

Hastings Local Plan – Infrastructure Delivery Plan and Schedule

UPDATE

July 2014

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1.0 Introduction

- 1.1. Infrastructure is required to enable people to live, work and visit Hastings Borough.
- 1.2. The Infrastructure Delivery Plan (IDP) was first prepared in 2012 to support the Hastings Local Plan - *The Hastings Planning Strategy 2011-2028* - which has now been adopted. The purpose of this review is to take into account changes since 2012 and particularly to identify and assist with managing the provision of infrastructure required to support development proposed in the emerging *Development Management Plan*, which is due for submission to the Secretary of State for public examination at the end of July 2014.
- 1.3. The IDP consists of a written statement and a schedule which identifies infrastructure that is required; when it is required; the lead body that is responsible for its provision; the cost of provision (if known) and how these costs will be funded. The IDP draws on, and is likely to influence, the investment plans of a wide range of infrastructure providers, particularly the Borough and County Councils. By bringing that information together the IDP will help to co-ordinate public and private investment in infrastructure to support future development in Hastings.
- 1.4. In December 2013 the Council's Cabinet considered a report by the Nationwide CIL Service, which assessed the ability of various categories of development in Hastings to make CIL contributions. The overriding conclusion for residential properties was that the relatively low sales value of open market residential property will make it very difficult to introduce CIL without significant reductions in the affordable housing policy targets in the Hastings Planning Strategy. The study also found that most forms of commercial development are not sufficiently viable in present market circumstances to be capable of accommodating CIL payments. Cabinet therefore decided not to implement CIL at the present time but to monitor changes in housing prices to determine when it would be appropriate to reconsider pursuing CIL. In the meantime the Council will continue to secure development contributions through Section 106 Agreements.
- 1.5. The IDP has been updated at a time of unprecedented change, with reductions in government funding affecting the way that services are provided both nationally and locally, and radical changes taking place in services such as the NHS. The IDP Schedule will be continually reviewed and updated as further information on infrastructure requirements and delivery emerge. Progress on implementation of infrastructure to support the Local Plan and updates to the IDP will be reported through the Council's Annual Monitoring Report.

2.0 Objectives and outcomes

- 2.1 Policy CI1: *Infrastructure and Development Contributions* of the adopted Local Plan - *The Hastings Planning Strategy 2011 to 2028* - requires the right infrastructure to be in place at the right time to meet the needs of Hastings. One of the ways in which the policy states that this will be achieved is by preparing, regularly updating and facilitating the implementation of an IDP, setting out the infrastructure to be provided by the Council, other public sector bodies and utility companies, to support development and meet future needs. The main objective of the IDP is therefore to ensure that these infrastructure needs are identified in a structured way and so providers are clear as to their role in implementing the Planning Strategy and the emerging Development Management Plan.

- 2.2 The key outcome is an Infrastructure Delivery Plan and Schedule that supports and underpins the implementation of these two Plans and helps to determine and co-ordinate the investment plans of infrastructure providers up to 2028.

3.0 National Policy Context

- 3.1 The National Planning Policy Framework (NPPF) makes clear that Local Plans need to be deliverable, and that the infrastructure required to support development is identified at the outset. Local Planning Authorities are required to demonstrate at Examination that Plans meet the following test of soundness, particularly related to infrastructure delivery:

Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities, where it is reasonable to do so and consistent with achieving sustainable development.

- 3.2 The importance of ensuring there is a reasonable prospect of planned infrastructure being delivered in a timely fashion is also stressed. It is therefore necessary for the broad costs of delivering the Plan to be understood at the time it is drawn up, hence the need for an Infrastructure Delivery Plan. The IDP also helps to ensure and document the collaborative work necessary with infrastructure and utility providers.
- 3.3 Hastings Borough Council considers that this updated IDP fully reflects the requirements of infrastructure planning, and responds to the guidance available. It is primarily concerned with infrastructure required to support development planned by the Planning Strategy and the Development Management Plan, rather than infrastructure improvements required to meet existing needs.

4.0 The process of updating the IDP

- 4.1 In order to inform this review of the IDP, over 30 key infrastructure bodies were consulted and asked a number of questions to establish whether their requirements have changed since the original IDP was prepared and to establish what further requirements they would have as a result of the land allocations in the Development Management Plan. The County Council has provided an update for the services for which it is responsible and Rother District Council has been consulted to identify cross boundary infrastructure issues.
- 4.2 The information provided by organisations so far, and in the future, will help the Council to identify deficiencies in the provision of infrastructure and the specific schemes that are required to deliver the Planning Strategy and the Development Management Plan. Where consultees have not responded, it has not been possible to update the original IDP in respect of that service and some of the information in the Update may be a little out of date. The IDP is however a living document and any issues will be addressed in future updates of the Plan.
- 4.3 Since the original IDP was prepared in 2012, a number of schemes have either been completed or work has started, the most notable being the Bexhill to Hastings Link Road and the rolling out of Superfast Broadband in Hastings. The main changes from the original IDP can be found in the sections below on education, libraries, transport and emergency services.

5.0 Infrastructure Requirements

Green Infrastructure

- 5.1 Hastings is one of the greenest urban areas in the south east, with approximately one third of the town being green open space. This includes:
- to the east, the Hastings Country Park Nature Reserve. At 345 hectares this is the largest site the Council owns and manages. It combines exceptionally high quality habitats and sustainable farming, stunning views and geological formations, is the gateway to the High Weald Area of Outstanding Natural Beauty (AONB) and is the only area of the High Weald which is exposed at the sea.
 - to the west, the green wedge of Combe Haven Valley (partly a Site of Special Scientific Interest (SSSI), which separates Hastings from Bexhill
 - on the north western edge of the town is the Marline Valley, much of which is an SSSI and a Local Nature Reserve.
 - the extensive area of coastline which is both an asset and a constraint to development.
 - 1 European designated site (the Hastings Cliffs Special Area of Conservation), 3 nationally designated SSSIs and 29 Local Wildlife Sites, as well as the ancient and gill woodland that is a special feature of the area.
 - 2 grade II listed landscapes, Alexandra Park and St Leonards Gardens and a series of high quality locally historic parks and open spaces.
- 5.2 Work is ongoing to further improve access to green space with the development of Combe Valley Countryside Park to the west of the town.
- 5.3 Planning Strategy Policy EN2 provides the framework for the recognition and enhancement of a network of green infrastructure in the town to conserve and enhance the priority natural areas and the connections between them. This will include major open spaces such as Alexandra Park, the seafront, nature reserves, open spaces of community importance, outdoor sports facilities, children's play areas, allotments and cemeteries. Site allocations in the DMP identify specific opportunities for enhancing green infrastructure and improving the links in the network. This will be achieved through the planning application process and the use of Section 106 Agreements. Policy HN7 of the DMP sets out the Council's general requirements.

Education

- 5.4 As the Local Education Authority, East Sussex County Council has a statutory duty to ensure the supply of school places in the Borough is adequate to meet current and future demands. To assist with fulfilling this duty, the County Council publishes an annual *School Organisation and Place Planning document* which sets out where it thinks there will be a need to provide additional places, remove surplus places or rationalise provision.

- 5.5 The County Council's forecasts for Hastings indicate that demand for early years childcare and primary school places will increase over the next 5 years. The knock-on effect to secondary school provision will be felt early in the next decade as the population in the 11-16 year age group rises significantly at this time.
- 5.6 The requirements for new school places are broken down individually into the following categories:
- Early Years Education provision;
 - Primary school places;
 - Secondary school places; and
 - Further Education provision.

Early Years and Childcare

- 5.7 It is a statutory duty under the Childcare Act 2006 for the County Council to undertake a Childcare Sufficiency Assessment, assessing the need and demand for child care places. All 3 and 4 year olds are entitled to funding for up to 15 hours free education and care through the Early Years Education Entitlement (EYEE). From academic year 2013/14, across the county approximately 20 per cent of 2 year olds deemed to be in the greatest need will be eligible for funding for up to a 15 hour early learning place, and this will expand to 40 per cent from 2014/15.
- 5.8 Total numbers of pre-school age children have been rising significantly in Hastings in recent years linked to the increasing birth rates. This has been putting increased pressure on Early Years Places in the Borough and this pressure will be exacerbated by the roll out of funding eligibility for early learning places to a significant proportion of 2 year olds and from the additional children that will arise from planned new housing development. As a result, significant shortfalls of places for children eligible for funding are forecast in the coming years.
- 5.9 For the purposes of planning Early Years Provision, Hastings Borough is divided into 4 areas. The table below shows, for each of these areas, the forecast requirement of additional places (15 hours slots) needed for children eligible for funding over the period of the Planning Strategy.

Hastings South West	Braybrooke, Central St Leonards, Gensing, Maze Hill, West St Leonards	304 places
Hastings North West	Ashdown, Conquest, Hollington, Silverhill, Wishing Tree	126 places
Hastings South East	Baird, Castle, Old Hastings St Helens, Tressell	256 places
Hastings North East	Ore	48 places

- 5.10 The County Council has confirmed that, where possible, new nursery facilities should be located on the same site as existing or new build primary schools.

Primary school provision

- 5.11 To determine the sufficiency of primary school place provision, forecast pupil numbers in a given area are compared with capacity of schools in that area. In addition, primary reception intake numbers are compared with the Published Admission Number (PAN) of each primary school in the Borough. Forecasts are regularly updated by the County Council, taking account of changes in population levels and housing .
- 5.12 As at academic year 2012/2013 there were a total of 6364 children on roll at 18 primary schools in the Borough. Most of these schools are primary schools from age 4-11 years, whilst one is an Infant school (Reception to Year 2) and one is a Junior school (Year 3 to 6). There were 1006 children in reception year across 17 primary and infant schools. In the Borough's one junior school there were 60 children in Year 3.
- 5.13 The County Council's strategy for making up this shortfall is detailed in the Infrastructure Delivery Schedule and is summarised in the table below:

Year	Approximate Requirement	Total number of additional places	Additional forms of entry
Short term 2013/14 – 2017/18	60 school entry places at reception year*	420*	2
Medium term – 2018/19 – 2022/ 23	60 school entry places at reception year*	420*	2
Long term 2023/24 – 2026/ 27	Nil	Nil	Nil
Total	Up to 4 forms of entry (120 school entry places)	840*	4*

*The requirement and timetable relates to the County Council's strategy for providing additional school places. Some places may initially be provided through temporary classrooms until permanent solutions can be delivered.

- 5.14 The County Council has allocated an overall budget of approx £17.5m in its capital programme for 2013/14 and 2014/15 to deliver additional primary school places across the County, including in Hastings.
- 5.15 On 9 December 2013, The County Council's Lead Member for Learning and School Effectiveness approved the expansion of Robsack Wood Community Primary School, providing an additional 98 primary places by September 2015.

- 5.16 Further capital funding through government grant, the County Council's capital programme and development contributions and/or CIL will be required to deliver subsequent phases of the programme to provide additional permanent school places in the future.

Secondary school provision

- 5.17 To determine the sufficiency of secondary school places provision, forecast pupil numbers are compared with the capacity of schools in that area and, in particular, secondary Year 7 intake numbers are compared with the Published Admission Number (PAN) of the relevant schools in the Borough.
- 5.18 Pupil Census data for 2012/2013 revealed that none of the four secondary schools in Hastings currently has significant capacity issues. Overall numbers in Hastings secondary schools are predicted to remain at more or less their current levels over the next five years. From the middle of the decade as a result of the knock on effect of the earlier rise in primary school numbers and the impact of planned new housing development, secondary school numbers are forecast to start to rise significantly, with shortfalls occurring from 2022/23 at Yr 7. The County Council anticipates a shortfall of around three forms of entry which equates to 90 Yr 7 places and 450 Yr 7-11 places overall.
- 5.19 There will be a need to expand current secondary school facilities to cater for the increase in pupil numbers from around 2022/2023 onwards. From September 2013, there are four secondary schools located in the Borough:

Helenswood Academy
The Hastings Academy
The St Leonard's Academy
ARK William Parker Academy

All of the secondary schools in Hastings have academy status.

- 5.20 The Government has increased the age to which all young people in England must continue in education or training, requiring them to continue until the end of the academic year in which they turn 17 from 2013 and until their 18th birthday from 2015.

Special Schools

- 5.21 There are three community special schools located in the Borough :Torfield School (primary), Saxon Mount School (secondary), and New Horizons School (primary and secondary). The County Council has not indicated any plans for expanding these schools.

Further education provision for 16 to19 year olds

- 5.22 Sussex Coast College Hastings is the main source for Further Education provision for 16 to 19 year olds. Linked to the number of children and young people coming through the school system and planned new housing development, ESCC's Post 16 Forecasting Model is forecasting

a long term need to provide more workplaces at the college. The requirement is for an additional 130 workplaces. The college is also accessed by students living in other Districts and Boroughs. In accordance with ESCC's scheme for apportioning Education Infrastructure Requirements between District and Borough IDP's, 70% of the requirement has been attributed to Hastings Borough.

- 5.23 Significant numbers of 16 to 19 year old students from Hastings Borough also attend Bexhill College. However no significant shortfall of places at the College is forecast at the present time and in consequence no infrastructure requirements relating to this College are currently included in the IDP Schedules.
- 5.24 Plumpton College, as a specialist agricultural college, serves a very wide catchment area. Around 50% of its 16 to 19 year old students are resident outside East Sussex. The remaining students come from locations across the County and it is appropriate that all Districts and Borough's IDPs record a share of any infrastructure requirement arising at the college. Linked to the number of children and young people coming through the school system and planned new housing development, ESCC's Post 16 Forecasting Model is forecasting a medium term need to provide more workplaces at the college. The requirement is for 100 additional workplaces for East Sussex residents. In accordance with ESCC's scheme for apportioning Education Infrastructure Requirements between District and Borough IDPs, 10% of the requirement has been attributed to Hastings Borough.
- 5.25 The University of Brighton has a campus in Hastings at the University Centre in Havelock Road. The phase 2 expansion of the University was completed during 2012, and has resulted in the increase of students to 1,000. The University considers the opportunity to have more dwellings in the town would be very helpful as they have the capacity to take more students. They are considering the development of the residential component of Station Plaza as student accommodation.

Community Facilities

Sports and Leisure facilities

- 5.26 The Council's £500k programme of refurbishment to Summerfields Leisure Centre and Falaise Fitness Centre has been completed, giving these facilities an additional 15 year lifespan. The Council has a contract with Freedom Leisure, to manage the facilities, which expires in 2017, when the contract will be reviewed.
- 5.27 The Council entered into a joint use agreement for the Sports Hall at Hillcrest, which is being re-negotiated following the building of the new Academy. The Strategy review has not identified any further need for Sports Halls in Hastings, and as such, no such requirement is identified in the Planning Strategy.

- 5.28 There are various other facilities around the town including the refurbished skate park at White Rock Gardens and beach volleyball court on the seafront.

Library services

- 5.29 ESCC is responsible for providing library and information services. Across the Hastings area it provides a variety of services via a network of static libraries, mobile libraries and a mobile office, as part of a county-wide library service. The construction of the levels of housing in the Planning Strategy will have an impact on existing service delivery. Options for the most effective way to provide library services will be considered and the potential to provide access to services in different and innovative ways will be investigated. The Library and Information Service may also enter into partnerships with developers, schools, community centres, retail centres and others.
- 5.30 The Library service in Hastings town centre is currently delivered from two locations: the main library is in the Brassey Institute and the Children's library is in Robertson Passage. The current layout of the main library does not deliver sufficient useable floor space to meet the demands of a modern library. The children's library is located in separate premises which means that parents and carers cannot use the main library at the same time.
- 5.31 There is a need to join the two libraries together in a single site to offer a holistic service to Hastings and the surrounding catchment area. A capital sum has been allocated for the provision of a new library and premises for the registration service. East Sussex County Council has purchased Number 12 Claremont, the neighbouring building to The Brassey. This unique opportunity to acquire an adjacent building will enable the County Council to achieve long standing aims of improving and upgrading service delivery in Hastings. There is potential for the improved library to include a local history centre with links to the County Archives and Records Service. This purchase also offers the opportunity to relocate and upgrade accommodation for the registration service and create a fantastic civil weddings and partnerships venue within the town.

Cultural facilities and public art

- 5.32 The Council's Cultural Regeneration Strategy seeks to develop cultural infrastructure to strengthen the visitor economy and creative industries. Existing infrastructure is in the form of the Jerwood Gallery and Stade activities, as well as the tradition of festivals and existing venues at White Rock Theatre and St Mary in the Castle together with other smaller venues around the town.
- 5.33 The future challenge will be to sustain these existing activities over the long term and to develop the cultural quarters identified in the DMP to support creative businesses and cultural venues in those areas.
- 5.34 Improvements to the public realm by way of paving, lighting, street furniture and public art can play an important role in enhancing local distinctiveness and a sense of place. It can also benefit the local economy, by providing opportunities for local artists and local community

involvement, and can also help to enhance the appeal of Hastings and St Leonards as a tourist destination. Future and continued investment in the public realm will be needed, particularly in town centres and conservation areas.

Community centres

5.35 New community facilities have been provided as part of the Stade development. Jackson Hall has also been refurbished and now provides an administrative centre for the voluntary services in the town.

5.36 Future needs have been assessed as part of the Development Management Plan process and no strategic needs have been identified at this time

Health

5.37 In 2012 East Sussex Hospitals Trust indicated that there were no requirements for additional land to serve the Conquest Hospital. Reforms to the NHS in 2013 have resulted in the removal of Primary Care Trusts and their former duties being shared between Clinical Commissioning Groups and NHS England. The Hastings and Rother Clinical Commissioning Group has indicated that it has no plans that would appear to directly affect the IDP.

Adult social care

5.38 Although most people will continue to live in the community, some people will enter residential care. The emphasis is on helping people to meet their care and support requirements in their own homes. East Sussex County Council Adult Social Care Department is working with other agencies to promote a range of personal and community services.

5.39 To meet the demographic challenges over the next 15 years or so, a range of innovative and flexible models of housing with care will need to be developed.

5.40 The housing requirements and provision for older people and people with disabilities are not discussed in detail in the IDP as this is covered through housing policies in Local Plan documents.

Utilities

Electricity and Gas

5.41 The National Grid has a statutory duty to develop and maintain an efficient and co-ordinated transmission system of electricity and gas supply across the country. It does not have any transmission assets located within Hastings. Specific development proposals within the area are unlikely to have a significant effect upon the National Grid's gas and electricity transmission infrastructure. It is unlikely that any extra growth will create capacity issues for national Grid given the scale of these

transmission networks. The existing networks should be able to cope with additional demands.

- 5.42 The electricity distribution company in the area is EDF Energy Networks. In 2012 they forecast very low growth levels over the next few years. The Office of Gas and Electricity Markets (Ofgem) do not specifically allow the company to invest in infrastructure ahead of need. When new development proposals come forward the EDF Energy Projects Gateway Team will examine the proposals and provide an economic design for connection. The Developer is required to meet all appropriate costs in accordance with the current industry regulations.
- 5.43 Scotia Gas Networks are responsible for managing and maintaining gas supplies to Hastings, which is within the South East Local Distribution Zone. Although there are currently no specific capacity issues in Hastings, any new development will be assessed and where necessary reinforcement of the gas system may be required. Scotia Gas Networks also have an ongoing mains replacement programme to decommission iron gas mains every year and part of this programme is likely to involve significant investment in Hastings. Indicatively, over the next 5 years, approximately 49km of iron gas mains will be decommissioned and replaced in the Hastings area.

Water and sewerage

- 5.44 Southern Water provides water and sewerage services in Hastings. As set out in the National Planning Practice Guidance, Water Companies are under a statutory duty to effectually drain their area. This requires them to invest in infrastructure suitable to meet the demands of projected population growth. Provision of waste water treatment capacity should not be seen as a constraint to development provided that there is good forward planning, supportive planning policies and provided that no water quality constraints are identified by The Environment Agency.
- 5.45 Southern Water encourages local authorities, as Hastings has done, to identify the location and scale of development in their local Plan. This enables the Water Company to assess the proposals and provide feedback. Southern Water originally undertook an assessment of all of the sites in the Council's Strategic Housing Land Availability Assessment (SHLAA) and determined that there were a number of potential sites, where subject to further investigation, investment in water supply or sewerage infrastructure is likely to be required. This has informed the site allocations in the emerging Development Management Plan. The Adopted Hastings Planning Strategy, together with the DMP, when it is adopted, will inform Southern Water's investment planning and provide the evidence and certainty required to support investment proposals to OFWAT.
- 5.46 It is important that the necessary local sewerage infrastructure is provided before the development progresses. Planning conditions will be imposed to facilitate this approach and prevent the sewerage system from becoming overloaded. The Council therefore requires details of the proposed means of foul sewerage and surface water disposal/management to have been submitted and approved in writing, before construction commences for all developments of 10 or more dwellings,

including conversions and changes of use. Southern Water for its part will look to deliver capacity when the need arises in collaboration with developers and the local planning authority. This ensures effective utilisation of assets and prevents construction of capacity that is subsequently underused due to delays in development coming forward.

- 5.47 The Flood and Water Management Act 2010 received Royal Assent on 8 April 2010. The Act removes the automatic right for a developer to connect surface water to a foul sewer, and puts in place arrangements for a separate approval system where East Sussex County Council is the lead authority for drainage approval. Under the provisions of the Act, all new development will need to provide details of Sustainable Drainage Systems. Details of how this will be taken forward are not yet finalised, and are subject to negotiation with ESCC's Risk Management Authority partners.
- 5.48 Hastings Borough Council has prepared a Surface Water Flood Management Plan in response to previous flooding incidents and the requirements of the Flood and Water Management Act. This includes an action plan to deliver agreed options, such as installation of Sustainable Drainage Systems, changes to maintenance, renewal of water management structures etc, which has been agreed with partners. This Surface Water Management Plan took account of the Strategic Flood Risk Assessment prepared as part of the Local Plan evidence base.

Telecommunications

- 5.49 Hastings is served by three telephone exchanges, at Hastings (Havelock Road), Baldslow and Castleham. BT does not have any current plans for the central exchange in Havelock Road beyond those already agreed with the University Centre.
- 5.50 Openreach (the regulated arm of BT responsible for the telephone network) is currently rolling out a brand new fibre network to deliver SuperFast Broadband across the UK. The next generation of commercially viable broadband is at present being rolled out to the various Hastings and Bexhill exchanges. ESCC is the lead authority for the provision of non-commercially viable SuperFast Broadband, in partnership with Openreach. Funding is in place and surveys are underway in Hastings. Subject to the technical agreement of Openreach, it is likely that provision will be made in the town in 2014
- 5.51 Rapidly changing technology means that it is not possible for mobile phone operators to give a clear indication of their infrastructure requirements in the medium to long term. The operators submit annual rollout plans to all local planning authorities, which give an indication of those additional sites each operator anticipates requiring over the next twelve months.

Waste

- 5.52 ESCC is the Waste Planning and Waste Disposal Authority for the Borough. It has responsibility with Brighton & Hove City Council and the South Downs National Park Authority for producing local waste planning policy documents. ESCC also has responsibility for making decisions on

planning applications associated with waste management facilities. There is an ongoing need for new waste facilities to provide capacity to enable diversion of waste from landfill. The current Waste Local Plan and the emerging Waste and Minerals Development Framework provide the framework for the development of these facilities.

- 5.53 Hastings Borough Council has responsibility for household and other municipal waste collection. The Borough is jointly responsible with ESCC for the recycling of household waste, but ESCC has direct responsibility for the provision and management of household waste recycling sites.
- 5.54 The new Household Waste Recycling Site (HWRS) at Pebsham has sufficient capacity to meet demand being considerably larger than the previous one. The site became operational in September 2012 and has been operating well. ESCC's forecasts for future household waste take into account additional housing in the Hastings area and its service provision is expected to meet the Planning Strategy's potential housing provision.

Coast and flood protection

- 5.55 Hastings Borough Council is responsible for coast protection, except for Bulverhythe, which has been retained by the Environment Agency (EA), who are also responsible for coastal flood protection. In 2008 the EA completed a scheme at Bulverhythe utilising large rock revetments and will in future undertake routine maintenance work. The Council maintains the other defences in accordance with the Shoreline Management Plan where the policy is to hold the line.
- 5.56 A concrete structures survey of the Promenade, commissioned by the Council in 2011, has identified that deterioration has continued at a significant pace in parts of the 1930s structures since the last survey in 2005. Substantial repairs will be necessary to prolong the life of the structures beyond the medium term. An annual inspection is undertaken and repairs carried out on an ongoing basis.
- 5.57 A Department for Food and Rural Affairs (DEFRA) funded survey of coastal defence assets in Hastings was completed in 2012. As a result a maintenance and replacement programme for 25 years is in place. This is supplemented by a local detailed beach management plan. The replacement of wooden groynes and the maintenance of shingle levels are prioritised to maintain the current standard of defence. Annual submissions to DEFRA will result in periodic allocations for new or refurbished groynes, depending on competing priorities with other English Authorities. Regional Flood and Coastal Committee funding has been obtained to design enhanced protection for the Harbour Arm and two additional rock groynes at Carlisle Parade. The works are expected to cost approximately £3m. DEFRA funding has not yet been allocated for this and timing will depend on their assessment of competing priorities. It is unlikely that DEFRA will fund 100% of the works, an HBC capital contribution will be expected.
- 5.58 In terms of water quality, the revised Bathing Water Directive requires much more stringent testing of bathing water quality than previously required. There is a risk that bathing water at Pelham may not meet

these new standards unless improvements to surface water systems are identified and implemented by Southern Water. It is therefore important that we continue to work closely with Southern Water and the Environment Agency on this issue.

Greenspace

- 5.59 The Council's 2006 Parks and Open Spaces Strategy specifies that the focus for the future will be to improve the quality and value of existing open spaces rather than establish new ones, with priority for sites within or adjacent to the most deprived neighbourhoods. This may also include the provision of some strategic greenspaces, as well as improvements to existing, and new greenspaces at a local level. The Green Infrastructure Network will be the key tool to achieve this, and assess provision in the context of new development.
- 5.60 In 2007, the Council published its Biodiversity Action Plan. This demonstrates the Council's commitment to conserving the variety of wildlife and the natural environment in the town. We have developed a green network of designated sites and open spaces that are protected and managed to safeguard habitats and species.
- 5.61 There is an exceptional array of high quality parks, woodlands and designated nature areas in Hastings (see paragraph 5.1 above) Our high quality parks and open spaces contribute to the quality of life, social cohesion and well-being of our residents. A major new open space is proposed at Combe Valley Countryside Park, which is mainly in Rother District.
- 5.62 Improvements to biodiversity are important to ensure we move from biodiversity loss to a net gain. This will also be considered as part of the Green Infrastructure Network.

Children's play space

- 5.63 The Open Spaces Audit undertaken in 2005 found that the Council's policy to provide fully equipped formal children's play areas was not working well, and they were often underused and are expensive to maintain and manage. The preferred approach was adopted that there should be a relatively small number of large equipped play spaces at key locations around the town that are accessible to all. Developers will be required to contribute toward this provision.
- 5.64 In 2010 the Council undertook a re-audit of play facilities operated by HBC and Amicus Horizon. There has been considerable investment in recent years through government and lottery funding in the refurbishment and improvement of existing playground sites and the provision of an adventure playground in the Ore Valley. This improvement is reflected in the results of the audit. Nevertheless deficiencies were identified in a number of areas and some sites of poor value/ quality were identified for closure. As a result of the re-audit the Council has adopted a policy of providing good quality/value playgrounds within 600 metres of all households and to close poor sites that are within 600 metres of better quality/value provision.

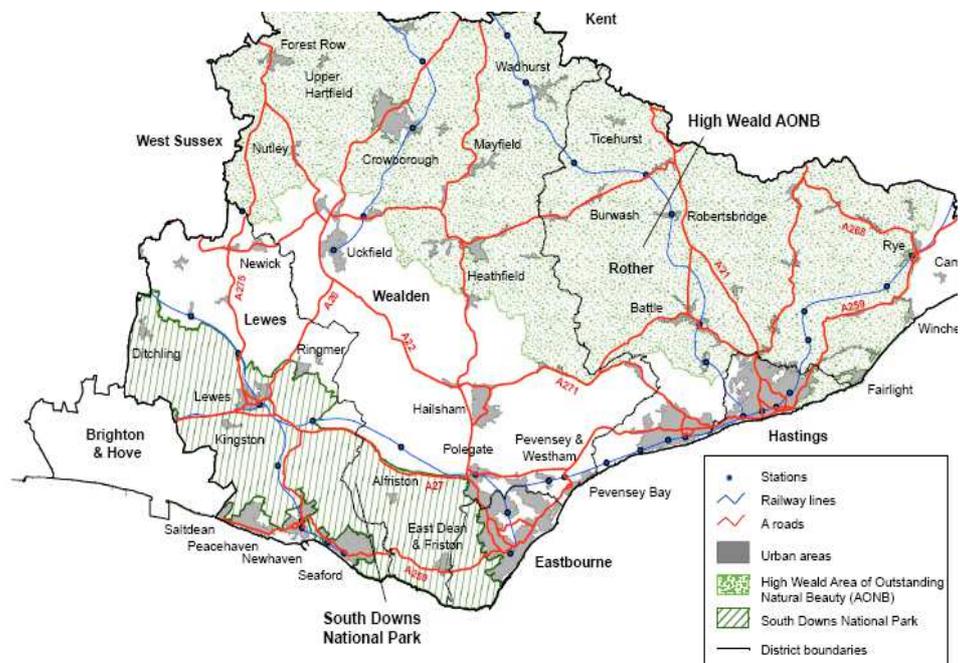
Transport

Strategic roads

5.65 The strategic accessibility of Hastings is relatively poor, particularly in terms of journey times to London and access to regional centres such as Gatwick, Ashford and Brighton. The primary strategic road network that serves the borough consists of the A27/ A259 corridor along the south coast and the A21 linking Hastings to the M25, London and beyond. Both corridors experience heavy volumes of traffic during peak times and this can make journey times slow and unreliable. Strategic road priorities as set by the Planning Strategy are:

- Bexhill to Hastings Link Road
- Wider improvements to the A21 and A27/A259 corridor

Figure 1: Significant Transport Links in East Sussex



Source: East Sussex in Figures 2011

5.66 The main priority for the town is the delivery of the Bexhill to Hastings Link Road. This is a central part of the strategy in order to achieve successful local regeneration and growth in Hastings and Bexhill. Planning permission was approved for the Link Road in 2009, and a public inquiry into the compulsory purchase order was held towards the end of the same year. The Secretary of State for Transport's announcement in March 2012 confirmed provisional funding approval of up to £56 million subject to meeting certain requirements. Construction started at the beginning of 2013 with the road opening in Spring 2015.

- 5.67 The other strategic priority for road improvement is the A21 trunk road – it being the direct link between Hastings and London/ the M25. Trunk roads are the responsibility of the Highways Agency. It has been acknowledged by previous strategic studies that a material reduction in the journey time between Hastings and the M25 would contribute significantly to the economic well-being of the town.
- 5.68 Following the Government’s Comprehensive Spending Review in 2010, opportunities for improving the A21 are more limited than before. The A21 Tonbridge to Pembury scheme has been retained and, subject to the Inspector’s report following a Public Inquiry in May 2013, is currently expected to be constructed in the post 2015 period. The Highways Agency is at present developing route strategies for trunk roads. The A.21 is in the South Coast Central Strategy Area. Stage 1 has been completed and the Evidence Report recognises the safety and congestion issues on the A21. Stage 2 will follow but in the meantime the HA is looking at smaller scale schemes to improve safety and congestion. We will also continue to lobby Central Government for further improvements to the A21 to improve journey time reliability and the connectivity of Bexhill and Hastings to London, the M25 and beyond. We will also continue to lobby for improvements to the A27/ A259 corridor to improve connectivity along the coast towards the A23/ M23 and Gatwick Airport.
- 5.69 A series of studies has been undertaken to understand the impact of future development on the road network in Hastings and Rother. The conclusions of the reports were informed by a transport model developed for the two towns. It has indicated that the impact of additional development can be accommodated with an appropriate package of interventions on targeted corridors and junctions in the town and will provide people with the ability to access essential services by public transport, walking and cycling.

Rail

- 5.70 We have identified the following rail schemes and services as being important to improving connectivity for Hastings, and therefore contributing to the Planning Strategy objectives. Whilst there is no certainty of the delivery of these schemes, we will continue to lobby and influence Network Rail and train operating companies, in partnership with East Sussex County Council and Rother District Council, to maintain and enhance rail capacity and services to accommodate growth.

Schemes

- a) upgrading of Ore Station
- b) Hastings to Tonbridge capacity and power supply improvements

Services

- a) Journey time improvements on the Hastings to Tonbridge Line.
- b) Ashford to Hastings line – capacity and journey time improvements to enable high speed services to run to Hastings and Bexhill.
- c) Improvements to services from Ashford International rail station to the continent

- 5.71 In terms of the Ashford to Hastings rail capacity improvements, Network Rail has been liaising with East Sussex and Kent County Councils, Hastings Borough Council and Rother District Council on their Hastings and Bexhill Rail Improvement Study. This has identified that there is a good business case for the electrification of the Hastings to Ashford line to enable high speed services to run to Hastings and Bexhill. This could bring journey times down from 90-100 minutes from Hastings to St Pancras via Ashford to around 68 minutes. However the strength of the Business Case is dependent on cost and achieving line speed improvements. Network Rail will be undertaking further work during Control Period 5 (2014-19), supported by key stakeholders, to progress the business case for the electrification of the line for delivery in Control Period 6 (2019-2024) at the earliest. This would have significant benefits for the economic growth plans for Hastings as set out in the Local Plan Planning Strategy.
- 5.72 In addition, Network Rail has indicated that they will be investigating deliverable journey time savings on the Hastings-Tonbridge line during Control Period 5. However the savings will not be as significant as those which would be generated by the electrification and running of high speed services along the Hastings to Ashford line.

Buses

- 5.73 Stagecoach is the principal bus operator in the Hastings area. They consider that they will be able to accommodate the greater demand arising from the projected housing growth through incremental growth, such as the provision of larger vehicles and increased frequencies. However, most new developments do require some level of revenue funding for new or extended bus services to ensure there is a level of service sufficient to attract new residents before the site is fully developed.
- 5.74 Stagecoach has indicated that a number of enhancements to existing bus infrastructure or the delivery of new bus infrastructure could aid bus punctuality in the town. This could be achieved through further bus stop improvements, the removal of bus lay-bys in some locations to improve the ability of buses to re-join existing traffic flows, bus shelter improvements, real time passenger information and additional bus stops
- 5.75 East Sussex County Council provides a number of supported bus services in the town, which are not commercially viable, in particular the majority of the services which run on Sundays and Public Holidays. These services will continue to be supported where county council funding is available, but this also highlights the importance of exploring measures to improve the commercial viability of the Hastings bus network.
- 5.76 Hastings Borough Council is also part of the Quality Bus Partnership (QBP) with ESCC and Stagecoach. The QBP's current focus is on improving services and infrastructure to deliver improved punctuality on a number of key bus corridors in the town that provide access to a number of key services including the Conquest Hospital and Sussex Coast Colleges. Development funded improvements could include the implementation of bus priority measures and associated infrastructure

focused on these key corridors but also across the wider bus network along with 'Real Time Passenger Information'. A Real Time Passenger Information system will be installed in Hastings in 2014/15.

- 5.77 New development will be required to make contributions towards relevant Local Transport Plan (LTP) infrastructure which will support access to development by sustainable modes of travel and to the improvements and mitigations identified through the transport modeling studies to maintain acceptable operating conditions on the road network. The level of contribution is determined by the development type, its location and existing accessibility levels.

Pedestrian and cycle routes

- 5.78 A strategic network of cycle and pedestrian routes, linking communities with green infrastructure, the seafront, the town centre etc. has been developed by East Sussex County Council, Hastings Borough Council, Hastings Urban Bikes and the Ramblers to support planned development and improve connectivity in the town.

Emergency Services

Police

- 5.79 Since the preparation of the original IDP in 2012 Sussex Police have secured dedicated resources to consider strategic growth across the County. As part of this initiative Sussex Police will be actively engaging with local planning authorities on the impact of this growth in terms of infrastructure provision, both through the development management process and proposed local planning policies. In the meantime Sussex Police have calculated that the 3400 dwellings allocated in the adopted *Hastings Planning Strategy* would necessitate an additional 83 staff being employed, consisting of 37 police officers and 46 support staff. This assessment does not however take into account that over half of the 3400 is either built, under construction or committed with planning permission.
- 5.80 Sussex Police estimate that the following infrastructure will be required to support the increase in staffing levels:
- Adaptation of Hastings Police Station to accommodate extra staff and supporting infrastructure required as a result of growth.
 - Refurbishment, adaptation and extension of Sussex Police Headquarters to accommodate force wide staff and infrastructure needed to support growth.
 - Extension and adaption of existing satellite neighbourhood police office in Hollington.
 - Potential long term future extension of new satellite neighbourhood police offices, especially in Focus Areas 6/7 and 10/11/12.
 - Supporting infrastructure to include fleet, IT, communications, crime detection equipment and staff set up costs.

- 5.81 Sussex Police has pledged to maintain services whilst cutting costs. By September 2012 £31m of an estimated £50m of savings had been made. Savings are however still required in the context of continually decreasing Government grant funding. The future infrastructure needs of Sussex Police, including the ones outlined above for Hastings are therefore pro-actively being considered in relation to planned growth across the County. Sussex Police are seeking further discussions on funding of this infrastructure, particularly through any future CIL to be operated by Hastings Borough Council.
- 5.82 Land values are relatively low in Hastings and the amount that individual developments can contribute is low compared with other parts of the South East, particularly when the need to provide affordable housing is taken into account. For these reasons the Council has decided not to pursue CIL for the foreseeable future. The Councils adopted SPG on *Development Contributions* sets out a priority order for contributions. Sussex Police are not among these. The SPG is due to be updated now that a decision has been taken about CIL (see Hastings Planning Strategy paragraphs 10.8 and 10.9). The Council would of course be willing to continue discussions with Sussex Police and to take their views into account in any review of the SPG. However, whilst appreciating the difficulties that Sussex Police face, it is unlikely that the Council will be able to add to its priority list.

Ambulance Service

- 5.83 The South East Coast Ambulance Service has indicated that there are no changes anticipated in the first 5 years of the DMP but there may be a move to provide new facilities in the later period. No details are yet available.

Fire and Rescue service

- 5.84 In 2012 the East Sussex Fire and Rescue Service commissioned a study of the short, medium and long term needs for all fire stations within their area. Hastings has two fire stations, a main station on Bohemia Road and a second station on The Ridge. The study did not identify any need to upgrade or relocate either station in the short term. It did however recommend that the possibility and benefits of the amalgamation of the two stations on a new site was investigated in the medium term. It is understood that both stations will remain operational for the foreseeable future.

6.0 Cross boundary issues

- 6.1 It is important to clearly identify what infrastructure is needed to deliver the development set out in the Hastings Planning Strategy. Much of that infrastructure will be within the borough boundary but other elements may cross boundaries, be deliverable by several providers and benefit development in more than one planning authority.
- 6.2 Hastings Borough Council will continue to strengthen its working relationships with partner organisations which also have an interest in the provision of infrastructure that crosses boundaries and benefits development in more than one area. In particular, we will work closely with Rother District Council and East Sussex County Council on the following issues:
- The extension of HS1 from Ashford to Hastings/ Bexhill
 - The A21 corridor (Pembury to Tonbridge dualling)
 - The Pebsham Country Park
 - Baldslow/ Queensway/ The Ridge road improvements
 - The extension of the Quality Bus Route into Bexhill.
 - The allocation and delivery of employment land at North- East Bexhill
- 6.3 Hastings Borough Council and Rother District Council's position in terms of the assessment of housing need is set out in a supporting background paper
https://www.hastings.gov.uk/planning/policy/adoptedlocalplan/supportingdocs_evidencebase/evidencebaseddocuments/#assessment
Cross boundary issues and joint working is set out fully in a Statement of Compliance with the Duty to Cooperate, which can be accessed on the Council's website.

7.0 The Infrastructure Delivery Schedule

- 7.1 The Infrastructure Delivery Schedule that follows sets out the key infrastructure that will be required to deliver the Planning Strategy.
- 7.2 The format used in the Schedule has been agreed by all local authorities in East Sussex, and has the following column headings:
- Service and issue to be addressed;
 - Output – the location, nature and brief description of the scheme;
 - Justification – Planning Strategy objectives and related policies, and supporting evidence of need;
 - Lead body – main delivery agency plus any supporting partners;
 - Cost – actual or estimated cost of delivering the scheme;
 - Funding arrangements – anticipated sources of levels of funding and projected funding streams;
 - Development in the Plan that depends on the output – the level or areas of development that result in the need for the scheme;
 - Scheme status – whether the scheme is a concept, options, design or committed scheme;
 - Timeframe – when the scheme is going to be delivered.
 - Importance to strategy - how critical the scheme is to the delivery of the strategy and development sites;
 - Risk to delivery of output -the degree of risk that the scheme will not be delivered;
 - Alternatives – alternative strategies if there is a high risk of the scheme not being delivered.
- 7.3 The schedule categorises infrastructure requirements in the following respects:

Timeframe

- 7.4 Short term – within 5 years
Medium term – between 5 to 10 years
Long term – more than 10 years

Importance to Strategy

- 7.5 Critical - the infrastructure proposed is critical to the delivery of planned development as well as the overall Plan objectives and should be identified as a priority at the appropriate stage in relation to implementation of the Plan. (No capacity – no dependent development can take place without it).
- 7.6 Important - the infrastructure proposed is required to support the planned development as well as the overall Plan objectives, but does not need to be prioritised. (There is some/limited capacity in existing infrastructure but improvements will be needed. Considers level of importance of the development to the strategy, and also relates to timing, e.g. would be required later in the Plan period).
- 7.7 Desirable - The infrastructure proposed does not support significant development taking place but will facilitate the delivery of the overall Plan

objectives (e.g. rail improvements – support plan objectives like reducing the need to travel but are not generally related to proposed development).

Risk to Delivery

- 7.8 High - fundamental constraints attached to the delivery of the scheme
e.g. no clear funding stream, no site identified, land/site assembly issues.
- 7.9 Medium - some constraints attached to the delivery of the scheme.
- 7.10 Low - strong certainty of delivery – costs identified, funding in place, political and community support.

Infrastructure Delivery Schedule

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
A	Early years places – additional capacity	Hastings –South Western Area (Braybrooke, Central St Leonards, Maze Hill, Gensing and West St Leonards Wards) 304 places (15 hours slots) for the Early Years Education Entitlement (EYEE) eligible children.	ESCC Early years Forecasting Model updated on 12/12/13	East Sussex County Council	Estimated cost C £2.3m	Actual Funding from the Early Learning Places capital grant will contribute towards cost. Potential Development contributions Government Grant, ESCC capital programme.	Development in Hastings that is not yet permitted. It will also support already built and permitted developments.	ESCC will work with early years providers to ensure that sufficient places are available to meet demand in the future.	Short term Places are required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High – currently insufficient funding is identified to deliver additional early years places in the town	All options are currently being explored.
		Hastings – North Western Area (Ashdown, Conquest, Hollington, Silverhill and Wishing Tree Wards) 126 places (15 hours slots) for EYEE eligible children	ESCC Early years Forecasting Model updated on 12/12/13	East Sussex County Council	Estimated cost C £0.9m	Actual Funding from the Early Learning Places capital grant will contribute towards cost. Potential Development contributions Government Grant, ESCC capital programme	Development in Hastings that is not yet permitted. It will also support already built and permitted developments.	ESCC will work with early years providers to ensure that sufficient places are available to meet demand in the future	Short term Places are required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High – currently insufficient funding is identified to deliver additional early years places in the town	all options are being currently explored

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
		Hastings- South Eastern Area (Baird, Castle, Old Hastings, St Helens and Tressell Wards) 256 places (15hours slots) for EYEE eligible children	ESCC Early years Forecasting Model updated on 12/12/13	ESCC	Estimated cost C £1.9m	Actual Funding from the Early Learning Places capital grant will contribute towards cost. Potential Development contributions Government Grant, ESCC capital programme	Development in Hastings that is not yet permitted. It will also support already built and permitted developments.	ESCC will work with early years providers to ensure that sufficient places are available to meet demand in the future	Short term Places are required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High – currently insufficient funding is identified to deliver additional early years places in the town	all options are being currently explored
		Hastings- North Eastern Area (Ore Ward) 46 places (15 hours slots) for EYEE eligible children	ESCC Early years Forecasting Model updated on 12/12/13	ESCC	Estimated cost C £0.4m	Actual Funding from the Early Learning Places capital grant will contribute towards cost. Potential Development contributions Government Grant, ESCC capital programme	Development in Hastings that is not yet permitted. It will also support already built and permitted developments.	ESCC will work with early years providers to ensure that sufficient places are available to meet demand in the future	Short term Places are required from 2014/15	Critical Without the provision of additional capacity there will be insufficient early years places to meet demand from development	High – currently insufficient funding is identified to deliver additional early years places in the town	all options are being currently explored

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
B	Primary schools – additional capacity	Expansion of Robsack Wood Community Primary School by 98 places.	School Organisation and Place Planning in East Sussex 2013/14 document	East Sussex County Council	Estimated cost C £2.4m	Actual £2.4m from ESCC approved capital programme.	Development in Hastings which is not yet permitted It will also support built and already committed developments.	The Lead Member for Learning and School Effectiveness approved expansion of the school on the 9 th December 2013, subject to planning permission.	Short Term Target date for completion September 2015	Critical Without the provision of additional capacity there will be insufficient school places to meet demand from development	Medium Planning permission required before the project can proceed	N/A Expansion has been approved.
		Additional 3 and ½ forms of entry (735 places) through the expansion of existing schools	School Organisation and Place Planning in East Sussex 2013/14 document	East Sussex County Council	Estimated cost C £16m	Actual £0.03m S106 contributions agreed Potential Govt grant ESCC Capital Programme Development contributions	Development in Hastings which is not yet permitted It will also support built and already committed developments.	Expansion of schools subject to statutory legislation and planning permission	Short term One form of entry required by 2015/16 Medium Term Two forms of entry required from 2018/19	Critical Without the provision of additional capacity there will be insufficient school places to meet demand from development	High Currently insufficient funding identified to deliver further school places in the area.	All options are currently being explored.
C	Secondary schools – improving education provision	Additional 3 forms of entry(450 11 to16 places) through expansion of existing schools	School Organisation and Place Planning in East Sussex 2013/14 Document	East Sussex County Council	Estimated cost.£15m	Actual None potential Government grant, ESCC capital programme,	Development in Hastings Borough that is not yet permitted.	ESCC will work with all secondary schools in Hastings to ensure that sufficient places are available to	Medium term Places required from 2022/23	Critical Without the provision of additional capacity there will be insufficient school	High Currently there is no funding in place to deliver additional secondary	Options will be explored in due course.

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
						development contributions, CIL		meet demand in the future.		places to meet demand from development	school places in the area	
D	Provision in FE Colleges for 16 to 19 year olds	<p>Sussex Coast College, Hastings</p> <p>An additional 130 workplaces in total, of which 70% (91 workplaces) are attributed to Hastings IDP</p>	ESCC's Post 16 Forecasting Model update on 13/11/13	Sussex Coast College, Hastings	Estimated cost c.£1.79m (of which 70% (£1.25m) attributed to Hastings IDP)	<p>Actual</p> <p>None</p> <p>potential</p> <p>Skills funding agency capital funds e.g College capital Investment Fund, Local Enterprise Partnerships Grants College reserves or borrowing subject to affordability criteria. CIL</p>	Development in Hastings Borough that is not yet permitted.	ESCC will work with Sussex coastal College to ensure that sufficient places are available to meet demand in the future.	Long term	Important	High	Options will be explored in due course.
		<p>Plumpton College</p> <p>Additional 100 workplaces in total of which 10% (10 workplaces) attributed to</p>	ESCC's Post 16 Forecasting Model update on 13/11/13	Plumpton College	Estimated cost c.£1.27m (of which 10% (£0.127m) attributed to Hastings	<p>Actual</p> <p>None</p> <p>Potential Developer contributions/ CIL South East</p>	Development in Hastings Borough which is not yet permitted	ESCC will work with Plumpton College to ensure that sufficient places are available to meet	Medium Term	Without the provision of additional capacity there will be insufficient post-16 places to meet	High	Options will be explored in due course

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
		Hastings Borough IDP			IDP)	Local Enterprise Partnership Coast to Capital Local Enterprise Partnership		demand in the future.		demand from development	places in the area	
E	Library provision – improvement of services	Improved library services and relocated Registration Service to offer fabulous wedding venue in town.	ESCC Library Service	East Sussex County Council	£8m	Actual Capital Programme funding confirmed. Development contributions.	Development in all areas would benefit but is not dependent.	Committed scheme	Short term	Desirable	Low	N/A
F	Sewerage – Improvement of infrastructure	Local sewerage infrastructure improvements	Southern Water	Developer	Unknown (calculated on a site-by-site basis)	Funded by the development	All new housing development	Ongoing – site by site basis	Dependent on progress of development sites	Critical	Low	N/A
G	Local water distribution infrastructure	Local water distribution infrastructure improvements	Southern Water	Developer	Unknown (calculated on a site-by-site basis)	Funded by the development	All new housing development	Ongoing – site by site basis	Dependent on progress of development sites	Critical	Low	N/A
H	Telecommunications – Super Fast Broadband	Super Fast broadband available to the whole town.	BT Openreach	Commercially viable BT Openreach Non-commercially viable ESCC	Unknown	BT Openreach, ESCC, BDUK	All new development	Committed scheme	Short term	Critical	Low partly underway	Existing situation
I	Coast and flood	Enhancement of defences at the	DEFRA funded Survey of	Hastings Borough	£3m	DEFRA funding	All new development.	Approval obtained for	Short to Medium	Critical	Medium – availability	Repair rather than

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
	protection improvement	Harbour Arm and two replacement groynes at Carlisle Parade.	Coast Defence assets in Hastings	Council		HBC Capital Budget		design work	term		of funding not yet confirmed	replacement (short term)
J	Green Infrastructure and open space provision	Combe Valley Countryside Park	Combe Valley Masterplan, Planning Strategy Appropriate Assessment	East Sussex County Council, Rother District Council, Hastings Borough Council	Initial cost £400k	Development contributions, £400k (rounded) currently agreed	All new housing development – required to meet requirement of Habitats Directive and mitigation against potential impacts on a Natura 2000 site	Committed	Short to Medium term	Critical	Low	N/A
K	Open space and children's play space provision	Improvement of existing open spaces and play spaces and new provision in areas of deficiency.	Parks and Open Spaces Strategy 2006. Open Space Audit 2005 and re-audit 2010	Hastings Borough Council	Unknown	Development contributions	Scheme is important to meet Planning Strategy Health objectives.	Ongoing – site by site basis	Short – longer term	Important	Medium	N/A
L	Improving accessibility – new road, single carriageway provision	Hastings to Bexhill Link Road - New 5.6km road between the A259 in Bexhill and Queensway in Hastings.	Policy and Objectives & Strategic Objective 6 Policy T1 and T2 Evidence Local	Lead: East Sussex County Council, Partners Hastings BC and Rother DC	£90-100m	Actual DfT ESCC Capital Programme Final funding approved March 2013 by DfT	All new housing and employment development in Hastings Development in and around Bexhill will also benefit	Committed	Short term Under Construction Due to open Spring 2015	Critical A large amount of development is dependent upon the output to reduce congestion and ensure reliable journey	Low Funding is in place and construction is underway.	N/A

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
			Transport Plan 2011 - 2026							times.		
M	Strategic road network – additional capacity improved safety.	A21 Tonbridge to Pembury dualling	Objectives and Policy Strategic Objective 6 Policies T1 and T2 Evidence Local Transport Plan 2011 - 2026	Highways Agency Partners ESCC, KCC.	£90 -120m	Potential Highways Agency/ DfT Schemes provisionally identified for funding in the next Comprehensive Spending Review Period (post 2015)	Development is not dependent but and in Hastings and Bexhill area would benefit.	Public Inquiry, – May 2013 Awaiting Inspector's Report. Anticipated that, subject to the Inspector's Report, site clearance could take place Autumn 2014 and commence construction Spring 2015.	Short term	Important To improve connectivity between Hastings, Bexhill and London and the M25	Low	N/A
N	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements on The Ridge corridor, including at Queensway and Harrow Lane as part of the BHLR complementary measures and improved access to the A21 and strategic road network.	Policy and Objectives: Strategic Objective 6 Policies T1, T2 and T3. Evidence Local Transport Plan 2011 – 2026 Identified in Transport	Lead: East Sussex County Council	£2.5m (including for measures at J)	Actual East Sussex County Council Capital Programme Potential Development contributions	All development in Hastings	Committed Scheme identified as part of the BHLR CHIP and is a planning condition of the BHLR planning permission. Junction Improvements at The Ridge/	Short term BHLR Complementary Measures Delivery 2014/15 ahead of the opening of the BHLR. Other: The Ridge Junction	Critical A significant amount of development is dependent upon output to achieve acceptable network operating conditions. Interdependence with the BHLR.	Medium	None identified

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
			Modelling Studies for HBC and RDC. Needed to achieve acceptable operating conditions on transport network. In Hastings					Harrow Lane and The Ridge/Queensway programmed for construction in 2014/15 Feasibility study underway to consider further local accessibility measures on The Ridge.	improvement study to be completed in 2014.	Further improvements identified for The Ridge will help to improve local accessibility onto, along and across the corridor.		
O	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements on the A259 corridor including at: Harley Shute Rd, Filsham Rd, Robertson St, Harold Place, Albert Rd, Priory Rd/Frederick Rd, Harold Rd, Ashburnham Rd, Saxon Rd and Richland Close.	Policy and Objectives Strategic Objective 6 Policies T2,T3 Evidence : Local Transport Plan 2011 – 2026 Identified in Transport Modelling Studies for HBC and RDC. Needed to achieve acceptable	Lead: ESCC Partner HBC	Further work needed to establish costs	Actual Development contributions Potential ESCC Local Transport Capital Programme	All development in Hastings	Concept	Short to long term	Important A large amount of development in Hastings will benefit from this output to achieve acceptable network operating conditions	Medium	Encourage sustainable travel and improve management of the current network.

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
			operating conditions on transport network.									
P	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements on the A21 Sedlescombe Rd corridor including at: A28, Junction Rd, Upper Church Rd, Old Harrow Rd, London Rd, B2159, Sedlescombe Rd Sth, London Rd, Harrow Lane and Hollinghurst Rd.	<p>Policy and Objectives</p> <p>Strategic objective 6</p> <p>Policies T2,T3</p> <p>Evidence</p> <p>Local Transport plan 2011 – 2026</p> <p>Identified in Transport Modelling Studies for HBC and RDC. Needed to achieve acceptable operating conditions on transport network.</p>	<p>Lead: ESCC</p> <p>Partner HBC</p>	Further work needed to establish costs	<p>Actual</p> <p>Development contributions</p> <p>Potential</p> <p>Development Contributions</p> <p>ESCC Local Transport Capital Programme</p>	All development in Hastings	Concept	Short to long term	<p>Important</p> <p>A large amount of development in Hastings will benefit from this output to achieve acceptable network operating conditions.</p>	Medium	Encourage sustainable travel and improve management of the current network.
Q	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements on the B2159 Battle Rd corridor including at: Blackman Ave, Ashbrook Rd,	<p>Policy and Objectives</p> <p>Strategic Objective 6</p> <p>Policies T2,T3</p>	<p>Lead: ESCC</p> <p>Partner HBC</p>	Further work needed to establish costs	<p>Actual</p> <p>Development contributions</p> <p>Potential</p> <p>Development</p>	All development in Hastings	Concept	Short to long term	<p>Important</p> <p>A large amount of development in Hastings will benefit</p>	Medium	Encourage sustainable travel and improve management of the current network.

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
		Old Church Rd, and Upper Church Rd.	Evidence Local Transport Plan 2011 – 2026 Identified in Transport Modelling Studies for HBC and RDC. Needed to achieve acceptable operating conditions on transport network.			contributions ESCC Local Transport Capital Programme				from this output to achieve acceptable network operating conditions		
R	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements in Hastings Town Centre including at: Havelock Rd/ Cornwallis Terrace, Braybrooke Rd/ Priory Ave/ South Terrace,	Policy and Objectives Strategic Objective 6 Policies T2,T3 Evidence Local Transport Plan 2011 – 2026 Identified in Transport Modelling Studies for HBC and RDC. Needed to	Lead: ESCC Partner HBC	Further work needed to establish costs	Development contributions ESCC Local Transport Capital Programme	All development in Hastings	Concept	Short to long term	Important A large amount of development in Hastings will benefit from this output to achieve acceptable network operating conditions	medium	Encourage sustainable travel and improve management of the current network.

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
			achieve acceptable operating conditions on transport network.									
S	Non strategic road network - additional capacity, improved accessibility and reduced congestion	Junction improvements in West Hastings including at: Crowhurst Rd/ Wishing Tree roundabout, Gillsmans Hill/ Sedlescombe Rd/ Springfield Rd, Blackman Ave/ Marline Rd and Highfield Drive/ Churchwood Drive.	<p>Policies and Objectives</p> <p>Strategic Objective 6</p> <p>Policies T2,T3</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>Identified in Transport Modelling Studies for HBC and RDC. Needed to achieve acceptable operating conditions on transport network.</p>	<p>Lead: ESCC</p> <p>Partner HBC</p>	Further work needed to establish costs	<p>Actual</p> <p>Development contributions</p> <p>Potential</p> <p>Development Contributions</p> <p>ESCC Local Transport Capital Programme</p>	All development in Hastings	Concept	Short to long term	Important	Medium	Encourage sustainable travel and improve management of the current network.
T	Non strategic road network - additional capacity, improved accessibility	Junction improvements on the A2101 corridor including at: Queens Rd Sth,	<p>Policy and Objectives</p> <p>Strategic Objective 6</p>	<p>Lead: ESCC</p> <p>Partner HBC</p>	Further work needed to establish costs	<p>Actual</p> <p>Development contributions</p>	All development in Hastings	Concept	Medium to long term	Important	Medium	None identified

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
	and reduced congestion	South Terrace, St Helen's Rd, Parkstone Rd and Castle Hill	<p>Policies T2,T3</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>Identified in Transport Modelling Studies for HBC and RDC. Needed to achieve acceptable operating conditions on transport network.</p>			<p>Potential</p> <p>Development Contributions</p> <p>ESCC Local Transport Capital Programme</p>				will benefit from this output to achieve acceptable network operating conditions		
U	Non strategic road network – unlocking land for development.	Access road and junction to allow development of the North Queensway Enviro21 innovation park.	<p>Policy and Objective</p> <p>Strategic Objective 6 Policies T"2,T3</p> <p>Local Transport Plan 2011 - 2026</p> <p>The park, on the north-west of Hastings, can accommodate 16,000 sq m (172,000 sq ft)</p>	<p>Lead: East Sussex Energy, Infrastructure and Development Ltd (ESAID)</p> <p>Partners: ESCC</p>	£1.5m	Growing Places Regeneration Fund (via ESEID)	Employment development	Concept	Short	<p>Critical</p> <p>Will unlock a significant development site for employment identified in the Hastings Local Plan</p>	Low	N/A

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
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			of industrial and office space, and support over 700 jobs.									
V	Community Transport additional capacity, improved accessibility	More bus / transport services serving groups with access difficulties where commercial services are not appropriate or available.	Policy and Objectives Strategic Objective 6 Policy T3 Evidence Local Transport Plan 2011 - 2026	Lead: Community Transport operators Partners: ESCC, and community groups	Not known - further work is required to establish costs	Actual and Potential Development contributions	All development where residents or employees have mobility difficulties which cannot be met by conventional transport means	Concept	Short to long term	Important Improve the availability, attractiveness and convenience of bus travel to encourage travel by sustainable mode, reduce demand for highway space and mitigate congestion arising from new development	Medium	None identified
W	Improving accessibility - Bus services and facilities	Quality Bus partnership to improve infrastructure, services, waiting areas and information on key bus corridors in Hastings	Policy and Objectives Strategic Objective 6 Policy T3 Evidence Local	Lead: East Sussex County Council Partners: Hastings BC, Bus operators	Unknown	Actual Bus Operators (commercial services) ESCC (support services) Potential	All new development in Hastings	Concept The requirement will be different for each individual site and will be identified as planning	Short /medium term	Important Will improve the attractiveness and convenience of bus travel to encourage travel by	Medium	None identified

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
			Transport Plan 2011 - 2026			Bus Operators (commercial services) East Sussex County Council (support services) Development Contributions		applications come forward and Section 106 Agreements are confirmed.		sustainable modes, reduce demand for highway space and mitigate congestion arising from new development		
X	Improving accessibility – Public transport improvements	A259 Bus Corridor on Bexhill Road following construction of the Bexhill to Hastings Link Road.	Policy and Objectives Strategic Objective 6 Policy T3 Evidence Local Transport Plan 2011-2026 Improve bus journey time, reliability and attractiveness and lock in benefits of reduced levels of traffic on A259	Lead: East Sussex County Council Partners: Hastings BC, Rother DC, Bus operators	included in the £2.5m for measures on The Ridge	Actual ESCC Local Transport Capital Programme Development contributions	All development in Hastings Development in Bexhill would also benefit	Committed Feasibility design 2013 Consultation early 2014 Detailed Design 2014 Construction late 2015 following completion of BHLR	Short term Scheme identified as part of the BHLR CHIP and is a planning condition of the HBLR planning permission Scheme will be consulted on in 2014/15 Construction will be post link road completion	Important A significant amount of development is dependent on this output to improve bus journey time reliability and lock in benefits of reduced travel on A259. Will further support bus services between Bexhill and Hastings. Interdependence with BHLR	Medium Local Objections to scheme could be an issue Options for a solution are limited as land is constrained	None identified

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										Importance to strategy	Risk to delivery of output	Alternatives
Y	Improving accessibility –walking and cycling infrastructure	Strategic pedestrian and cycle network linking main destinations in Hastings and ensuring connectivity and accessibility of new developments into existing networks, communities and employment locations.	<p>Policy and Objectives</p> <p>Strategic Objective 6</p> <p>Policy T3</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p> <p>To enable physically active travel and improve urban environment for healthier communities.</p>	<p>Lead: ESCC</p> <p>Partners: HBC, Sustrans, local cycle groups</p>	Costs not available	<p>East Sussex County Council, Hastings Borough Council, Development Contributions,</p> <p>Other sources of external funding will be sought</p>	<p>All new development in Hastings</p>	<p>Concept</p> <p>Further progress dependent on planning conditions and Section 106 Agreements for individual sites.</p>	Short – long term	<p>Important</p> <p>To ensure that sustainable access is provided at every development site.</p>	Medium	Encourage sustainable travel and improve management of the current network.
Z	Bus services and facilities	Provision of new or improved, DDA compliant bus infrastructure and waiting facilities on current or new routes serving development sites including Real Time Passenger Information signs at key	<p>Policy and Objectives</p> <p>Strategic Objective 6</p> <p>Policy T3</p> <p>Evidence</p> <p>Local Transport Plan 2011 – 2026</p>	<p>Lead: ESCC</p> <p>Partners: Bus operators, Hastings Borough Council</p>	<p>Further work required to establish costs.</p> <p>Approx £120,000 per annum per bus</p>	<p>Actual and potential</p> <p>Development contributions</p>	All development in Hastings	<p>Concept</p> <p>Further progress dependent on planning conditions and Section 106 Agreements for individual sites.</p>	Short to long term	<p>Important</p> <p>Will improve the attractiveness and convenience of bus travel to encourage travel by sustainable mode, reduce demand for</p>	Medium	None identified

Ref	Service and issue	Output	Justification	Lead body	Cost	Funding arrangements	Development in Plan that depends on the output	Scheme status	Timeframe	Planning Strategy		
										Importance to strategy	Risk to delivery of output	Alternatives
		stops e.g. major employment sites								highway space and mitigate congestion arising from new development		
AA	Improved accessibility to stations	Access improvements to stations which may include additional car parking, cycle and pedestrian access and facilities based on findings of ESCC Station Audit and plans of train operating companies.	Policy and Objectives Strategic Objective 6 Policy T3 Evidence Local Transport Plan 2011 – 2026 Station Travel Plans	Lead: Train operators Partners: ESCC Bus operators Hastings Borough Council	Further work required to establish costs.	Actual Potential Train operators Development contributions	All development	Concept	Medium	Important Improve sustainable access to stations and reduce overcrowding and congestion at rail car-parks as appropriate and where possible	medium	None identified

