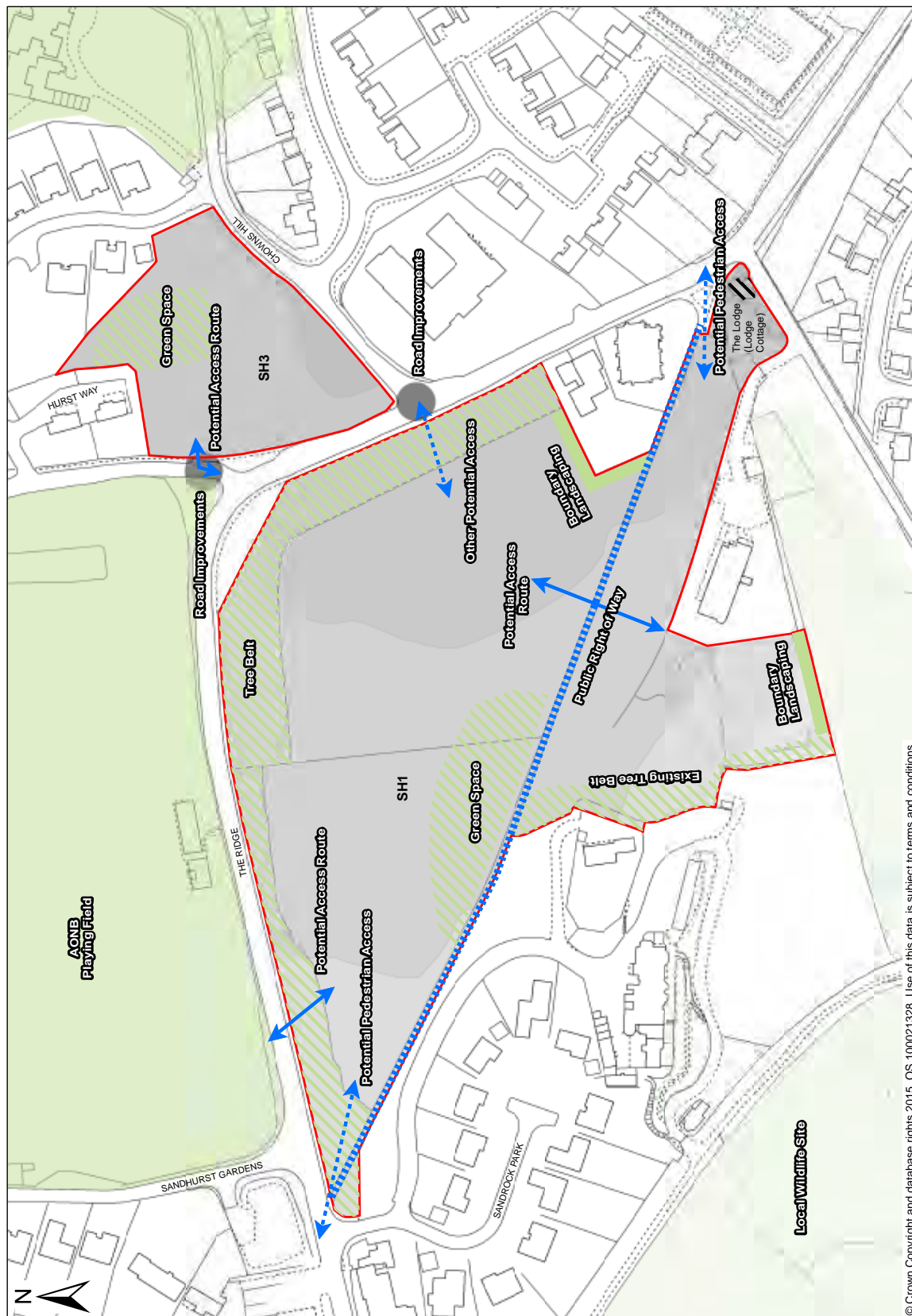


Figure 101: Design Brief for sites at Land adjacent to Sandrock Park, The Ridge (SH1) and Hurst Court, The Ridge (SH3)

## SH4 - Mount Denys, Pinehill and Ridgeway

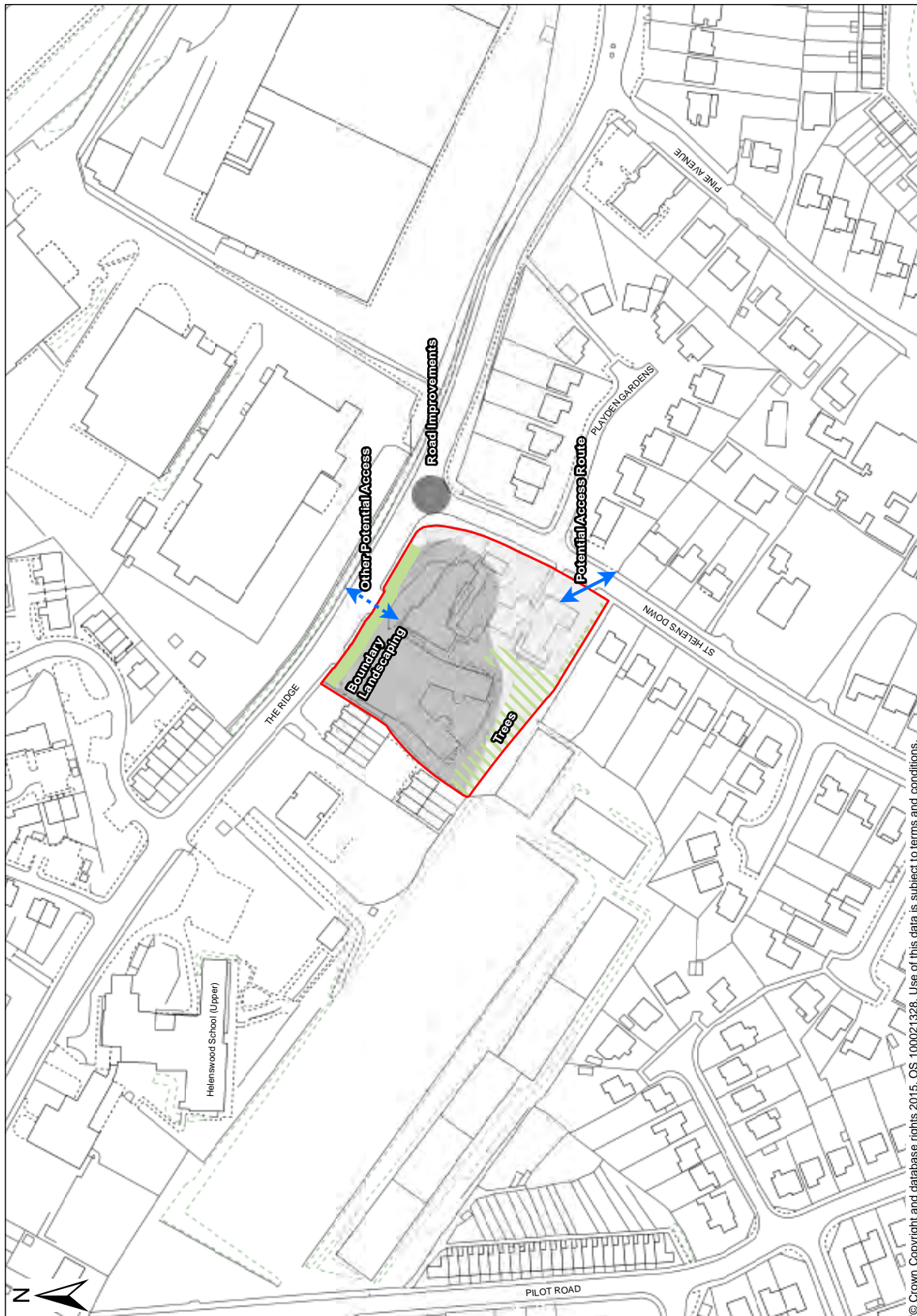


Figure 102: Design Brief for Mount Denys, Pine Hill and Ridgeway (SH4)

## Design Briefs for Focus Area 5: Silverhill & Alexandra Park

### SAP2 - Hollingsworth Garage, Braybrooke Road

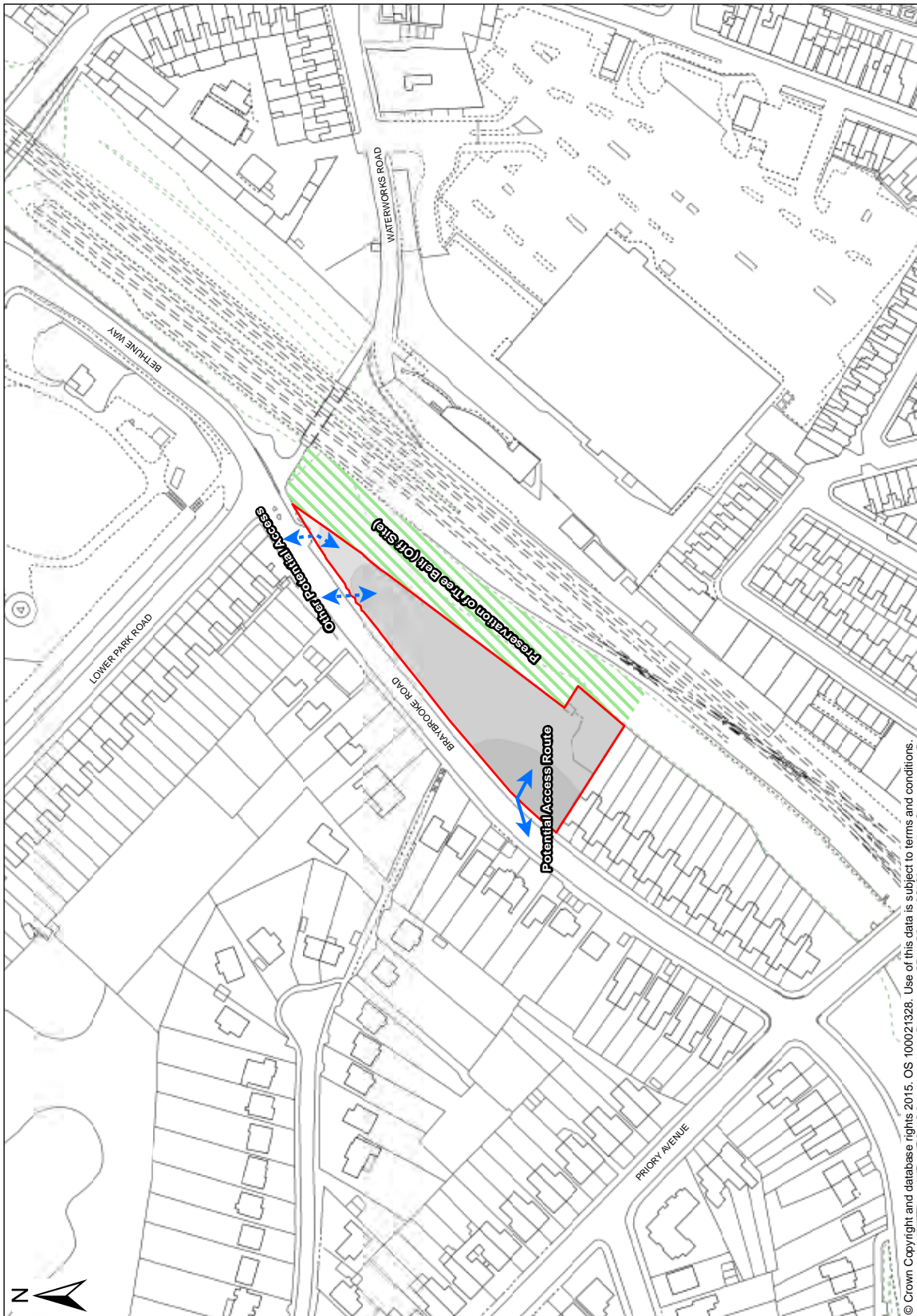


Figure 103: Design Brief for Hollingsworth Garage, Braybrooke Road (SAP2)

## SAP3 - 12-19 Braybrooke Terrace

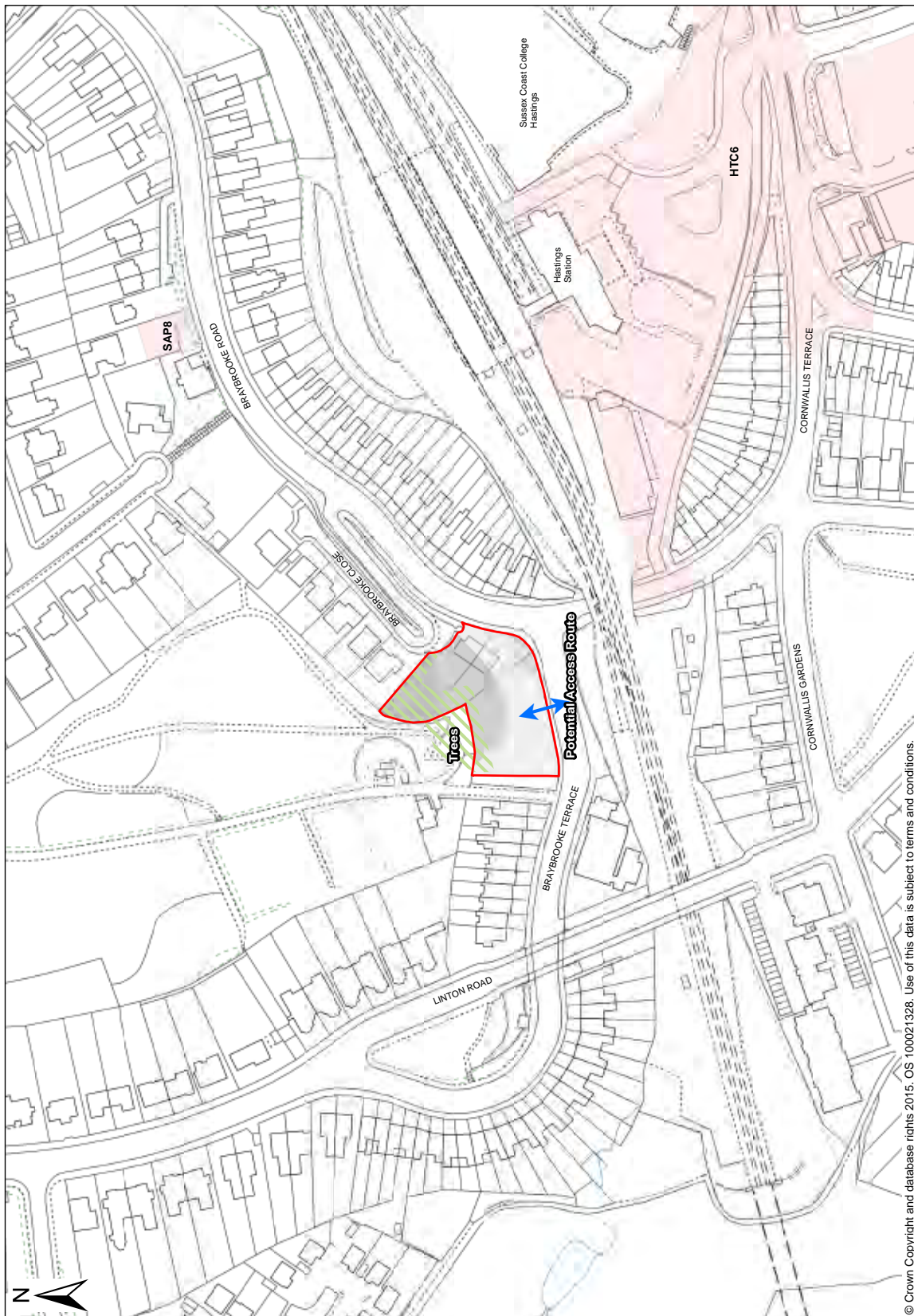


Figure 104: Design Brief for 12-19 Braybrooke Terrace (SAP3)

# Section Five: Site Design Briefs

## Design Briefs for Focus Area 6: Maze Hill & Burton's' St Leonards

### MBL3 - Gambier House, West Hill Road

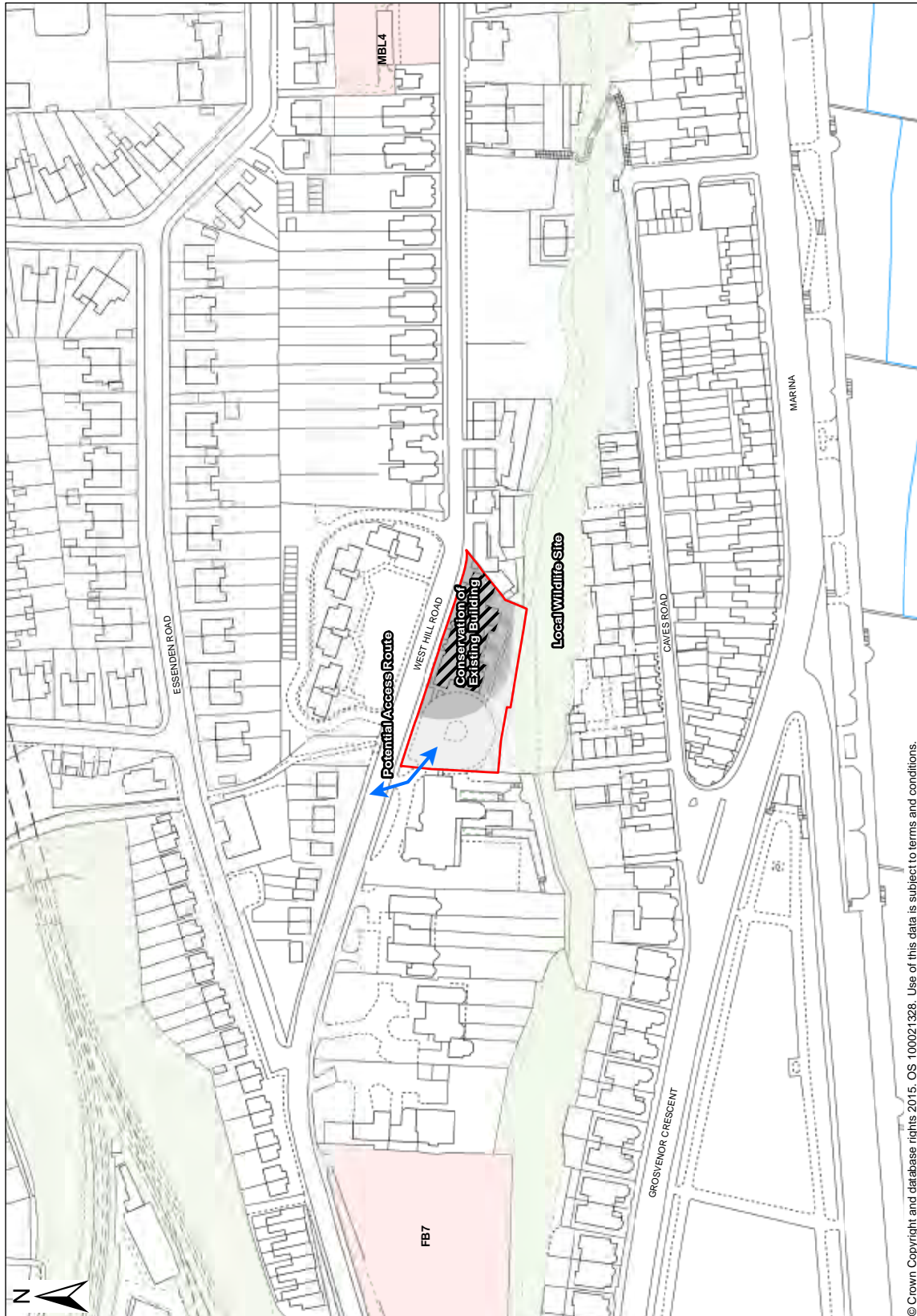


Figure 105: Design Brief for Gambier House, West Hill Road (MBL3)

# Design Briefs for Focus Area 7: Central St Leonards & Bohemia

## CLB2 - Taxi Office/B.R. Social Club, St Johns Road

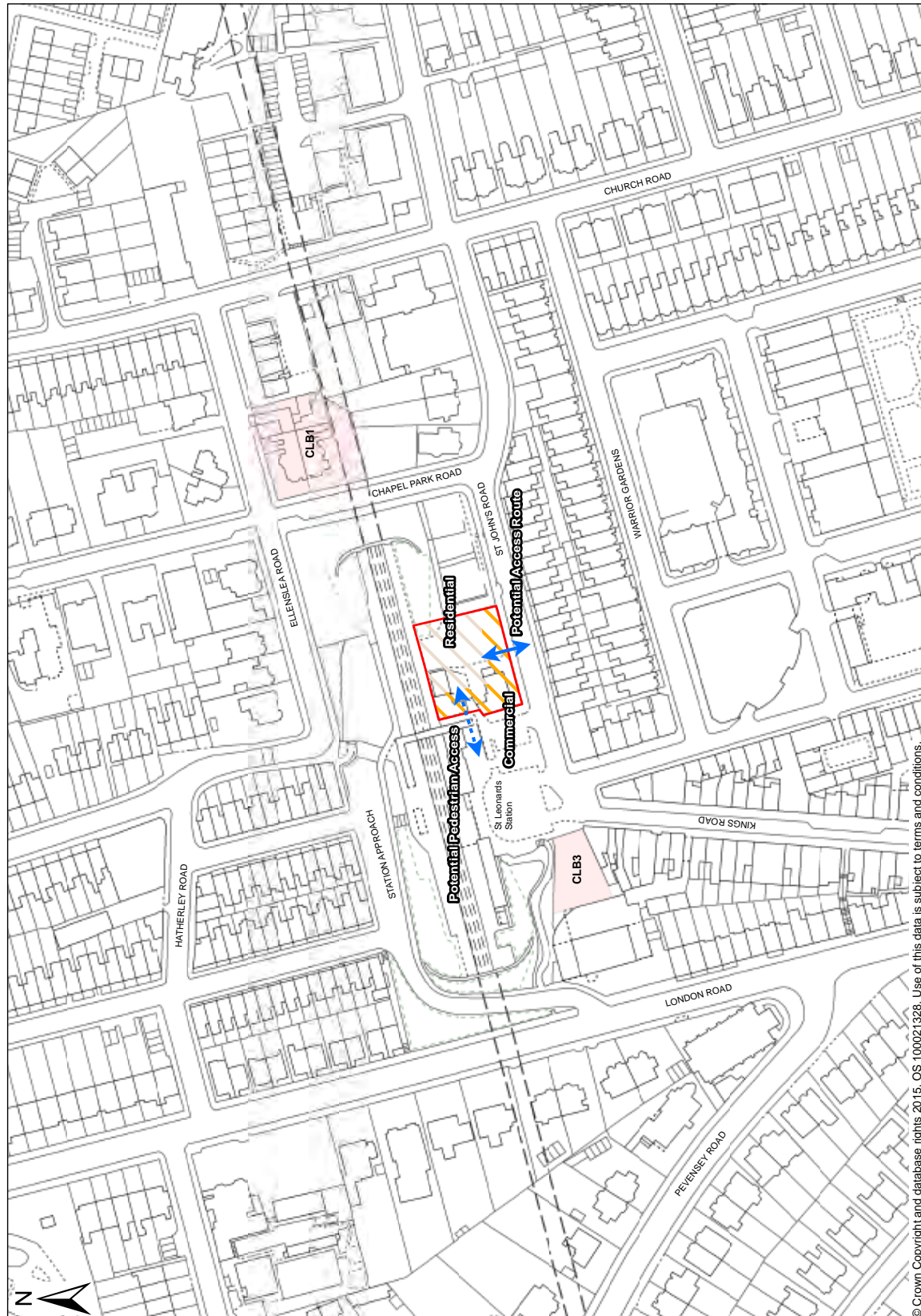


Figure 106: Design Brief for Taxi Office/B.R. Social Club, St Johns Road (CLB2)

## Design Briefs for Focus Area 8: Hastings Town Centre

### HTC6 - Priory Quarter, Havelock Road

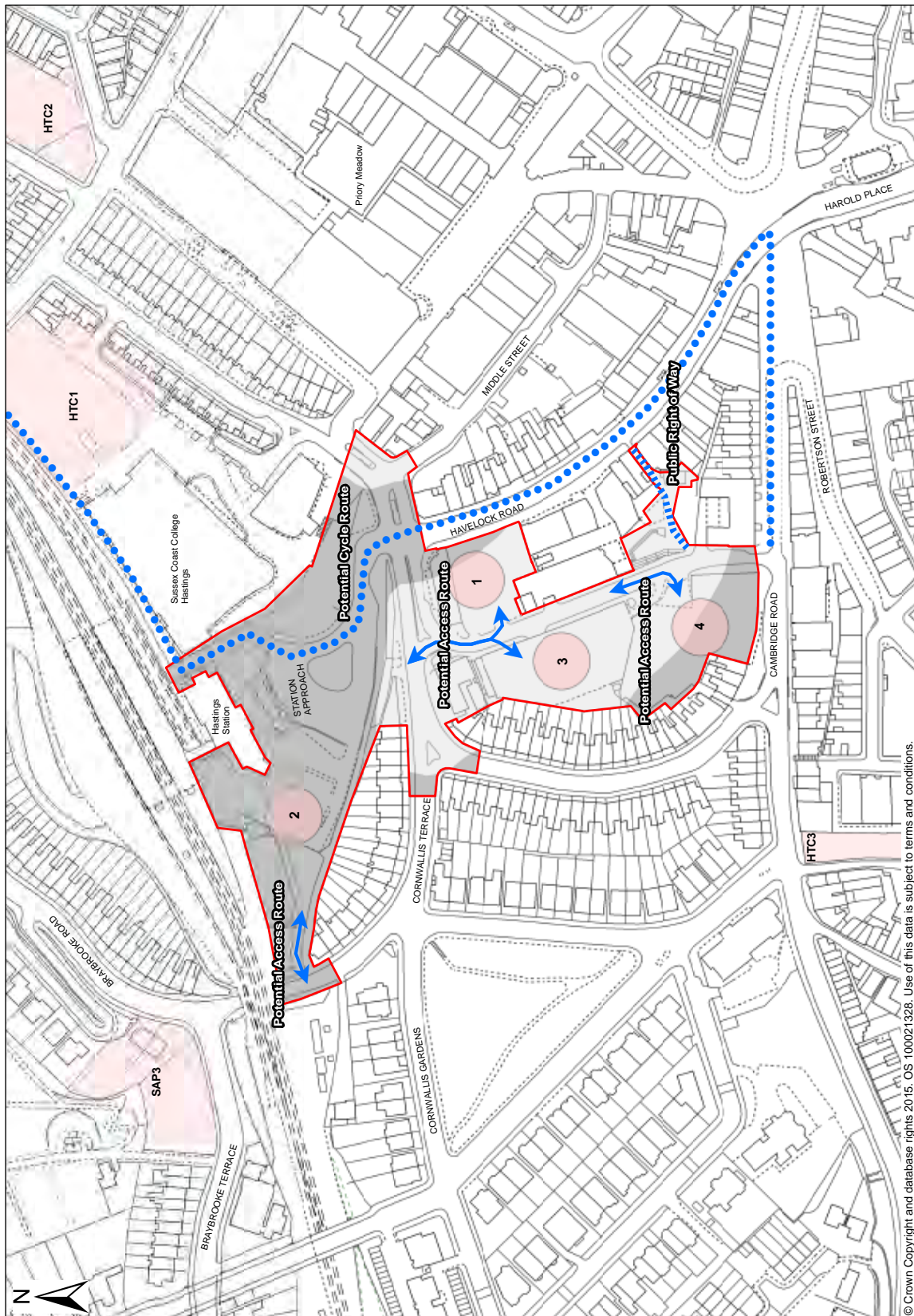


Figure 107: Design Brief for Priory Quarter, Havelock Road (HTC6)

# Design Briefs for Focus Area 11: Hillcrest & Ore Valley

HOV1 - Former Stills Factory, Ore Valley and HOV2 - Ore Valley

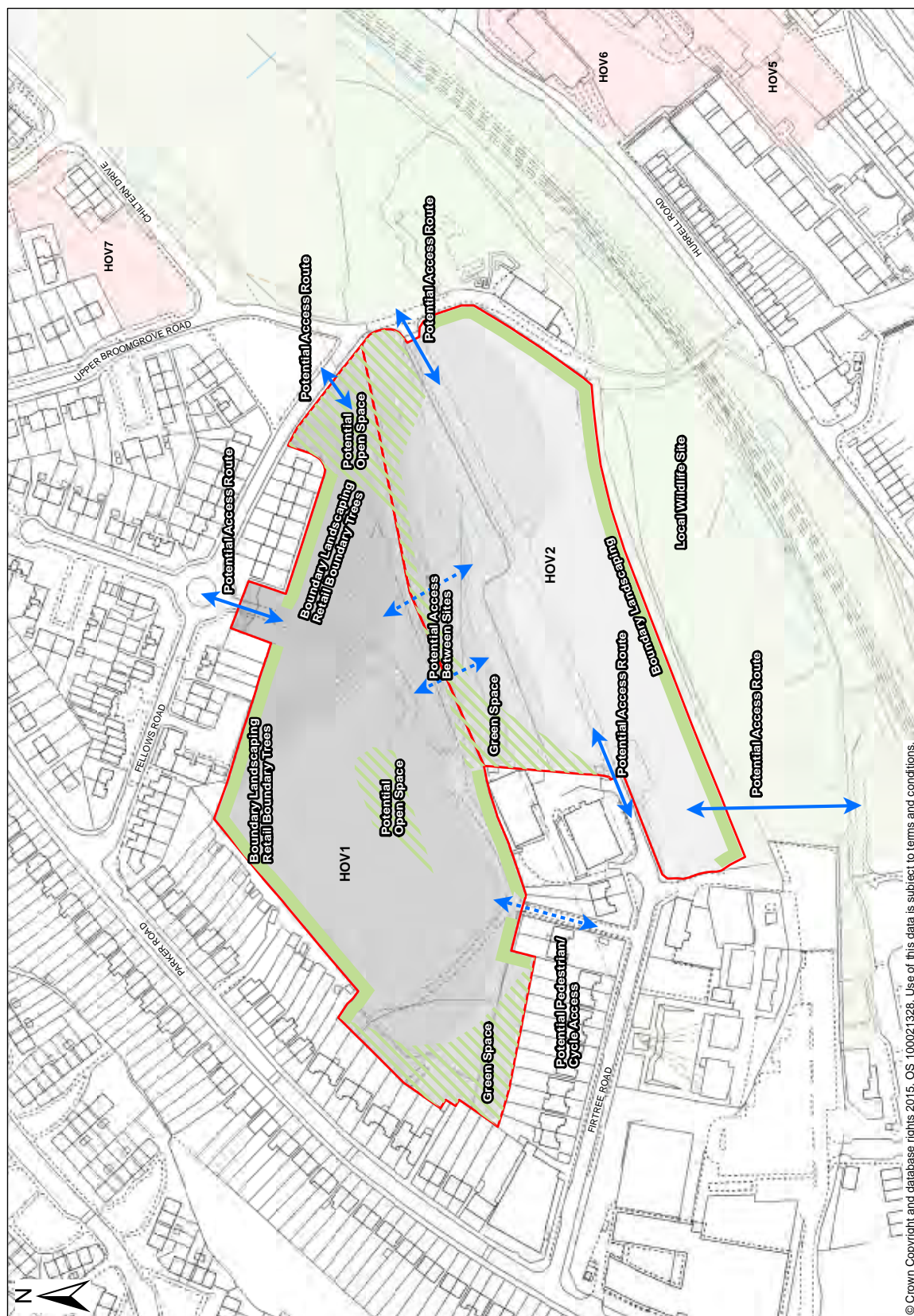


Figure 108: Design Brief for sites at Former Stills Factory, Ore Valley (HOV1) and Ore Valley (HOV2)



# Section Five: Site Design Briefs

## HOV3 - Former Mount Pleasant Hospital, Frederick Road

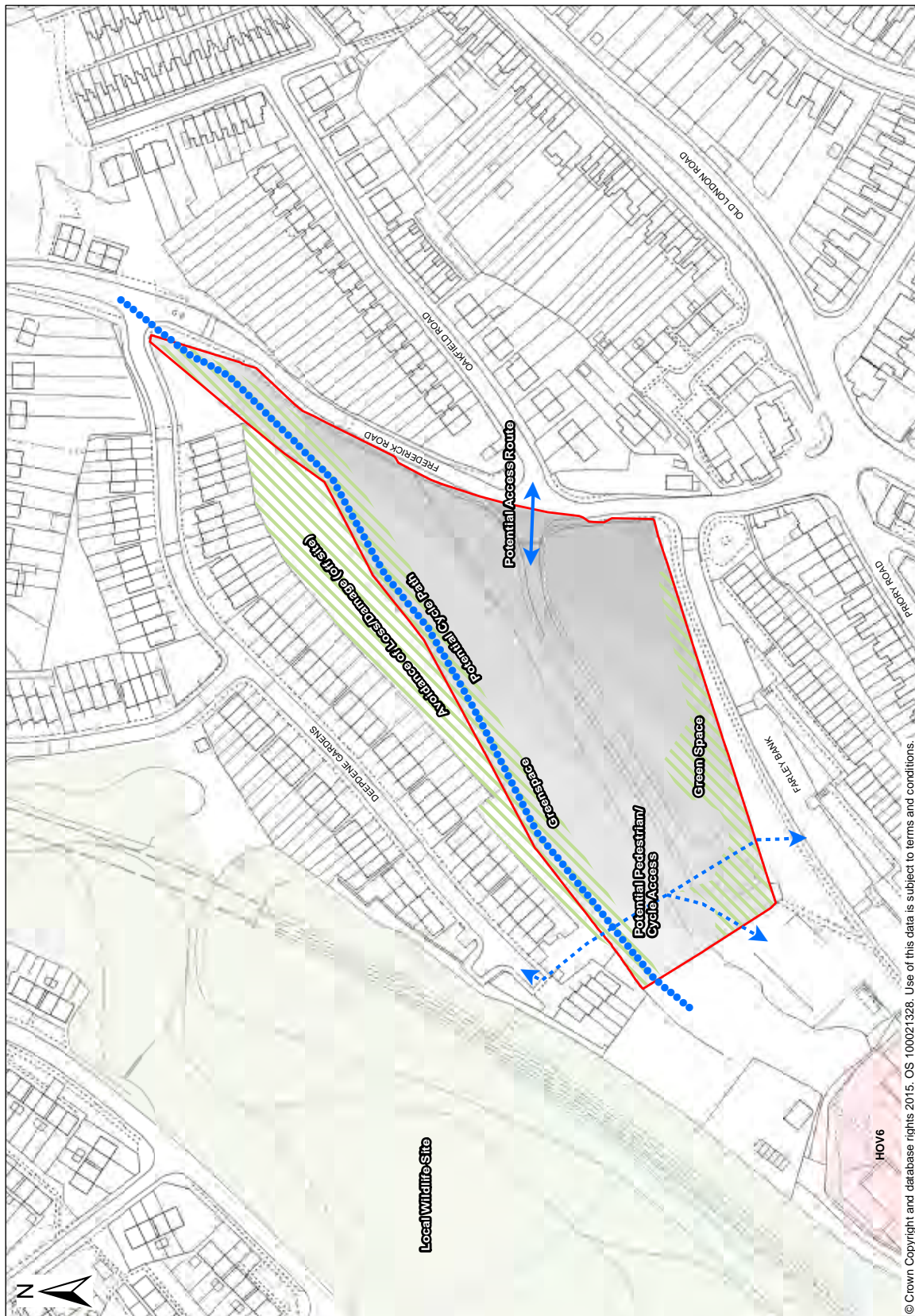


Figure 109: Design Brief for Former Mount Pleasant Hospital, Frederick Road (HOV3)

# HOV11 - Ivyhouse Lane, Northern Extension

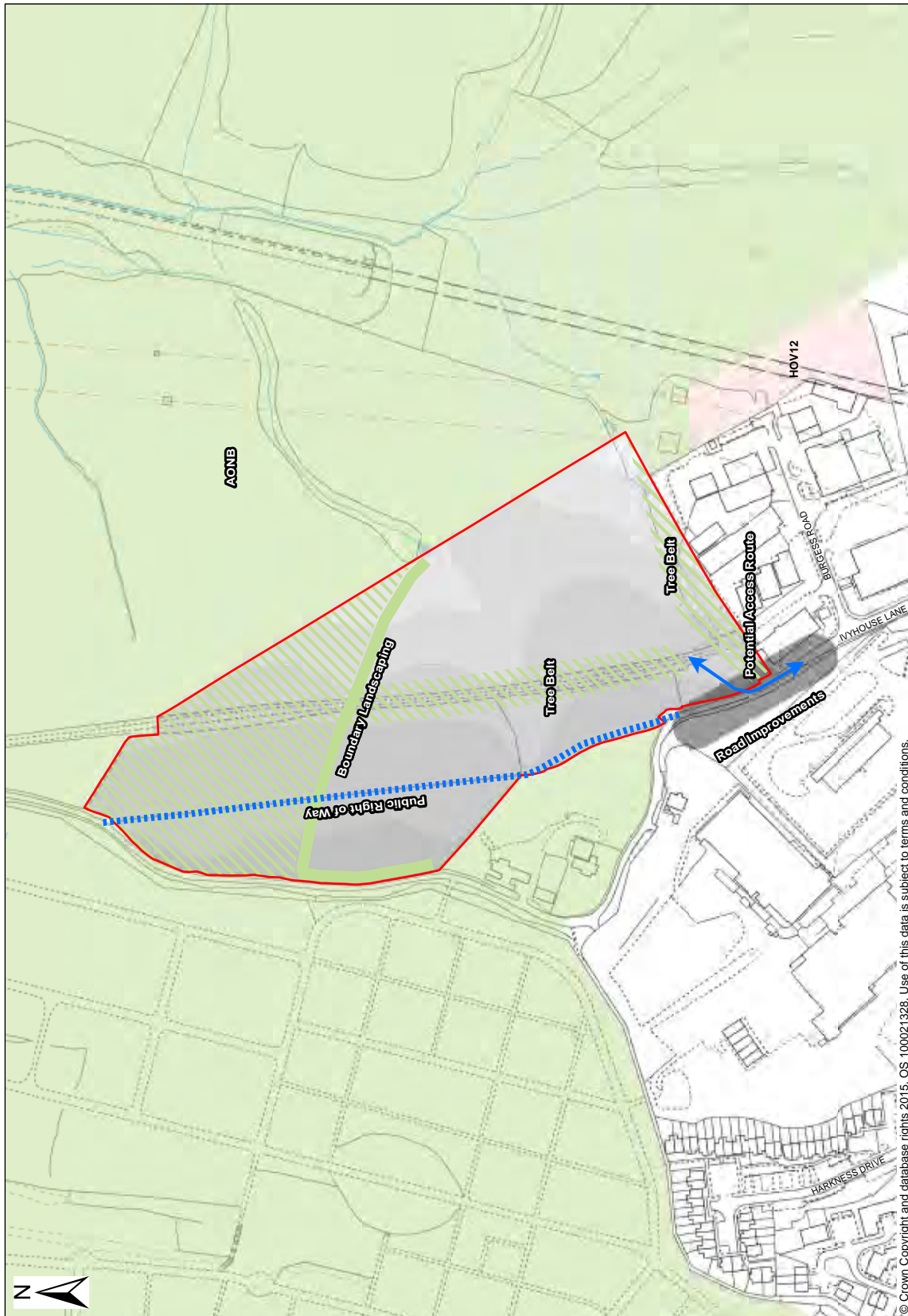


Figure 110: Design Brief for Ivyhouse Lane, Northern Extension (HOV11)

# Section Six – Glossary



# Glossary

## Affordable Housing

Affordable housing includes social rented, affordable rented and intermediate housing, and is provided to eligible households whose needs are not met by the market. Affordable housing should:

- meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision

## Arboricultural Plan

A tool that identifies trees within and adjacent to the site, to inform site design and layout. It will present opportunities to retain, mitigate, compensate or enhance tree cover as part of the overall development

## Area of Outstanding Natural Beauty (AONB)

The primary purpose of AONB designation is to conserve and enhance natural beauty. This “is not just the look of the landscape, but includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries”. The legal framework for AONBs in England and Wales is provided by the Countryside & Rights of Way Act (CROW) 2000. Guidance on the legislation and its application in practice to assessing landscapes for designation as an AONB is provided by Natural England

## Amenity

A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity

## Amenity Green Space

Open land, often landscaped, that makes a positive contribution to the appearance of an area or improves the quality of the lives of people living or working within the locality. It often provides opportunities for activities such as sports, and can serve other purposes such as reducing the noise from a busy road or providing shelter from prevailing winds

## Ancient Woodland

An area that has been wooded continuously since at least 1600 AD

## Archaeological Assessment (desk based)

A programme of assessment of the known or potential archaeological resource within a specified area. Assessment must follow Institute for Archaeologists guidance and for this and other aspects of the archaeological process such as geophysical and evaluation survey.

See: <http://www.archaeologists.net/codes/ifa>

## Archaeological Interest

There will be archaeological interest in a Heritage Asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage Assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them. The significance of a heritage asset is the sum of its architectural, historic, artistic or archaeological interest

## Biodiversity

The whole variety of life encompassing all generics, species and ecosystem variations, including plants and animals

## **Brownfield Sites/Previously Developed Land (PDL)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.' The definition includes defence buildings, but excludes:

- land that is or has been occupied by agricultural or forestry buildings.
- land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures
- land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, has not been previously developed
- land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings)

## **Combined Heat and Power (CHP)**

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

## **Conservation Area**

Local authorities have the power to designate as conservation areas, any area of special architectural or historic interest. This means the planning authority has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area. Conservation Area Consent has been replaced by planning permission for relevant demolition in a conservation area

## **Hastings Planning Strategy**

The overall strategy setting out how the town will develop up to 2028. It includes strategic policies to guide development, and includes a local housing target and retail and employment floorspace requirements. Formerly called Core Strategy

## **Density**

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare

## **Development Management Plan (DMP)**

Forms part of Hastings Local Plan. The Development Management Plan is designed to be consistent with, but not repeat, the Planning Strategy and sets development management policy guidance for use in the determination of planning applications and provides site allocations for residential and employment development up to 2028

## **District Centre**

Usually comprises of groups of shops often containing at least one supermarket and a range of non-retail services such as banks, building societies, restaurants, as well as local public facilities such as a library

## **East Sussex County Council (ESCC)**

County Authority for East Sussex

## **Ecological Constraints and Opportunities Plan (ECOP)**

A tool that identifies where biodiversity might act as a constraint to development, informs site design and layout and analyses where the development site presents opportunities to retain, mitigate, compensate or enhance biodiversity

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

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

## **Flood Risk Assessment (FRA)**

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered

## **Greenfield Sites**

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

## **Green Infrastructure**

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

## **Heritage Asset**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing)

## **Historic Environment Record (HER)**

Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use

## **Local Centre**

Usually comprises of a small range of shops of a local nature, serving a small catchment – could include one small supermarket, a newsagents, a sub-post office, launderette etc)

## **Local Plan**

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

## **Local Plan Monitoring Report (LPMR)**

A regular report produced by the Council to show progress against plan production and the subsequent implementation and effectiveness of planning policies

## **Local Nature Reserves (LNR)**

Non-statutory habitats of local significance designated by Local Authorities where protection and public understanding of nature conservation is encouraged

## **Local Wildlife Site**

Local green spaces identified and selected for their local nature conservation value

## **Mixed use**

Provision of a mix of complementary uses such as residential, community and leisure uses on a single site or within a particular area

## **National Planning Policy Framework (NPPF)**

National Planning Policy that sets out the Government’s planning policies for England and how these are expected to be applied

## **Neighbourhood Shopping Area**

A number of shops serving a local neighbourhood and separate from the district centre

## **Policies Map**

A map showing site allocations and geographical areas where policies apply

## **Renewable Energy**

Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun

## **Regeneration**

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

## **Setting of a heritage asset**

The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral

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

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

## **Significance (for heritage policy)**

The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting

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

A site identified under the Wildlife and Countryside Act 1981 as amended by the Countryside and Rights of Way Act 2000 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features

## **Sustainable Drainage Systems (SUDs)**

SUDs are designed to control the quantity of runoff from a development, to improve the quality of the runoff and to enhance the nature conservation, landscape and amenity value of the site's surroundings

## **Supplementary Planning Document (SPD)**

Provide supplementary information to support the policies in Development Plan Documents

## **Transport Assessments**

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. Please see East Sussex County Council guidance for further information on thresholds and the detail required

## **Transport Report**

A simple report submitted alongside the planning application that looks at issues such as site access arrangements, transport impacts and mitigation measures, to be prepared in accordance with East Sussex County Council's guidance. The level of detail is dependent on individual circumstances

## **Transport Statement**

A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required

## **Travel Plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. Please see East Sussex County Council's Travel Plan guidance for further information on thresholds and the information required

## **Travel Plan Statement**

A simplified version of a Travel Plan that includes its core concepts and principles. Required for smaller scale developments, in accordance with East Sussex County Council Travel Plan guidance

## **Use Classes Order (UCO)**

The Town and Country Planning (Use Classes) Order puts uses of land and buildings into various categories known as 'Use Classes'. Also identifies the changes between these classes that would, or would not require planning permission

Appendix B – Development Management Plan (DMP)  
Written Statement incorporating Inspector's eight modifications  
in addition to all minor modifications



# Section Seven – Index of Policies



## Index of Policies

| Section   | Policy | Description   | Page |
|---|--------|---|------|
| General and Development Management Guidance<br>Part i) Overall Approach                           | LP1    | Considering planning applications   | 16   |
| General and Development Management Guidance<br>Part ii) General Guidance Policies                 | DM1    | Design Principles   | 19   |
|   | DM2    | Telecommunications Technology   | 20   |
|   | DM3    | General Amenity   | 21   |
|   | DM4    | General Access  | 23   |
|   | DM5    | Ground Conditions   | 24   |
|   | DM6    | Pollution and Hazards   | 25   |
|   | DM7    | Water Resource Availability   | 26   |
| General and Development Management Guidance<br>Part iii) Housing and Community Policies           | HC1    | Conversion of Existing Dwellings  | 27   |
|   | HC2    | Residential Institutions and Student Halls of Residence   | 28   |
|   | HC3    | Community Facilities  | 29   |
| General and Development Management Guidance<br>Part iv) Historic and Natural Environment Policies | HN1    | Development Affecting the Significance and Setting of Designated Heritage Assets (including Conservation Areas) | 32   |
|   | HN2    | Changing Doors, Windows and Roofs in Conservation Areas   | 33   |
|   | HN3    | Demolition involving Heritage Assets  | 33   |
|   | HN4    | Development affecting Heritage Assets with Archaeological and Historic Interest or Potential Interest           | 34   |
|   | HN5    | Non-Designated Heritage Assets  | 35   |
|   | HN6    | Former Convent of Holy Child Jesus, Magdalen Road   | 37   |
|   | HN7    | Green Infrastructure in New Developments  | 39   |
|   | HN8    | Biodiversity and Green Space  | 40   |
|   | HN9    | Areas of Landscape Value  | 41   |
|   | HN10   | Amenity Green Spaces  | 42   |
| General and Development Management Guidance<br>Part v) Economic Policies                          | SA1    | Hastings Town Centre Shopping Area  | 45   |
|   | SA2    | Other Shopping Areas  | 46   |
|   | SA3    | Shops and Services outside the Shopping Areas   | 47   |
|   | SA4    | Drinking Establishments and Hot Food Take-Aways   | 48   |
|   | CC1    | Caravan, Camping and Chalet sites   | 49   |
|   | CQ1    | Cultural Quarters   | 50   |
| Site Allocations  | LP2    | Overall Approach to Site Allocations  | 58   |

## Section Seven: Index of Policies

| Section  | Policy   | Description  | Page                                      |     |
|--|--|--|---|-----|
| Site Allocations<br><br>Focus Area 1: Little Ridge & Ashdown | LRA1   | Holmhurst St Mary  | 65  |     |
|  | LRA2   | Harrow Lane Playing Fields                                     | 67  |     |
|  | LRA3   | Land adjacent to 777 The Ridge                                 | 69  |     |
|  | LRA4   | Old Roar House, Old Roar Road                                  | 70  |     |
|  | LRA5   | Former Workplace Health & Fitness Centre, The Ridge West       | 72  |     |
|  | LRA10  | Land north of Downey Close                                     | 73  |     |
|  | LRA6   | Queensway North, Queensway                                     | 75  |     |
|  | LRA7   | Land at the junction of The Ridge West and Queensway           | 77  |     |
|  | LRA8   | Land in Whitworth Road, The Ridge West                         | 79  |     |
|  | LRA9   | Marline Fields, Enviro21 Business Park, Land West of Queensway | 81  |     |
| Site Allocations<br><br>Focus Area 2: Greater Hollington     | GH2  | Mayfield E, Bodiam Drive                                       | 86  |     |
|  | GH3  | Spyways School, Gillsmans Hill                                 | 88  |     |
|  | GH4  | Mayfield J, Mayfield Lane                                      | 89  |     |
|  | GH5  | Land at Redgeland Rise (Former Wishing Tree Nursery)           | 91  |     |
|  | GH6  | Mayfield Farm, Mayfield Lane                                   | 93  |     |
|  | GH13   | 133 Battle Road (Former Tivoli Tavern)                         | 94  |     |
|  | GH8  | Sites PX and QX, Churchfields                                  | 96  |     |
|  | GH9  | Site NX2, Sidney Little Road, Churchfields                     | 97  |     |
|  | GH10   | Site RX2, Sidney Little Road, Churchfields                     | 98  |     |
|  | GH11   | Site NX3, Sidney Little Road, Churchfields                     | 99  |     |
|  | Site Allocations<br><br>Focus Area 3: Filsham Valley & Bulverhythe | FB1  | The Grove School                          | 104 |
| FB2  |  | Former West St Leonards Primary School                         | 106                                       |     |
| FB3  |  | Seaside Road, West St Leonards                                 | 108                                       |     |
| FB4  |  | Former Westerleigh School                                      | 110                                       |     |
| FB5  |  | Former Hastings College, St Saviours Road                      | 112                                       |     |
| FB6  |  | Cinque Ports Way (Former Stamco Timber Yard and TA Centre)     | 114                                       |     |
| FB7  |  | 123-125 West Hill Road (Former Malmesbury House)               | 116                                       |     |
| FB8  |  | Former Westerleigh School, Playing Fields                      | 117                                       |     |
| FB9  |  | 190 Bexhill Road   | 118                                       |     |
| FB10   |  | Land south of Crowhurst Road                                   | 120                                       |     |
| FB13   |  | Hastings Garden Centre, Bexhill Road                           | 122                                       |     |
| FB14   |  | Land north of 31 Fern Road                                     | 123                                       |     |
| FB15   |  | Land north of 14 Fern Road                                     | 124                                       |     |
| Site Allocations<br><br>Focus Area 4: St Helens              |  | SH1  | Land adjacent to Sandrock Park, The Ridge | 129 |
|  |  | SH2  | Land at Osborne House, The Ridge          | 131 |
|  | SH3  | Hurst Court, The Ridge   | 133                                       |     |
|  | SH4  | Mount Denys, Pinehill and Ridgeway                             | 135                                       |     |

| Section  | Policy | Description                                     | Page |
|--|--------|---|------|
| Site Allocations<br>Focus Area 5: Silverhill & Alexandra Park      | SAP1   | Horntyte Park                                   | 140  |
|  | SAP2   | Hollingsworth Garage, Braybrooke Road           | 142  |
|  | SAP3   | 12-19 Braybrooke Terrace                        | 144  |
|  | SAP4   | 347-349 London Road                             | 145  |
|  | SAP5   | Silver Springs Medical Practice, Beaufort Road  | 146  |
|  | SAP7   | Bilmore Corner, Battle Road                     | 147  |
|  | SAP8   | 4 Wykeham Road                                  | 148  |
| Site Allocations<br>Focus Area 6: Maze Hill & Burtons' St Leonards | MBL1   | Former Hastings College, Archery Road           | 153  |
|  | MBL2   | 37 Charles Road West (Former Filsham Nurseries) | 154  |
|  | MBL3   | Gambier House, West Hill Road                   | 156  |
|  | MBL4   | West Hill Road Reservoir                        | 157  |
|  | MBL5   | 27 Dane Road                                    | 158  |
|  | MBL8   | Caple Ne Ferne, 2 Albany Road                   | 159  |
| Site Allocations<br>Focus Area 7: Central St Leonards & Bohemia    | CLB1   | 1-3 Chapel Park Road                            | 163  |
|  | CLB2   | Taxi Office/B.R. Social Club, St Johns Road     | 165  |
|  | CLB3   | Sorting Office site, Kings Road                 | 166  |
|  | CLB4   | 4-5 Stockleigh Road                             | 167  |
| Site Allocations<br>Focus Area 8: Hastings Town Centre             | HTC1   | Hastings Station Yard (part)                    | 172  |
|  | HTC2   | Cornwallis Street Car Park                      | 174  |
|  | HTC3   | The Observer Building                           | 176  |
|  | HTC4   | 40 and 41 Wellington Square                     | 177  |
|  | HTC6   | Priory Quarter, Havelock Road                   | 179  |
| Site Allocations<br>Focus Area 11: Hillcrest & Ore Valley          | HOV1   | Former Stills Factory, Ore Valley               | 188  |
|  | HOV2   | Ore Valley                                      | 190  |
|  | HOV3   | Former Mount Pleasant Hospital, Frederick Road  | 192  |
|  | HOV4   | The Cheviots/Cotswold Close                     | 194  |
|  | HOV5   | 87-221 (odds) Farley Bank                       | 195  |
|  | HOV6   | Ore Business Park, Farley Bank                  | 197  |
|  | HOV7   | Upper Broomgrove Road                           | 198  |
|  | HOV9   | 107 The Ridge (Simes & Sons)                    | 199  |
|  | HOV11  | Ivyhouse Lane, Northern Extension               | 201  |
|  | HOV12  | Land east of Burgess Road, Ivyhouse             | 203  |
| Site Allocations<br>Focus Area 12: Clive Vale & Ore Village        | CVO2   | Land west of Frederick Road                     | 208  |
|  | CVO4   | Church Street                                   | 210  |
|  | CVO5   | 309-311 Harold Road                             | 211  |

Table 16: Development Management Plan Index of Policies