

**Hastings and Rother Local Plans (formerly Local
Development Frameworks) – Transport Capacity
Assessment**

Statement from East Sussex County Council

July 2012

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1 Introduction

- 1.1 East Sussex County Council appointed Mott MacDonald in late 2011 to undertake a series of studies to carry out an assessment of traffic conditions in Bexhill and Hastings for 2028.
- 1.2 The assessment has been undertaken to inform the Local Plan (formerly Local Development Framework) processes for Hastings Borough Council and Rother District Council and specifically to provide an assessment of the levels and broad distribution of development in their respective Core Strategies.
- 1.3 Three studies have been undertaken by Mott MacDonald:
 - Glyne Gap Capacity Assessment Report – December 2011
 - Glyne Gap Development Assessment Report – January 2012
 - Local Plan Sensitivity Assessment – March 2012
- 1.4 The assessments were carried out using the traffic model of Bexhill and Hastings developed previously by Mott MacDonald for ESCC and updated most recently in August 2011 for the Bexhill Hastings Link Road (BHLR) Best and Final Funding Bid (BAFFB) submitted to the Department for Transport by ESCC.
- 1.5 The BHLR traffic model consists of a highway model and a public transport model. The model used for the assessments described in this report is the highway assignment component only of the BHLR multi-modal model.
- 1.6 A summary of these studies and their conclusions is outlined below.

2 Study 1 - Glyne Gap Capacity Assessment

- 2.1 The key aim of study 1 was to undertake sensitivity testing using the Bexhill Hastings Transport Model to determine how much development could be permitted in Bexhill and Hastings before traffic conditions become unacceptable on the critical part of the network linking the two towns, i.e. A259 Glyne Gap.
- 2.2 A fundamental element of the County Council's justification for the BHLR is that unacceptable traffic conditions have already been reached and that position is supported by observed and modelled data. Consequently, any development (e.g. no major allocations in Bexhill with significant impact on Glyne Gap until BHLR delivered) leading to material increases in traffic on this part of the highway network would be unacceptable.
- 2.3 Junction assessments were carried out to clarify the impact of additional levels of traffic along the A259 and through the junctions at each end of Glyne Gap – Ravenside roundabout and Harley Shute Road. Additionally the traffic flows on the A259 Glyne Gap link were considered and the impact of the link constraint on the junctions at each end of Glyne Gap.

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- 2.4 The Glyne Gap Capacity Assessment report used existing traffic count, journey time, and queue length survey data to quantify existing levels of delay through Glyne Gap and to validate junction models for either end of Glyne Gap, namely the junctions of A259/Harley Shute Road in Hastings and Ravenside roundabout in Bexhill. The increase in delays through Glyne Gap as a result of background traffic growth, without any additional development, was calculated.
- 2.5 The junction capacity assessments confirmed that the main capacity constraint in the local area is the A259 Glyne Gap link. Known levels of additional traffic wishing to travel through Glyne Gap were loaded onto the two junctions at A259 Ravenside Roundabout and A259/Harley Shute Road and the results showed that an increase of 100 vehicles or some 7% of am peak A259 eastbound traffic increases eastbound delays by 103 seconds per vehicle. This equates to an increase of 45% on the existing level of A259 eastbound delay.

3 Study 2 - Development Assessment

- 3.1 This study followed on from the Glyne Gap Capacity Assessment Report (Study 1) and considered the impact of additional traffic from development in future years on the delays at Glyne Gap. The amount of traffic on Glyne Gap due to proposed development in different parts of Bexhill and Hastings was calculated and presented together with examples of the impact on delays through Glyne Gap as a result of different development options.
- 3.2 Potential new housing development in four distinct areas in both Bexhill and Hastings were translated into increased flows along Glyne Gap. The calculated delays in both this and the Study 1 report assumed that the routes followed by traffic would not change as a result of increased congestion. The worked examples showed that a development of 1125 houses in North East Bexhill would have a substantial impact on delays through Glyne Gap, and a smaller development of only 225 houses in West Bexhill would have a smaller, but still negative impact on delays through Glyne Gap.
- 3.3 In conclusion, the report identified that without the Bexhill Hastings Link Road in place, development in the western part of Bexhill and eastern part of Hastings would have the least impact on delays through Glyne Gap.

4 Study 3 - Local Plan Sensitivity Assessment

- 4.1 This study, followed on from the first two studies and used the Bexhill Hastings traffic model to estimate the re-routeing of traffic which could occur as a result of increased congestion at Glyne Gap, and hence the traffic impact of new development over a wider area.
- 4.2 The assessments focused on impacts on junction operation in Bexhill and Hastings in 2028, for three scenarios with varying levels of development and new infrastructure. A breakdown of the scenarios is shown at Appendices 1 and 2.

Scenario 1 – without BHLR or development connections and reduced housing and employment levels (5992 homes and 85,700sqm employment space GFA)

- 4.3 In this scenario, no planned major committed highway schemes between 2011 and 2028 were included in the networks, however, planned junction improvements associated with the

development at North East Bexhill and the signalisation of the B2182 Holliers Hill/A2036 Wrestwood Road and B2182 HolliersHill/A269 London Road junctions and the traffic calming measures along Woodsgate Park in Bexhill, were assumed to be provided as part of this development.

Scenario 2 – with BHLR including any complementary measures to the BHLR and development connections and with full housing and full employment allocation (6,530 homes and 174,295 sqm employment space GFA)

4.4 In addition to the network changes associated with the North East Bexhill development described above, the Scenario 2 network also includes the Bexhill Hastings Link Road and any associated complementary measures as well as the following new development connections through North East and North Bexhill development areas:

- a connection from the development access junction south to a new signal junction on Wrestwood Road.
- a connection north from the development access junction to a roundabout at Watermill Lane and then onto another roundabout at Ninfield Road associated with the North Bexhill development.

4.5 The network also includes a number of complementary measures designed to ensure that traffic reductions resulting from the Link Road remain in future years and ameliorate any adverse impacts. The complementary measures included in the network are:

- Improved roundabout junction of B2093 The Ridge/B2092 Queensway, Hastings
- A259 westbound bus lane on approach to Glyne Gap roundabout
- A259 eastbound bus lane on approach to Harleyshute Road
- A259 westbound bus lane between Filsham Road and Harleyshute Road
- An improved roundabout at the junction of Harrow Lane with The Ridge

Scenario 3 – as Scenario 1 with development connections and with full housing and full employment allocation (6,530 homes and 174,295 sqm employment space GFA)

4.6 The Scenario 3 network includes the planned junction improvements associated with the development at North East Bexhill as in Scenario 1, and the new development connections through North East and North Bexhill development areas, but excludes the BHLR and its associated complementary measures.

Development Scenario impact on Glyne Gap

Scenario 1

4.7 In the am peak, capacity constraints on Glyne Gap link cause around 8% of eastbound traffic and over 20% of westbound traffic, that would wish to route along Glyne Gap in 2028, to transfer away from Glyne Gap and onto other less suitable east-west routes through Crowhurst and Battle.

4.8 In the pm peak, capacity constraints on Glyne Gap link cause around 8% of eastbound traffic and 12% of westbound traffic, that would wish to route along Glyne Gap in 2028, to transfer

away from Glyne Gap and onto other less suitable east-west routes through Crowhurst and Battle.

Scenario 2

- 4.9 In the am peak, capacity constraints on Glyne Gap link, combined with the presence of a new BHLR, cause around 33% of eastbound traffic and over 50% of westbound traffic that would otherwise have routed via Glyne Gap without BHLR, to transfer onto the BHLR.
- 4.10 Flows on the alternative east-west routes through Crowhurst and Battle also reduce by around 35% as traffic is diverted onto the BHLR.
- 4.11 In the pm peak, capacity constraints on Glyne Gap link combined with the presence of a new BHLR cause around 37% of eastbound traffic and over 50% of westbound traffic that would otherwise have routed via Glyne Gap without BHLR, to transfer onto the BHLR.
- 4.12 Flows on the alternative east-west routes through Crowhurst and Battle also reduce by around 35% as traffic is diverted onto the BHLR.

Scenario 3

- 4.13 In the am peak, capacity constraints on Glyne Gap link cause around 14% of eastbound traffic and over 25% of westbound traffic, that would wish to route along Glyne Gap in 2028, to transfer away from Glyne Gap and onto other less suitable east-west routes through Crowhurst and Battle.
- 4.14 In the pm peak, capacity constraints on Glyne Gap link cause around 18% of eastbound traffic and 20% of westbound traffic, that would wish to route along Glyne Gap in 2028, to transfer away from Glyne Gap and onto other less suitable eastwest routes through Crowhurst and Battle.
- 4.15 This is worse than scenario 1 with a further 6% of eastbound traffic of 6% and 5% westbound traffic transferring away from Glyne Gap onto less suitable routes in the am peak, with a further increase of 10% (eastbound) and 8% (westbound) in the pm peak. This will put more pressure on the wider network causing detrimental impacts on nearby local communities.

Development Scenario impact on Bexhill and Hastings

- 4.16 For each of the scenarios assessed, congestion is most visible at junctions along the major routes through the urban areas. Congestion in Hastings is centred along the A259, around Baldslow and junctions along the B2159 and A21 through Hollington. Congestion in Bexhill occurs at junctions along the A259 and A269.
- 4.17 The modelling has identified that, depending on the development scenario and the infrastructure provided therein, the following junctions or arms of junctions across the network in Bexhill and Hastings will be over capacity in 2028.

Table 1: Bexhill – junctions/arms which are over capacity (2028)

Junction	Scenario 1		Scenario 2		Scenario 3	
	am	pm	am	pm	am	pm
A2036 Corridor						
A2036/Penland Rd- n/bound (A2036)	✓	✓	✓		✓	✓
A2036/Penland Rd - w/bound (Penland Rd)	✓	✓	✓	✓	✓	✓
A2036/A269 London Rd – w/bound	✓			✓		
A2036 Wrestwood Road – right turn from development connection					✓	✓
A259 Corridor						
A259/A269 – right turn from A259 e/bound	✓	✓			✓	✓
A259/A269 – n/bound (A269 London Road South)	✓	✓			✓	✓
A259/A269 – s/bound (A269 London Road North)	✓	✓			✓	✓
A259 Little Common Roundabout – Peartree Lane approach			✓			
A259 Little Common Roundabout – A259 e/bound				✓ ¹		✓
A259/B2095 – B2095 approach	✓		✓		✓	
A259/Sutherland Avenue – Sutherland Ave arm				✓ ²		
A269 Corridor						
A269/Watermill Lane – Watermill Lane approach	✓					
A269/A2036 Wrestwood Road – Wrestwood Rd approach			✓			
Watermill Lane – development connection w/bound to proposed roundabout					✓	
Bexhill Town Centre						
A269 Buckhurst Place one-way system			✓	✓		
B2098 Terminus Road/Buckhurst Place/Sackville Road – Terminus Road eastbound approach			✓			

Table 2: Hastings – junctions/arms which are over capacity (2028)

Junction	Scenario 1		Scenario 2		Scenario 3	
	am	pm	am	pm	am	pm
A259 Corridor						
A259/B2093 –s/bound arm	✓	✓	✓	✓	✓	✓
A259/B2093 –n/bound arm	✓		✓		✓	
A259/B0293 – B0293 e/bound arm	✓	✓	✓	✓	✓	✓
A259/Richland Close – minor arm	✓		✓		✓	
A259/Saxon Road – minor arm	✓	✓	✓	✓	✓	✓
A259/Ashburnham Road – minor arm	✓		✓		✓	
A259/Harold Road – minor arm	✓		✓		✓	
A259 Old London Road/Priory Road/Frederick Road (all arms)	✓	✓ ³	✓		✓	
A259 Old London Road/Priory Road/Frederick Road – Priory Road right turn				✓		
A259/A2102 London Road – A259 westbound	✓	✓	✓	✓	✓	✓
A259/Harold Place				✓		✓

¹ Just over capacity (101%)

² At capacity with BHLR (100%)

³ Right turn from Priory Road at A259 Old London Road junction

Junction	Scenario 1		Scenario 2		Scenario 3	
	am	pm	am	pm	am	pm
A259/A2010 Albert Road – Albert Road approach		✓	✓	✓	✓	✓
A259/Robertson Street – A259 w/bound		✓		✓		✓
A259/Harley Shute Road (all arms)	✓	✓			✓	
A259/Filsham Road (all arms)	✓	✓			✓	
Gresham Way/Filsham Road – Gresham Way approach		✓	✓	✓	✓	✓
A2100/B0293 The Ridge Corridor						
A2100 The Ridge/Queensway – A2100 w/bound	✓				✓	
A2100 The Ridge/Junction Road – The Ridge e/bound				✓	✓	✓
A2100 The Ridge/Junction Road – The Ridge w/bound				✓		
A2100 The Ridge/Junction Road – Junction Road approach			✓	✓		✓
A2100 The Ridge/Maplehurst Road – Maplehurst Rd approach	✓	✓	✓	✓	✓	✓
B2093 The Ridge/Harrow Lane – The Ridge e/bound arm	✓	✓	✓	✓		✓
B2093 The Ridge/Harrow Lane – The Ridge w/bound arm			✓	✓		✓
B2093/Chowns Hill – Chowns Hill arm			✓			
B2093 The Ridge/Grange Road – Grange Road arm						✓
A21 Corridor						
A21/A28 – A28 arm	✓			✓	✓	
A21/Junction Road – Junction Road approach		✓	✓	✓	✓	✓
A21 Sedlescombe Road/Upper Church Road - minor arm	✓		✓		✓	
A21/Old Harrow Road – A21 s/bound approach	✓	✓		✓	✓	✓
A21/Old Harrow Road – A21 n/bound approach	✓	✓	✓	✓	✓	✓
A21 London Road/A21 Sedlescombe Road – right turn from London Road			✓		✓	
A21/B2159 - Sedlescombe Road south approach	✓		✓	✓	✓	
A21 Bohemia Road/A2101 London Road – A21 n/bound approach	✓		✓		✓	
Harrow Lane/Hollinghurst Road – Hollinghurst Rd approach			✓			
Battle Road Corridor						
B2159/Blackman Avenue/Ashbrook Road junction – Blackman Ave arm	✓					
B2159/Blackman Avenue/Ashbrook Road junction – B2159 Battle Road n/bound arm	✓	✓	✓	✓	✓	✓
B2159/Blackman Avenue/Ashbrook Road junction – B2159 Battle Road s/bound arm	✓	✓	✓	✓	✓	✓
B2159 Battle Road/Old Church Road – right turn from Old Church Road	✓	✓		✓	✓	✓
B2159 Battle Road/Upper Church Road – Upper Church Road approach				✓	✓	✓
A2101 Corridor						
A2101 Queens Road/South Terrace – South Terrace approach		✓				✓
A2101 Queens Road/South Terrace – Queens Road s/bound				✓		✓

Junction	Scenario 1		Scenario 2		Scenario 3	
	am	pm	am	pm	am	pm
A2101 St Helen's Road/Parkstone Road – Parkstone Road right turn					✓	
A2101/Castle Hill – Castle Hill approach			✓	✓	✓	✓
Hastings Town Centre						
A21 Havelock Road/Cornwallis Terrace – A21 n/bound arm	✓	✓	✓	✓	✓	✓
Braybrooke Road/Priory Avenue/South Terrace – Braybrooke Rd s/bound approach	✓	✓			✓	✓
Braybrooke Road/Priory Avenue/South Terrace – Braybrooke Rd n/bound approach		✓		✓		✓
Braybrooke Road/Priory Avenue/South Terrace – South Terrace approach		✓	✓	✓	✓	
West Hastings area						
B2092 Crowhurst Road/Wishing Tree Roundabout - Crowhurst Road approach		✓		✓		✓
Gillsmans Hill/Sedlescombe Road/Springfield Road – Gillsmans Hill approach	✓	✓	✓	✓	✓	✓
Gillsmans Hill/Sedlescombe Road/Springfield Road – Sedlescombe Road s/bound approach		✓		✓		✓
Gillsmans Hill/Sedlescombe Road/Springfield Road – Springfield Road approach			✓	✓		
Blackman Avenue/Marline Road – Marline Road approach	✓	✓	✓	✓	✓	✓
Highfield Drive/Churchwood Drive – Highfield Drive approach			✓	✓		

- 4.18 The traffic modelled results are only intended to identify the key areas which could be under pressure as a result of forecast traffic.
- 4.19 Within the commentary of the various reports, the authors highlight that the modelling has identified that capacity improvements could be made to a number of the signalised junctions by amending the signal timings to bring all arms down below a ratio of traffic flow to capacity of 100%. In addition, the reports also highlight where changes to the junctions could be made to increase overall capacity.

5 County Council's position

- 5.1 As highlighted above, three potential development scenarios have been modelled. The following outlines the County Council's response to the outcomes of the modelling of these three scenarios.

Scenario 1

- 5.2 This scenario does not include the Link Road and has a reduced level of housing and employment (5,992 homes and 85,700sqm employment space GFA) across the two towns than is planned in the Local Plans.
- 5.3 To minimise the impact on Glyne Gap, development in Bexhill would need to be distributed to the west of the town, however, due to the proximity to Glyne Gap, any significant housing/employment in North and North East Bexhill would be unacceptable. The

distribution of housing in Hastings would need to be focused to the east of the town to minimise the impact on Glyne Gap.

- 5.4 Notwithstanding, the level of development in this scenario, without the additional network capacity that the Link Road provides, would generate increasingly unacceptable consequences in terms of queue lengths and journey times on the link at Glyne Gap. In addition, it would encourage a significant proportion of both am and peak, eastbound and westbound traffic that would otherwise travel along Glyne Gap, to transfer onto alternative east-west routes through Crowhurst and Battle.
- 5.5 Therefore, if this scenario came forward it would further exacerbate the existing problems on the link between the two towns and would lead to the further transfer of traffic onto less suitable east-west routes. The distribution of development would have to be constrained spatially to the west of Bexhill and to the eastern part of Hastings with a maximum threshold of development allowed in order to minimise the impact on Glyne Gap. However, this lower scale and spatial distribution of development is likely to restrict the ability to deliver the wider economic regeneration objectives, meet housing needs and provide jobs in the area.
- 5.6 Therefore, this scenario is only likely to be acceptable in **the short term** in a pre-Link Road opening situation with the Link Road construction on-site.

Scenario 2

- 5.7 From the County Council's perspective, Scenario 2, which includes the full housing and employment allocations (6,530 homes and 174,295 sqm employment space GFA) identified in the Rother and Hastings Local Plans and the Bexhill Hastings Link Road, is the most preferable development scenario and will best support the overall economic regeneration objectives for the two towns.
- 5.8 With the inclusion of the Link Road, which was given funding approval by the Department for Transport in March 2012, this development scenario has the least impact on the critical part of the network linking the two towns, Glyne Gap, by reducing the amount of traffic on the link by up to 50% in the peak. The Link Road will also reduce the level of traffic on parallel east-west routes through Crowhurst and Battle by up to 35%.
- 5.9 The Government's recent approval of the Bexhill Hastings Link Road provides the reasonable prospect that this development scenario is deliverable.

Scenario 3

- 5.10 Scenario 3, which includes the full housing and employment allocations (6,530 homes and 174,295 sqm employment space GFA) but without the Bexhill Hastings Link Road, has significant negative impact on the connection between the two towns and will have an additional impact on the wider network serving Bexhill and Hastings.
- 5.11 This scenario would increase the congestion at Glyne Gap to unacceptable levels with over 25% of westbound traffic in the morning peak and 20% in the evening peak, that would wish to route along Glyne Gap in 2028 Scenario 3, to transfer away from Glyne Gap and onto other less suitable east-west routes through Crowhurst and Battle.

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- 5.12 This scenario would increase the congestion at Glyne Gap to unacceptable levels with over 25% of westbound traffic in the morning peak and 20% in the evening peak that would wish to route along Glyne Gap in 2028 Scenario 3 to transfer away from Glyne Gap and onto other less suitable east-west routes through Crowhurst and Battle.
- 5.13 This development scenario is unlikely to support the objectives of supporting economic regeneration of the two towns, with increased journey times on the existing network through Glyne Gap as well as on parallel routes. Therefore, this scenario would be unacceptable in terms of its impact on Glyne Gap and the County Council would not support this coming forward.

Further Work and links to Infrastructure Delivery Plans

- 5.14 Depending on the Development Scenario, the locations identified for improvements also need to be reflected in the respective Infrastructure Delivery Plans as critical or important infrastructure to support the overall delivery of development in Bexhill and Hastings coming forward through the Local Plans. This will ensure that these schemes are then considered for inclusion in Community Infrastructure Levy charging schedules which will be developed and in place by April 2014.
- 5.15 As an additional phase of work, the County Council will need to work with Rother and Hastings to undertake further more detailed capacity assessments and junction designs to determine if the locations of congestion identified by the model can be mitigated. Due to the significant number of locations identified, these need to be prioritised and looked at on a corridor/area basis (as shown in Tables 1 & 2) .in terms of the criticality to the delivery of the respective Local Plans.
- 5.16 In addition, the Authorities should liaise closely with the Highways Agency in further investigating feasible options for improving traffic conditions and flows along The Ridge and, in particular, for increasing capacity of the A21 Baldslow junction.

6 Conclusion

- 6.1 In summary, the modelling work has identified that Glyne Gap is the main capacity constraint on the wider network in Bexhill and Hastings and that any additional traffic will further exacerbate the existing problems at the location and encourage the transfer of traffic onto alternative east-west routes.
- 6.2 Without any infrastructure improvements (ie Bexhill Hastings Link Road), the impact on Glyne Gap can be reduced by limiting the amount of development and spatially distributing it with a focus on the west of Bexhill and the eastern part of Hastings, and not allowing any significant development⁴ in the north and north-east Bexhill area, albeit this will still have unacceptable consequences in terms of increasing journey times through Glyne Gap and transferring traffic onto routes through Crowhurst and Battle. Therefore, this development scenario (Scenario 1)

⁴ The approved North Bexhill Supplementary Planning Document (SPD) already provides for some limited development

would only be acceptable in the short term in the knowledge that the Link Road is being constructed.

- 6.3 A scenario (Scenario 3) with no Link Road and the full housing and employment allocations in the Local Plans will be unacceptable. Therefore, from the County Council's perspective, the development scenario (Scenario 2) with the Link Road and housing/employment allocations as identified in their respective Local Plans is preferable. Subject to the comments below regarding certain junctions, this scenario would be acceptable in highway terms. The recent Government approval of the Bexhill Hastings Link Road provides the 'reasonable prospect' that this development scenario is deliverable.
- 6.4 At this point, it would be appropriate for the junctions identified in Tables 1 and 2 for Scenario 2 to be included in the respective Infrastructure Delivery Plans as critical or important infrastructure. Further detailed capacity assessments and junction designs, including indicative costs, will need to be undertaken on a prioritised basis to determine the most appropriate interventions to address congestion at these locations. Further consideration will need to be given to how such interventions would be funded, including the use of mainstream transport programme funding, planning obligations and Community Infrastructure Levy contributions.

Final Version – 6 July 2012

Appendix 1 – Housing Scenarios used for modelling purposes

Hastings

	All Scenarios	Scenario 1	Scenarios 2 & 3
Ward	2011- 2015	2015- 2028	2015- 2028
Ashdown	19	22	22
Baird	199	258	258
Braybrooke	46	118	118
Castle	107	129	129
Central St. Leonards	68	159	159
Conquest	46	184	184
Gensing	43	196	196
Hollington	78	103	103
Maze Hill	58	344	344
Old Hastings	36	25	25
Ore	63	43	43
Silverhill	36	34	34
St. Helens	4	67	67
Tressell	94	270	270
West St. Leonards	89	369	369
Wishing Tree	13	74	74
Hastings total	999	2395	2395

Rother

	All Scenarios	Scenario 1	Scenarios 2 & 3
Ward	2011- 2015	2015- 2028	2015- 2028
Battle Town (rest of Rother)	158	148	148
Crowhurst	18	5	5
Bexhill Central	52	100	28
Bexhill Collington	30	14	4
Bexhill Kewhurst	18	2	
Bexhill Old Town	63	108 (100 in NE Bexhill)	1133 (1125 in NE Bexhill)
Bexhill Sackville	150	7	7
Bexhill St Marks	18	612 (600 in W Bexhill)	237(225 in W Bexhill)
Bexhill St Michaels	19	6	6
Bexhill St Stephens	50	46	6
Bexhill Sidley	62	359 (350 in N Bexhill)	369 (360 in N Bexhill)
Bexhill total	462	1254	1792
Remainder of Rother SCTS			
Marsham	40	46	46
Rye	170	152	152
Eastern Rother	109	36	36
Sum Rother SCTS	957	1641	2179

Appendix 2 – Employment Scenarios used for modelling purposes

Ward	Site Location	Scenario 1 GFA (sqm) 2011-2028	Scenarios 2 & 3 GFA (sqm) 2011-2028
Bexhill Old Town	NE Bexhill: West of proposed Link Road 100% B1 (20% office 80% light Ind)		28,000
Bexhill Sidley	NE Bexhill: East of proposed Link Road 70%-B1, 10%-B2, 20%-B8		23,500
Bexhill Sidley	Off A269 Ninfield Road 70%-B1, 10%-B2, 20%-B8	5,000	
Bexhill St Marks	West Bexhill - B1	17,000	5,000
Bexhill Central	Central Bexhill - B1	3,000	3,000
Marsham	Ivyhouse Lane 50%-B2, 50%-B8		3,000
Hastings Hollington	northwest of Queensway - north - 70%-B1, 30%-B2	10,000	10,000
Hastings Hollington	northwest of Queensway - south - 70%- B1, 30%-B2	7,050	7,050
Hastings Broomgrove	Ivyhouse Lane, north of The Ridge 50%-B2, 50%-B8	11,400	11,400
Hastings Baldslow	Baldslow 50%-B1, 30%-B2, 20%-B8		
Hastings Castle	University Centre Phase I		
Hastings Castle	Gap Site - B1	4,770	4,770
Hastings Castle	Gap Site - Retail	275	275
Hastings Castle	Priory Quarter - B1	17,485	26,900
Hastings Castle	Priory Quarter - University Centre Phase II		
Hastings Castle	Priory Quarter – retail	1,620	4,500
Hastings Castle	Priory Quarter - cinema		1,700
Hastings Castle	Hastings Town Centre - retail		30,000
Hastings Castle	Pelham - B1		3,800
Hastings Castle	Pelham - retail		2,300
Hastings Castle	Pelham - leisure		1,000
Hastings Ashdown	Whitworth Road - B1, B2 and B8 mix	8,100	8,100