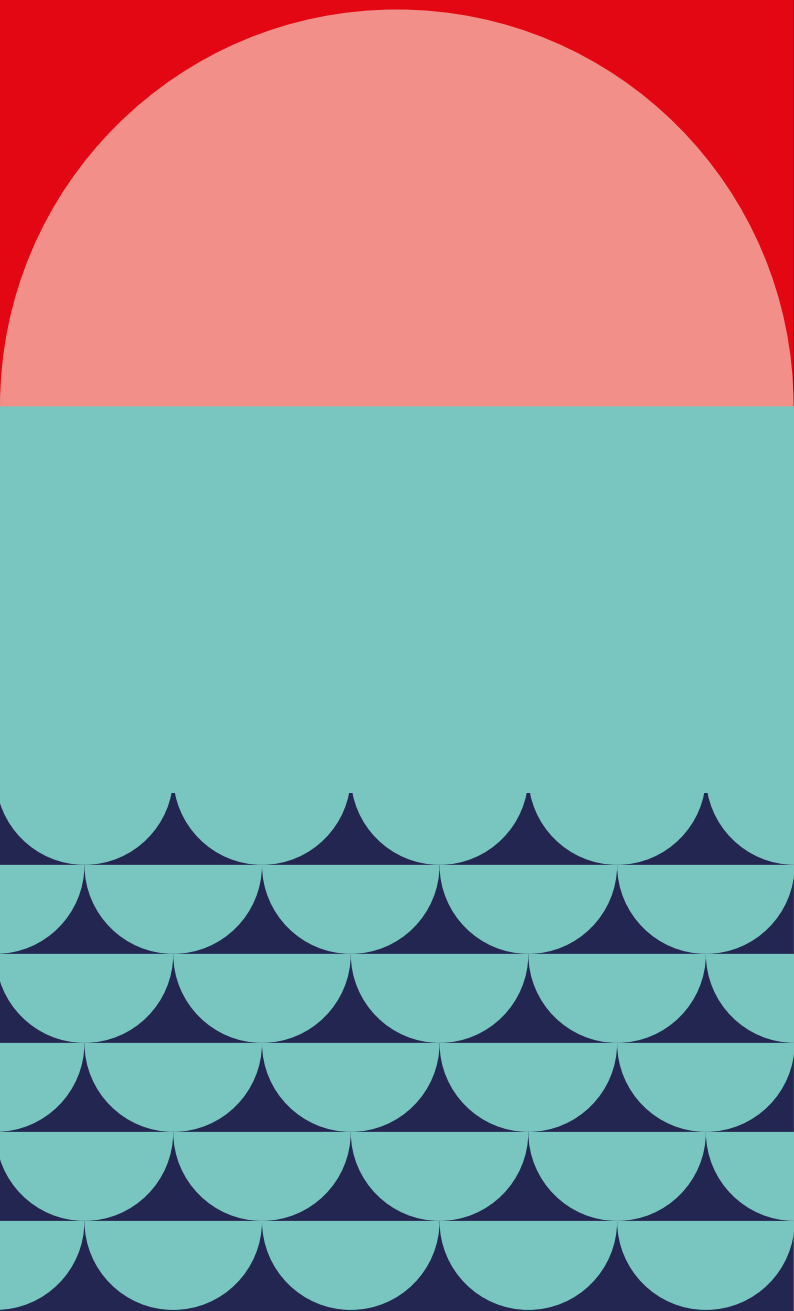
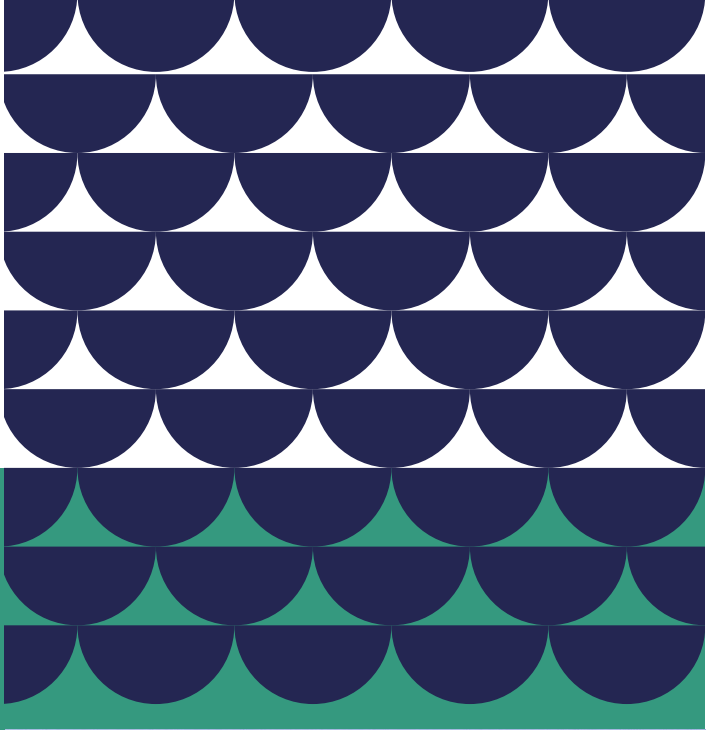


HASTINGS LOCAL PLAN

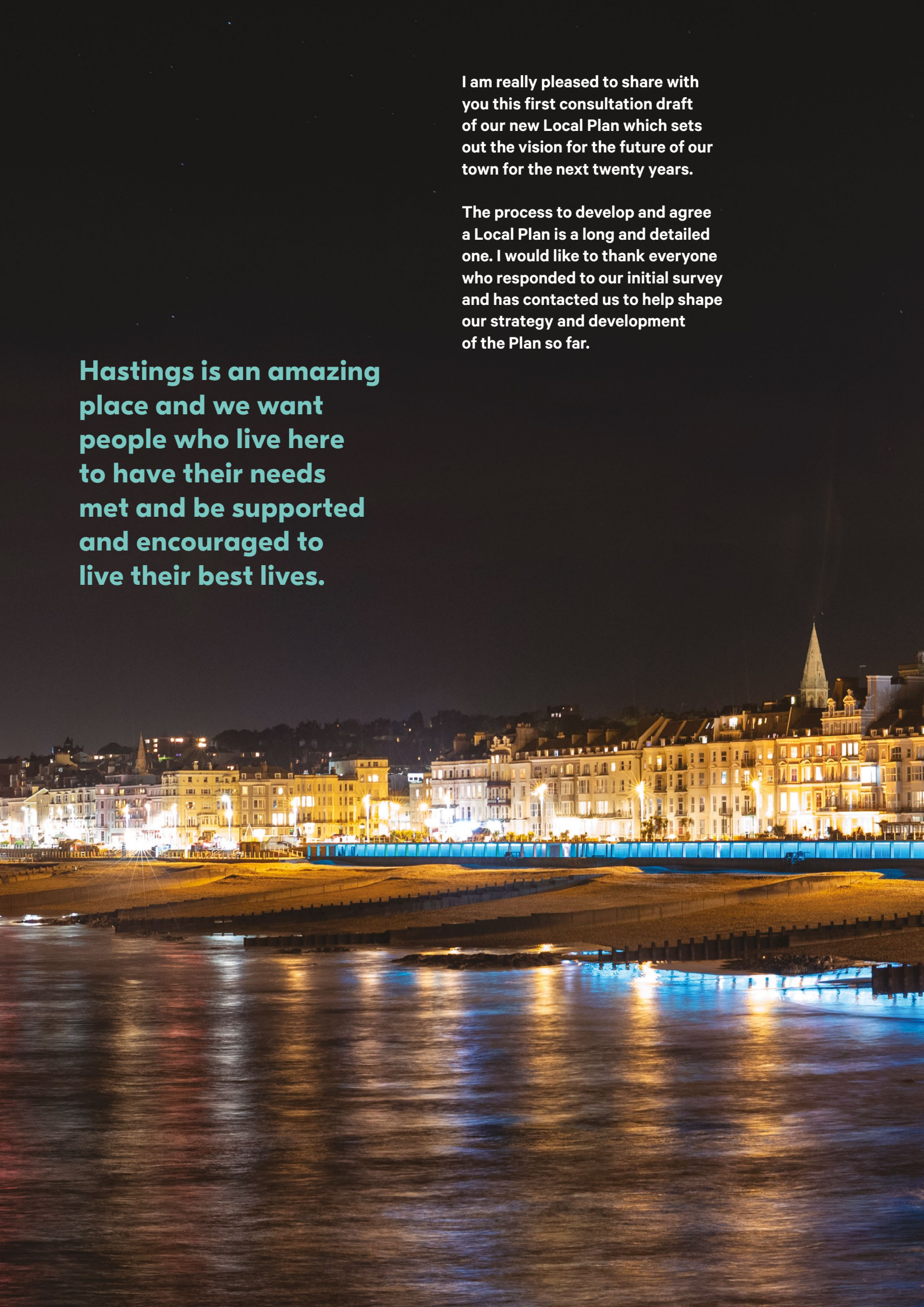
CONSULTATION DRAFT
(REGULATION 18),
WINTER 2021





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Hastings is an amazing place and we want people who live here to have their needs met and be supported and encouraged to live their best lives.

I am really pleased to share with you this first consultation draft of our new Local Plan which sets out the vision for the future of our town for the next twenty years.

The process to develop and agree a Local Plan is a long and detailed one. I would like to thank everyone who responded to our initial survey and has contacted us to help shape our strategy and development of the Plan so far.

FOREWORD



FOREWORD

Cllr Kim Forward
Leader, Hastings Borough Council

Our Local Plan has an important role in helping us to plan for future growth so that any development has a lasting and positive impact on communities and opens new opportunities for jobs and skills for local people.

We must promote the right development in the right places at the right scale in order to create attractive sustainable neighbourhoods as well as new economic opportunities. This is especially important as we recover from the Covid-19 pandemic.

Through our Plan the needs of residents, businesses and visitors will be considered, and the unique character and landscape of our town will be protected and enhanced for 21st century living.

We have a huge demand for housing in our borough so our Plan must ensure we produce enough well designed, good quality, affordable homes which enhance the environment, address climate change and enable people to have active lifestyles. In order to meet this need we must look at more challenging sites that, with the right infrastructure or mitigation, can be brought forward for development.

Our Local Plan must enable us all to address the most important issue of our time, that of climate change. We want to encourage the take up of new technologies to help us reach our net zero emissions 2030 target. We need national planning policy to prioritise climate change as well.

This Plan will provide a 'brief' for the development industry and set out the amount, location and type of development we expect to see and the requirements that developments will be expected to meet.

Before our Local Plan can be adopted it will be considered by an Independent Planning Inspector who will review the evidence and conclusions we have come to in a public examination.

This is somewhat off yet and your input at this stage is really important. It would be great to have your feedback on this draft and there are several ways you can get involved to help shape our Plan and full details are on our website.

Thank you very much for your interest in our Plan and our town.

DEVELOPMENT OBJECTIVES FOR HASTINGS BY 2039:

We want to improve the health and wellbeing of Hastings' communities and create new opportunities by:



Addressing climate change and supporting our carbon neutral ambition through reduced transport emissions, energy efficient buildings and expanded green infrastructure.



Achieving and sustaining a thriving and diverse economy – with a strong manufacturing sector including new creative, high-tech and green industries creating jobs and skills opportunities for local people.



Delivering 4,275 new homes that people can afford and want in well-designed existing, or new, neighbourhoods that make it easier to lead to a more active lifestyle.

The starting point for achieving this is celebrating our unique natural landscapes and the historic built environment that make Hastings special.



1

INTRODUCTION

1.1 Hastings is located on the south coast of England and is home to around 94,500 people¹. As a town we are experiencing a renaissance with a vibrant cultural and creative economy which is steadily growing along with new employment opportunities. We are developing a new Local Plan to continue to support this renaissance. The Local Plan will cover the period 2019/20 to 2038/39². It explains our strategy for managing development in a way that helps deliver our vision and will be used to assess planning applications for new development or changes of use of buildings or land in Hastings.

1.2 This document is a Draft Local Plan and not the final version. It is intended to provide a basis for conversations about what our strategy for the future development of Hastings should be and the policies we need to deliver it. This document is in five parts:

- **HASTINGS IN CONTEXT:**
An overview of the important features of our town.
- **DEVELOPMENT STRATEGY:**
Strategic Policies for managing development and which identify the types of uses planned for different parts of our town.

- **FOCUS AREA POLICIES:**
Strategic policies for parts of the Borough where higher levels of development are anticipated.
- **DEVELOPMENT POLICIES:**
Policies which explain our expectations for the design of individual developments and measures required to mitigate potential impacts.
- **MONITORING AND REVIEW:**
Our initial ideas for how we can measure the impact and progress of the delivery of the Local Plan.

1.3 Maps illustrating areas identified in draft policies are included in this document. We have also included lists of key terms and references at the back of this document.

1.4 The next draft version of the Local Plan will be accompanied by a larger scale 'Policies Map' showing the full extent of these policy designations. It will include the location of the final proposed 'Site Allocations' for development; details of potential Site Allocations are included in Appendix 1 of this document.



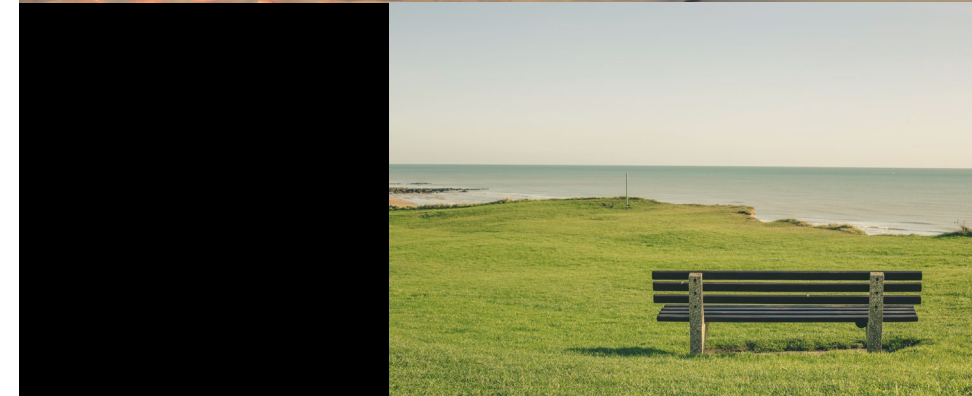
We want to deliver high-quality homes and create new job and business opportunities – while protecting what is special about Hastings.

WHY IS THE COUNCIL DEVELOPING A NEW LOCAL PLAN?

- 1.5** Hastings is at a critical turning point in its long history. A new generation of entrepreneurs, investors and cultural institutions are creating new opportunities for local people. There is still however a way to go before this journey is complete and we achieve our vision for our town by 2039. The long-term impact of climate change is being felt, and the current challenges presented by Covid-19 and Brexit, are major complicating factors in this. The strategy for the future development of Hastings will therefore need to be capable of responding to some of the most significant socio-economic and environmental challenges we have seen this century.
- 1.6** Though challenges exist, Hastings, by virtue of its location, character and development opportunities, is ready for this challenge and in a prime position to draw in and maximise investment. We are developing a new Local Plan to enable and encourage that investment to happen. We know we need to deliver more high-quality homes and create new job and business opportunities whilst protecting and enhancing what is special about the town.
- 1.7** What is the right kind of investment for Hastings? We believe it is development that responds to the needs of existing and future residents and business and recognises that well-designed, environmentally sustainable development can deliver positive returns over the longer term. This includes encouraging the design and use of buildings that create active, healthy places where people want to be. We want to expand upon, not replace, the unique atmosphere and vibe of Hastings whilst continuing to celebrate our beautiful coastal setting and rich heritage.

LAWS AND NATIONAL POLICIES ON HOW PLANS ARE PREPARED

- 1.8** A huge amount of research, data capture, analysis and thinking goes into the making of a new Local Plan. It can take considerable time to ensure the evidence upon which the Plan is based is accurate and robust. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
- 1.9** National policy requires us to use a nationally determined method to calculate the housing needed in our area and through the Local Plan try and meet or exceed the delivery of this. For Hastings this requirement is 430 homes a year, double our current planned provision (more on this in Part 3: Development Strategy). We are also required to make sure our Local Plan is realistic and 'deliverable'. This includes ensuring that developers can meet our policy requirements whilst delivering commercially viable development³.
- 1.10** There are changes to national policy ahead. In August 2020 the Government published a Planning White Paper setting out a series of reforms to planning including the way Local Plans are prepared. The early proposals suggest the Local Plan will have a role in granting "in principle" permission(s) and will adopt a simpler format which categorises land for growth, renewal or protection supplemented by masterplans and design codes. The proposals also advocate shorter plans in digital form with more visual presentation and stopping repetition of national policy in Local Plans.
- 1.11** This Draft Local Plan has been prepared under the current system of plan making. The format has however been influenced by the emerging national proposals. We hope this will allow us to adapt our Draft Local Plan to the new format in the future.





**Take a look
and tell us what
you think. Help
us to strike the
right balance.**

YOUR VIEWS

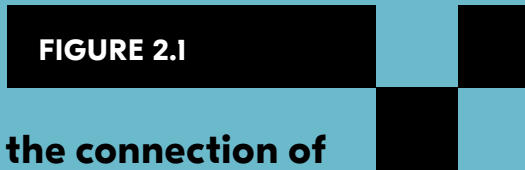
- 1.12** National policy sets some clear limits for what we can and cannot do with a Local Plan – it needs to address housing need and be justified by clear evidence that it is deliverable and sustainable. Developers need to be willing to invest in new homes, businesses and cultural and leisure facilities to deliver our vision.
- 1.13** Our Local Plan needs to be ‘local’ too and reflect our collective ambitions for the way our town is developed. We are inviting the views of everyone on the Draft Local Plan including our resident and business communities, our ‘**Town Deal** Board’ and potential neighbourhood planning groups. We want to hear from developers too. Alongside this, we will continue to engage with East Sussex County Council, Rother District Council, infrastructure providers as well as national bodies which provide specialist advice on plan making including Natural England, Historic England and the Environment Agency. We will also be sharing our Draft Local Plan with academics and researchers and others working on urban planning and economic recovery projects to help us strike the right balance between national objectives, local viability challenges, our priorities for change, and define a Local Plan that will deliver our vision for Hastings.

- 1.14** **Take a look at the Draft Local Plan and tell us what you think. More details on how to get involved in helping us create our new Local Plan, are available at hastings.gov.uk/localplan. For more information, or to speak with an officer, visit the Local Plan pages on our website, email fplanning@hastings.gov.uk or call 01424 451102 to speak with the Planning Policy Team.**

NEXT STEPS

- 1.15** This document is a draft Local Plan (which will be published under Regulation 18 of the Local Plan Regulations 2012 (as amended)). We will use all relevant comments to develop and identify further new policy options or to refine the options presented in this document. These new options will all be subject to a Sustainability Appraisal which is a legal requirement for plan making and considers any significant environmental, social and economic effects our Local Plan may have. We will also continue to develop the Local Plan evidence base. This will include transport modelling to consider potential capacity issues on the local road network and identify how these can be mitigated. We will also investigate the housing needs of specific groups including the Traveller community. This further evidence will be used to make sure our Hastings Local Plan is an appropriate and deliverable strategy to support the sustainable development of the town.
- 1.16** The next version of the Hastings Local Plan (which will be published under Regulation 19 of the Local Plan Regulations 2012 (as amended)) will be published in 2021 for final comments. This will be reviewed should changes in national policy mean that it would be more efficient to move to a new style of plan making as directed through legislation and policy. We will submit the next version of the Hastings Local Plan (Regulation 19) and all supporting evidence to the Government, along with any comments we receive on it, for an Independent Examination prior to adoption.

HASTINGS IN CONTEXT



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2.2 Hastings is located on the south coast of England. Figure 2.1 shows the connection of Hastings to the rest of the South East. Our town has almost eight miles of coastline and is surrounded by the mainly rural district of Rother. The natural and open space of the High Weald is located to the north and includes Hastings Country Park to the east.

2.3 The town is served by four railway stations: Hastings, West St Leonards, St Leonards Warrior Square and Ore. Direct connections to London and Gatwick International Airport are available by train with journey times of around an hour and a half. The A21 road connects with the A259 in central Hastings, the main east – west road link along the seafront. Combe Valley Way (A2690) was completed in 2015 and connects the A259 in Bexhill to a junction with the B2092/A2690 Queensway in Hastings. The route is designed to ease congestion on the A259 by providing a second main road link between the towns and a more direct link from the A27 to the A28 via the A259 and the industrial locations along this corridor. Linked to this is the Queensway Gateway Road which is currently under construction.

2.4 Hastings developed from a small fishing port to a substantial town and is known worldwide for its rich history including the Norman Conquest in 1066, almost 1,000 years ago. Hastings' history is shaped partly by its relationship to the sea and the physical constraints of its environment, wrapped as it is by the rural landscape of Rother and the sea to the south. It is also influenced by its distance of just 65 miles from central London. Following a period of significant economic decline over the latter half of the 20th century, Hastings is now well on its way in terms of its regeneration journey. Hastings has benefitted from in excess of £450m capital investment⁴, including state of the art further education colleges located in Hastings Town Centre and Ore Valley, new office space at Priory Quarter, business centres, eco-retrofits of housing and employment stock, road improvements, schools and cultural and creative facilities. Town Centre neighbourhoods have been transformed to create attractive and popular destinations to live, work and shop.

LOCAL AND GLOBAL CHALLENGES

2.5 Hastings is growing, changing and developing but there are still a number of challenges to be met before we can truly achieve our objectives. Hastings is the 13th most deprived town in England⁵ with a quarter of children living in poverty⁶. While the skills base of the resident population has gradually improved, including the proportion with higher qualifications (NVQ4+), 20% of the working age population have no qualifications⁷. Unemployment hovers at around 4.8% and our job density (jobs per person) is just 0.66 which is well below the 0.88 average in the South East. Improving access to training and job opportunities is therefore a priority.

2.6 Linked to the lack of employment opportunity and poverty, there are significant public health challenges that need to be overcome. Hastings has the worst life expectancy at birth and at age 75 of all the districts and boroughs in East

Sussex⁸. A quarter of 4 and 5 year olds and 33% of 10 and 11 year olds are considered obese⁹. The poor health outcomes experienced by too many members of our community is an essential focus for all of our partners.

2.7 Major infrastructure challenges also exist. Despite having the ambition, we do not yet have the high-speed rail connections enjoyed by other areas, and power supply and topography limits train lengths on the railway line from Hastings to Tunbridge Wells and London. Travellers on both the A21 and A259 roads experience severe delays at key junctions¹⁰. Better walking and cycling infrastructure – as well as buses – is needed across the town to make leaving the car at home easier for the 64% of people who still travel to work by car¹¹. Investment in walking and cycling infrastructure (active travel) is essential to our goals to reduce carbon emissions from transport and can also have positive public health benefits.

2.8 Digital connections are improving. The East Sussex County Council led 'eSussex' project has made significant progress in improving connectivity. While 'Superfast' coverage in Hastings (>30Mbps) is 99%, Ultrafast coverage (>300Mbps¹²) is only 0.8% as at July 2020. There will be a need for full fibre infrastructure Borough-wide although neither Openreach nor CityFibre have yet selected Hastings for commercial investment.



2.9 Hastings is not immune from the global problems that face towns and cities across the world. The climate is changing due to greenhouse gas emissions from human activity. The impacts of an increase in temperature by one degree Celsius are being felt today. We are seeing the increased frequency and magnitude of extreme weather events including heatwaves, droughts, flooding, major storms occurring throughout the year and wildfires. Average temperatures for the last 10 years have been the highest on record. In 2018 a worldwide movement of climate emergency declarations began. Hastings Council being one of the first councils agreeing a motion to declare a climate emergency in February 2019, including to make Hastings carbon neutral by 2030.

2.10 It is difficult to assess the long term effects of Covid-19 on the country, but its impact has been acutely felt. Over just a few months in 2020 Covid-19 transformed life in the UK. The social and economic consequences on the national economy over the next few years are likely to be significant and will affect Hastings. Social changes such as where and how people choose to live and work are not yet clear or understood – but we anticipate a dramatic expansion of remote working.

TODAY HASTINGS IS EXPERIENCING A RESURGENCE

2.11 These problems are significant and pressing but Hastings also has much to offer. Many of those who have already chosen our town as home would live nowhere else. Hastings is a quirky, independent, and free-spirited town perhaps most evident in traditional community-led events like Jack in the Green and the Hastings Bonfire to more modern arts and cultural facilities including the Hastings Contemporary gallery and a thriving live music scene. Hastings' cultural heritage is a source of local pride.

2.12 The built and natural heritage of our town is extraordinary. The seafront is a key feature of our town; we have a magnificent coastline. Hastings is rich in diverse landscapes too. Wildlife sites include the internationally designated Hastings Cliffs, Special Area of Conservation (SAC), 3 nationally designated Sites of Special Scientific Interest at Marline Valley, Combe Valley and Hastings Cliffs, 8 Local Nature Reserves designated by Hastings Borough Council and 25 Local Wildlife Sites. Hastings also has a stunning historic townscape with numerous high status heritage assets, including; over 900 nationally listed buildings recognised for their special architectural or historic interest, 6 scheduled monument sites, 18 Conservation Areas, two registered historic parks and gardens and numerous sites of archaeological interest. We need to protect and enrich these natural and man-made assets so that we can make Hastings a beautiful, verdant and truly unique place to live, work and visit.

2.13 Hastings cultural attractions combined with the mix of natural spaces and urban built heritage attracts over 4 million visitors each year with around half a million staying overnight. The visitor economy accounts for £358 million in business income each year and some 22% of all employment¹³.

2.14 Industrial parks are near capacity and occupancy rates for retail properties in Hastings Town Centre are still high for now, bucking national trends. Gross Value Added (GVA), a measure of the value of goods and services produced, has grown in Hastings from 2008 through to 2019 and the value of goods produced is now just over £1.6bn and supports 38,800 jobs¹⁴. This equates to around 0.8% of total jobs in the South East region (4.8m) and 0.6% of the regional GVA (£265bn)¹⁵.

2.15 The Hastings to Bexhill Link Road (Combe Valley Way) has opened up opportunities for growth. The Queensway Employment Corridor – with the Enviro 21 Park, an environmentally sustainable industrial park, will act as a catalyst for attracting other new businesses and premises. This means that future employment opportunities in this area are strong. South of Ridge West and along Queensway, and through to neighbouring Rother, there are opportunities to increase the volume of industrial and commercial premises and to strengthen the links between the Hastings labour force and the town's exports with the wider market of the UK and beyond.

IMPLEMENTATION AND INVESTMENT

2.16 There are opportunities ahead. We have been chosen as one of a small number of towns across the country eligible to bid for up to £25m from the Government's "Town Fund" with the opportunity to bid for more money from other national funding streams. We are already working on the Government's "[Town Deal](#)" Programme as directed by a board of local leaders to try and leverage in funding to benefit the whole Borough and support implementation of the Local Plan. We enjoy a beautiful natural setting, a breathtakingly rich historic environment – and relative to other parts of the South East lower land values with the opportunity to create added value for investors. We are open to development that delivers our vision.



Hastings is a quirky, independent, free-spirited town with a thriving music scene. Hastings' heritage and unique culture engenders local pride.

3

DEVELOPMENT
STRATEGY

Our development strategy is focused on addressing climate change and delivering more jobs and homes whilst incorporating and embracing our rich natural and historic environment to meet the 21st century needs of local people.

From our longer-term aspiration to rethink car parking on the seafront to enhancing our beautiful coast and reimagining our open spaces for play, adventure and discovery – these precious assets have physical and mental wellbeing benefits. They also add value to development opportunities in Hastings.

3.1 This section of the Draft Local Plan explains our strategy for encouraging and directing development and growth in the Borough and highlights strategic interventions we want to pursue over the life of the Local Plan. These emerging policies, based on the evidence we have collated, and the reasons why we think they are justified in the context of Hastings, are explained below.



TACKLING CLIMATE CHANGE

3.2 We have set an ambitious target for the town to become carbon neutral by 2030. We already know that most significant reduction in carbon emissions will come from switching towards the use of electrical heating systems and ultra-low emission vehicles including electric vehicles¹⁶. Improving energy efficiency within existing buildings is a significant challenge, but continuing to reduce energy demand through energy efficiency measures in new development and where possible adaptations to these existing developments has an important role to play in carbon reduction.

Moving to more sustainable transport options such as walking and cycling, as well as generating more local renewable energy has an important role to play in achieving our carbon neutral ambition¹⁷. We know climate change is an emergency. Mitigation and adaption measures in response are necessarily the foundation of our strategy for development in this Local Plan and are key to unlocking sustainable development that meets the needs of our current and future communities.

3.3 Our strategy is to concentrate higher levels of growth in the 'Focus Areas' of Hastings Central (which includes Hastings Town Centre), Bohemia, Little Ridge and Ashdown House, and West Marina and West St Leonards along with other key development sites (see Appendix 1 for these 'site allocations') which are well supported by existing or planned sustainable transport infrastructure and other services. This will help minimise carbon emissions from travel. Allowing increased development densities, in appropriate locations, can also help to deliver much needed housing and spaces for businesses to grow. This increased demand from occupants can help

local shops and services survive by creating the critical mass of demand to support them and may help justify greater investment in infrastructure such as new bus routes or rail improvements within Hastings as well as beyond.

3.4 Managing the pattern of development in this way will lessen encroachment on the natural environment – including protecting the soil, water, and vegetation that have an important role in carbon mitigation. We have taken the further step of identifying land for this purpose in the short term (Breadsell). This is in part of the Borough lacking the infrastructure to sustainably support housing development. We may review this position in the future as implementation of our Climate Emergency Strategy and Action Plan progresses and if infrastructure to unlock development can be secured¹⁸. Until then, it can play a role in supporting our climate mitigation ambitions.

3.5 The pattern of development set out in this strategy also responds to the level of flood risk in different parts of the Borough, which will itself be impacted by climate change. We have sought, as far as possible, to avoid allocating sites in areas with the highest flood risk and where risk cannot be mitigated. Significant levels of new development are not expected within these locations or in areas strictly protected for their natural environmental benefits. The strategy does not however preclude renewal and additional development to intensify areas that are not identified as ‘site allocations’ in the Draft Local Plan – providing development in these areas meets our vision and is aligned with other policies in the Local Plan.

3.6 The seafront makes an important contribution to the town, not just for its landscape value but also to health and wellbeing. It is also a major tourist draw and an important economic asset. We know that as a result of climate change, our sea defences will become increasingly vulnerable to wave attack during

the life of the plan. For the coastal strip between Rock a Nore and Glyne Gap, the long term policy is to ‘hold the line’ to prevent flooding and erosion of the seafront, and to protect economic, tourism and residential assets. This will continue to require significant coastal engineering interventions¹⁹. In view of this, we are exploring the potential for a Coastal Change Management Area. This will cover how to manage future and existing development now which will impact upon, or be impacted by, coastal change in the long term to ensure that the seafront is able to adapt to new economic, tourism and leisure uses over time.



MORE JOBS

3.7 The Hastings economy differs to the wider South East in that there is lower representation in professional services and office-based activities and more manufacturing, construction, tourism and healthcare²⁰. Across the Hastings and Rother market area the manufacturing sector is locally resilient and contains some long-standing and high performing companies such as in electronics and the creative industries sector (including design, web, gaming, arts, visual arts, performing arts)²¹. Vacancy rates in our industrial estates are low.

3.8 Over the last few years there has been very limited ‘churn’ in the industrial premises market – while that means a degree of retention of existing business in the area, it also means there are limited opportunities for new companies to locate in Hastings, despite a desire to do so. Recent analysis has indicated that there has been no significant new supply of industrial space in Hastings and requirements for larger industrial units are reportedly almost impossible to fulfil²². Analysis has also indicated a backlog of need for smaller premises²³. The consequence of this undersupply of industrial space is that

no units are available for local companies looking to grow, and it creates missed opportunities to attract incoming companies with a high employment potential. This together with an existing ageing stock and essentially no vacancies are constraining the economic potential of Hastings.

3.9 A need for an additional 81,500sqm of employment floorspace to 2039 has been identified²⁴. New floorspace will support job creation and retention and provide start-up, grow-on and investment space for both existing and incoming employers, as well as mitigating market paralysis²⁵. New, modern premises may also have a role in attracting cleaner, greener industry. We need to support this with new investment in workforce skills training and ensuring we have the digital infrastructure in place to support demand.

3.10 Meeting identified needs will be achieved in part through the development of existing allocations but also through the retention and redevelopment of our existing industrial stock. Our core industrial areas, as illustrated in the key diagram (Figure 3.1), include the Queensway Corridor, comprising sites across Queensway, Castleham, Churchfields and Ridge West, which together with Ponswood and Ivyhouse are the largest footprint employment sites, in Hastings, and offer the most potential for new development and densification. This will benefit not only Hastings, but the wider economic area. Local Development Orders, which can give permission for certain types of use without the need for planning permission, may be used to facilitate intensification in these areas. Sites at Bulverhythe and York Road also have an important economic role delivering waste management infrastructure; transport; distribution and warehousing. Roebuck and Britannia industrial estates and a number of other dispersed business premises across the Borough also have an important role in terms of the space they provide for existing and potential new businesses.

3.11 The demand for office floorspace across East Sussex, in contrast to industrial space, is lower. But there is a growing demand in the local market for managed workspace/small office units for micro-businesses (fewer than 10 people). Space that can be used flexibly to accommodate small business or provide larger spaces for existing business to consolidate their offices would support business stability and, whilst the impact of Covid-19 may depress demand for office space in the short to medium term, Hastings Town Centre, with its existing role as an important sub-regional economic centre, continues to be the primary location for future office development. Smaller and more local scale office uses could perform a similar role in our smaller centres, such as St Leonards.

3.12 New, flexible and upgraded office space can contribute to a vibrant mix of uses as the retail function of Hastings Town Centre potentially changes²⁶. Expanded leisure and cultural provision aimed at both residents and visitors alike are likely to be an even more important part of maintaining the draw of central Hastings. Increased provision of housing would create more demand for services and support economic recovery and job creation in the town centre²⁷.

3.13 In 2020 significant changes were made to planning law. This included extensions to ‘permitted development rights’ which allow conversions and change of use of certain employment premises without the need for full planning permission. A new ‘Commercial Business and Service’ planning use class has also been introduced. This allows changes of use, without any need for planning permission, within a wide range of uses including shops, restaurants and cafes, offices, gyms and childcare provision²⁸. Whilst the objectives here to enable a more flexible approach to support town centre recovery and to help promote the delivery of more housing are supported, we will continue to monitor the supply and demand for employment

floorspace. We may revise our approach to managing change to office premises in central Hastings and the established industrial areas. This might extend to adopting tools that will require full planning permission for changes of use of office floorspace to residential development currently allowed under permitted development rights (through ‘Article 4 Directions’).



MORE HOMES

3.14 In common with many other parts of the country, demand for housing is high – with a nationally calculated housing need for Hastings of 430 homes a year, equating to 8,600 over the Local Plan period. We have identified sites that could sustainably deliver 4,275 over the life of the new Local Plan. The projected housing trajectory, excluding sites in Hastings Central Focus Area, is shown in Table 3.1 below. Our housing target is less than half of the amount nationally set, although we think there may also be opportunities for more homes to be delivered through mixed use development on sites in Hastings Town Centre.

Table 3.1: Housing Trajectory²⁹

Year 1–5 (2019/20–2025/6)	Year 6–10 (2026/7–2030/31)	Year 11–20 (2031+)
1,169	1,610	1,495

Note: we have rounded the housing target to 4,275

3.15 This is because certain areas of the Borough are less suitable for development. In the north, the mainly built up area is close to the administrative boundary with Rother District. Elsewhere, environmental constraints include the High Weald Area of Outstanding Natural Beauty (AONB) which includes Hastings Country Park with its numerous ecologically important designations. More generally within the main built up area, environmental assets include 2 Historic Parks and Gardens, local nature reserves, nature conservation

areas, parks, playing fields and allotments. These are valuable assets which give the Borough its character and appeal, and in general, should be protected. In addition, the developable areas of certain site allocations are also reduced by environmental factors, for example, a high number of Tree Preservation Orders. This means we must maximise densities where development is sustainable and can deliver quality design.

3.16 We expect all new homes to be well-designed and meet the needs of all occupiers. Part of this is ensuring homes have reasonable space standards – a need that will have been reinforced by Covid-19 lockdown as many homes became workplaces as well as schools overnight (more on this in Section 5). There is also a need for homes that meet the needs of people with additional care needs such as housing with care and housing with support³⁰.

3.17 Affordability is of critical importance. In 2017 median house prices were already at 9.33 times annual income³¹. Whilst Hastings has a high proportion of homes in the private rented sector, with rental levels amongst the lowest in the region, rent levels have risen and there is evidence to show that housing conditions are often poorer in the private rented sector³². The projected demand for affordable housing is even higher (7,200 homes, or 360 homes per year to 2039), by far exceeding anything development sites in Hastings could accommodate.³³

3.18 The development of a range of more affordable homes for local people that they can access on their available financial resources is essential and there remains a need to provide for a range of housing options and in particular affordable/social rent homes of three or more bedrooms³⁴. Research on the benefits of mixed income levels in neighbourhoods – accommodating a range of tenures – has been well documented³⁵. While there has been debate on its impact, there has been a more general acceptance that a range of tenures



Affordability matters.
Getting a mix of affordable and private housing tenures is important.





can avoid the creation of exclusive enclaves on the one hand, or high concentrations of deprivation and the service challenges this brings on the other. We want to use new housing to help address existing imbalances in the housing stock by improving housing choices through size and tenure. This includes recognising the regeneration role housing can have in helping to encourage retention and in-migration of skilled workers.

We recognise that the natural environment plays an important role in health and wellbeing. Our natural environment, as well as being important in ecological and historic landscape terms, is what makes Hastings an attractive place to live – and for developers – a great part of the country to invest in.

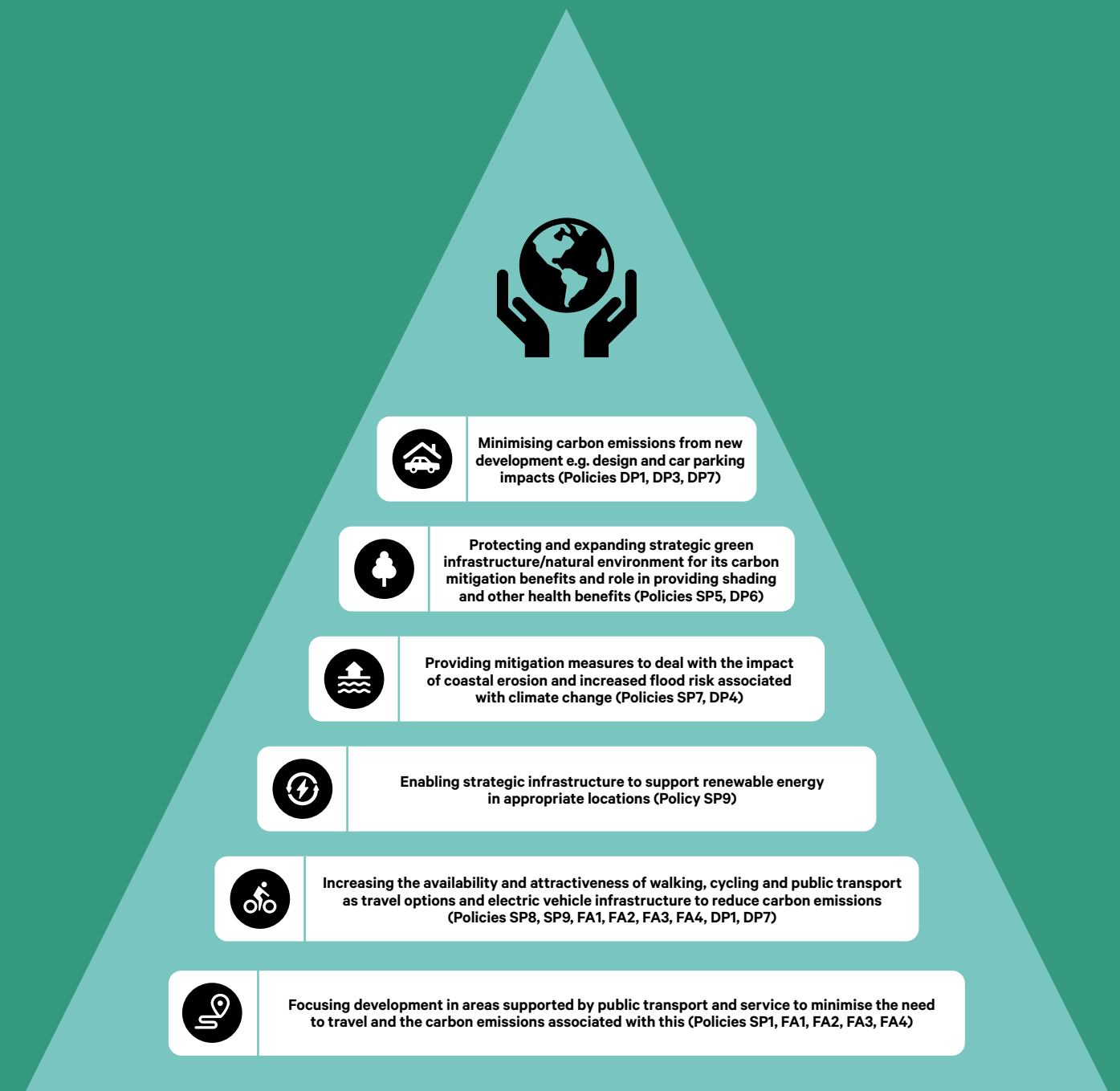
3.19 The high level of need for affordable housing justifies the Council's approach of maximising affordable housing delivery, where this can be viably supported, whilst allowing room for other important priorities such as additional costs associated with low carbon design or provision of wheelchair accessible homes. In the parts of the Borough where sales values are highest, and viability strongest, there is a greater opportunity for higher affordable housing requirements and, where appropriate, modest increases in density supporting higher levels of affordable housing. Disappointingly development viability challenges in Hastings mean that we will fall short of our ambitions for the number of affordable homes required through developer contributions alone. We will look to maximise investment opportunities and subsidise affordable housing in other ways.

3.20 It is not just about planning for a number of housing 'units' though. Homes need to be supported by good social infrastructure with easy access to shops and other services. Quality living environments should not be limited to new housing development either; there are existing neighbourhoods in Hastings which need improvements to help create better living environments and we want to support development where it enables this. The location of the main areas of new housing development (and requirements for the way these sites are developed is set out later in the Local Plan) aims to ensure that everyone has access to good quality open and play space.

OVERARCHING STRATEGIC POLICY 1 (OSPI): TACKLING CLIMATE CHANGE

- 1_** The Council will work with its partners to achieve our Carbon neutral ambitions and deliver sustainable patterns of development that support climate change mitigation and adaptation. To support this over the life of the plan to 2039, the Council will:
- A** Focus largest scale development in areas with existing or potential good public transport accessibility and good access to shops and services, minimising the need to travel by car.
 - B** Support and encourage investment in major renewable energy, including wind turbines, managing the local environmental impact through sensitive design and siting of this infrastructure.
 - C** Encourage a shift from reliance on car journeys by improving the walking and cycling environment across the borough and better integrating this with public transport to make this a more attractive transport option.
 - D** Expand the network of green infrastructure recognising its essential role in carbon storage as well as its health and wellbeing benefits.
 - E** Explore the use of land at Breadsell as a Carbon Mitigation Zone for projects that reduce carbon emissions where compatible with protection of important natural habitats.
- 2_** The Council will support measures that help mitigate and adapt to impacts of climate change at the level of individual sites, recognising the cumulative impact of development and will support:
- A** New development and, where possible, adaptation of existing buildings that is designed to minimise energy consumption and where feasible, incorporates low carbon energy production.
 - B** Provision of electric vehicle infrastructure and, in locations with the highest public transport access, lower car parking provision and car clubs.
 - C** Incorporation of new green infrastructure as part of new development.
 - D** Measures that reduce or mitigate flood risk including climate related projections for changes to this.
- 3_** Adapting to and mitigating the impacts of climate change is an overarching policy objective and as such key to policies throughout the rest of this draft Local Plan.

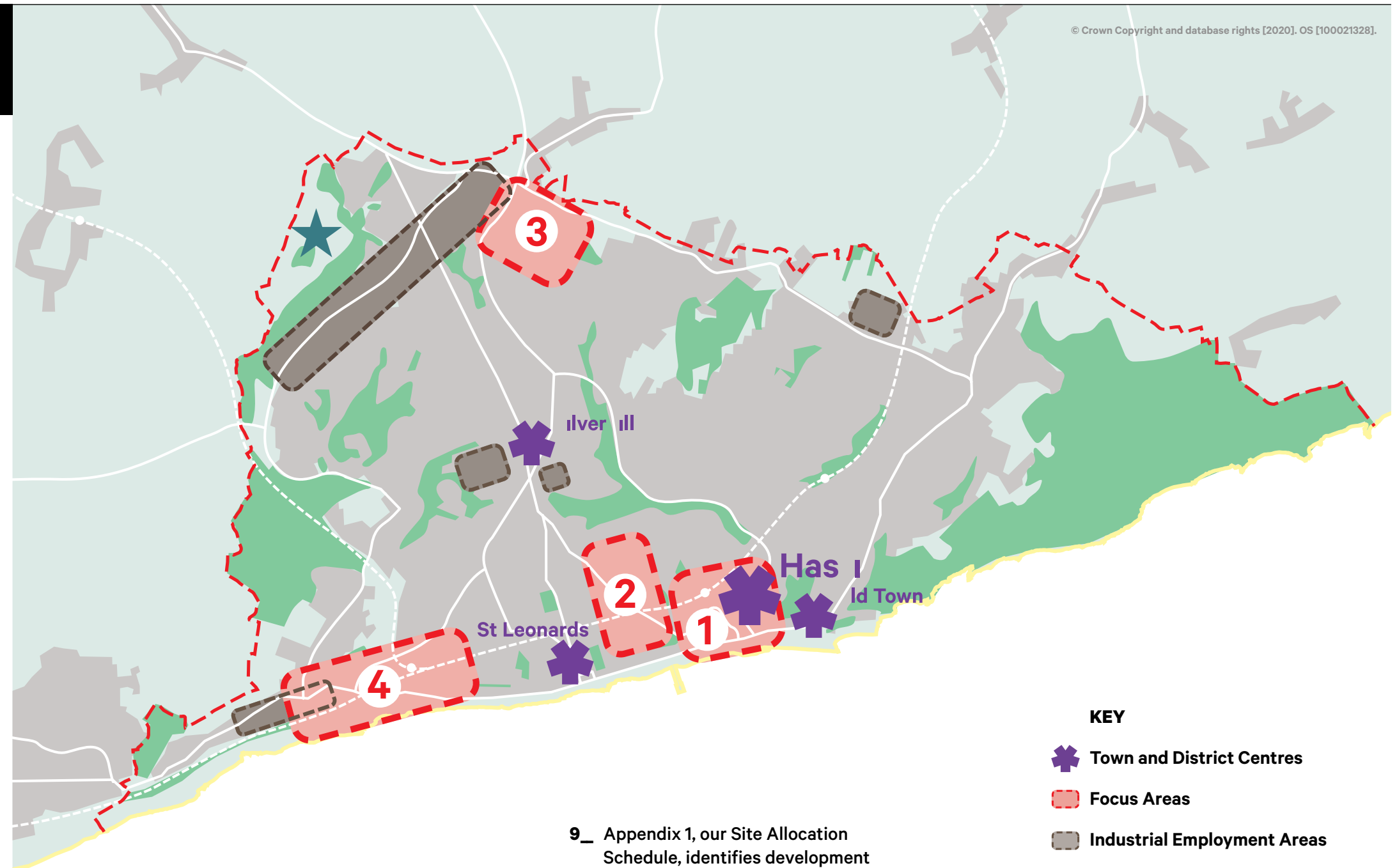
Using local plan policies to support climate change mitigation and adaptation



STRATEGIC POLICY 1 (SP1): DIRECTING GROWTH

- 1_ The overall development strategy is derived from our approach to climate change mitigation and adaptation set out in Policy OSP1 and is key to ensuring development across Hastings is sustainable.
- 2_ New industrial floorspace will be delivered through the continuing development of floorspace opportunities, stock renewal, intensification and retention in our Strategic and Local Industrial Employment Areas to close the gap between current demand and supply.
- 3_ Hastings Town Centre is the primary location for new larger scale office, further and higher education facilities, leisure, visitor accommodation, cultural and retail development, with smaller, more local scale development of this type directed to the District Centres and then to Local Centres.
- 4_ Significant development of new homes will be maximised in the 'Focus Areas' of Hastings Central, Bohemia, Little Ridge and Ashdown House, and West Marina and West St Leonards. Development in these Focus Areas should optimise densities whilst ensuring high quality design and, wherever feasible, enhancing visibility of and access to natural and historic assets.
- 5_ Development across Hastings should meet high architectural standards and the Council will support innovative design that makes a positive contribution to the quality, character, local distinctiveness and sense of place in Hastings.
- 6_ Areas that have been designated for their natural environmental quality and formal designated open spaces will be protected and enhanced.

- 7_ The special historic and architectural character of Hastings will be conserved, enhanced and sustained over the long-term, for the benefit of current and future generations.
- 8_ Development will be primarily focused in areas of lowest flood risk. Development in areas of higher flood risk will only be permitted where these risks can be effectively mitigated.



- 9_ Appendix 1, our Site Allocation Schedule, identifies development sites and required uses including provision of new open space, indicative development capacities and other site specific policies reflecting the spatial strategy set out above and in Policies SP2 to SP10. New development (including estate renewal) will be supported, on other appropriate sites, where it is at a scale that complements and integrates with surrounding development and is in line with policies in the Local Plan.

KEY

- Town and District Centres
- Focus Areas
- Industrial Employment Areas
- Carbon Mitigation Zone



FIGURE 3.1

Key Diagram

STRATEGIC POLICY 2 (SP2):
NEW AND AFFORDABLE HOUSING

1_ A minimum of 4,275 new homes will be delivered over the Plan period with additional homes delivered in the Hastings Central Focus Area (figure 4.1) as part of mixed-use development.

2_ The Council will seek affordable housing as part of new residential developments as set out in Table 3.2 below.

Table 3.2 Percentage of affordable housing required

Size of Development	Brownfield Sites	Greenfield Sites
0 – 9 units	No minimum	No minimum
10 – 19 units	No minimum	25%
20 units or more	25%	25%

3_ Where justified by a viability appraisal, the Council will apply the 25% affordable housing target flexibly where development is for:

- A Mixed use schemes, in Hastings Central Focus Area, that include cultural, leisure community facilities or employment generating uses; and
- B Sites identified in Appendix 1, with capacity of less than 30 units, where there is a specific requirement for provision of onsite cultural, leisure community facilities or employment generating uses.

4_ Where affordable housing is a policy requirement, the Council will expect a tenure mix in line with the requirements set out in Table 3.3 below.

Table 3.3 Percentage tenure mix required for affordable housing

Affordable Rent/ Social Rent	Minimum 60% of total affordable housing
Affordable Home Ownership	10% of total affordable housing
Remaining 30%	Determined through negotiation between the local authority and developer and comprising Affordable Rent/Social Rent, shared ownership or any other affordable tenure including intermediate and low-cost homes (which could extend to First homes)

5_ The required dwelling mix for rented affordable homes is set out in Table 3.4 below.

Table 3.4 Dwelling mix required for affordable/social rent

1 Bedroom Homes	2 Bedroom Homes	3+ Bedroom Homes
30%	35%	35%

6_ The Council will support the provision of specialist accommodation, including homes with care or support.

7_ The Council is considering the accommodation needs of Travellers. If needs are identified, locations to accommodate this will be reflected in the next draft of the plan.

8_ The Council will seek to work with developers on schemes of 40 or more units to identify and secure development phase jobs, training and supply (procurement) opportunities associated with new residential development in Hastings.



STRATEGIC POLICY 3 (SP3): BUSINESS DEVELOPMENT — OFFICE & INDUSTRIAL USES

- 1_** The Council will protect and support the development of new industrial floorspace and stock renewal in Strategic and Local Industrial Employment Areas and encourage retention of industrial floorspace outside of these areas. The Council will support development at these locations that maintains, and where appropriate, intensifies or expands industrial floorspace. The Council will support development of:
 - A** Industrial processes;
 - B** Storage or distribution uses;
 - C** Waste management uses where these are demonstrably compatible with the locality;
 - D** Renewable energy production;
 - E** Office uses where ancillary to industrial businesses located in Hastings;
 - F** Training facilities aligned with supporting manufacturing/green tech skills development and where they would not prejudice the industrial nature of the area.
- 2_** Development should:
 - A** Make maximum use of plot space through efficient design and layout arrangements where parking provision does not dominate the site and where possible consider high densities/multiple storey development;
 - B** Create high quality business space capable of flexible use, subdivision and extension; and
 - C** Create safe environments that encourage walking and cycling and active travel to work with ancillary office functions orientated to the street frontage.
- 3_** Outside of Strategic and Local Industrial Employment Areas, the Council will seek to retain uses defined in 1 A to F above, and will only support redevelopment for other uses where:
 - A** It is proven no longer viable in its current use or for any alternative business use as demonstrated by evidence of an appropriate marketing campaign; or
 - B** Continued use would cause serious harm to local amenities.
- 4_** Hastings Town Centre is the primary location for new office development and renewal, including flexible co-working space, start-up and incubator space.
- 5_** The Council may secure specific uses permitted in line with this policy by a planning condition; this will have the effect of limiting changes to other uses within the same planning use class without a planning consent and will allow the Council to better manage floorspace needed to meet demand from businesses.
- 6_** The Council will seek to work with developers and occupants to identify and secure job, training and supply (procurement) opportunities associated with new development of industrial and office floorspace in Hastings.



**High quality
business spaces —
attractive, active
environments
that encourage
walking and
cycling to work.**



STRATEGIC POLICY 4 (SP4): BUSINESS DEVELOPMENT – RETAIL AND LEISURE USES

- 1_** The network of town, district and local centres will be retained and enhanced to create employment opportunities including those linked to the tourism sector and uses that support residential communities in Hastings and Rother. This includes:
 - A** Maintaining and enhancing Hastings Town Centre as the primary town centre and focus for larger scale commercial, community, leisure and cultural development;
 - B** Encouraging smaller scale development of this type in the District Centres of St Leonards, Silverhill, and Old Town;
 - C** Supporting more local scale provision in the Local Centres of Ore Village, Bohemia and Tower, Battle Road and Bexhill Road;
 - D** Limiting main Town Centre uses to Hastings Town Centre, District or Local Centres with the 'sequential approach' applied to new development in line with the National Planning Policy Framework³⁶. For retail proposals, a locally set impact assessment threshold of 300sqm (Convenience retail) and 200sqm (Comparison retail) will apply.
- 2_** Tourism and visitor related uses, including hotels and serviced accommodation, will be supported on the seafront, Hastings Town Centre, District Centres and Bohemia Focus Area and in other locations where there is good public transport access.
- 3_** Proposals for new hotels and serviced accommodation will also be supported in Hastings Town Centre, District Centres and Bohemia Focus Area and in other locations where there is good public transport access.
- 4_** Loss of hotels and serviced accommodation will only be permitted where it can be demonstrated it is no longer required and there is evidence of an appropriate marketing campaign.
- 5_** The Council will seek to work with developers and occupants to identify and secure jobs, training and supply (procurement) opportunities associated with new development of retail and leisure floorspace in Hastings.



STRATEGIC POLICY 5 (SP5): CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

- 1_** The Council will expand and improve access to the network of green infrastructure across the Borough, including publicly accessible open spaces and ‘urban fringe’ areas. Projects that protect and enhance the Boroughs expansive network of open space, capitalising on its benefits to health and wellbeing and its role in mitigating climate change, will be supported.
- 2_** The Council will protect and enhance the Borough’s distinctive landscape character including:
 - A** The distinctive landscape setting of the Borough, in particular the structure of ancient gill woodlands, open and amenity green spaces and the relationship and clear division between the unspoilt coastline of Hastings Country Park Nature Reserve, the surrounding countryside and the built-up area;
 - B** The High Weald Area of Outstanding Natural Beauty; and
 - C** The undeveloped coast.
- 3_** The Council will protect sites or habitats designated or identified of international, national, regional or local importance for biodiversity or geological importance, including ancient woodland.

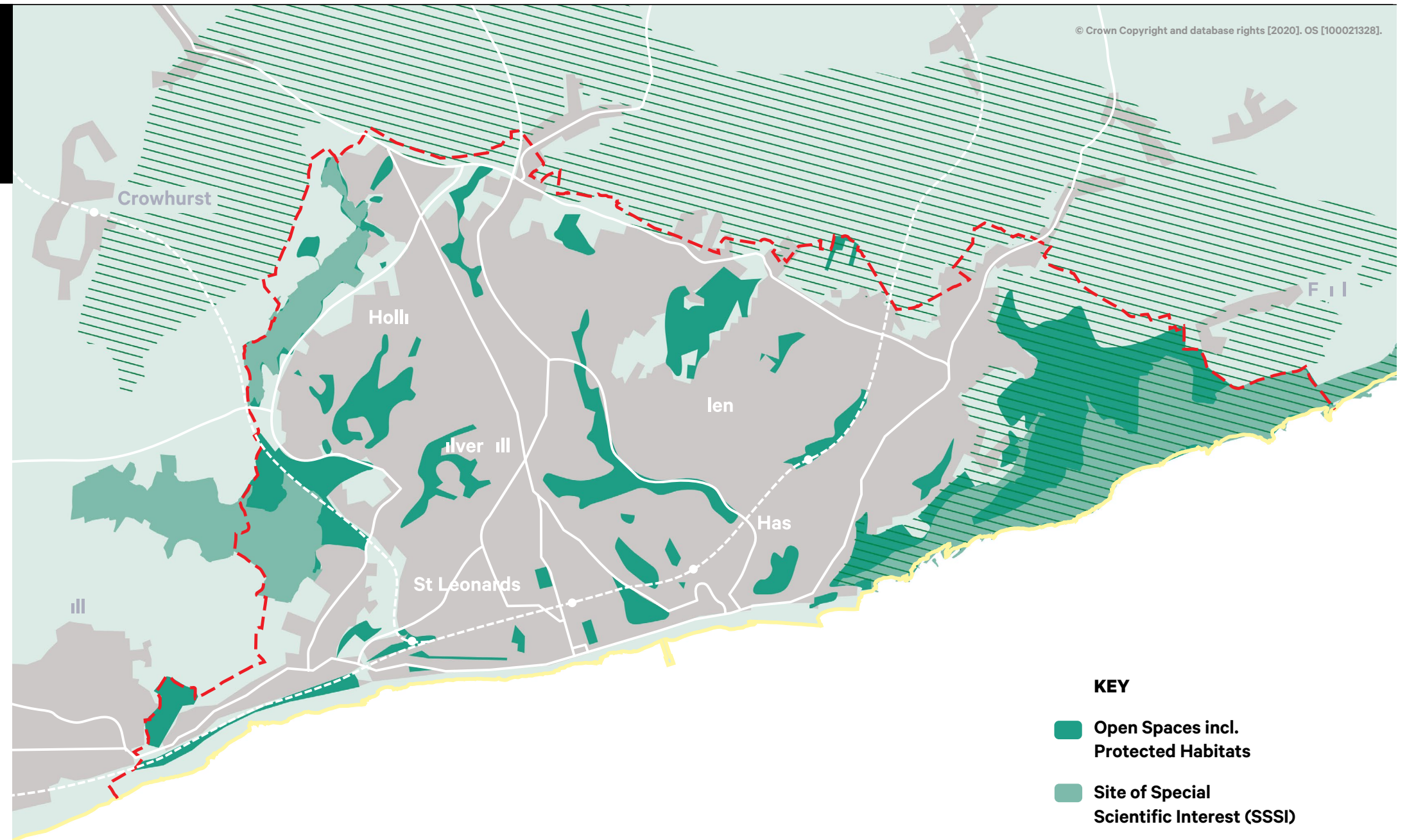


FIGURE 3.2

Natural environment and important open spaces

STRATEGIC POLICY 6 (SP6): ENHANCING THE HISTORIC ENVIRONMENT

- 1_ The Council will support development that further reveals and celebrates the built heritage of Hastings, protects the significance of heritage assets and promotes the history of our town particularly where it helps us to deliver a strong tourism offer, enhanced educational and cultural opportunities, place-making and a sense of community wellbeing and belonging in the town.
- 2_ The Council will encourage owners and developers to restore and reuse historic buildings to secure their long-term viability. The Council will protect the significance and setting of the following heritage assets:
 - A Listed buildings;
 - B Conservation areas;
 - C Historic parks and gardens;
 - D Scheduled monument sites;
 - E Areas of archaeological potential and known archaeological find sites; and
 - F Locally listed heritage assets.
- 3_ The seafront is the location of some of the town's most important historic assets and treasured and important long views of the coast. The Council will seek to protect and enhance these important seafront buildings, their setting and the extensive coastal views. The Council will support improvements to the public realm that enhance the setting of these historic buildings and coastal views.
- 4_ The Council will work with partners to restore, reuse and secure the long-term viability of historic buildings. This will include working with owners and forming partnerships with external funders, to tackle those historic buildings that have been identified as vulnerable on the national [Heritage at Risk Register](#). Where resources allow, the Council will also focus regeneration

efforts on vulnerable high status heritage assets and those historic buildings that occupy prominent locations in the town.

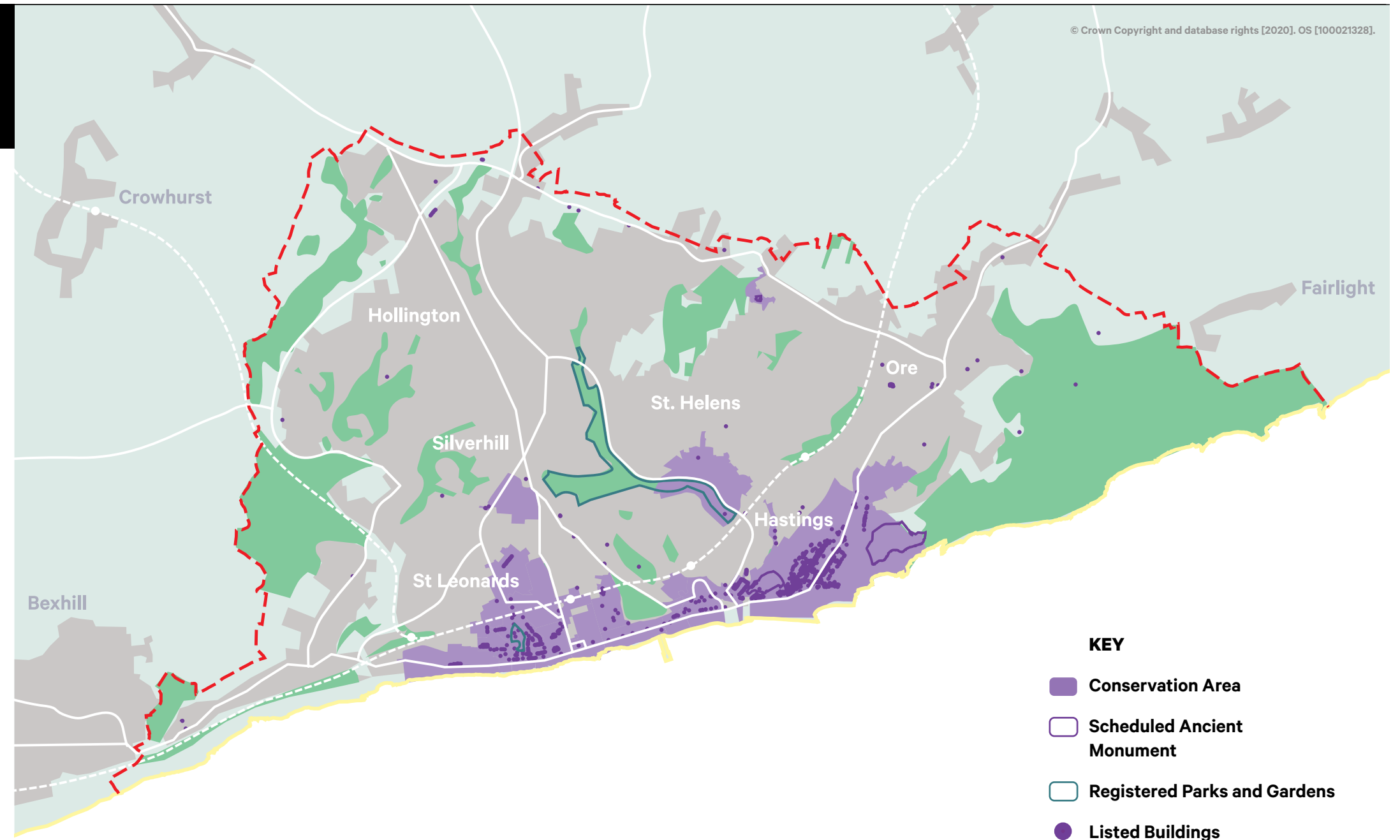


FIGURE 3.3

Conservation areas and historic assets concentrated on the coast

STRATEGIC POLICY 7 (SP7): MANAGING COASTAL EROSION AND FLOOD RISK

- 1_ The Council will support the development and improvement of flood defence infrastructure and drainage assets in Hastings. Proposals for sea defences will be supported, subject to the submission of a coastal erosion vulnerability assessment, that demonstrates the sea defence will not be to the detriment of adjacent or downshore sections of coastline.
- 2_ In line with Policy SP1, major growth and change will be directed away from areas with the highest flood risk, and in areas of lower flood risk, development will only be permitted where flood risk can be mitigated or suitable adaptations provided, taking into account all sources of flooding.
- 3_ A Coastal Change Management Area is proposed between Rock a Nore and Glyne Gap as shown in Figure 3.4. Within the Coastal Change Management Area, the Council will prevent development that may accelerate coastal change and require development, where permitted, to demonstrate mitigation strategies to manage risk associated with costal change.
- 4_ Measures that help reduce flooding across the Borough will be supported and specific measures to address surface water flooding particularly encouraged in areas identified as being at particular risk comprising:
 - A Hastings Town Centre
 - B Hastings Old Town
 - C Hollington Stream and
 - D Warrior Square.
- 5_ The Council will work with partners, including the Lead Local Flood Authority, to review levels of flood risk over the life of the Local Plan including the need for flood storage capacity.

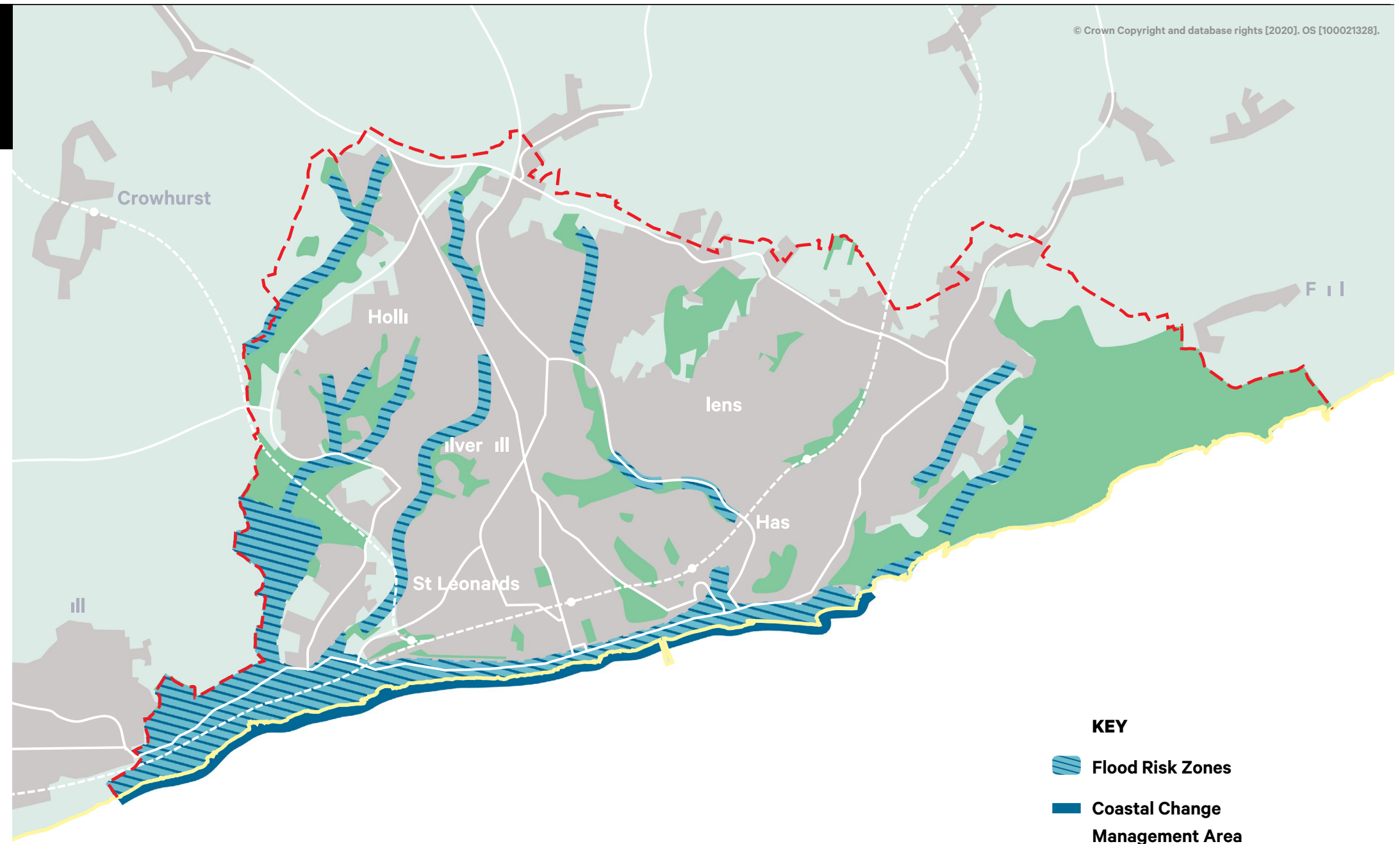


FIGURE 3.4

Flood risk area and proposed Coastal Change Management Area

STRATEGIC POLICY 8 (SP8): TRANSPORT INFRASTRUCTURE

- 1_** Over the lifetime of the Plan, the Council will work with transport providers to enable the delivery of infrastructure which supports development growth, economic connectivity and also the prioritisation of pedestrian movement.
- 2_** Enhancements that support increased rail capacity and high-speed services to London will be supported including:
 - A** Electrification of the Marshlink service between Hastings and Ashford to support decarbonisation;
 - B** Infrastructure improvements on the Marshlink line and at Ashford International to enable high speed rail services to run to Eastbourne via Rye, Hastings and Bexhill; and
 - C** Hastings to Tonbridge capacity and power supply improvements.
- 3_** Station improvements that enable better integration with bus, cycle and pedestrian networks will be supported and, where appropriate, permitted.
- 4_** Bus service infrastructure and development that supports the delivery of bus services including enhanced routes linked to key growth areas, where these will lead to more sustainable transport patterns will be supported and permitted where they require permission.
- 5_** New cycle and walking infrastructure will be supported including the delivery of a network of walking and cycling improvements identified through the East Sussex Local Cycling and Walking Infrastructure Plan being produced by East Sussex County Council.
- 6_** The Council will support, and where necessary safeguard, land if required for the following local and strategic road improvements:
 - A** The completion of the Queensway Gateway Road and other future sites enabling road infrastructure to unlock potential development sites;
 - B** Corridor based junction capacity improvements and network management schemes to maximise the efficiency of the existing road network; and
 - C** Improvements to capacity and safety on the A21 including the A21 safety package, improvements between Kippings Cross and Lamberhurst, Hurst Green and Flimwell.
- 7_** Measures that minimise car parking will be supported in areas of high public transport accessibility including low or no car parking.
- 8_** Proposals for both permanent and temporary park-and-ride, park-and-stride, cycle/scooter hire, and other sustainable transport solutions catering to visitors will be supported where these do not have a detrimental impact on pedestrian movement and local environment quality.
- 9_** Existing coach parking and coach drop-off points will be protected. Proposals relating to the loss of coach parking or drop-off points should either include evidence that the provision is no longer required or plan for re-provision elsewhere taking into account the need to prioritise pedestrian movement.



STRATEGIC POLICY 9 (SP9): RENEWABLE ENERGY AND LOW CARBON HEATING

- 1_** The Council will support the development of new renewable energy infrastructure, including large scale and small scale vertical access (50kw and below) wind turbines where impacts on neighbouring amenity, ecology, heritage and townscape and landscape impacts can be avoided or mitigated. This will apply in locations across the borough, including, subject to further feasibility assessments, at:
 - A** Land south of Wilting Farm;
 - B** Queensway; and
 - C** Land at Breadsell.
- 2_** The Council will engage with communities to ensure impacts are addressed and specific site allocations for energy production development may be identified in the next iteration of this Local Plan.
- 3_** The Council will also monitor technological changes over the life of the Local Plan to enable further suitable sites to be identified.
- 4_** The Council may use Local Development Orders in appropriate locations to extend permitted development rights for certain Low and Zero Carbon technologies such as roof mounted solar and air source heat pumps, removing the need for a full planning application and thereby reducing development costs.
- 5_** The Council will support the development of area wide lower carbon heating solutions including heat networks centred on:
 - A** Summerfields Leisure Centre or its replacement (see Policy FA2);
 - B** Conquest Hospital; and
 - C** Other locations where mixed heat load and other factors make this feasible.

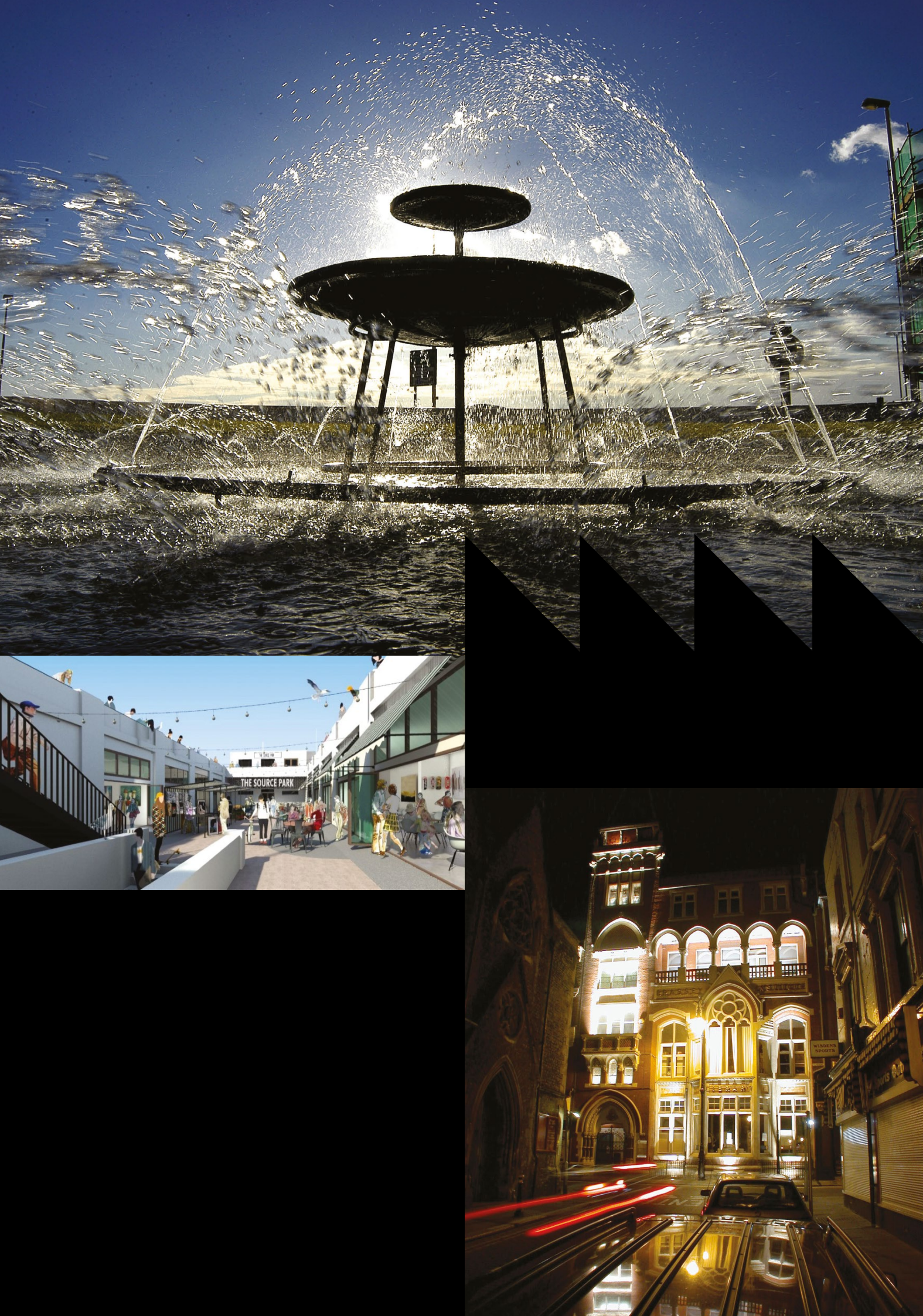


STRATEGIC POLICY 10 (SPI0): COMMUNITY FACILITIES AND DIGITAL INFRASTRUCTURE

- 1_** The Council will work with partners to enable the delivery of social infrastructure to support development growth over the life of the Local Plan. Demand for, and planned supply of, infrastructure will be monitored through regular updates to its Infrastructure Delivery Plan.
- 2_** Expanded, or improved, community facilities including: education, sports, health, and cultural facilities will be supported in Hastings Town Centre, District and Local Centres and other areas which offer sustainable transport connections.
- 3_** High quality redevelopment of community facilities (excluding health) will be permitted where new replacement provision meets the demand met by the existing facility, enhances the quality of the facility, and access to provision has been provided or secured through a legal agreement.
- 4_** Redevelopment, including expansion or rationalisation of health facilities, including Conquest Hospital, will be permitted where this enables the delivery of improved or expanded health care provision that better meets health and wellbeing needs.
- 5_** The Council will consider the cumulative impact of development on social infrastructure and planning obligations will be requested to mitigate the impacts on community facilities, including schools, health facilities and libraries. Where appropriate, planning obligations (Section 106 Agreements) will be used to secure financial contributions in line with Policy DP8.
- 6_** The Site Allocations Schedule in Appendix 1 identifies sites where requirements for new or enhanced play space will be required.
- 7_** The Council will support the provision of new digital infrastructure across the Borough and particularly in the Hastings Central Focus Area and Industrial Employment Areas. The Council will work with providers to ensure that equipment is sympathetically sited and designed, which may sometimes include the need to use camouflage, particularly in more sensitive locations.



4

DEVELOPMENT
FOCUS AREAS

4.1 The Council has identified ‘Site Allocations’ for growth and development which are central to the delivery of the Local Plan targets for new homes and employment floorspace (illustrated on Figure 4.1). These sites are capable of delivering at least 20 homes and/or accommodating more than 500 sqm of commercial floorspace. Appendix 1 includes a schedule detailing uses that are acceptable on these sites, as well as indication of the development capacity – that is the number of new homes or amount of new commercial floorspace likely to be appropriate and other site specific planning considerations. A number of additional smaller sites that will contribute to achieving our housing target are also identified as site allocations.

4.2 The most growth, evident by large concentration of site allocations or site allocations with high capacities, is clustered in four areas:

- **Hastings Central**
- **Bohemia**
- **Little Ridge and Ashdown House**
- **West Marina and West St Leonards**

4.3 Specific policy guidance to ensure that development in these ‘Focus Areas’ is managed and coordinated are set out in Focus Areas Policies 1 to 4. The reasons for these draft policies are set out below.

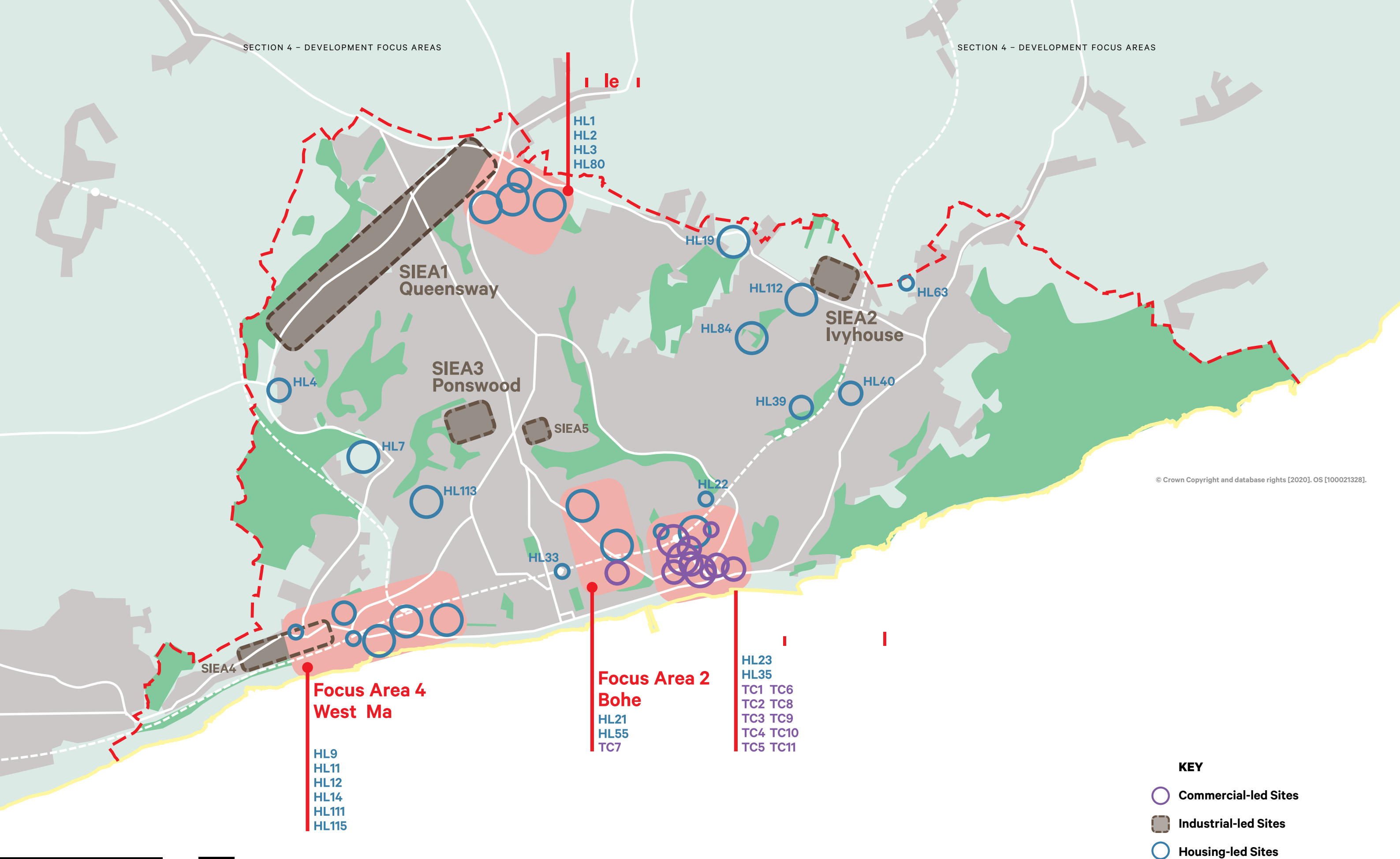


FIGURE 4.1

Site Allocations

HASTINGS CENTRAL FOCUS AREA

- 4.4 The Hastings Central Focus Area sits between Hastings Old Town, which is immediately to the east, and Central St Leonards to the west. Collectively these areas, with their distinctive characters, already offer a diverse range of shopping and leisure experiences. A strategy of reinforcing the commercial function of Hastings Central complements the charm and scale of the Old Town, and the established cultural offer in Central St Leonards. Hastings Central provides a great platform for regeneration. The development and occupation of offices within the Priory Quarter will strengthen confidence in the area and help to generate significant footfall.
- 4.5 Hastings Central is a great opportunity for the revitalisation of the town but anyone who lives and works in Hastings will know that there are significant challenges. The closure of the university campus in the town centre in 2019 left a void. Occupancy rates in Hastings Town Centre are over 90%, but nationally, retail is a changing sector, and online retail has exploded over the last 10 years³⁷. It has been widely reported that the future of many national retailers is uncertain, and this includes Debenhams, which has a store in our town centre. Challenges for the retail and leisure sector, and commercial development more broadly, are likely to be exacerbated by the impact of Covid-19, which is reinforcing trends towards increased internet shopping and remote working.
- 4.6 The town centre needs a new purpose. To enable this, in a challenging context, we want to provide maximum flexibility to enable the delivery of new mixed-use development with a focus on job creation, expanding the draw of the town beyond just traditional retail. This mirrors the new flexibilities the Government has introduced allowing changes between certain commercial and community uses to support town centre recovery³⁸. ‘Meanwhile uses’, that is temporary

changes to the use of a building in the town centre, may also have a role in supporting the town centre in the short to medium term. Residential development could also be part of the town centre mix. A bigger residential community in Hastings Central would also contribute to the vitality and viability of the town centre.

- 4.7 The success of the town centre is inhibited by major transport and public realm issues. Parts of the town centre have been pedestrianised, but there is a lack of consistency in design resulting in a variety of paving materials and street furniture, such as bollards. Improving the attractiveness and useability of the public realm in conjunction with changing our approach to parking in an area with high transport accessibility is key to our strategy.

BOHEMIA FOCUS AREA

- 4.8 Bohemia Focus Area presents an opportunity to create a distinctive new quarter in our town³⁹. This will mean redefining this space and its relationship with the wider town. At present the Bohemia area is varied in both character and role. Summerfields comprises the area to the north of Bohemia Road, from Horntye Park through to Hastings Museum and the Local Nature Reserve – Summerfield Woods. It includes Summerfields Leisure Centre, the town’s main leisure centre, which, over the lifetime of the plan will need to be replaced with a new facility. White Rock Gardens includes the public open space south of Bohemia Road and north of St Margarets Road divided by Falaise Road. The area to the west of Falaise Road is underutilised with poor connections to the seafront.
- 4.9 The area to the north of Bohemia Road has the potential for a new residential neighbourhood, with a range of high quality housing types that include affordable homes. Realising this will mean relocation of the SECamb make-ready station and the current Summerfields Leisure Centre. It won’t mean the loss of the leisure centre which is well used.

- 4.10 Consolidation of indoor and outdoor leisure uses to the west of Falaise Road would enable the creation of a new sports park incorporating a new replacement leisure centre. The town centre location, and proximity to the buzz of St Leonards also points to the opportunity to reinforce and enhance the leisure and cultural offer in this area. The transformation of this area will require a comprehensive approach to development, but also has the potential to create new opportunities for the town, local businesses and residents.

LITTLE RIDGE AND ASHDOWN HOUSE FOCUS AREA

- 4.11 The Little Ridge and Ashdown House Focus Area is in a part of north west Hastings which is characterised by low-density suburban housing. Higher quality, medium density development could contribute to meeting our housing target and delivering the homes we need. Enabling residential layouts less driven by accommodating a high number of parking spaces could allow distinctive new development accommodating not just family housing but other types of accommodation.
- 4.12 More sustainable travel options – opening up access to bus, cycle and walking routes is critical to supporting higher densities and to reducing the already significant congestion issues on The Ridge. Later in the Local Plan period we may review and revisit the future use of commercial sites fronting Sedlescombe Road North and potentially the NHS St. Anne’s/Woodlands site, if this is not required for health-related uses. Expanding residential development could, in the long term, provide the ‘critical mass’ to trigger improvements to critical infrastructure and an opportunity to consider what longer-term change in the commercial area west of Sedlescombe Road North could look like. For now, however, the focus is on the Little Ridge and Ashdown House Focus Area and realising our longstanding plan for high quality new homes.

WEST MARINA AND WEST ST LEONARDS FOCUS AREA

- 4.13 We want West St Leonards to come to life, building on the burgeoning independent shops and drawing people and investment along the coast. The area is already home to an established and vibrant residential community and a range of businesses. This Focus Area accommodates a range of building types, including some higher density forms of development. The area is low-lying and parts of it are in a designated flood risk area. Getting adequate flood mitigation measures and drainage in place is a significant challenge here. Despite these constraints, there are opportunities for innovative and high quality development in this Focus Area. It is well connected to mainline rail services, walking and cycling routes, green spaces and the seafront.
- 4.14 The former bathing pool site at the heart of the area remains one of the most prominent development sites on Hastings seafront. Sites at West Hill Road and the former West St Leonards primary school also have development potential. Development of these sites could make an important contribution to the local housing offer in this attractive location and provide new, accessible open spaces. Initial masterplanning work has informed the draft policy in response to constraints and opportunities⁴⁰.



KEY

- > Strategic pedestrian route
- ★ Key public open space
- ★ Key placemaking site
- ★ Local infrastructure/amenity

Development in Hastings Central area should allow it to take its place as an important sub-regional economic centre and a place for people from across the County to meet, socialise and spend time as well as money reinforcing its role in supporting a year-round visitor offer.

- 1_** The Council will support a variety of land uses in Hastings Central to encourage a mixed-use vibrant town and will support development of:

 - A** Employment generating uses including: retail, office, light industrial, studios, leisure, cafés, restaurants, visitor facilities (including hotels), education facilities (including language schools) and where appropriate pubs and drinking establishments. Intensification and expansion of commercial uses at Priory Meadow will be supported.
 - B** Residential uses including student accommodation for institutions located in Hastings, are acceptable as part of a mixed-use development in this location (including Priory Meadow), providing it does not prejudice the commercial function of the area.
 - C** Uses that support active frontages will be expected at ground level to enliven the street environment.
- 2_** Development near Hastings Station should better frame the arrival to the town and station as a central gateway and contribute to improving the public realm including integration with buses and a better pedestrian environment.
- 3_** Queensbury House (TC3) is a particularly important gateway opportunity site with potential for a taller building and a high-quality design response that supports placemaking at the station plaza, including a strong active frontage.
- 4_** The Harold Place site (TC9) should provide a high-quality development at the seafront gateway to the Town Centre and create a strong focal point between the two.
- 5_** The pedestrian routes between Hastings Station and the seafront and along the coast should be reinforced and improved. Improvements to the public realm and signage will be supported along with interventions that reduce barriers to, or open up access to, these areas.
- 6_** The transport and services access in this area make it particularly appropriate to higher density, potentially taller development (including in excess of the 4–5 storey prevailing building heights) where these make a positive contribution to the townscape.
- 7_** Pedestrian movement should be prioritised throughout the area along with investment in cycle infrastructure. Opportunities should be taken to rationalise and intensify the use of existing parking provision.
- 8_** Sites within this focus area will be vulnerable to a range of flooding including, but not limited to tidal, groundwater, surface water and drainage issues. Proposals for development must therefore provide details for flood risk mitigation informed by appropriate modelling.

FOCUS AREA POLICY 2 (FA2): BOHEMIA

Pulling the culture, creativity and buzz of Central St Leonards eastwards into the new development at Bohemia. Distinctive elements in the form of a natural/parkland setting and a renewed sport and leisure offer will create a vibrant new place to visit and relax in and a great sustainable neighbourhood to live in.



FIGURE 4.3

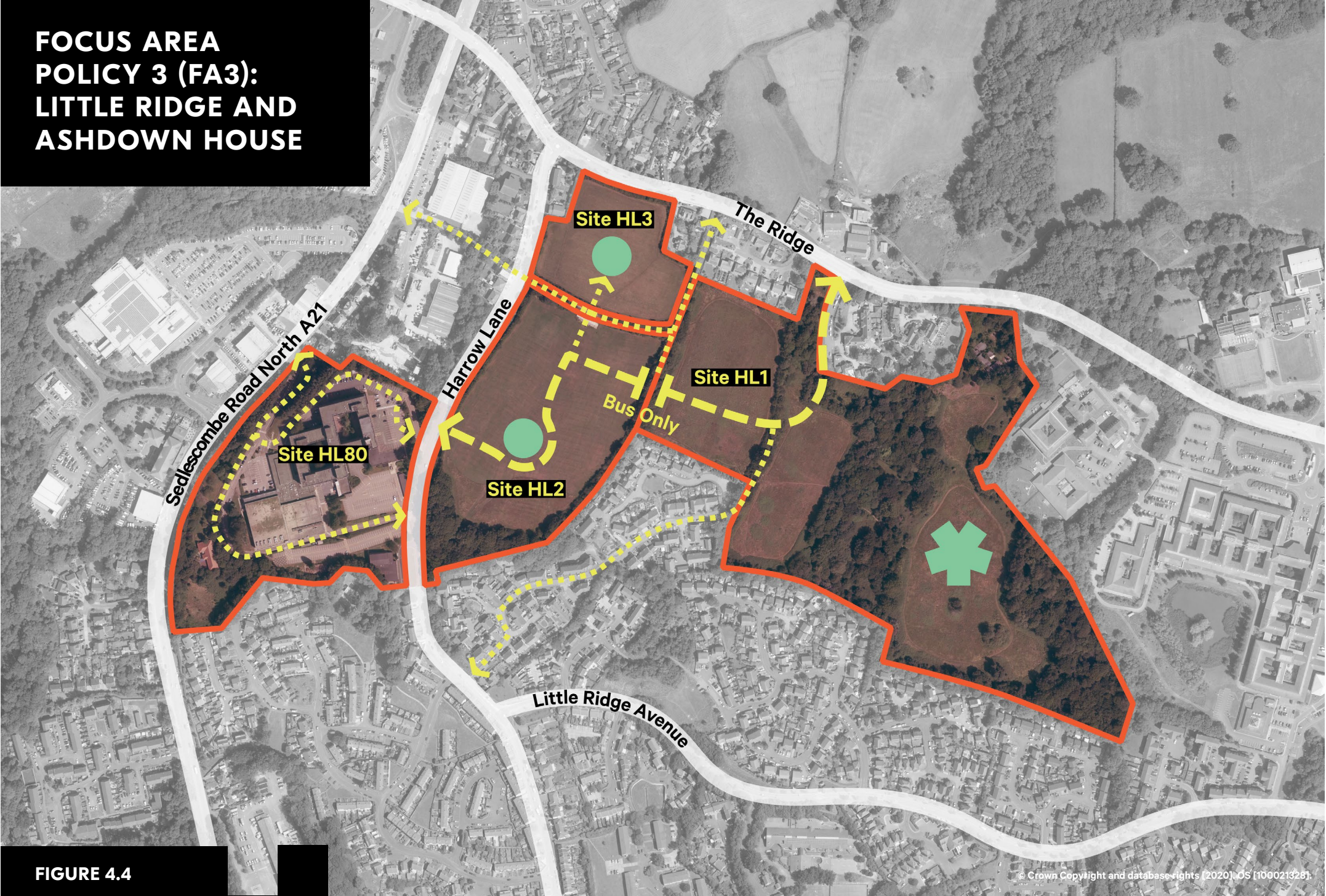
KEY

- > Strategic pedestrian route
- ✱ Local infrastructure/amenity



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- 1_** The Council will support the comprehensive redevelopment of Bohemia to deliver indoor and outdoor sport/leisure uses at White Rock Park (TC7) and cultural uses as part of a new mixed-use residential neighbourhood centred on the Summerfields (HL55) and Horntyte (HL21) sites. Smaller scale retail or office uses will also be acceptable in this location.
- 2_** Redevelopment at Horntyte (HL21) for residential development is subject to the satisfactory relocation of the existing sports facilities. Residential development may be permitted within White Rock Park (TC7) where this will facilitate the delivery of sports, leisure and cultural facilities.
- 3_** Higher density development will be permitted for development on sites north of Bohemia Road.
- 4_** Direct and legible connections should be provided to St Leonards Warrior Square Station and Hastings Station, and pedestrian movement should be prioritised throughout the area incorporating clear signage, crossing points, and generous pavements.
- 5_** The design of any new routes must be visually attractive, provide easy navigation to the stations/public transport and should prioritise this movement in the order of pedestrians, cyclists and car users.
- 6_** A clear hierarchy of public spaces should be provided, which are well integrated with the surrounding areas.
- 7_** The design of the development should be sensitive to Summerfields Woods containing measures to protect the woodland setting, heritage assets and ecology and increase the biodiversity value across the whole of Bohemia.
- 8_** District Heating should form part of the development if feasible and development should be carbon neutral.



- KEY**
- > Strategic pedestrian route
 - > Bus-only through-route
 - Public Open Space
 - ★ Local Wildlife Site

A new residential neighbourhood with great access to the beautiful medieval rolling landscapes of the High Weald Area of Outstanding Natural Beauty and offering a diverse mix of housing types of innovative design which meet housing needs of people at different life stages.



- 1_** The Council will support the creation of a new residential neighbourhood in the Little and Ridge Ashdown House area comprising three connected residential areas.
- 2_** Development east of Harrow Lane, should include a mixture of housing typologies on site including terraced housing and where appropriate and viable medium density apartments blocks.
- 3_** Development east of Harrow Lane should also enable the incorporation of a bus-only route bypassing congestion on The Ridge necessitating the provision of new junctions from the Ridge and at Harrow Lane.
- 4_** Redevelopment of Ashdown House (HL80) should provide residential development and adopt a more imaginative approach to the market offer in this part of the Borough. High-quality residential accommodation offering a mix of housing types will be supported.
- 5_** Development in this area should maximise the use of land through the design of an efficient layout with less space for parking and enabling the provision of more homes, landscaping and pocket parks.
- 6_** Pedestrian connections between sites should be improved with a focus on connecting new pocket parks to the east of Harrow Lane through to Ashdown House.

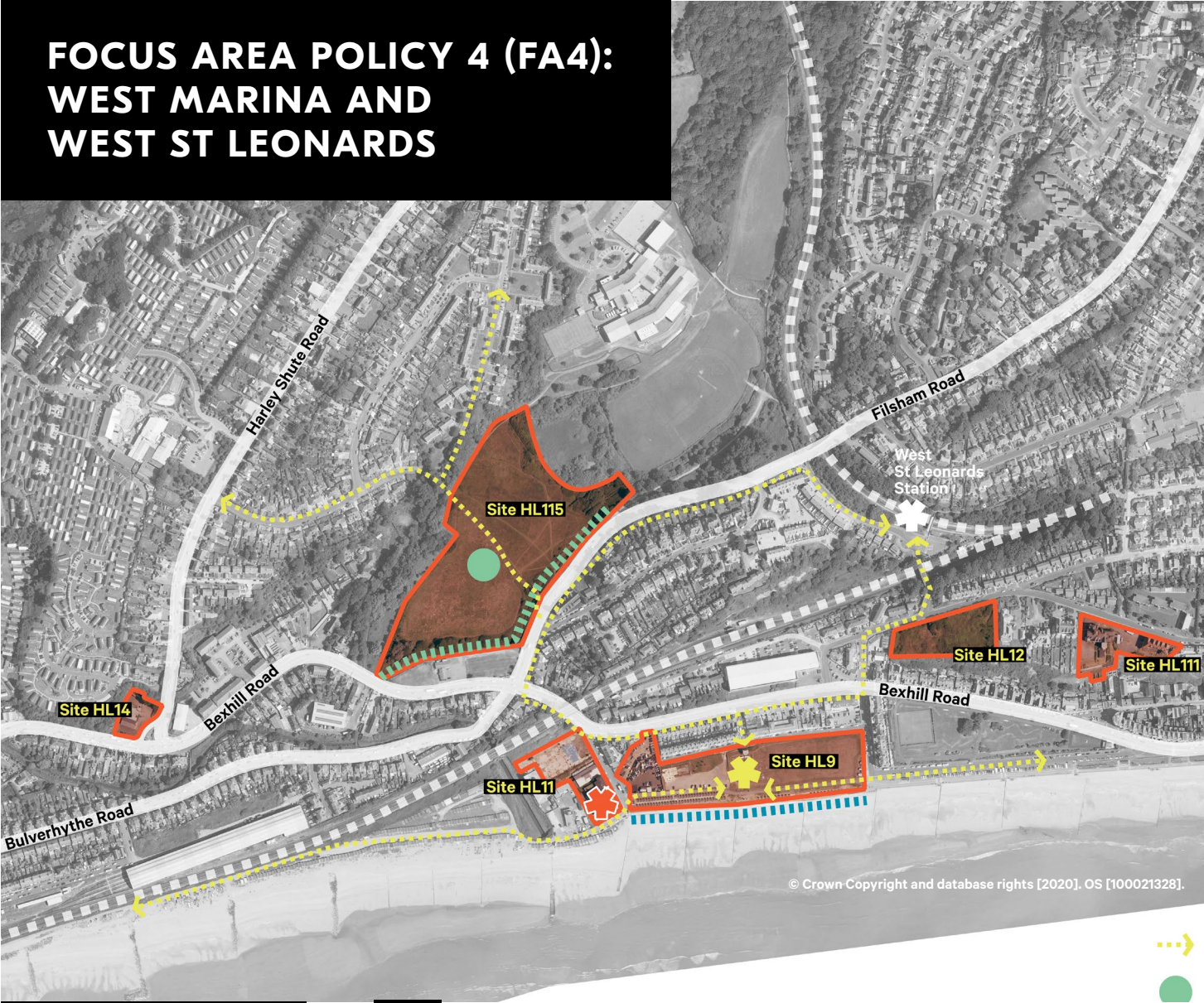


FIGURE 4.5

- KEY**
- > Strategic pedestrian route
 - Public Open Space
 - ✦ Public Open Space & Visitor Amenities
 - ✦ Key Placemaking Site
 - Flood Risk Mitigation
 - Seawall Improvements
 - ✦ Local infrastructure/amenity

West Marina and West St Leonards will have coherent sense of place supported by better connections serving residents and visitors. This will be anchored by coastal development which is a ‘place of colour and delight which celebrates the seafront, rather than a conventional housing estate’.⁴¹



- 1_ The Council will support development of residential uses alongside commercial, leisure and cultural uses which attract residents from the wider Borough and visitors to Hastings.
- 2_ The Seaside Road site (HL9) and adjacent Cinque Ports Way site (HL11) are central to the delivery of aspirations for this Focus Area. A coordinated approach to development of these sites is encouraged. Priority will be given to arts, culture and other year-round visitor attractions and visitor accommodation. Retention or relocation of existing beach huts should be accommodated. Redevelopment of Gambier and West House (HL11), the former Malmesbury House (HL12) and West St Leonards Primary School (HL115) sites for residential development will be supported.
- 3_ New high quality open spaces should be provided in this Focus Area including:
 - A A new central square at the heart of the Seaside Road site (HL9) (over the undevelopable wastewater reservoir) should incorporate a landscape character of sand and shingle, planting and materials drawing on the seaside setting, and the natural surveillance and enclosure to this space;
 - B Creation of new public open space to the north west on the Former West St Leonards Primary School site (HL115) and safeguarding of the adjoining South Saxon Local Wildlife Site in the layout. Opportunities to create a feature of the ecologically important Hollington Stream, in the southern and western part of the site should be explored.
- 4_ Within the Seaside Road site (HL9) development ranging from 2–3 storey houses up to 4–5 storey apartment blocks may be appropriate; these should not dominate the site. There is potential for a taller, landmark building to the west of site HL11 at Cinque Ports Way. Arts, culture, leisure and other year round commercial attractions should be provided as part of the overall mix within HL9 and HL11. Sea views should be considered in the overall design avoiding an overly rigid geometrical arrangement allowing sea views between ‘gaps’ in the built form as can be experienced elsewhere in the Borough.
- 5_ The seafront walkway and cycleway should be retained and enhanced, and pedestrian and cycle routes to West St Leonards Station, local schools and nearby bus routes reinforced from all sites.
- 6_ Car parking should be minimised in this Focus Area given the high public transport accessibility. Where parking is provided, integrated sensitively into the wider design of sites prioritising movement of pedestrians, cycles and cars in that order.
- 7_ Seawall improvements and ongoing maintenance and other flood and coastal change risk mitigation measures should be factored into development across this focus area which is located in a coastal area of the Borough vulnerable to the effects of flooding and coastal change.
- 8_ All sites in this area will be required to undertake appropriate groundwater monitoring and obtain discharge consent from the Pevensey and Cuckmere Haven Water Board prior to planning consent being granted.

5

DEVELOPMENT
POLICIES

5.1 **We want better standards of design for new development in our Borough, development that one day will be recognised for its architectural merit and become part of the rich built heritage that makes Hastings, Hastings.**

The impact on the natural environment also needs to be considered⁴² including enhancing biodiversity even our smallest development sites. This section of the Local Plan includes a brief suite of policies which set out our design expectations to ensure that development is of a high quality and that the impact of development is properly mitigated. We outline where we will use planning obligations (Section 106 Agreements) to support this.



5.2 Our carbon neutral ambitions need to shape the design of development and inform the transport choices of new occupants. The anticipated introduction of the *Future Homes Standard*, which will be secured through Building Regulations rather than the planning system, may limit the role of local planning authorities in setting stringent planning targets from 2025. We want, however, to make sure steps are being taken towards a carbon neutral future and encourage innovative design solutions whilst protecting valued heritage assets⁴³. We want to see at least a carbon 20% reduction before these regulations take effect – our assessment of development viability has limited us from going even further. We also want to help futureproof development so that a full transition to zero carbon will be easier.

5.3 The reduction in energy demand is a top priority for any carbon reduction strategy, for example, energy insulation improvements in buildings enable systems such as heat pumps to work at a higher level of efficiency. However, as new and existing buildings and vehicles switch away from the use of fossil fuels and towards electricity, it becomes increasingly important to ensure that electricity is supplied from renewable sources.

5.4 Our evidence base shows that building-integrated technologies (particularly heat

pumps and solar) represent the biggest opportunity for increasing low and zero carbon (LZC) capacity in Hastings, we strongly support building-integrated and standalone renewable energy developments, provided that they are appropriately designed and integrated.

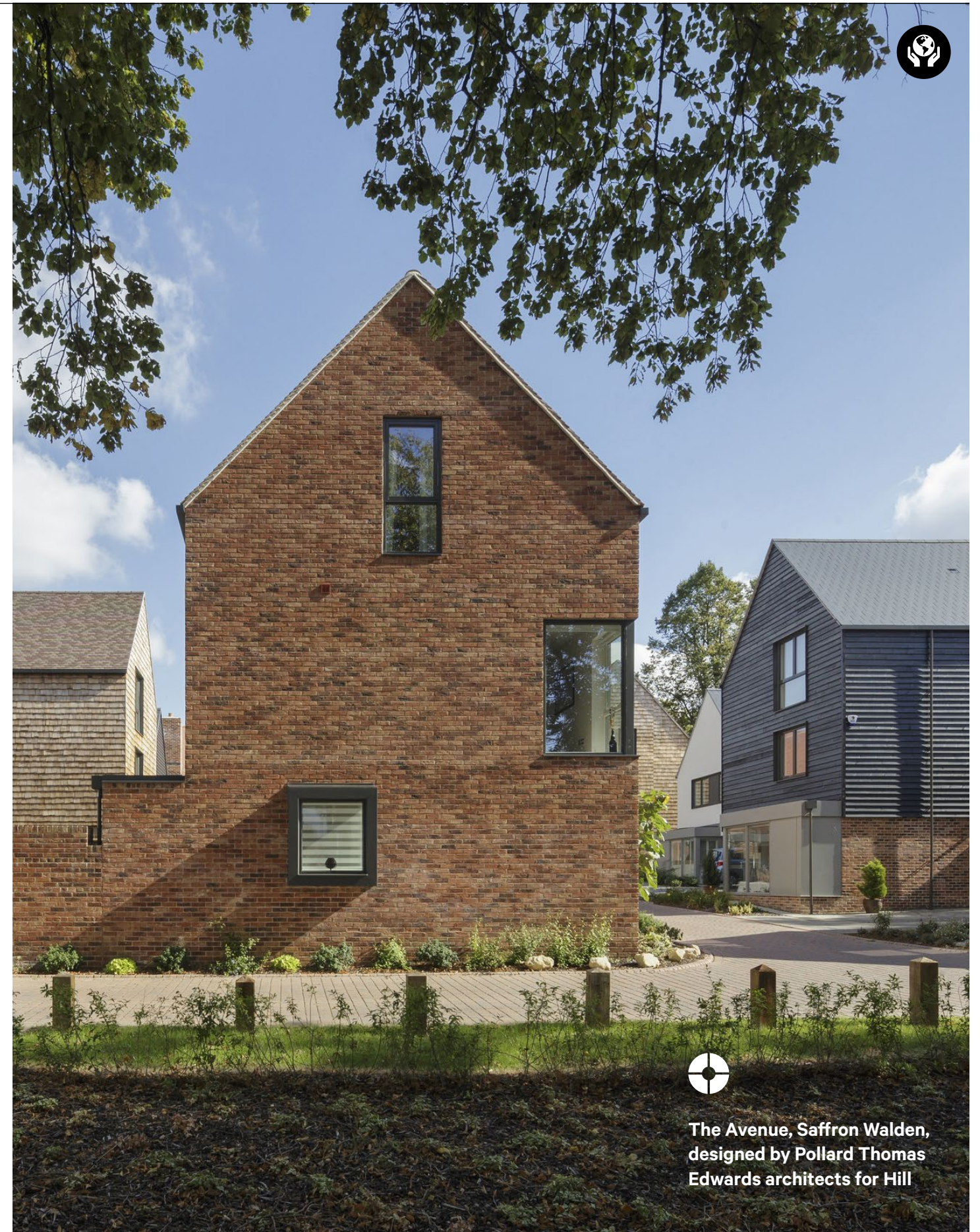
5.5 This includes the installation of energy efficiency measures and/or LZC technology within heritage assets, provided these are carried out in line with best practice, such as Historic England guidance. We are also producing our own guidance note on the installation of solar panels in conservation areas and listed buildings.

5.6 The policy approaches also reflect the need – reinforced in the context of Covid-19 – to ensure healthy living environments with good space standards and access to green infrastructure and open spaces⁴⁴. Ensuring adequate provision of accessible and wheelchair adapted homes based on local needs is also essential⁴⁵.

5.7 The hilly topography of Hastings means that the Council needs to consider the impact of development on the wider setting of heritage assets, including more distant views to and from across the other sides of the valleys.

DEVELOPMENT POLICY 1 (DPI): DESIGN – KEY PRINCIPLES

- 1_ Development should make a positive contribution to the quality, character, local distinctiveness and sense of place in Hastings. The Council will support high quality development, supported by a Design and Access Statement where appropriate, that:
 - A Responds to the existing character, enhances the landscape character and responds to the complex topography of Hastings considering the impact from key viewpoints, responding to the urban grain and reinforcing existing street patterns and character.
 - B Preserves and enhances existing heritage assets, including protecting their setting and key historic views across the Borough.
 - C Makes use of traditional building materials or complementary materials that contribute positively to local distinctiveness and also benefit de-carbonisation.
 - D Maximises opportunities for integrating physical activity and where possible provides active travel networks that support and encourage walking and cycling where development is at a scale that allows this. Provides *people-friendly streets* and public spaces which enable people, including wheelchair users and those with pushchairs/buggies to move around safely and comfortably.
 - E Provides a healthy environment for occupants including a comfortable micro-climate, account should be taken of the local climatic conditions.
 - F By virtue of design, scale, form, height, mass, and density reduces or avoids any adverse impact on the amenity (privacy, over shadowing, loss of daylight or noise transfer) of neighbouring properties during construction and occupation.
 - G Incorporates high quality shopfronts, outdoor advertisements and signage or replacement of these to improve design quality.
 - H Provides, where appropriate, public art.
- 2_ Development impacting heritage assets will be expected to reflect local historic character and be of an appropriate scale and siting, of high quality design, and use appropriate materials and finishes. The Council will require:
 - A A full understanding of the significance of the heritage asset to be set out in proposals along with a convincing demonstration of how the proposed design sustains and enhances that significance.
 - B Any harm to the significance of heritage assets to be removed, minimised or mitigated.
- 3_ Where taller buildings are proposed in the Borough, these should be supported by modelling of views and should:
 - A Avoid negative impacts on the skyline and any landscape views and views to and from heritage assets or on the setting of heritage assets; and
 - B Avoid/mitigate against any adverse micro-climatic effects such as sun, reflection, wind and overshadowing of open spaces or waterways.
 - C Demonstrate that there is no harm to residential amenities of nearby properties.



The Avenue, Saffron Walden,
designed by Pollard Thomas
Edwards architects for Hill

DEVELOPMENT POLICY 2 (DP2): DESIGN – SPACE AND ACCESSIBILITY STANDARDS

- 1_ Development will be supported that provides adequate space for occupants that is ergonomic and adaptable to the different needs of users, and in the case of residential development, different life stages. Development should allow ease of access to everyone including those with disabilities or with mobility impairments.
- 2_ The Council will use the national **Space Standards**, or any successor, to assess provision and will normally seek a minimum home size as set out in Table 5.1:

Table 5.1 Space Standards⁴⁶

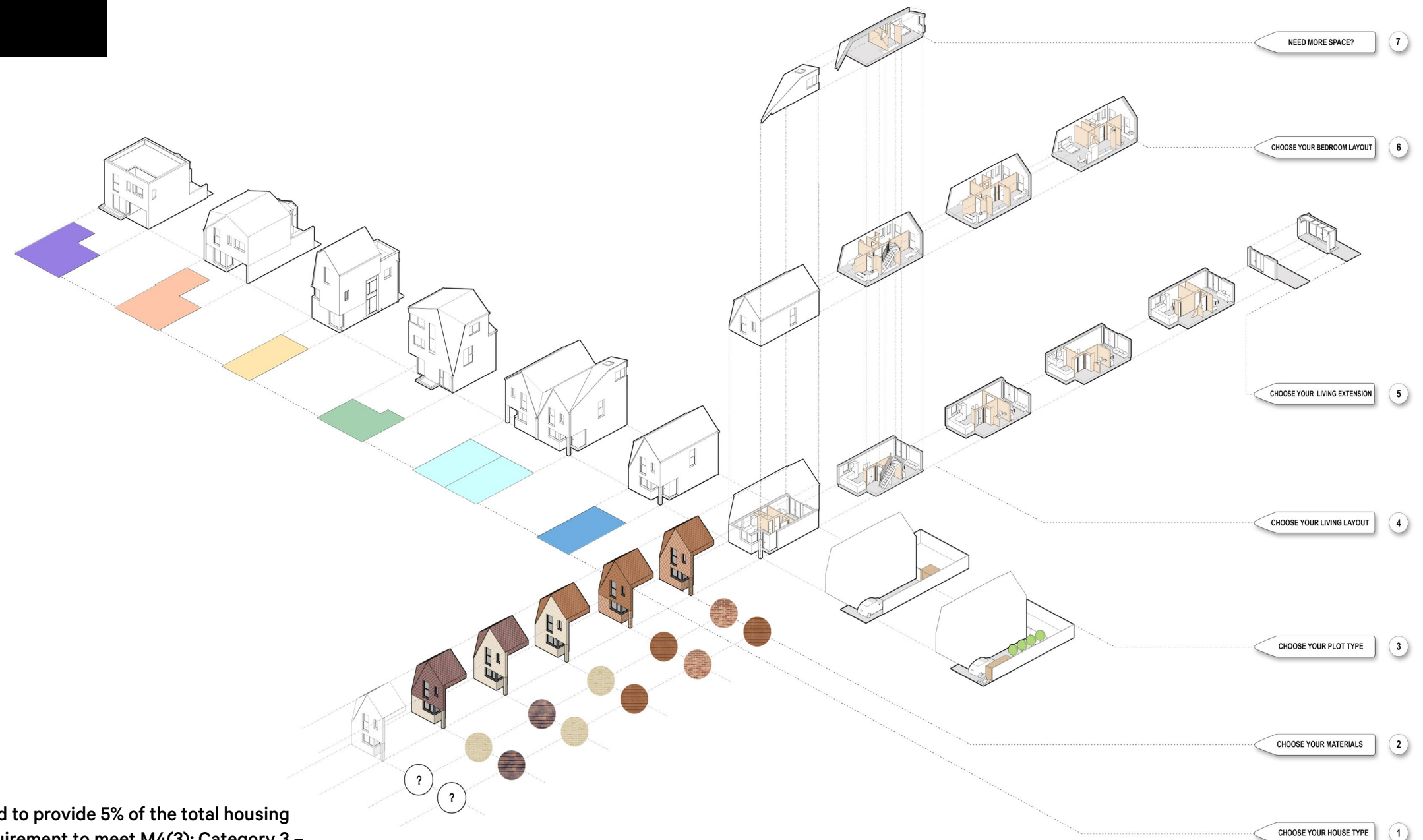
Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*	–	–	1.0
	2p	50	58	–	1.5
2b	3p	61	70	–	2.0
	4p	70	79	–	–
3b	4p	74	84	90	2.5
	5p	86	93	99	–
	6p	95	102	108	–
4b	5p	90	97	103	3.0
	6p	99	106	112	–
	7p	108	115	121	–
5b	8p	117	124	130	–
	6p	103	110	116	3.5
	7p	112	119	125	–
6b	8p	121	128	134	–
	7p	116	123	129	4.0
	8p	125	132	138	–

* Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m to 37m, as shown bracketed.
Source: Technical housing standards – nationally described space standard, Ministry of Housing, Communities and Local Government 2015

- 3_ The Council will require all new homes to meet M4(2) **Accessible and Adaptable standards**⁴⁷. Where there is an identified need on the Council Housing Register, sites that provide affordable housing in line with Strategic Policy SP2 will, as part of the affordable housing requirement,

need to provide 5% of the total housing requirement to meet M4(3): Category 3 – Wheelchair Accessible Dwellings.

- 4_ Attractive, well designed private outdoor spaces (balconies or gardens) should be provided unless safety considerations mean this is not feasible.
- 5_ Where a home office is proposed as part of a dwelling, the internal floor area must equate to that of a one person single bedroom as set out in Table 5.1.



DEVELOPMENT POLICY 3 (DP3): SUSTAINABLE DESIGN

- 1_** It is anticipated that Building Regulations will set higher standards for carbon emissions from buildings from 2025. In the interim, all new build development should achieve a minimum 20% reduction in regulated CO₂ emissions compared with Building Regulations Pt L 2013. This should be achieved through energy efficiency measures, minimising the demand for artificial cooling and on-site renewable energy generation. For new build on greenfield sites, this target should be exceeded and development on Bohemia sites (see Focus Area Policy 2) should target net zero carbon development.
- 2_** For existing developments, where permission is required, applicants will be encouraged to adopt a comprehensive whole house approach to retrofitting and carrying out energy efficiency works to maximise carbon savings overall, whilst still being sensitive to the site, its surroundings and context.
- 3_** The Council will require submission of an energy statement for all major development that demonstrates it uses the most energy and carbon efficient technology that is feasible. The statement should set out what low carbon energy technologies will be installed and the estimated reduction in regulated CO₂ emissions these will deliver.
- 4_** Major development will be supported where it follows a hierarchical approach in achieving the energy and carbon dioxide emission requirements of the Building Regulations. Development must:
 - A** Minimise energy demand through energy efficiency measures such as fabric performance and passive design that minimises solar gain, maximises passive cooling and natural ventilation and considers opportunities for seasonal cooling/heating; and
 - B** Supply energy efficiently and exploit local energy resources such as secondary heat and district energy networks. Preference must be given to technologies with greater efficiencies, and fuels with lower carbon emissions, to achieve the highest total lifecycle carbon emission savings, adopting in order of priority: (1) Electrically-driven ground or water source heat pumps or use of waste heat sources or (2) Electrically-driven air source heat pumps or (3) Direct electric heating or, as a last resort, (4) Gas-fired boilers. The use of solar thermal systems in combination with one of these systems to provide a proportion of the annual heat demands may provide additional carbon and cost savings so should be considered if suitable and viable. Other technology will also be considered if it can be demonstrated to have lower CO₂ emissions; and
 - C** Where possible utilise on-site renewable energy generation and storage.
- 5_** In more sensitive areas which are protected for their natural environment or heritage value, where proposals are promoted for their contribution to climate change objectives, the Council will take a balanced approach to ensure that we both maximise the available opportunities for reducing our carbon emissions and promoting renewable energy generation whilst still conserving special landscape character, biodiversity and the significance of heritage assets. The Council will wherever possible suggest alternative locations on a site where the harm to sensitive assets could be reduced to an acceptable level or removed. Alternatively, applicants will be encouraged to consider alternative forms of LZC technology that may be better suited to the site characteristics.



Goldsmith Street, Norwich,
designed by Mikhail Riches
architects for Norwich
City Council



DEVELOPMENT POLICY 4 (DP4): FLOOD RISK AND WATER QUALITY

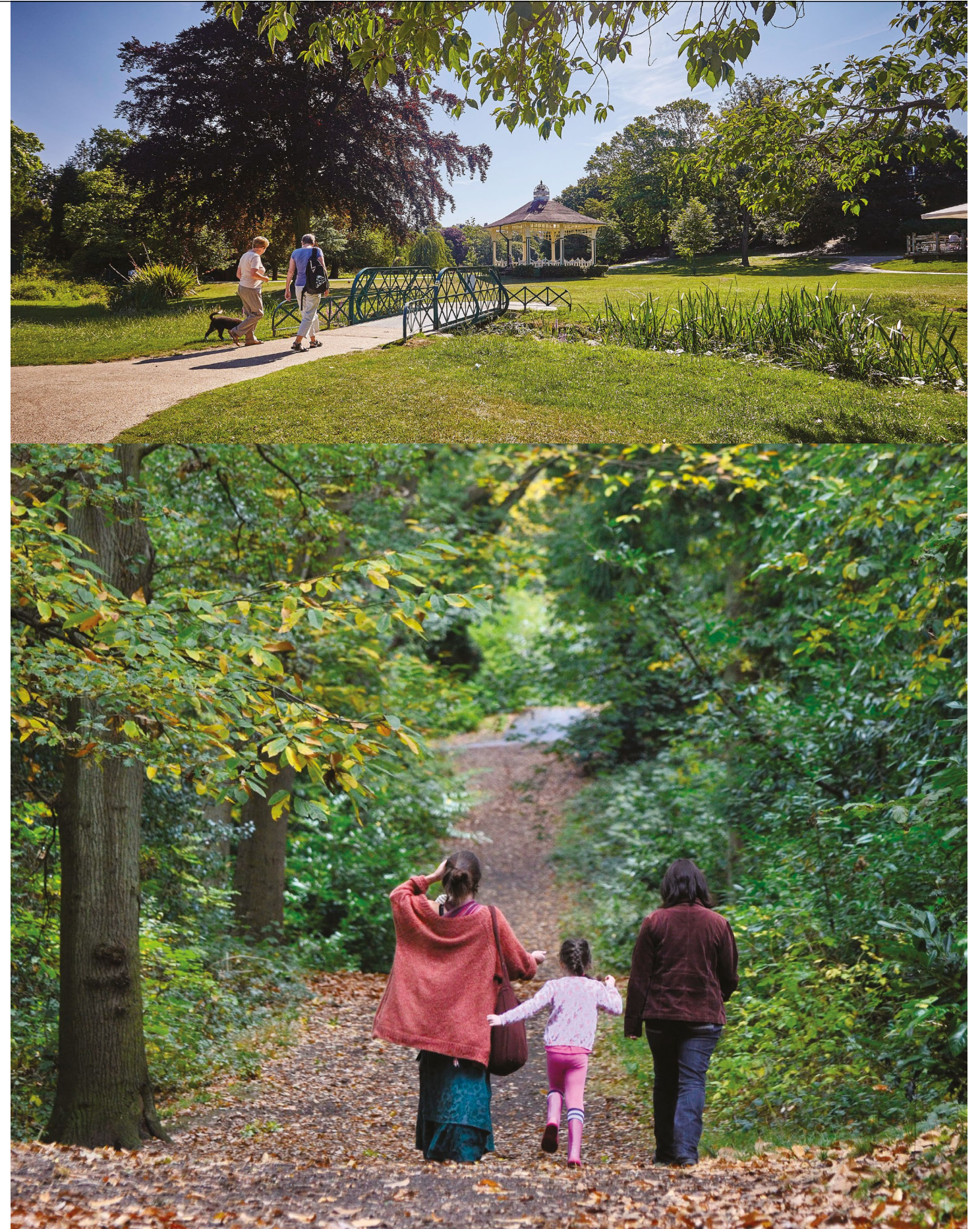
- 1_** A Flood Risk Assessment will be required as part of a planning application for development in flood risk zones 2 and 3. Sequential and Exception Tests may also be required.
- 2_** A Flood Risk Assessment will be required as part of a planning application for development in flood risk zone 1 that is:
 - A** More than 1 hectare; or
 - B** a change to a more vulnerable use (for example, commercial to residential) where it could be affected by other sources of flooding (for example surface water); or
 - C** Identified as having critical drainage problems.
- 3_** All development should incorporate sustainable urban drainage systems (SuDS) and manage surface water run off to ensure flood risk is not increased elsewhere and incorporate water drainage through infiltration. Where not feasible, this should be discharged to:
 - A** Open water bodies or if this cannot be achieved
 - B** To the public sewer system, subject to checks with infrastructure providers.
- 4_** Development adjacent to flood and/or sea defences will be required to protect the integrity of existing defences, contribute to new defences where appropriate and be set back from the banks of watercourses and their defences to allow their management, maintenance and upgrading.
- 5_** Development in the Coastal Change Management Area which has the potential to be negatively impacted by or hasten the effects of coastal change will need to demonstrate clear mitigation strategies to manage any risks.
- 6_** Measures to discharge directly into the ground will only be acceptable in areas that are not identified as containing a high groundwater table. Sites identified as containing a high groundwater table should be subject to appropriate hydrological monitoring before drainage designs are submitted.



Greener Grangetown,
Cardiff, designed by Arup
for City of Cardiff Council

DEVELOPMENT POLICY 5 (DP5): BIODIVERSITY

- 1_** Planning applications should be accompanied by appropriate ecological appraisals outlining the potential impact of the proposed development on habitats and species. Proposals should avoid harm to biodiversity.
- 2_** Where development will have an adverse impact, permission will only be granted where it can be demonstrated that:
 - A** There are no reasonable, less damaging, alternative locations, solutions or sites;
 - B** The need for development outweighs the affected nature conservation interest; and
 - C** The design and layout of the scheme minimises any adverse impacts.
- 3_** If the criteria under 2 A to C above is met, development should include measures that mitigate potential harmful impact or, as a last resort, make a financial contribution towards biodiversity to offset the harm. If the harm caused cannot be adequately mitigated such applications will be refused.
- 4_** Development (other than where loss of degradation of habitat would be negligible such as a change of use or building alteration) will be expected to demonstrate biodiversity net gain and will be supported where proposals can demonstrate:
 - A** The development has been informed by ecological information, as set out in an ecological statement that sets out constraints and opportunities relating to onsite and adjacent biodiversity;
 - B** A minimum of 10% biodiversity net gain on all greenfield sites using the DEFRA metric (or equivalent agreed as part of any pre-application discussion) either on or, offsite where net gain cannot be achieved on site; and
 - C** A long-term monitoring and management plan for biodiversity has been prepared. For major development this should cover a 30 year period and will be secured by a planning condition or as a planning obligation secured by a Section 106 Agreement.
- 5_** Where biodiversity net gain cannot be achieved on site, the Council may accept a payment secured through a legal agreement to deliver suitable off-site compensation though biodiversity enhancements to protected sites and sites of biodiversity importance in the Borough.



DEVELOPMENT POLICY 6 (DP6): GREEN INFRASTRUCTURE

- 1_** All major development should identify and protect green infrastructure and identify opportunities to enhance green infrastructure and support climate change adaptation and ecosystems.
- 2_** All major development, and where feasible other forms of development, will be expected to contribute to high-quality green infrastructure and enhance access to publicly accessible open space including:
 - A** Providing local access to shade as part of a wider adaptation to climate change;
 - B** Creating challenging and creative intergenerational play facilities and provision in a natural setting, particularly in areas of deficiency of access to play;
 - C** Positively addressing the needs of biodiversity and species movement in the urban area, particularly in the face of decreased habitats and the challenges imposed by climate change;
 - D** Woodland and habitat creation such as ponds and wetlands, providing bird and bat boxes on new developments and the provision of green and blue roofs or walls;
 - E** Providing noise and pollution barriers/absorption measures; and
 - F** Any planted beds containing species known to benefit pollinators.
- 3_** The Site Allocations Schedule (Appendix 1), identifies sites where there are opportunities to provide new high-quality public open spaces as part of new development. All major residential development will be expected to contribute to open space and play space improvements where provision is not made on site.
- 4_** Important trees, woodlands and hedgerows, will be protected comprising those:
 - A** Protected by a Tree Preservation Order (TPO);
 - B** In Conservation Areas;
 - C** Designated as Ancient Woodland;
 - D** Within historic parks and gardens; or
 - E** Within an area designated for its biodiversity importance.
- 5_** The removal of trees will only be considered acceptable where it is in the interests of good arboricultural practice, as set out in the relevant British Standard for tree work, or where an appropriate number of suitable replacement trees, including fruit or nectar bearing trees, can be planted and maintained on site. Where on site provision is not possible, a financial contribution will be required towards suitable off-site locations for either new planting or management of existing trees or woodlands.
- 6_** An Urban Greening Factor will be developed to guide developers on the delivery of green infrastructure on brownfield sites.



DEVELOPMENT POLICY 7 (DP7): ACCESS, SERVICING AND PARKING

- 1_ The Council will require a Transport Assessment and may also require a Travel Plan to ensure that the impact of development on the highway network is managed or mitigated where development meets the thresholds set out in guidance from [East Sussex County Council](#).
- 2_ The needs of pedestrians, cyclists and public transport operation should be given priority over the needs of through traffic and private vehicular access.
- 3_ All residential development should provide on-site secure cycle parking facilities in line with East Sussex County Council's Guidance for Parking at New Residential Development or any successor document. Major office development should also provide onsite secure cycle parking spaces.
- 4_ All development should ensure access, car parking and servicing has been efficiently and creatively integrated into the scheme, minimising land occupancy and ensuring a safe and attractive pedestrian environment. Car parking provision should not dominate, or unduly shape the design of new development.
- 5_ The Council will minimise car parking provision, particularly in accessible locations, with a maximum of 1 car parking space for each home across the whole Borough except in as set out in (6).



- 6_ Car Parking will be restricted for residential and office development in the 'Low Car Parking Area', within a 400m radius of Hastings Station, no new parking should be provided except disabled bays unless:
 - A It is demonstrated through a Transport Assessment that car parking is necessary to support safety on the highway network or
 - B A viability assessment indicates an element of parking is necessary to ensure the development is deliverable. In such cases, it is expected that the car parking provision will be less than 1 space per home.
- 7_ Disabled parking provision should be provided in accordance with guidance contained in 'Manual for Streets' (2007).
- 8_ Where feasible, the Council will require electric vehicle charging facilities for all new properties with off-street parking in accordance with current standards and codes of practice. Charging points should also be considered for other parking areas.



DEVELOPMENT POLICY 8 (DP8):
PLANNING OBLIGATIONS (SECTION 106)

- 1_** The Council may use planning obligations to address the impacts of development in line with policies set out in this Local Plan. The Council may seek planning obligations as set out in Table 5.2.
- 2_** The Council will use planning obligations to secure the reprovion of community facilities, including sports and cultural infrastructure, should existing uses be subject to redevelopment proposals.
- 3_** Where a Section 106 Agreement is entered into the Council will secure proportionate and reasonable fees associated with the monitoring of any planning obligation in addition to the Council’s legal costs incurred in drafting and completing the Section 106 Agreement. All payments secured by planning obligations will be index linked from the date of permission or where sums are specified in this policy the date of adoption of the Local Plan.
- 4_** Other planning obligations may be sought to secure policy requirements set out in this plan and to mitigate the specific impacts of development in line with the legal tests set out in Community Infrastructure Levy Regulations (2010) (as amended).

Table 5.2 Indicative planning obligations

Type of development	Indicative Planning Obligation
(A) All development (excluding householder applications), where required	<ul style="list-style-type: none">• Highways works/contributions• Rights of Way• Biodiversity measures off site or a financial contribution towards these• Fluvial or surface water attenuation measures where impacts cannot be addressed on site.• Restrictions to on street parking, car clubs or other modal shift schemes in line with Policy DP7
(B) In addition to (A), major residential development (10 or more homes)	<ul style="list-style-type: none">• Affordable Housing in line with Policy SP2• Open space contribution where open space is not provided on site to pay for upgrades/ access improvements to existing open space• Play space contributions and maintenance contributions to pay for upgrades/access improvements to existing play space
(C) In addition to (A and B), larger scale residential and commercial development (40 or more homes or floorspace of 2,500sqm or more)	<ul style="list-style-type: none">• Employment and training contributions• Public transport contributions• Public realm improvements including public art• Provision of on-site open space• Construction phase local employment labour procurement targets and/or employment and skills plans• Contributions to other social infrastructure, such as health facilities, education libraries

Note: Details of any formulae will be included in the next draft of the Local Plan for comment taking into account the viability assessment of Local Plan policies, and the costs of infrastructure delivery, following consultation.



OTHER PLANNING POLICIES






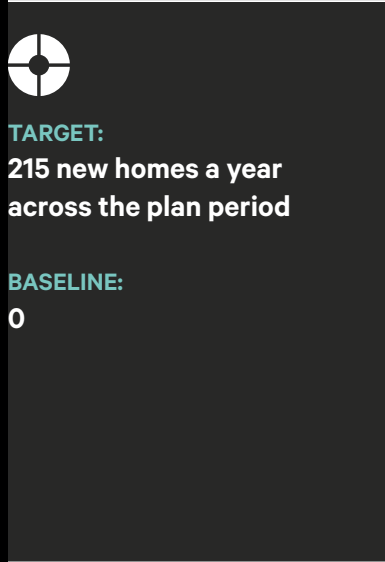
5.4 Additional planning policies are being developed as set out in Table 5.3 and will be included the next stage of the Local Plan (Regulation 19). We welcome your views and comments on the scope of these policies.

Table 5.3 Other policies being developed/considered for inclusion

	POLICY	SUMMARY OF SCOPE
SP	Traveller Accommodation needs	This policy will set out our approach to meeting the identified accommodation needs of Travellers in line with relevant national policy and guidance.
DP	Pollution and hazards	This policy will set out measures to manage local environmental impacts including noise and air pollution as well as land contamination. This will draw on the Sussex Planning Noise Advice Document & Air quality and emissions mitigation guidance for Sussex (2020) as our baseline requirement for design.
DP	Land stability	This policy will set out measures to deal with issues of land stability, including where a site is sloping, has a former use associated with higher levels of land instability, or is situated on, underneath or adjacent to a clifftop.
DP	Managing the impact of hot food take-aways, drinking establishments and alcohol delivery services	This policy will set out our approach to managing the concentration, location, logistics and wider social, economic and health impacts of new hot food take-aways, drinking establishments and prohibiting new alcohol delivery services (where alcohol is not accompanying the purchase of a meal).
DP	Managing the impact of short term visitor accommodation	This policy will set out our approach to short term visitor accommodation within properties currently identified as in C3 use (dwellinghouses), including managing the loss of permanent residential accommodation and neighbour amenity. This policy will not apply to properties currently identified as in C1 use (hotel, B&B or guesthouse).
DP	Self-contained extensions	This policy will set out our approach to the development of self-contained extensions and annexes to existing C3 dwelling houses or within their curtilage.
DP	Managing built heritage	Including demolition, setting, changes to doors, windows and roofs, development affecting archaeological assets, non-designated assets and the former Convent of Holy Child Jesus.
DP	Managing residential conversions	This policy will set out our approach to houses in multiple occupation.
DP	Management of language schools	This policy will set out our approach to new and change of use of existing language schools.
Appendix 1	Site allocations for renewable energy production	Site allocations for energy production development, may be identified, in the next iteration of this plan including large scale energy from wind.
Other guidance	Management of biodiversity net gain and urban greening	A formula and management approach to biodiversity net gain and urban greening will be set out in planning guidance.



Table 6.1
Local Plan Targets and Monitoring Indicators

 <p>Addressing climate change</p>	 <p>Achieving and sustaining a thriving and diverse economy</p>	 <p>Delivering 4,275 quality new homes</p>
 <p>TARGET: 20% reduction in regulated emissions from new build</p> <p>BASELINE POSITION (2018): Buildings are expected to meet Part L of Building Regulations applicable in 2020</p>	 <p>TARGET: 0.88 job per 16 to 64 year olds (South East Average)</p> <p>BASELINE POSITION (2018): 0.66</p>	 <p>TARGET: 215 new homes a year across the plan period</p> <p>BASELINE: 0</p>
<p>The number (and percentage) of new developments completed that include (a) on-site renewables, (b) on-site energy generation and (c) heat pumps.</p> <p>Number of cycle parking spaces and Electric Vehicle Charging Points delivered</p> <p>Number of low/zero car parking residential or office schemes and level of parking delivered</p> <p>Loss of formally designated open space (to be shown on the Policies Map)</p>	<p>Amount of new industrial (B2) and light industrial (E) floorspace (loss or net gains) completed</p> <p>Amount of new office floorspace completed</p> <p>New leisure and cultural facilities delivered</p>	<p>Indicators: New homes completed</p> <p>Affordable housing completed</p> <p>Specialist housing completed</p>

6

MONITORING AND REVIEW

- 6.1

We are committed to monitoring the implementation of the Local Plan, once adopted, and its outcomes and impact. This will allow us to understand the effectiveness of the implementation of our Local Plan policies and whether our Local Plan vision is effective in its delivery. It will also help use consider changing needs and demands enabling us to respond by developing appropriate strategies and if needed changes to policies. After adoption of this new Local Plan, there are matters which may trigger an update to the approach. These include:
- Whether the level of affordable housing that will be required by policy is appropriate – and can be increased if viable;

Identification of further sites or policies for renewable energy generation;

Approaches to levels of car and cycle parking and whether further reductions in car parking levels are possible as sustainable travel options increase;

The future of sites on Sedlescombe Road North and the commercial areas to the west of Sedlescombe Road North (explained in paragraph 4.12); and

Changes to law or national policy, introduced by the Government, including those arising from the Planning White Paper (explained in paragraph 1.9)

6.2

We will monitor implementation of the Local Plan against a specific set of indicators set out in Table 6.1 to assess how successful the Local Plan is in delivering our vision.

DEFINITIONS
OF KEY TERMS

Article 4 Direction: As defined in National Planning Practice Guidance (September 2020), this is a direction under article 4 of the General Permitted Development Order which enables the Secretary of State or the local planning authority to withdraw specified permitted development rights across a defined area. An article 4 direction cannot be used to restrict changes between uses in the same use class defined in the Town and Country Planning (Use Class Order) 1987 (as amended).

Affordable/Social Rent: Affordable Rent is rent capped at 80% of market rates. *Social Rent* homes have rents pegged to local incomes, and provide a truly affordable, secure housing option for people across the country. *Affordable Rent* and *Social Rent* homes are provided by housing associations (not-for-profit organisations that own, let, and manage rented housing) or a local council. Affordable housing products such as “rent plus”, which are made available for affordable rent in the short term, but are targeted at home ownership, are considered to meet the same local housing need as affordable or social rent.

Blue roofs: A blue roof is designed to allow attenuation and management of rainfall, managing water at its source. They are becoming a common approach to deliver sustainable urban drainage systems and manage local flood risk, particularly in dense urban environments.

Community facilities: Uses include clinics, health centres, crèches, day nurseries, day centres, schools, colleges and universities, art galleries (other than for sale or hire), museums, libraries, community halls, places of worship, law courts, non-residential education and training centres.

Comparison goods retailers: Shops that sell items where some comparison is likely to be made before purchasing goods; for example, clothing, carpets or electrical goods.

Convenience retailers: Convenience retailing is the provision of everyday essential items, including food, drinks, newspapers/magazines and confectionery.

Green roofs: Vegetated layers that sit on top of the conventional roof surfaces of a building, which can support a wide range of plant life. Green roofs can create, or improve, biodiversity, contribute to minimising flood risk, improve thermal efficiency and improve the microclimate.

Green infrastructure: A network of green spaces and links designed to promote health and wellbeing as well as other environmental benefits. This includes formally designated open spaces, informal green space, gardens, woodlands, rivers and wetlands, as well as urban greening features such as street trees and green roofs.

Green technologies: Technology, the intended use of which, is to mitigate or reverse the effects of human activity on the environment, such as processes to recycle waste, purify water, create clean energy, or conserve natural resources.

Future Homes Standard: The Future Homes Standard is expected to amend Part L and Part F of Building Regulations related to new dwellings. It is anticipated it will require new build homes to be future-proofed with low carbon heating and world-leading levels of energy efficiency. It is expected to be introduced by 2025.

First Homes: New homes for first time buyers, which are marketed and sold at a discount of at least 30% below market value. This is a form of low-cost home ownership.

Heritage at Risk Register: Maintained by Historic England, the register includes buildings, places of worship, monuments, parks and gardens, conservation areas, battlefields and wreck sites that are listed and have been assessed and found to be at risk.

Industrial processes: This includes: manufacture of chemicals, manufacture of computer and electronic products, agri-tech, construction, manufacture of food, drink or other consumable products (including pharmaceuticals), fuel refining, manufacture of tools and machinery, manufacture of metal and non-metallic products, printing or recording, telecoms, defence, utilities and other manufacturing processes and their ancillary services.

Local Industrial Employment Areas: Represent important local industrial sites in or adjacent to town and district centres with good access and transport links. Loss of industrial floorspace will not be permitted in these areas.

Shared Ownership: An alternative home ownership scheme which gives first time buyers, and those that do not currently own a home, the opportunity to purchase a share in a new build or re-sale property. Also referred to as part buy/part rent, Shared Ownership allows buyers to purchase a share of a home – usually between 25% and 75%. Purchasers will pay a mortgage on the share that they own, and a below-market-value rent on the remainder to a registered social housing provider, along with any service charge and ground rent. As the purchaser only needs a mortgage for the share they own, the amount of money required for a deposit is often much lower compared to purchasing a property outright.

Town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Ramsar: A Ramsar site is the land listed as a Wetland of International Importance under the Convention on Wetlands of International Importance Especially as Waterfowl Habitat (the Ramsar Convention) 1973.

Specialist Housing: This category of housing includes the following types of homes: Age-restricted general market housing normally for people aged 55 and over and the active elderly and does not include support or care services; extra care housing or housing-with-care; and residential care homes and nursing homes.

Strategic Industrial Employment Areas: Represent key industrial sites within the overall functional market area and have potential for densification and new development or renewal of existing stock. Loss of industrial floorspace will not be permitted in these areas.

Urban Greening Factor: This is an approach which can assist developers and local planning authorities to determine the appropriate level of urban greening needed to address biodiversity conservation in development proposals. Its purpose is to increase the amount of greening in and around buildings. As well as traditional approaches such as planting trees, urban environments benefit from the addition of green roofs, green walls, rain gardens and other features.

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**For more information
please contact:**

**Planning Policy Team
Hastings Borough Council
fplanning@hastings.gov.uk
01424 451102**