

DENSIFICATION & CAPACITY STUDY

For Hastings Borough Council

June 2026

Allies and Morrison



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DISCLAIMER AND LIMITATIONS

In relation to the Densification and Capacity Study, and any other document relating or referring to its findings, Hastings Borough Council makes the following disclaimer without prejudice:

- The Densification and Capacity Study is an aid for plan-making and not a statement of council policy.
- The Densification and Capacity Study is a record of information held at the time of assessment. It is expected that some of the information held will change over time.
- The Densification and Capacity Study does not determine planning obligations or charging schedules for Hastings Borough nor for Neighbourhood Development Plans. The planning obligations will be set out in relevant policy within the Hastings Local Plan 2023-2041 (when adopted).
- Information within the Densification and Capacity Study is high-level and strategic in nature. What can be achieved on each site (set out in Stage 2) is subject to further detailed investigation as part of the planning process.
- Inclusion of a site in the Densification and Capacity Study is not a grant nor guarantee of planning permission.
- More specific assumptions and caveats relevant to the Study are set out in Section 5.2 and Section 7.2.



EXECUTIVE SUMMARY

The Densification and Capacity Study (DCS), prepared by Allies and Morrison for Hastings Borough Council, serves as an evidence-based study in support of the policies and proposals outlined in the emerging Hastings Local Plan. In the context of challenging housing targets, the primary purpose of the study is to establish a realistic, data-driven densification strategy to support the delivery of housing and other Local Plan policies. Reflecting the objectives of the National Planning Policy Framework, the strategy explores how housing densities can be increased to ensure the best use of land is made in new developments. Emphasis is placed on the key role new development in the most sustainable (well served by public transport and local services) locations will play in meeting housing needs. The strategy also acknowledges that local environmental sensitivities such as heritage designations and physical constraints might constrain the housing capacity of sites.

Stage 1: Initial framework

Key physical features such as topography and open space are mapped alongside policy designations like conservation areas heritage assets. Important baseline information regarding public transport accessibility and socioeconomic deprivation is mapped. The result is a holistic portrait of the Borough’s physical and social characteristics.

Specific layers of interest are then selected to show which areas are highly sensitive to (Figure 1), or highly suitable for (Figure 2) densification. Six distinct density bands are then defined in the Densification Strategy (Figure 3, Figure 4). The Strategy shows areas suitable for high housing densities are Hastings town centre and district centres including St Leonards centre and The Old Town. These areas are however also areas of high sensitivity. The Strategy makes it clear that whilst higher densities may be suitable, careful consideration must be given to local heritage and environmental factors through the planning process.

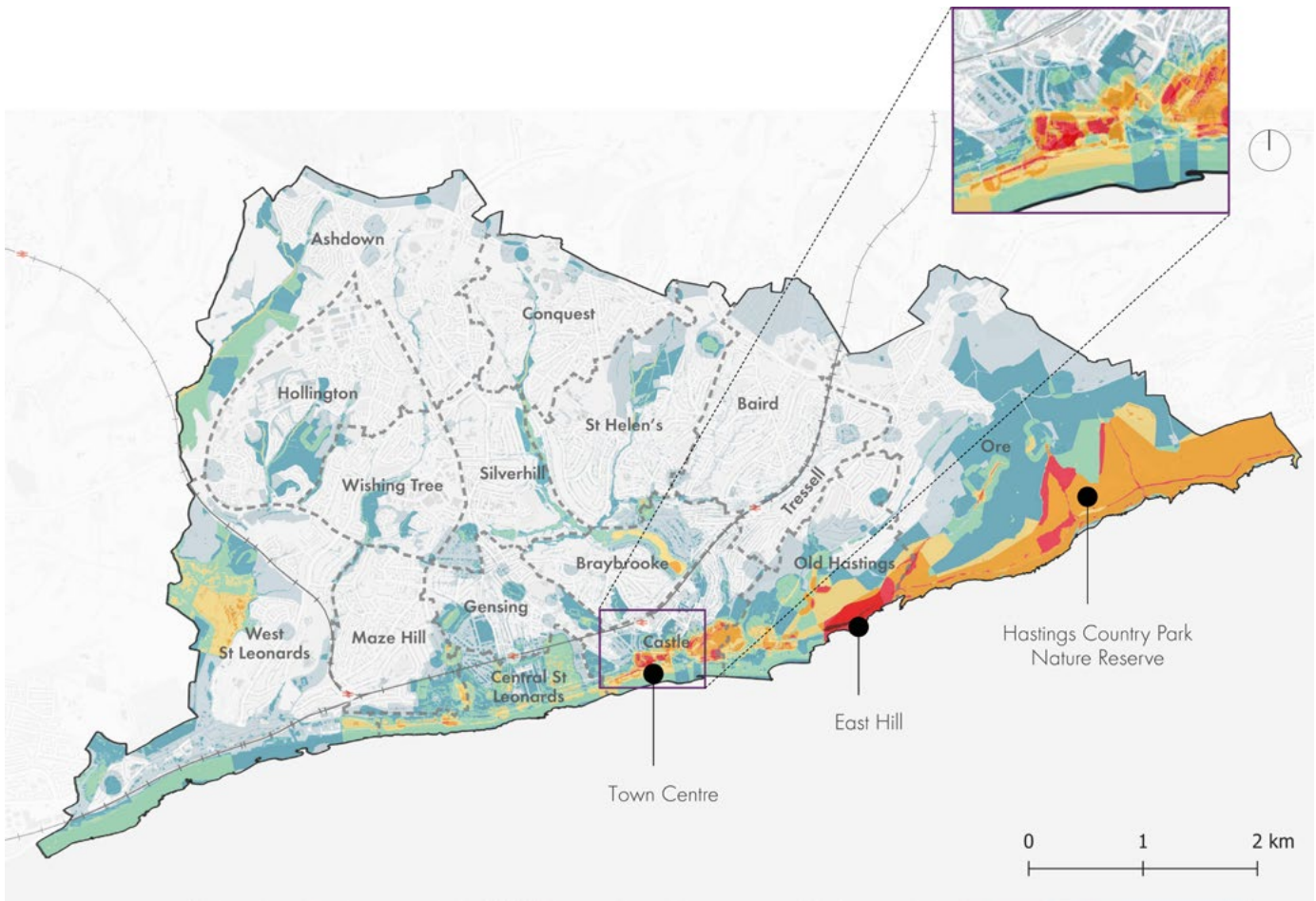


Fig 1 Sensitivity count across the Borough of Hastings, where red is most sensitive

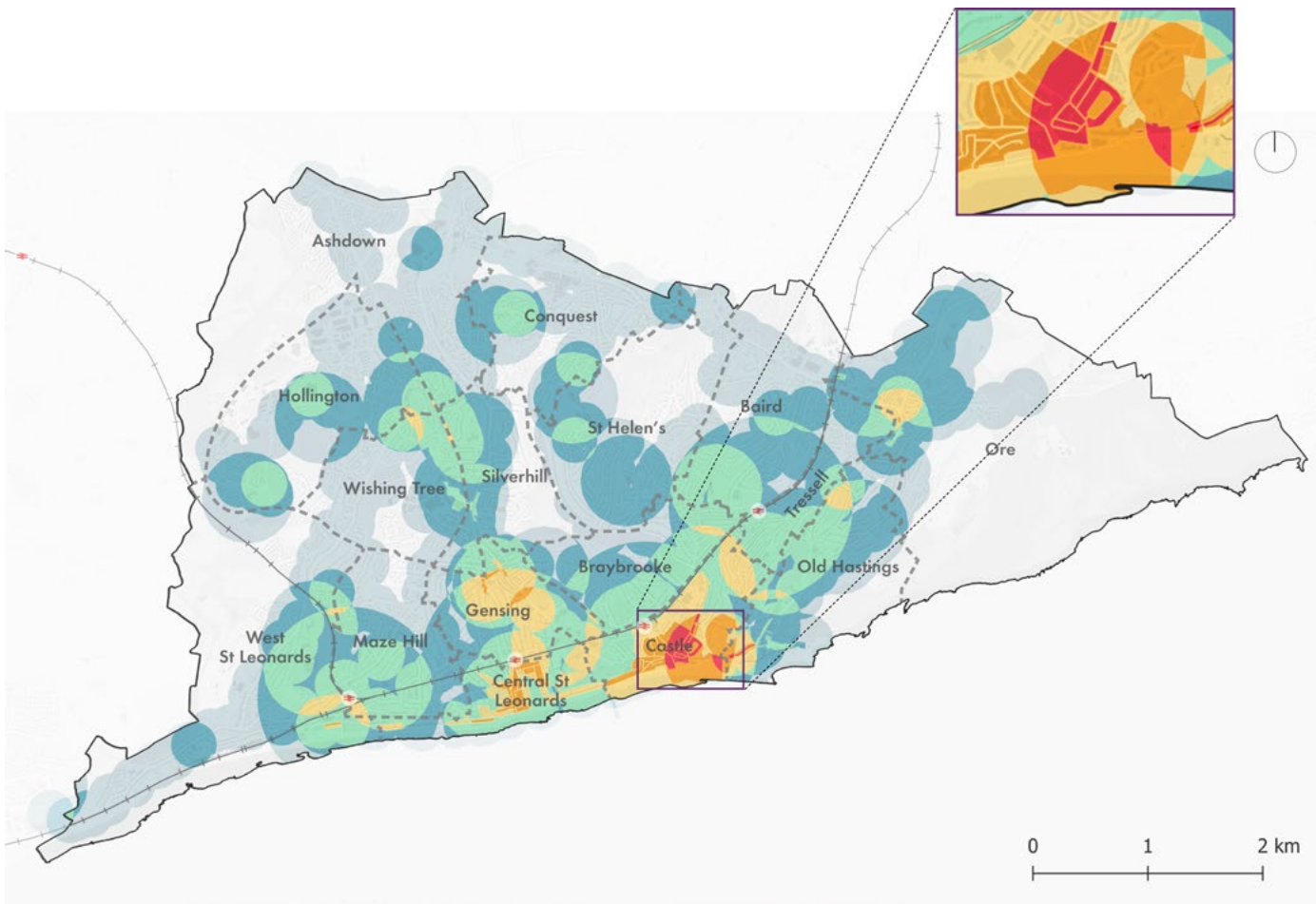


Fig 2 Suitability count across the Borough of Hastings, where red is most suitable

Density band	Target range	Typologies
Lowest	30-45 DPH	Semi-detached, detached, cottage/infill plots
Lower	45-55 DPH	Traditional terraces, townhouses, mews clusters
Moderate	55-70 DPH	Low-rise apartments, mansion blocks, courtyard infill
Moderate-high	70-90 DPH	Mid-rise apartments, continuous perimeter blocks
Higher	90-150 DPH	High-density apartment clusters, mid-rise towers
Highest	150-250 DPH	Very high-density apartments, mixed-use towers

Fig 3 Densification Strategy bands

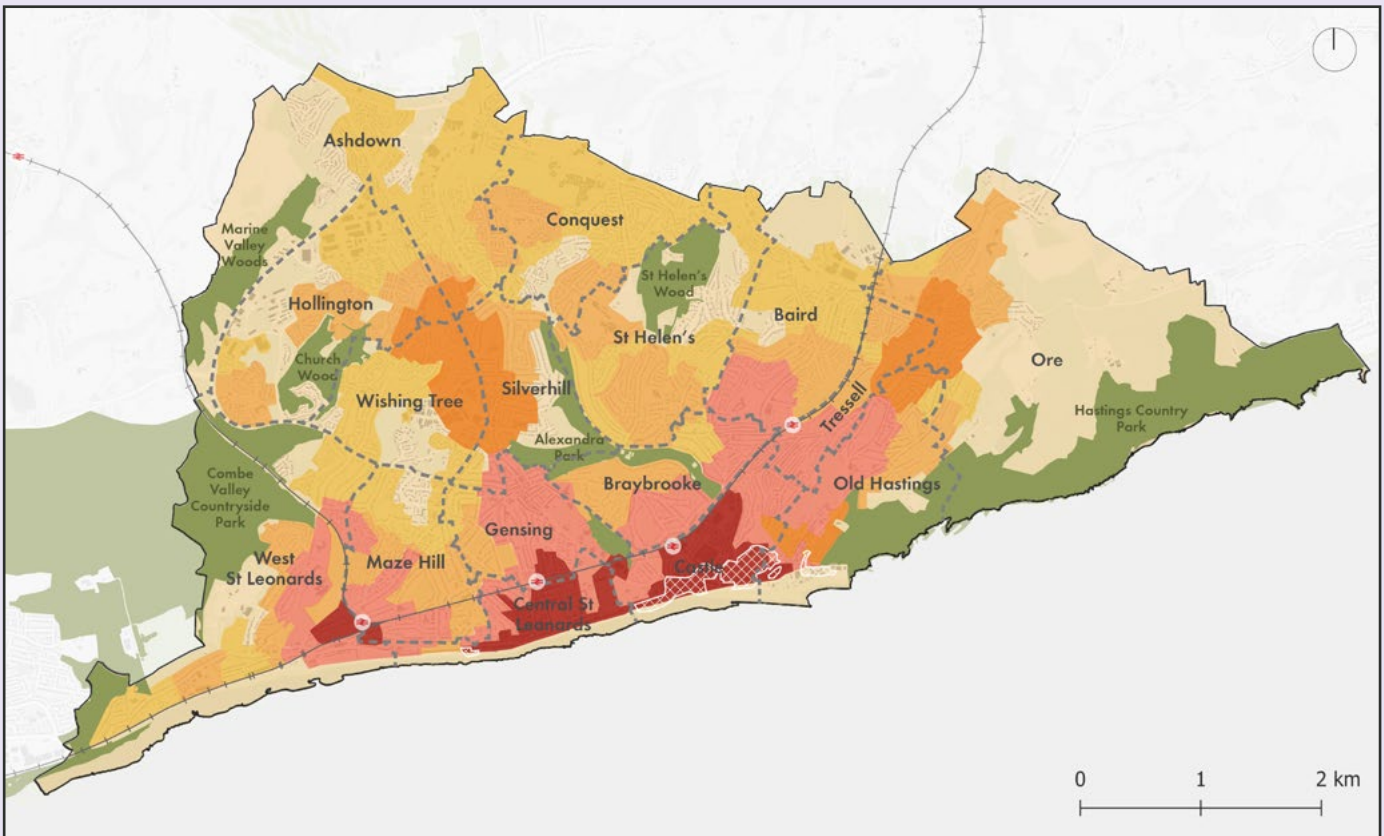


Fig 4 Densification Strategy

Stage 2: Site Capacity Assessment

Following the initial framework, Stage 2 acts as an empirical sense-check of the Densification Strategy through the preparation of illustrative design schemes for 10 distinct focus sites (Figure 5). This testing process validates that the six density bands are appropriately ambitious. The exercise confirms that the overarching strategy successfully directs high-intensity growth toward sustainable, infrastructure-rich hubs, while logically tapering capacity in areas restricted by severe physical, environmental, or heritage constraints.

The capacity assessment demonstrates that actual housing yields will vary across sites as they come forward. The relative performance of each scheme-based assessment site when compared with the Densification Strategy is then categorised. Measured capacities for the selected site are shown to be above target, within the target range or below the target outlined in the Densification Strategy.

Above range sites demonstrate how highly efficient, compact design configurations can maximise potential on well-located land parcels; and

Below range sites represent intentional, design-led adjustments. These reductions are necessary to manage or mitigate against local flood risks, ecological assets or potential harm to heritage assets.

Caveats and limitations associated with these studies are also outlined.

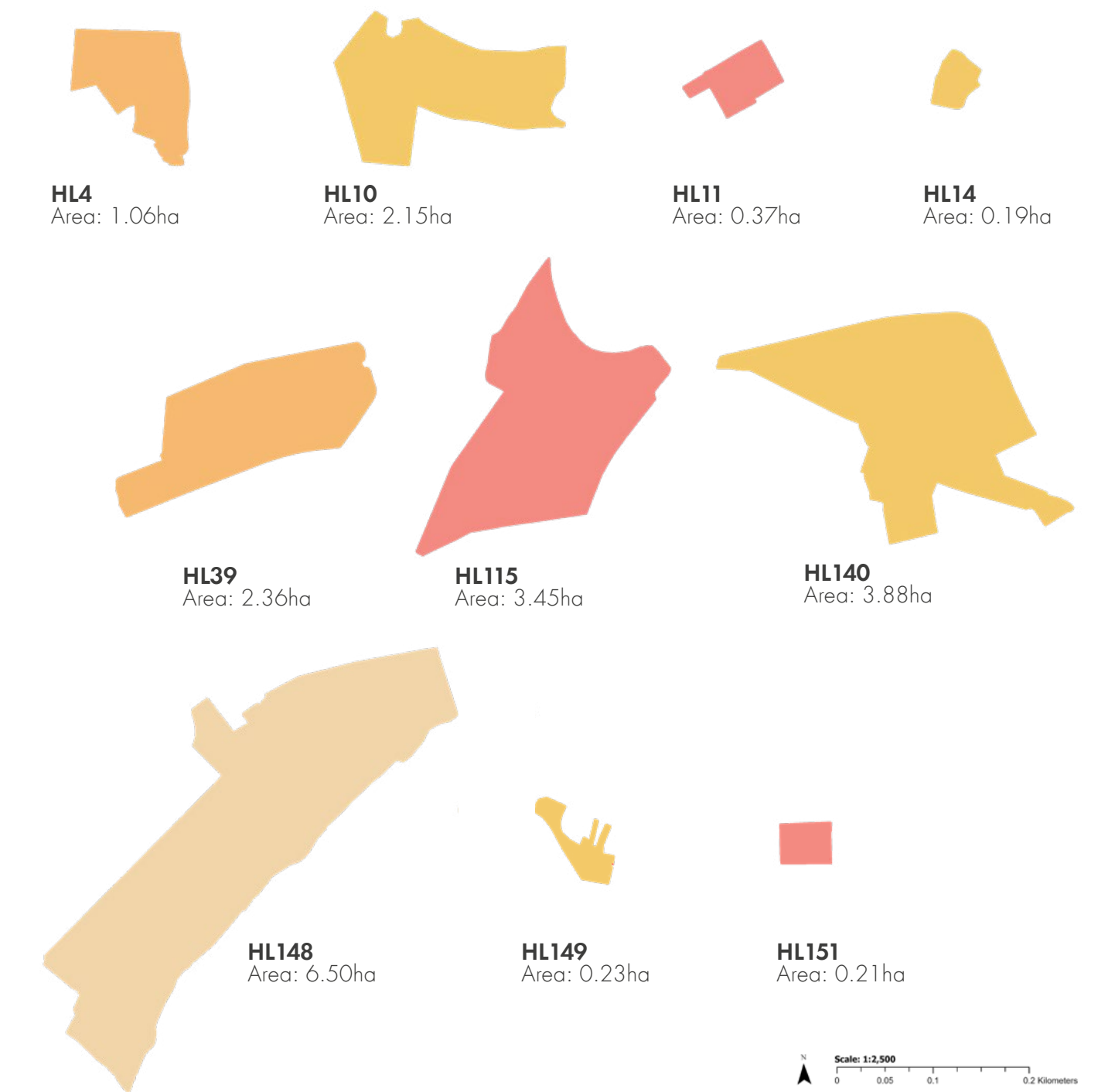


Fig 5 Focus sites size comparison in respective DPH bands

Site	Target range	Total yield	Yield status
HL148	30-45 DPH	87 units	Below range
HL10	45-55 DPH	98 units	In range
HL14	45-55 DPH	37 units	Above range
HL140	45-55 DPH	95 units	In range
HL4	55-70 DPH	48 units	Below range
HL39	55-70 DPH	73 units	Below range
HL149	55-70 DPH	19 units	Above range
HL11	90-150 DPH	58 units	Above range
HL115	90-150 DPH	50 units	Below range
HL151	90-150 DPH	30 units	In range

Fig 6 Capacity assessment results

Conclusion

Ultimately, this two-stage assessment provides a robust evidence base for future plan-making and development management. It delivers a strategy that is sufficiently ambitious to confront acute housing needs while remaining flexible enough to adapt to the unique physical realities of individual sites.

Crucially, the study demonstrates the challenge of meeting centrally mandated government housing targets for the Borough. By establishing targeted minimum density bands, the strategy maximises housing capacity within the Borough’s limited land supply, while ensuring future growth is dictated by transit capacity, historical character, and is responsive to unique community needs.

INTRODUCTION

1

Densification is a key strategic principle of national planning policy in England, as set out in the NPPF, which prioritises the effective use of land and higher-density development in sustainable locations.

Renewed emphasis must now be placed on ensuring all new development makes the very best use of land and exploits embedded capacity in existing urban areas which are supported by infrastructure and services.

In this context, this Densification and Capacity Study (DCS) has been prepared as a practical tool to help inform policy and planning decisions.

1.1 OVERVIEW

What is a densification study?

Hastings Borough Council has commissioned Allies & Morrison to undertake a Densification and Capacity Study of the Borough. This work is needed to support the development of a new Local Plan. It puts forward evidence-based conclusions to where and how much densification is appropriate. These conclusions are designed to assist the Council in policy formulation.

Why is the study required?

As part of developing a new Local Plan the Council must ensure that its policy framework is fit for purpose and capable of delivering growth at an appropriate scale, while acknowledging that local capacity constraints will limit the Borough's ability to meet housing needs in full. This study therefore comes at an important moment, providing guidance on the densities that may be suitable across identified sites and helping to understand where higher levels of development can be supported and to what extent. Significant housing growth is required in the coming years, and it is vital to strive to meet as much of the housing target as possible, whilst respecting the town's unique character and strong sense of community.

Structure of the study

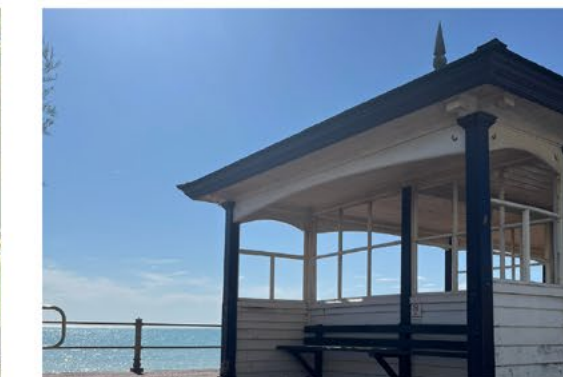
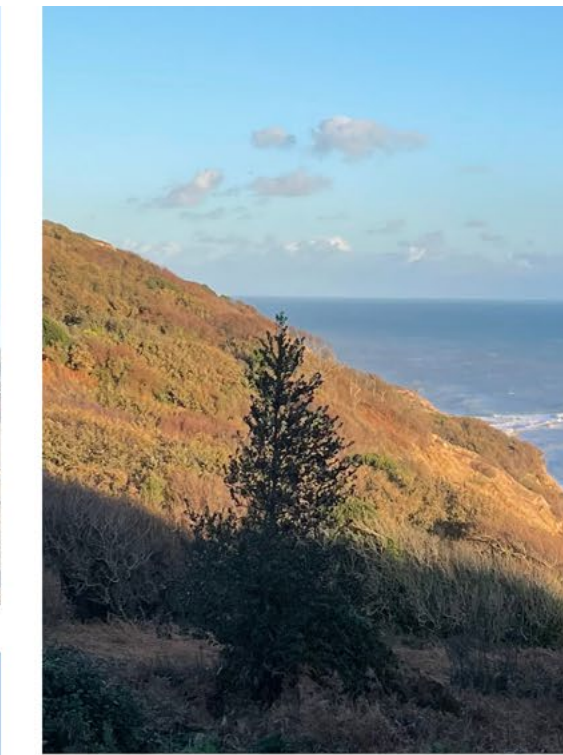
This study is structured in two parts, as follows:

STAGE 1:

1. **Introduction** provides an overview of the study, reflecting on why it is required and what it will cover.
2. **What density looks like in Hastings** sets the scene by providing a visual representation of what different levels of density look like within a Hastings context.
3. **Baseline analyses** provides an overview of existing attributes in Hastings.
4. **Assessment of sensitivity and suitability layers** provides an assessment of the baseline analyses to determine which areas are more or less suitable for and more or less sensitive to densification.
5. **Towards a spatial strategy** sets out a clear, Borough-wide approach to densification, identifying where increased density can be supported and to what extent.

STAGE 2:

6. **Capacity assessment** sets out speculative high-level design schemes for 10 selected sites as a way of testing the densification and validating the Densification Strategy.



1.2 THE CHALLENGE

At the time of preparing the first consultation version of the new Plan (2021), the nationally calculated housing need for Hastings was 430 homes a year. However, in December 2024 the nationally prescribed methodology for calculating housing need was revised by the Government. The housing need figure for Hastings increased to an annual requirement for some 700 net new homes.

According to the ONS, data from the 2021 census revealed there to be 40,454 households in Hastings. The Council’s new Plan covers the period 2023 to 2041. Using the latest Government-led housing need figure for Hastings equates to a requirement over the 18 Plan period of some 12,500 net new homes. The delivery of this number of new homes represents an increase of approximately 31% in the total housing stock numbers within the 18 year plan period.

The total area of the Borough of Hastings is approximately 3,000 Ha including all open spaces. Typically, established suburban areas are characterised by housing densities of around 30 dwellings per hectare (DPH). This density increases in more urban and central areas.

To provide a sense of the challenge presented by the Government-led housing target for Hastings, one can estimate the potential land take requirements for c.12,500 new homes at different densities, as follows:

- @30 DPH = 418 Ha
- @50 DPH = 250 Ha
- @75 DPH = 167 Ha
- @150 DPH = 83 Ha

Carefully exploring ways in which housing densities can be increased as development opportunities come forward will have a significant bearing on the extent to which these challenges targets are met.

The purpose of this first phase of the study is to use suitability and sensitivity analysis to define a density framework. The second phase of the study will review the assumptions of the density framework by undertaking capacity studies for a number of sites across the Borough.

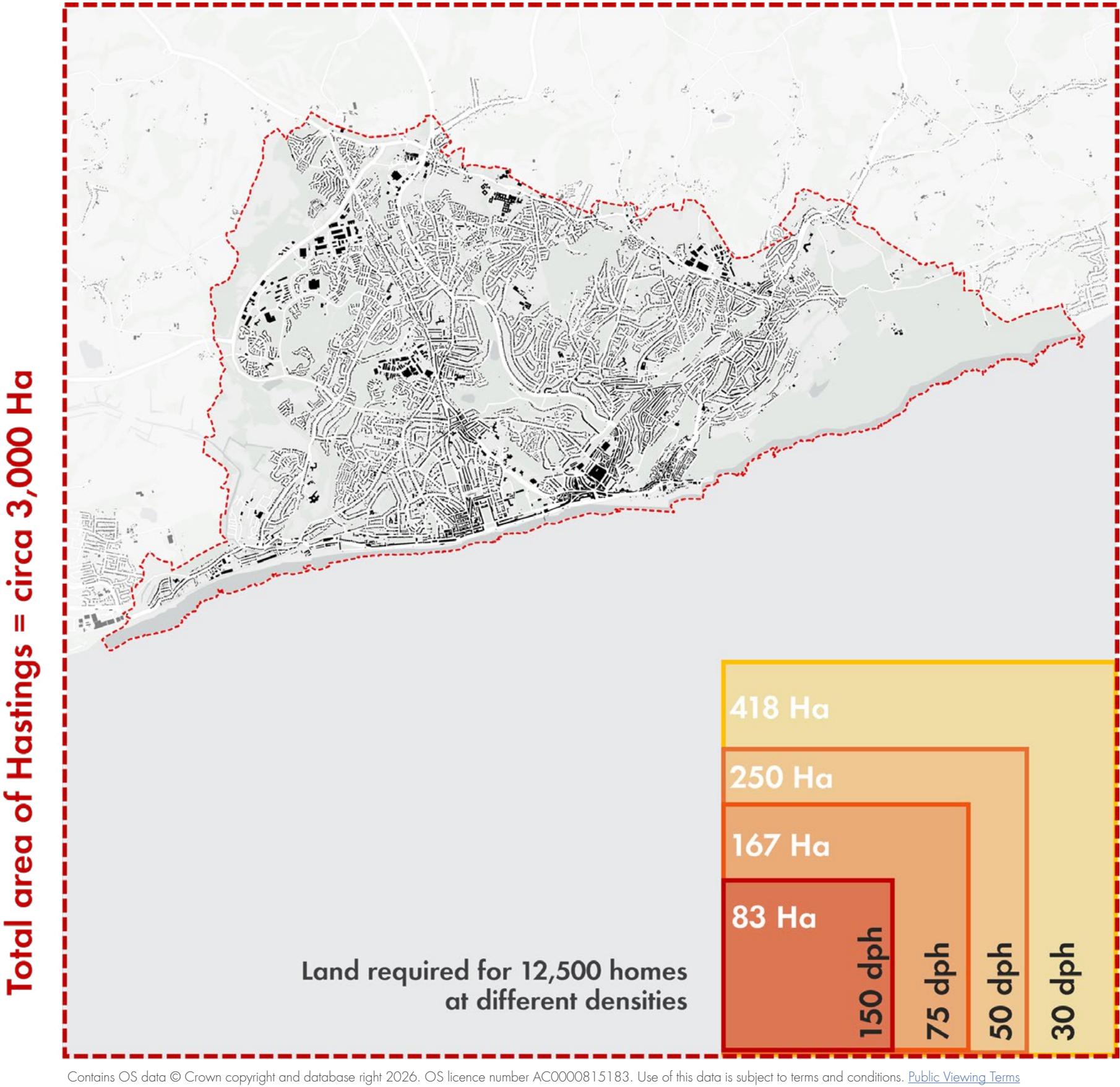


Fig 7 Scaled study of housing need and land take with sites

WHAT DENSITY LOOKS LIKE IN HASTINGS

2

Density can be difficult to envision. The previous section provided an abstract spatial expression of the growth needed in Hastings at a range of different densities in plan view. However, this level of density is hard to appreciate in real terms. This section therefore aims to provide a better visual representation of what different levels of density look like from the perspective of a pedestrian experiencing it on the ground.

The analysis used to present density is Dwellings per Hectare (DPH) and Floor Area Ratio (FAR). This helps to reveal a more accurate view of density across the Borough. However, it should also be noted that DPH and FAR can vary depending on a building's use, with DPH appearing lower than FAR within a more mixed-use context. This is due to the fact that DPH measures only residential density not development density, and in more urban and central areas there are often fewer dwellings.

2.1 DENSITY : FAR

Floor Area Ratio (FAR) is a measurement of how intensively a plot is developed. It divides the total floor area of a building by the footprint of the plot and is a useful measure of density across all land uses. Generally, Hastings has a low to medium average density mainly sitting at 0.2 to 0.6 FAR. Expectedly though, there remains a contrast between the compact, built-up coastal zones such as St Leonards centre which lie at a 2 to 6 FAR range, and the more spacious, low-intensity upland areas such as Hollington and St Helens at FAR ranges of 0 to 0.2 and 0.2 to 0.6.

Higher FAR values are seen where commercial, mixed-use, and denser residential forms predominate. These areas accommodate taller buildings and more continuous frontages, producing a distinctly urban character. In contrast, the extensive low FAR vales inland correspond to the predominantly suburban neighbourhoods characterised by detached and semi-detached housing, large plots, and significant open space between buildings. The result is a clear spatial hierarchy of built form intensity, transitioning from compact, high-FAR cores to low-FAR peripheries.

REFLECTIONS:

FAR growth strategies should focus higher-intensity development within established high-FAR zones and transport corridors, where urban infrastructure already supports denser forms. Outer suburban and green-edge areas should maintain their low-intensity character, ensuring that any new development remains sensitive to the local character.

FAR ranges

- 0 - 0.2
- 0.2 - 0.6
- 0.6 - 1.8
- 1.8 - 2
- 2 - 6

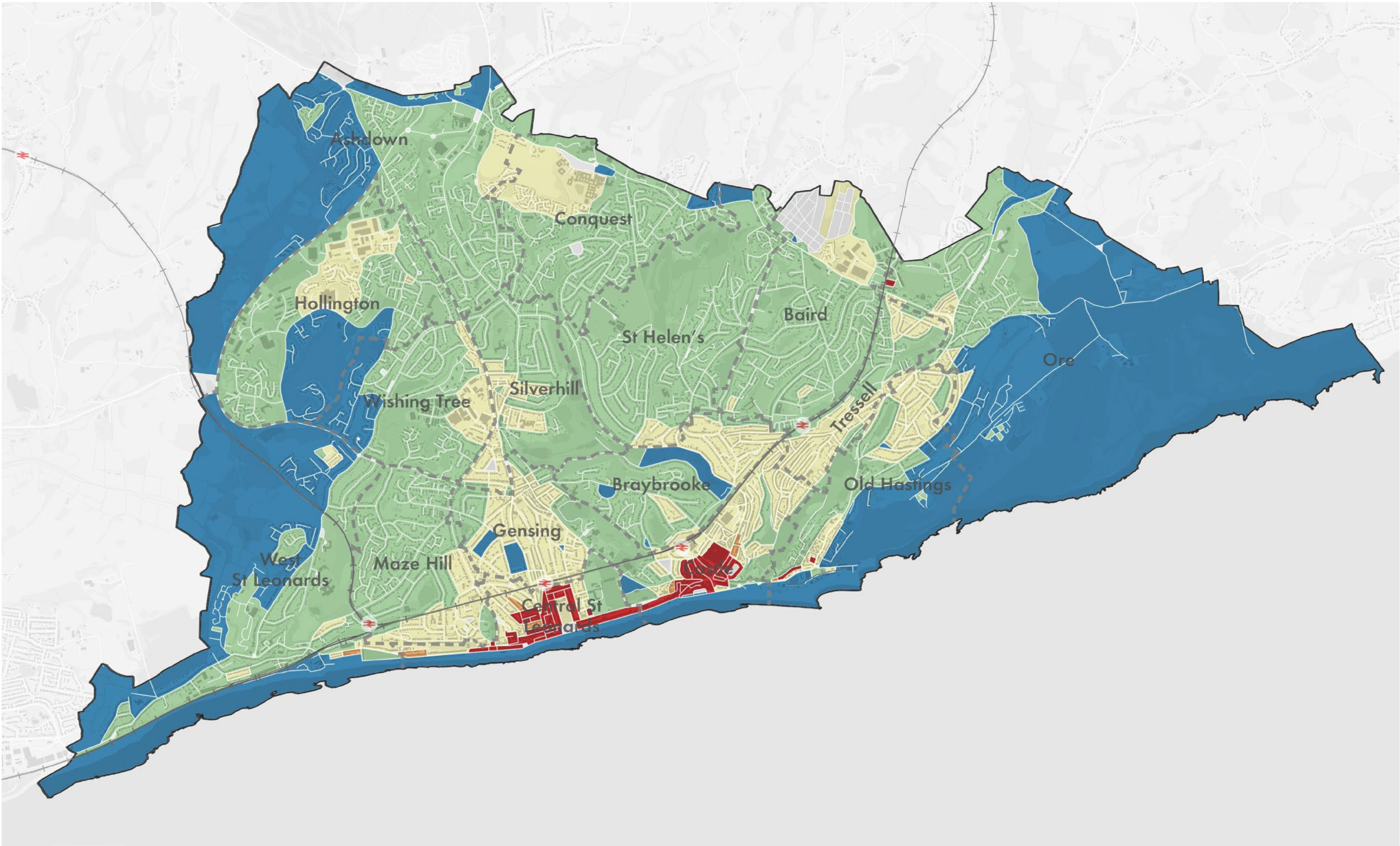


Fig 8 FAR density across the Borough of Hastings

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2.2 BUILDING HEIGHTS

Hastings is a town with strong contrasts in scale. While central Hastings (with a focus on St Leonards and Old Town) has a denser, taller grain of Victorian and Edwardian terraces aligned with the coastal and valley corridors, the outer and upland neighbourhoods - such as Silverhill, Hollington, and Baird - are characterised by lower-scale, post-war suburban housing, typically one to two storeys, with wider plots, open layouts, and a more dispersed built form.

This transition from compact urban terraces to looser suburban grain reflects the town’s topography and historical growth pattern, with the early urban core constrained within coastal valleys and later suburban expansion occurring on higher ground where land was more available. As a result, building height, density, and enclosure decrease gradually away from the coast, producing a clear urban-to-suburban gradient.

REFLECTIONS:

The Borough’s approach to densification must be sensitive to the preservation of its historic and suburban townscape character. Central areas can accommodate sensitive intensification by respecting their existing scale, with lower-rise edges retaining their spacious character and any new development designed to respect their lower building heights and landscape context.

Building heights (3.2m storey assumption)

- 0
- 0 - 1
- 1 - 2
- 2 - 3
- 3 - 4
- 4 - 5
- 5 - 9
- 9 - 16

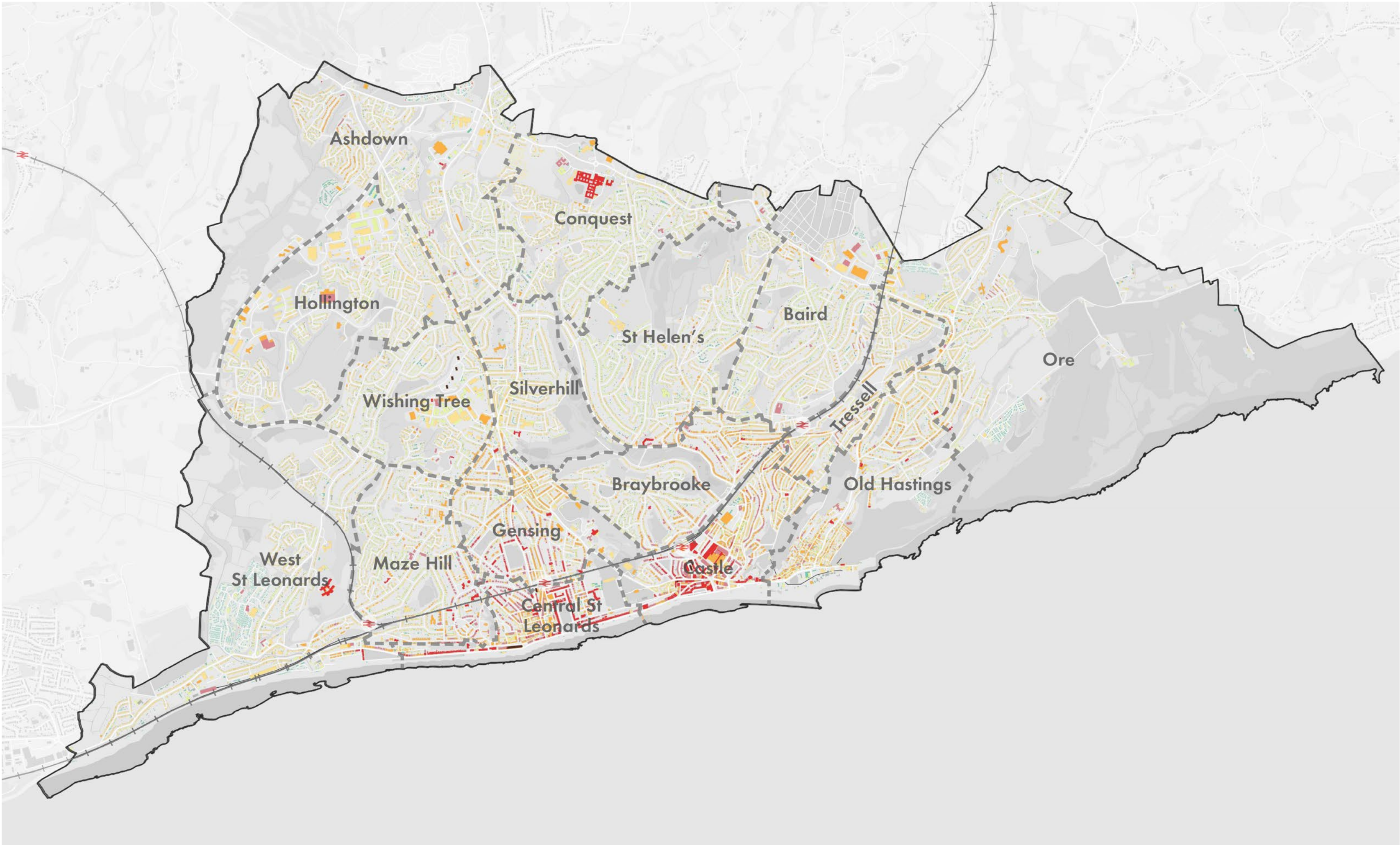


Fig 9 Building heights across the Borough of Hastings

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2.3 DENSITY : DPH

Dwellings per Hectare (DPH) is an established metric used to measure housing density. In Hastings, higher-density areas are concentrated along the coastal strip and valley corridors – corresponding to the town’s historic urban centres and established neighbourhoods. These areas typically include tightly clustered buildings with a fine urban grain and strong street enclosure. In contrast, the surrounding upland zones display drastically lower densities, aligning with suburban housing typologies characterised by larger plots, detached dwellings, and generous open space. The resulting urban structure produces a legible density gradient from dense, walkable central areas to looser, landscape-dominated suburbs, indicating varying capacities for accommodating future growth.

REFLECTIONS:

In order to sustain Hastings’ varied townscape while accommodating future housing growth, approaches to DPH must respect local character. Therefore, infill and gentle intensification within existing higher-density corridors should be prioritised, where infrastructure and accessibility already support urban living. Outer neighbourhoods should retain their lower-density character, with any new development carefully integrated to respect landscape setting, building scale, and local distinctiveness.

DPH ranges

- 4 - 25
- 25 - 40
- 40 - 65
- 65 - 100
- 100 - 200
- 200 - 280

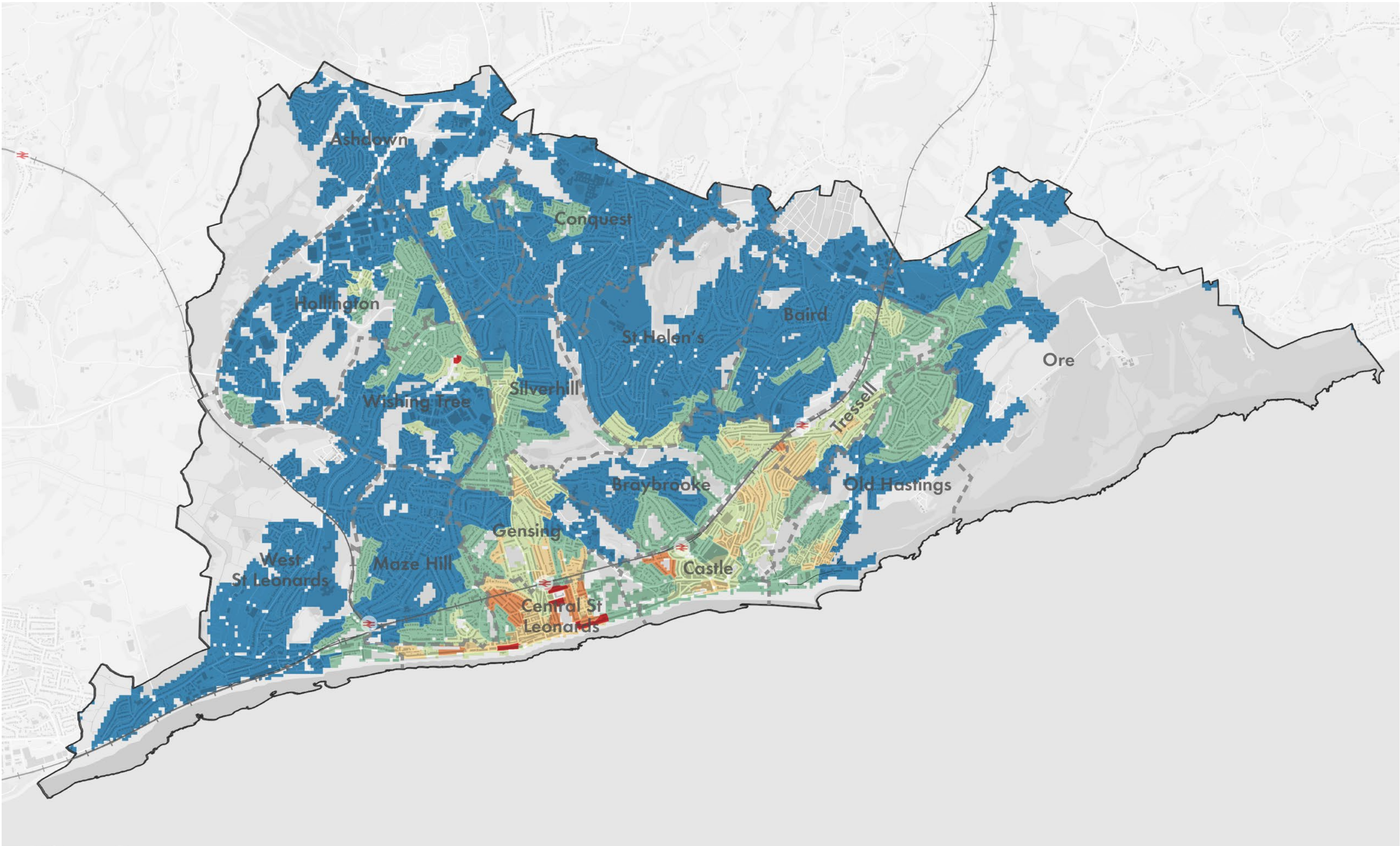


Fig 10 DPH density across the Borough of Hastings

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2.4 EXAMPLE 1: LANCING CLOSE AND PARK WAY

Lancing Close and Park Way are characterised by detached and semi-detached houses and bungalows set within generous plots, typically with building heights of 1 to 2 storeys. This low-rise scale creates a spacious suburban character, with private gardens and a softer landscape setting influenced by proximity to green space and woodland edges. Density is low, resulting in a peaceful, low-intensity neighbourhood characterised by openness and privacy rather than enclosure, and shaped more by landscape and greenery than by built form.

4 - 25
DPH



Image Source: Google Earth

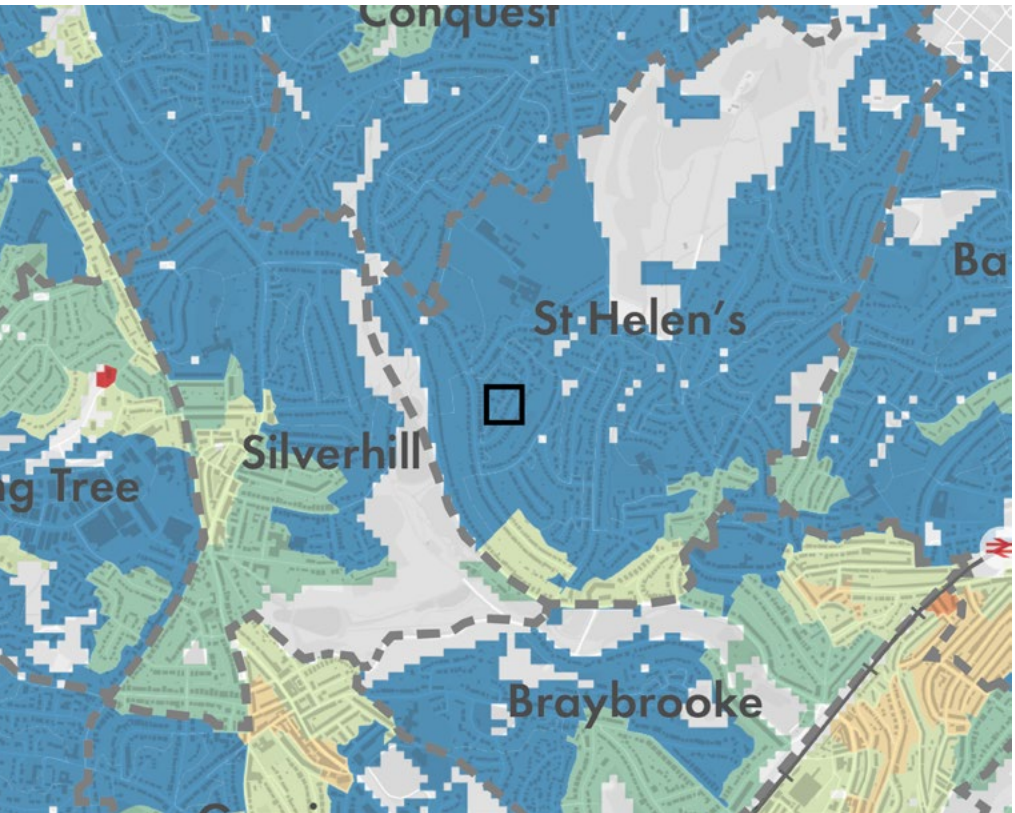


Lancing Close

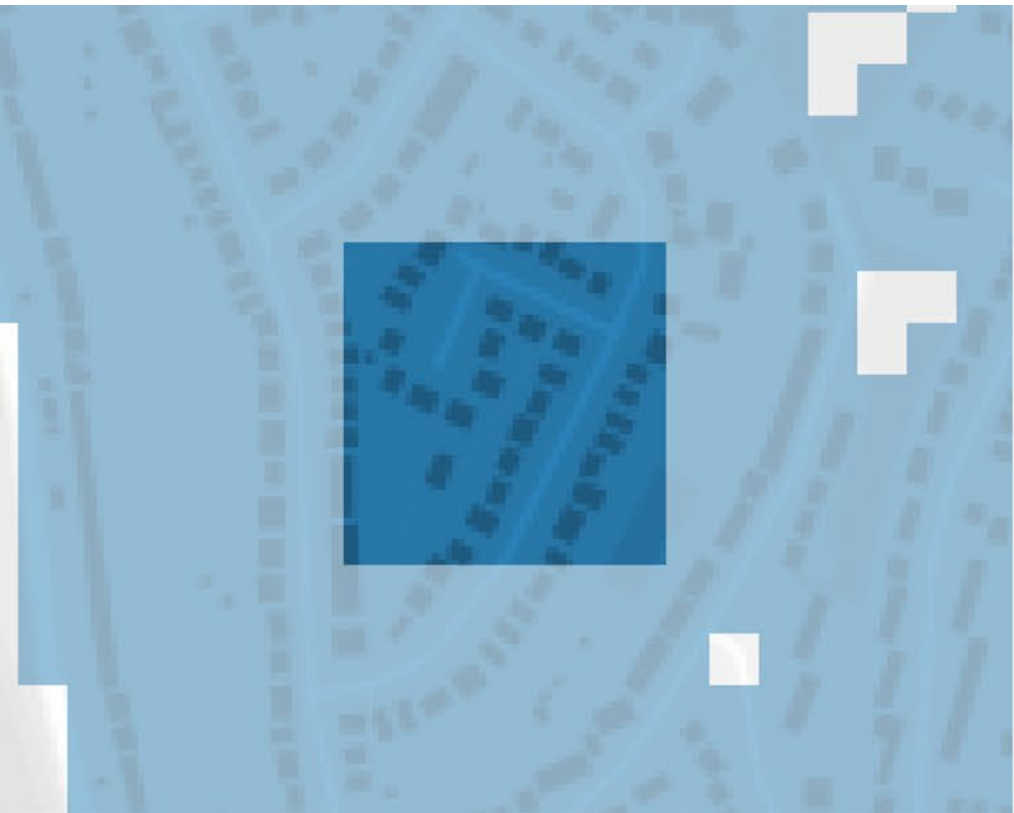


Park Way

1ha



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DPH range
4 - 25



FAR range
0.2 - 0.6



Building heights (3.2m storey assumption)
1 - 2

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2.5 EXAMPLE 2: OLD CHURCH RD AND WILLINGDON AVE

Old Church Road and Willingdon Avenue consist of mostly post-war semi-detached housing, short terraces and small blocks of low-rise flats. Consistent with building heights of 2 to 3 storeys, the area has a suburban, domestic scale with broad streets, front gardens and green spaces between buildings, resulting in an open character and a moderately low density as part of planned suburban development focused on family housing.

25 - 40
DPH



Source: Google Earth

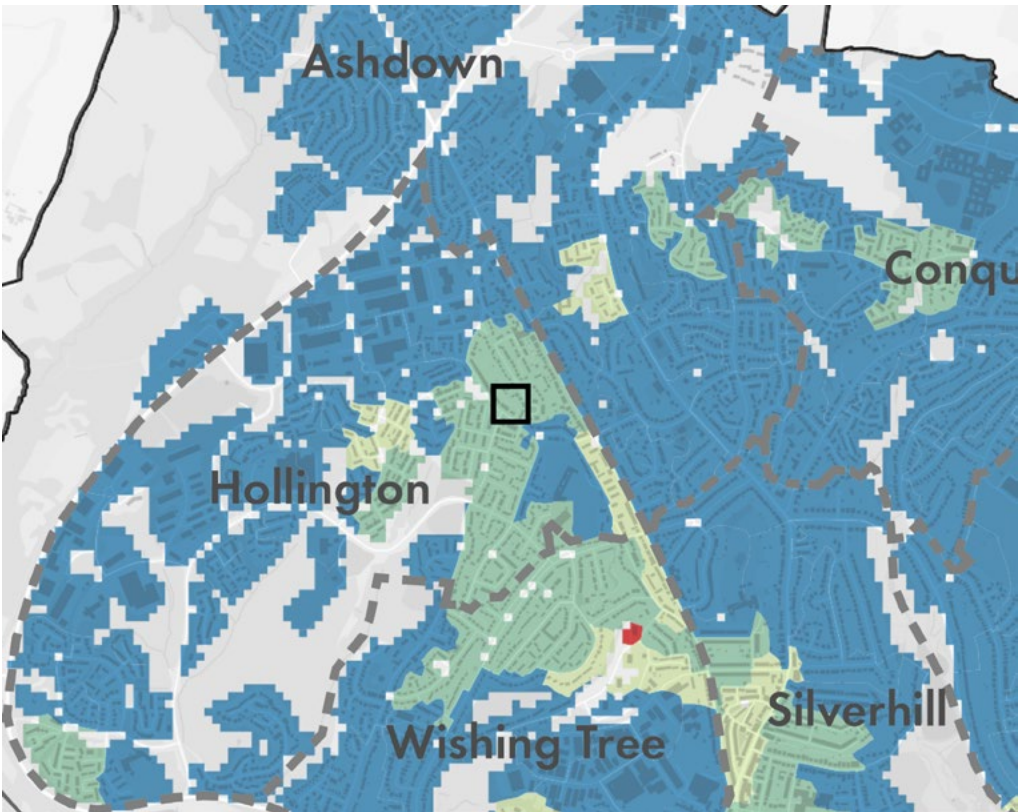


Old Church Rd

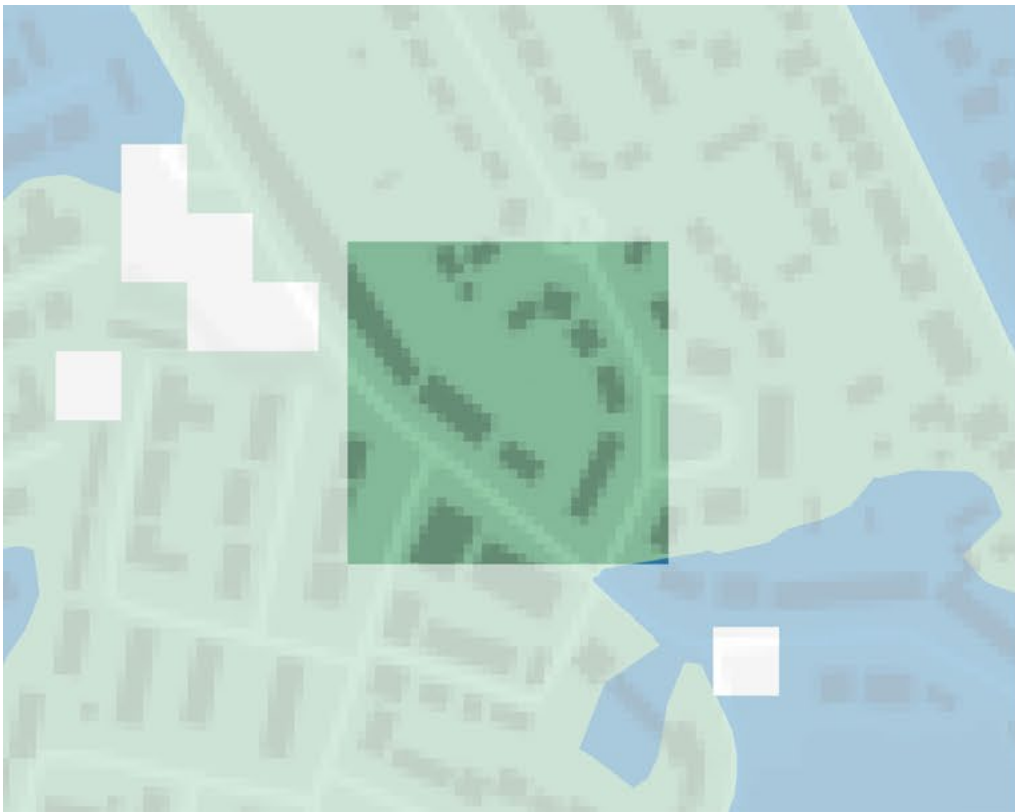


Willingdon Ave

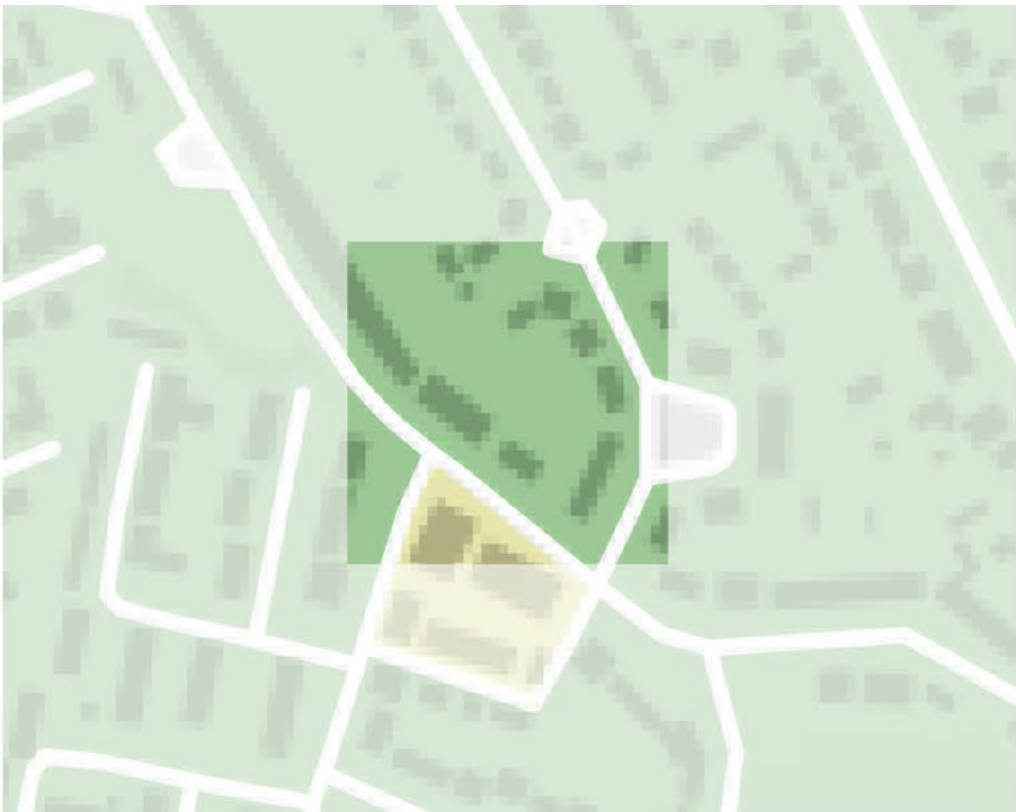
1ha



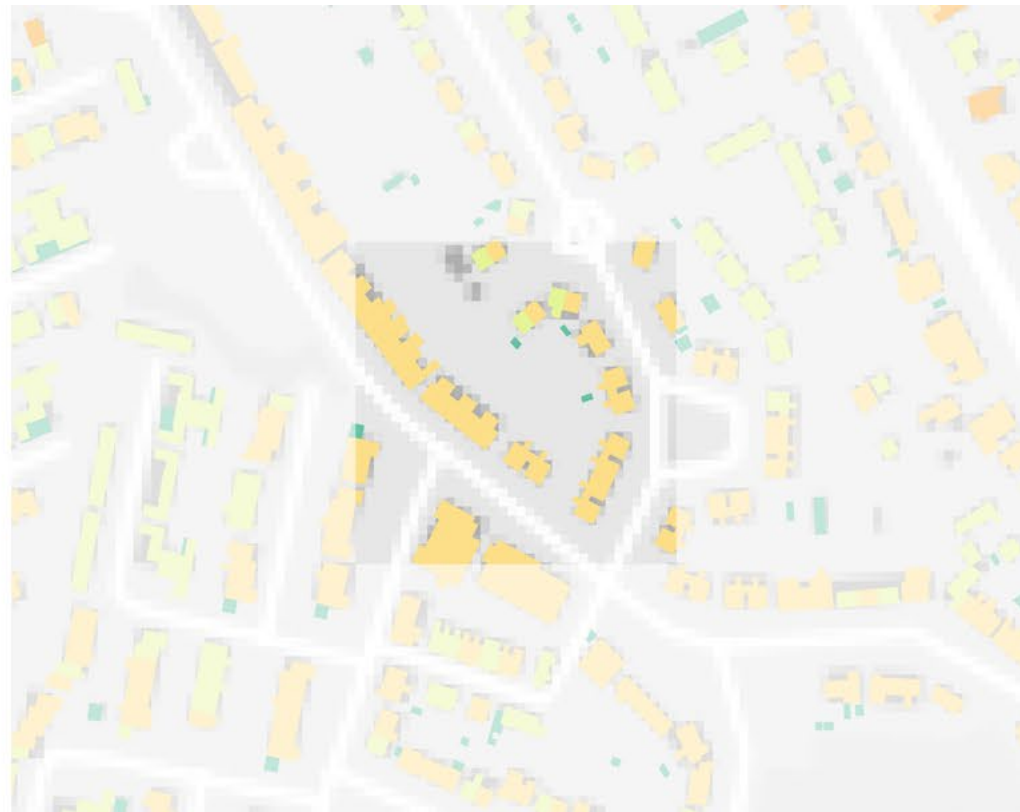
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DPH range
25 - 40



FAR range
0.2 - 0.6



Building heights (3.2m storey assumption)
2 - 3

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2.6 EXAMPLE 3: CLARENCE RD AND NEWGATE RD

Clarence Road and Newgate Road have a strong Victorian and early 20th century terraced housing feel, interspersed with some larger converted apartment houses and small purpose-built flats. Reflected in a building heights range of 2 to 4 storeys with moderate density, the streetscape is human-scaled and consistent. This results in an urban setting where buildings provide a clear sense of enclosure, supporting a dense but domestic residential area.

40 - 65
DPH



Clarence Rd



Newgate Rd

1ha

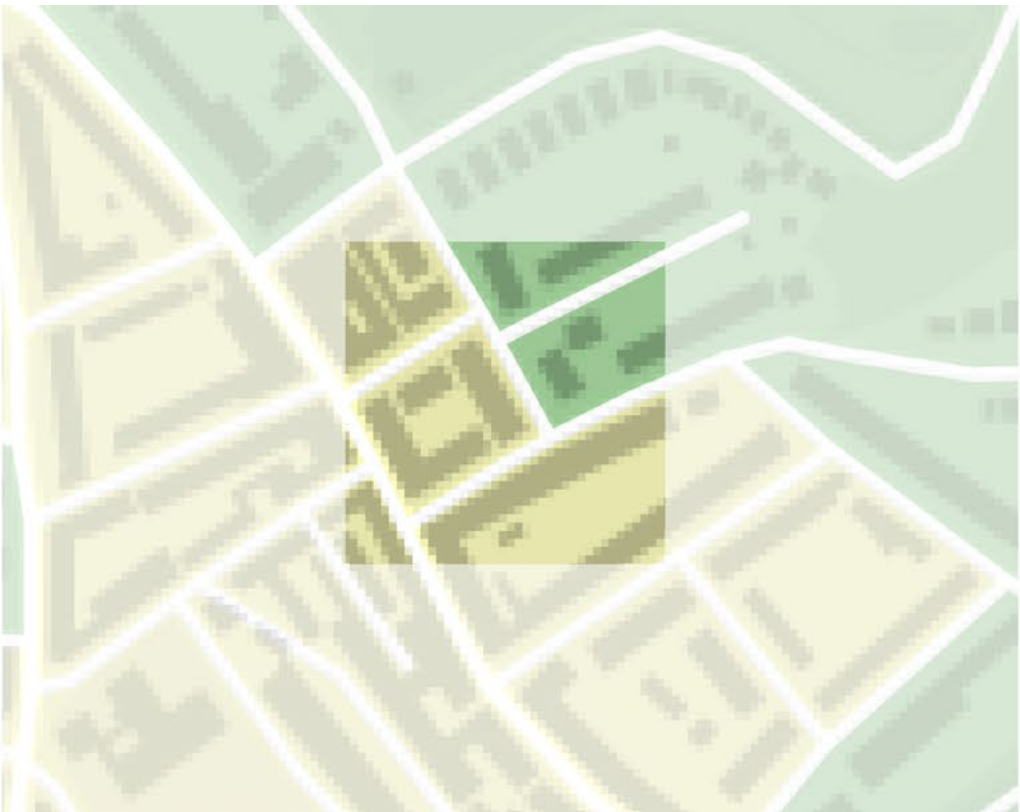


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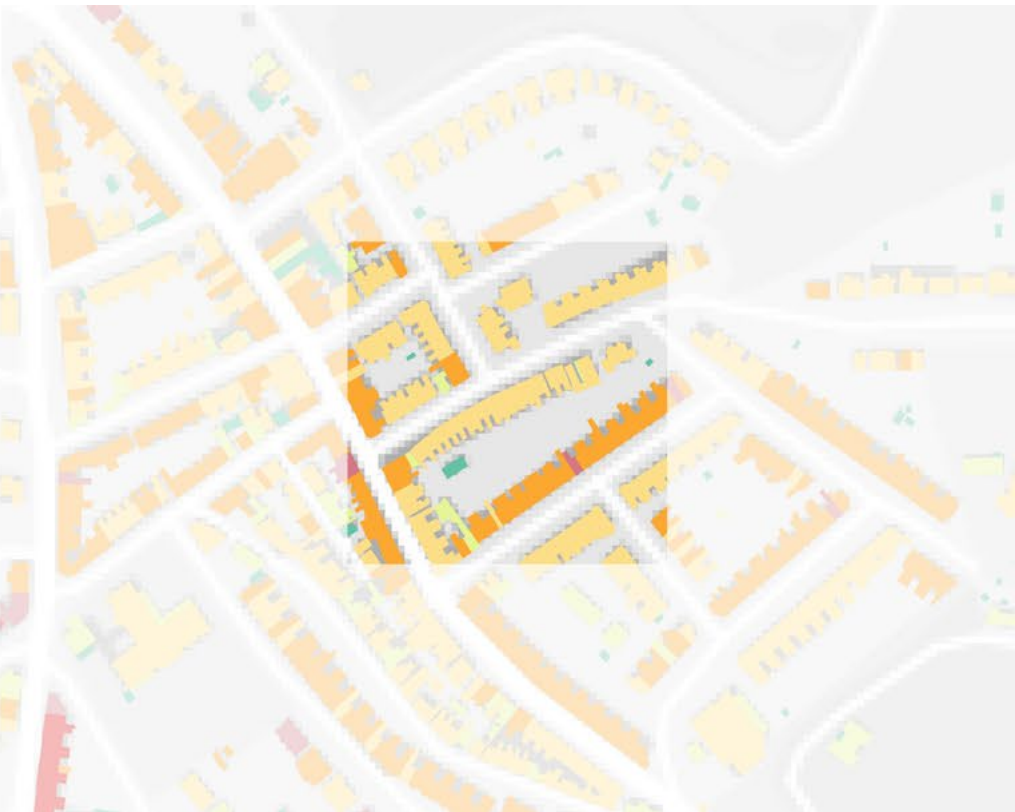
Source: Google Earth



DPH range
40 - 65



FAR range
0.2 - 0.6
0.6 - 1.8



Building heights (3.2m storey assumption)
2 - 3
3 - 4

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2.7 EXAMPLE 4: EMMANUEL RD AND ST THOMAS' RD

Emmanuel Road and St Thomas' Road are characterised by predominantly Victorian terraced housing, with moderate density driven by the compact footprint of the terraces. The traditional building height of 2 to 3 storeys forms a consistent domestic roofline, while some terraces present 4 to 5 storeys as they step down the natural slope of the site. This change in level allows downslope buildings to contain two vertically stacked dwellings, appearing as 2 storeys at the front but extending to 4 at the rear.

65 - 100
DPH

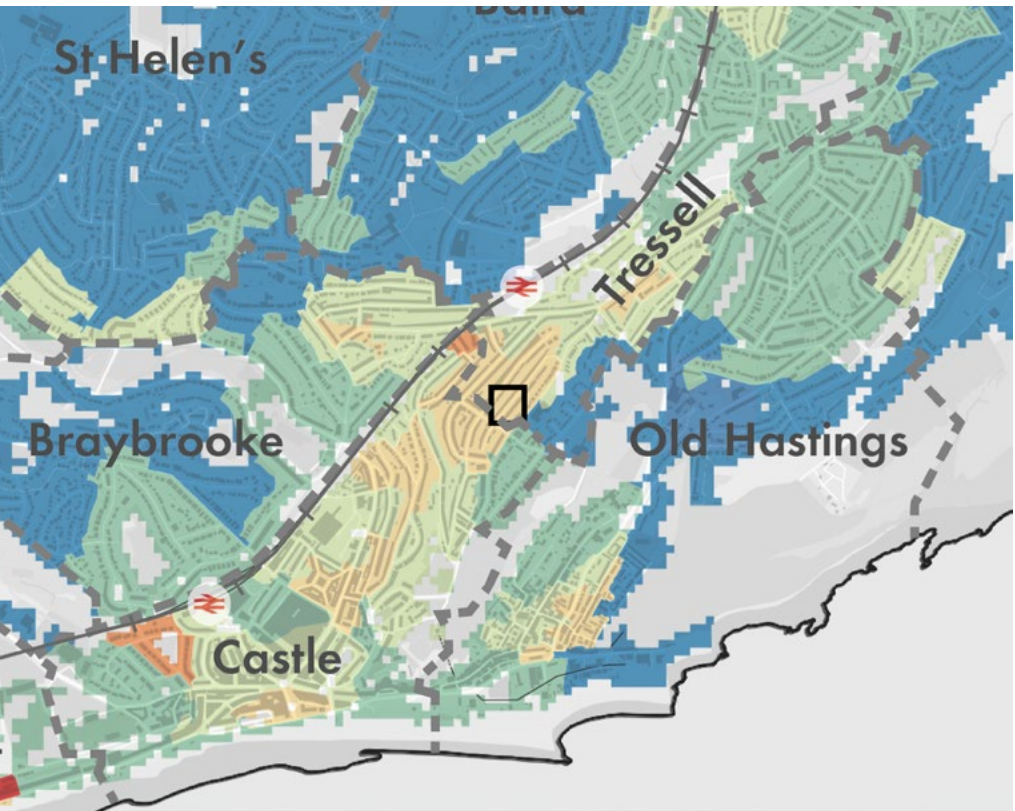


Emmanuel Rd



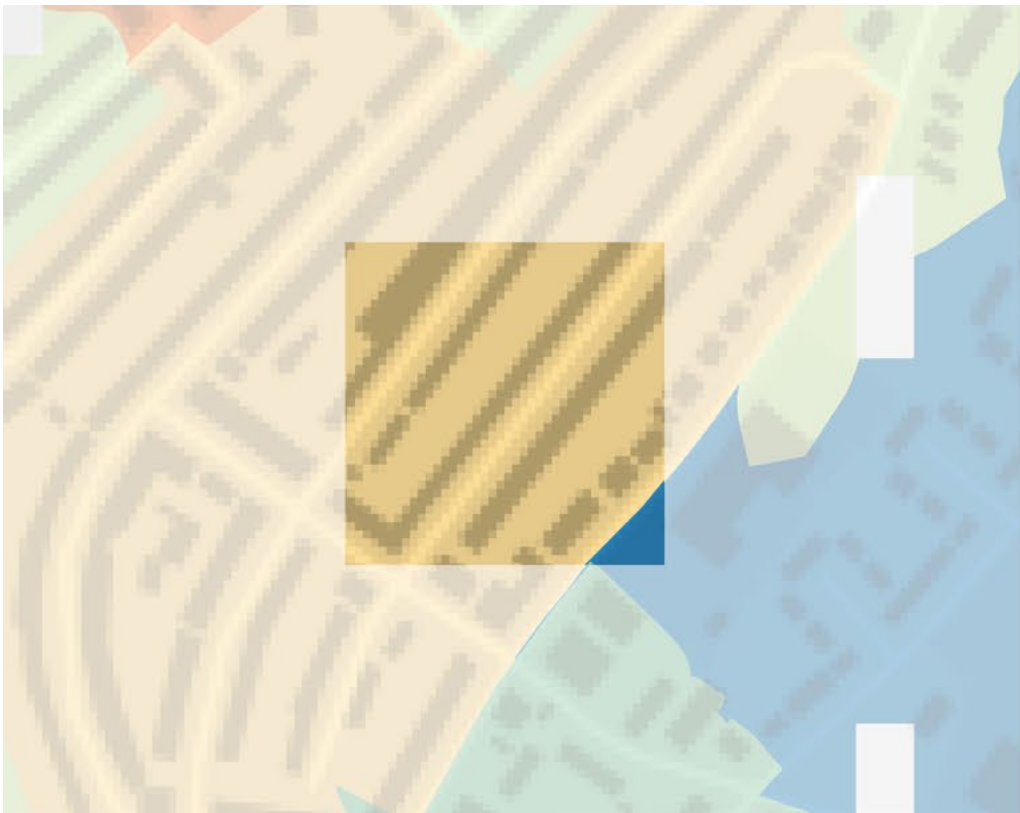
St Thomas' Rd

1ha



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Source: Google Earth



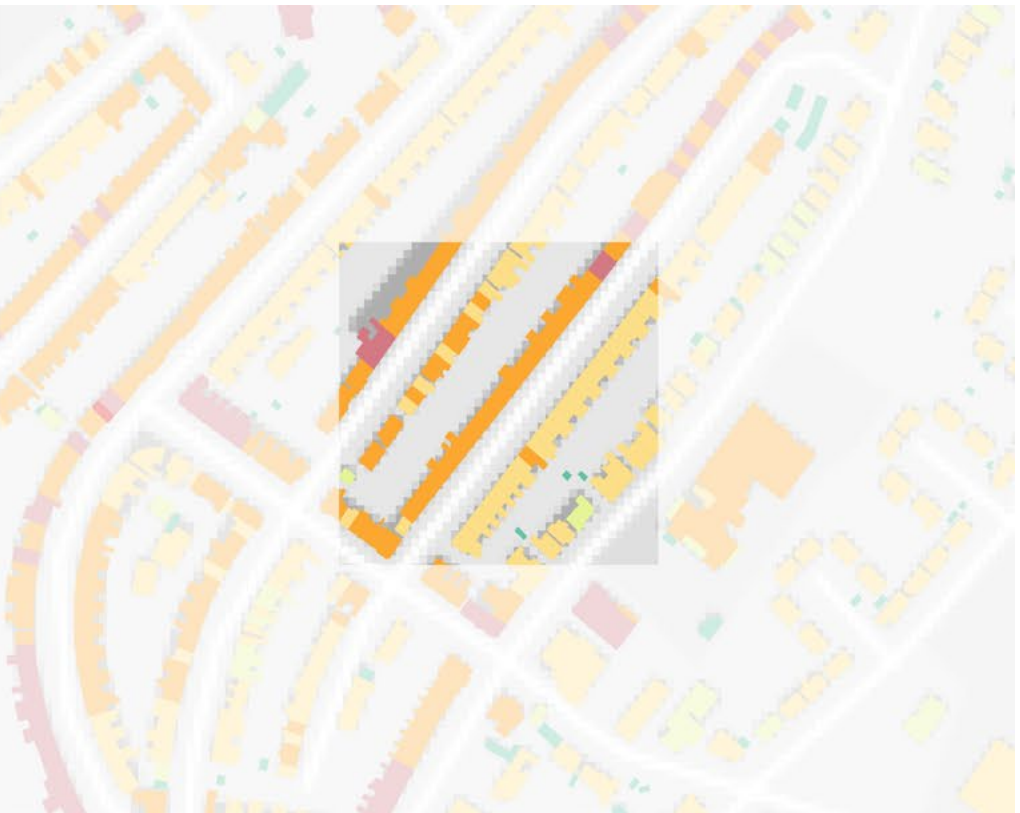
DPH range

65 - 100



FAR range

0.6 - 1.8



Building heights (3.2m storey assumption)

2 - 3

3 - 4

4 - 5

2.8 EXAMPLE 5: CARDIFF RD AND STOCKLEIGH RD

Cardiff Road and Stockleigh Road are characterised by Victorian terraces and townhouses. Building heights range between 2 to 9 storeys, reflecting a mix of original lower-rise Victorian housing and later infill or redevelopment plots. Density is high due to subdivision and small plot sizes, resulting in a busy, mixed community with diverse housing types and tenures and a lively pedestrian environment with easy access to St Leonards Warrior Square rail station.

100 - 200
DPH



Source: Google Earth

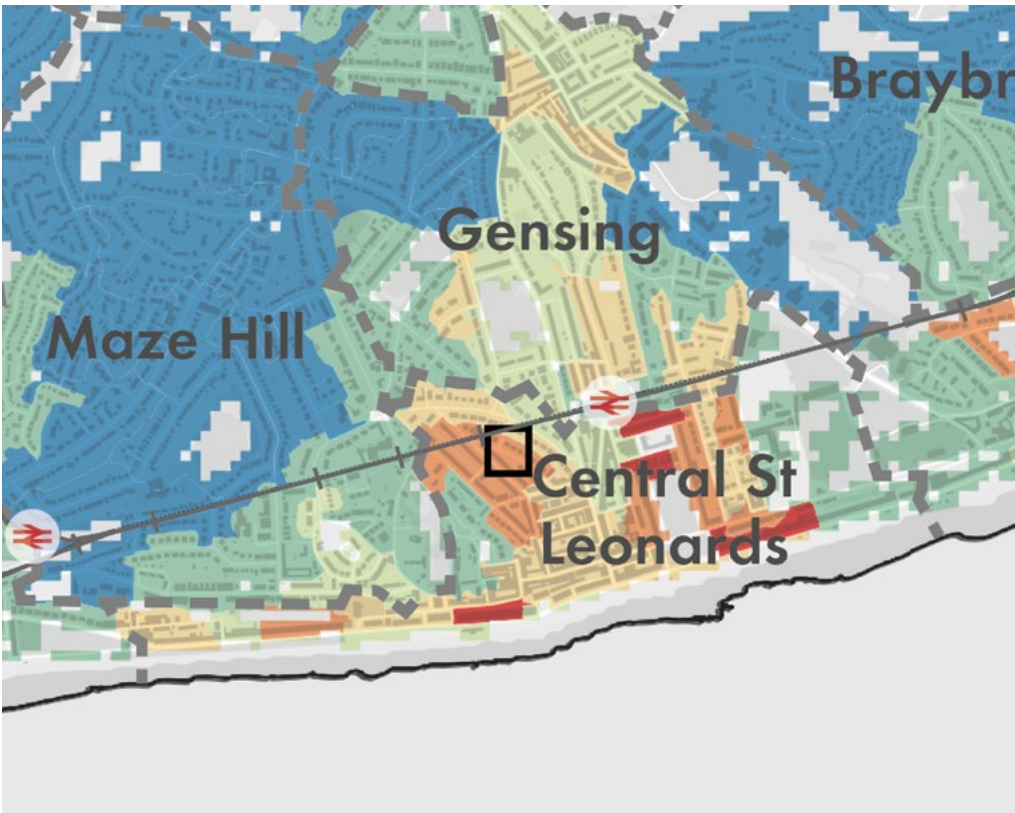


Cardiff Rd

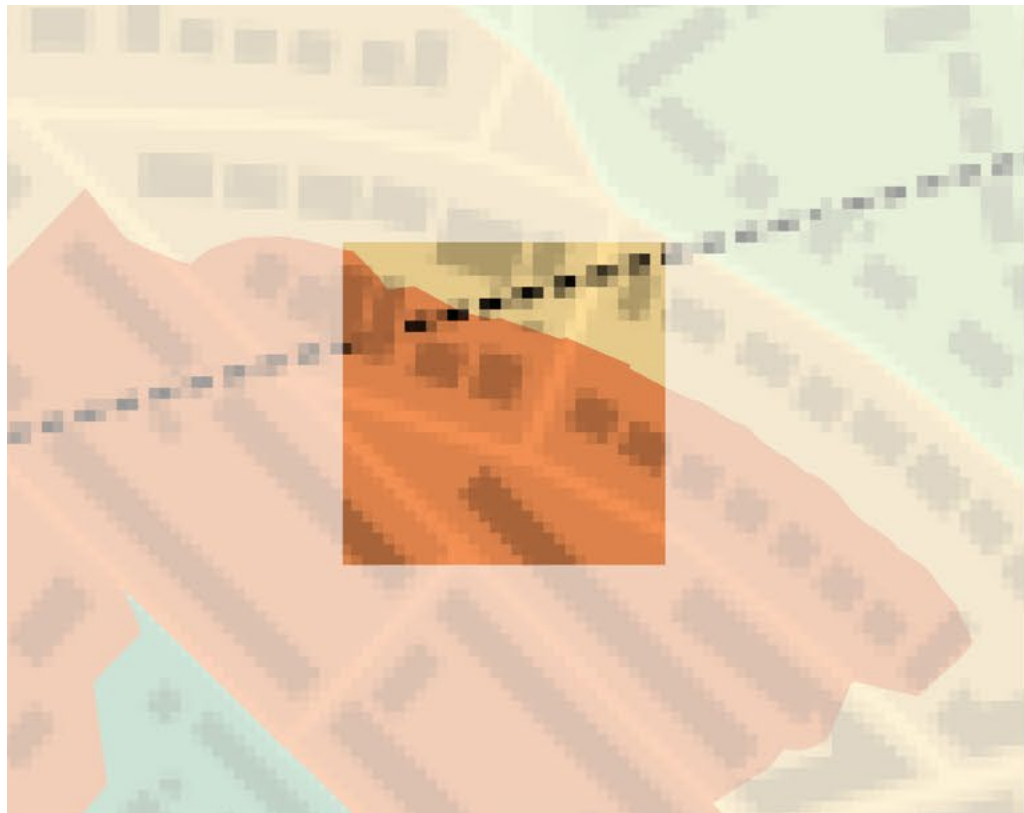


Stockleigh Rd

1ha



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DPH range
100 - 200



FAR range
0.6 - 1.8
1.8 - 2



Building heights (3.2m storey assumption)
2 - 3
3 - 4
4 - 5
5 - 9

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2.9 EXAMPLE 6: ST MARGARET’S RD AND EVERSFIELD PL

St Margaret’s Road and Eversfield Place are characterised by Victorian terraces and townhouses. Building heights range between 2 to 9 storeys, reflecting a mix of original lower-rise Victorian housing and later infill or redevelopment plots. Density is high due to subdivision and small plot sizes, resulting in a busy, mixed community with diverse housing types and tenures and a lively pedestrian environment with easy access to St Leonards Warrior Square rail station.

200 - 280
DPH



Source: Google Earth

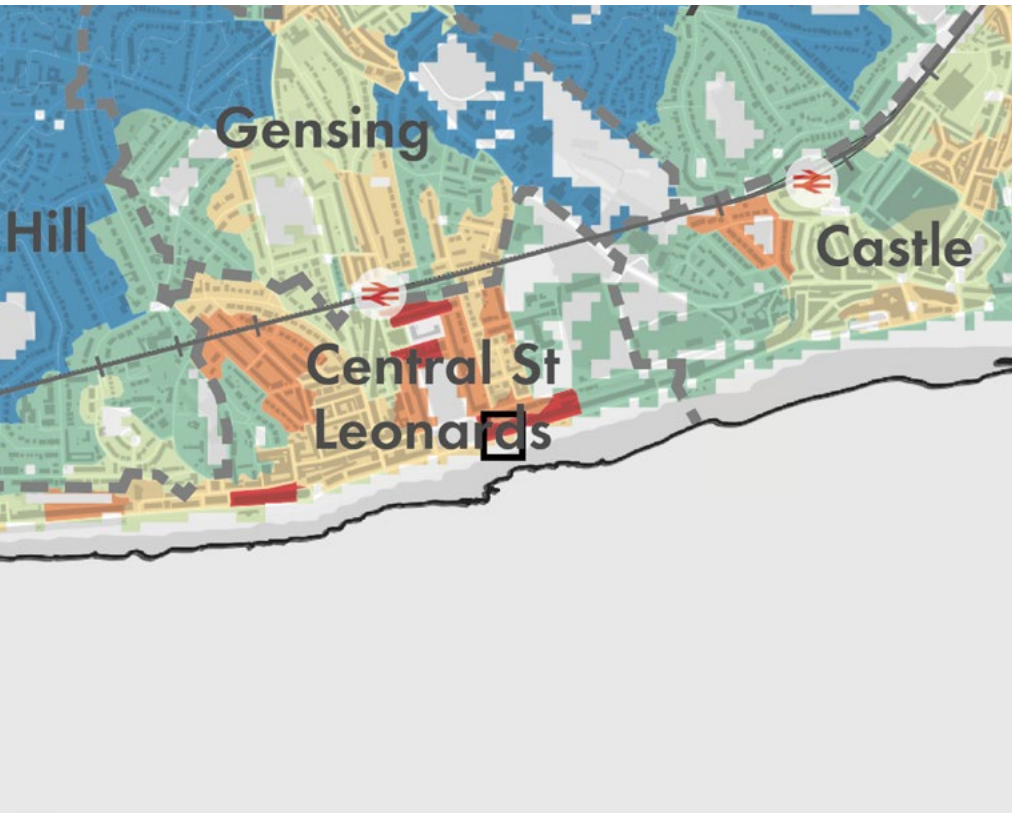


St Margaret's Rd



Eversfield Pl

1ha

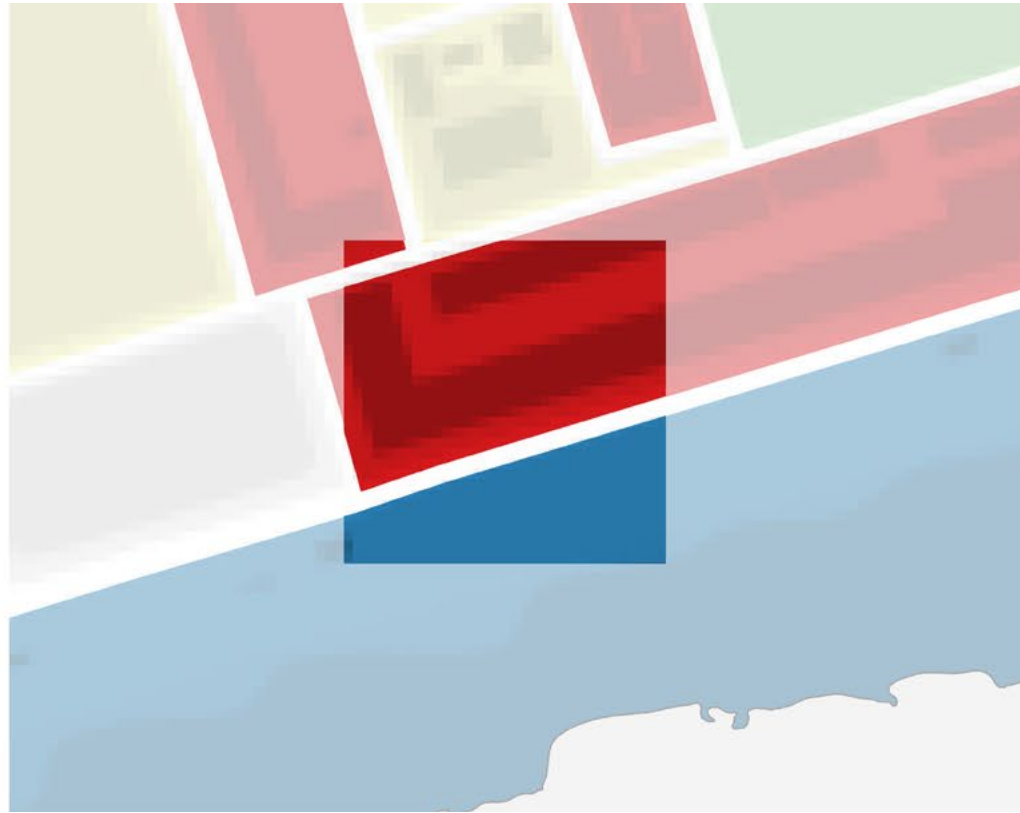


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DPH range

200 - 280



FAR range

2 - 6



Building heights (3.2m storey assumption)

4 - 5
5 - 9

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BASELINE ANALYSIS

3

Understanding the existing conditions of a place is essential for developing a strategic and realistic vision for future growth. This chapter sets out to examine a range of spatial data layers to build a comprehensive picture of the physical, environmental and social characteristics that shape the Borough. These layers reveal both opportunities and constraints in the current landscape and townscape.

This baseline analysis forms the foundation for subsequent stages of the process, establishing the context in which a Borough-wide Density Strategy is outlined. By analysing existing patterns, structures and relationships within the built and natural environment, a clearer understanding emerges of how the Borough functions today and in what way it has the capacity to evolve.

3.1 TOPOGRAPHY

Hastings’ topography is a defining element of its spatial character and development potential. The town occupies a distinctive coastal landscape of steep ridges, wooded slopes, and low-lying valleys that open southwards to the sea. This has influenced settlement patterns, with built development concentrated in the flatter valley floors and lower slopes, while higher ground and ridgelines remain less intensively developed. The topography naturally limits lateral expansion, shaping a linear urban form along the coastal corridor.

REFLECTIONS:

Opportunities for growth are constrained, reinforcing the need to optimise land within the existing settlement through carefully planned and well-designed urban intensification. However, the varied topography might also provide opportunities to introduce higher density forms of development which exploit their topographical context.

Topography

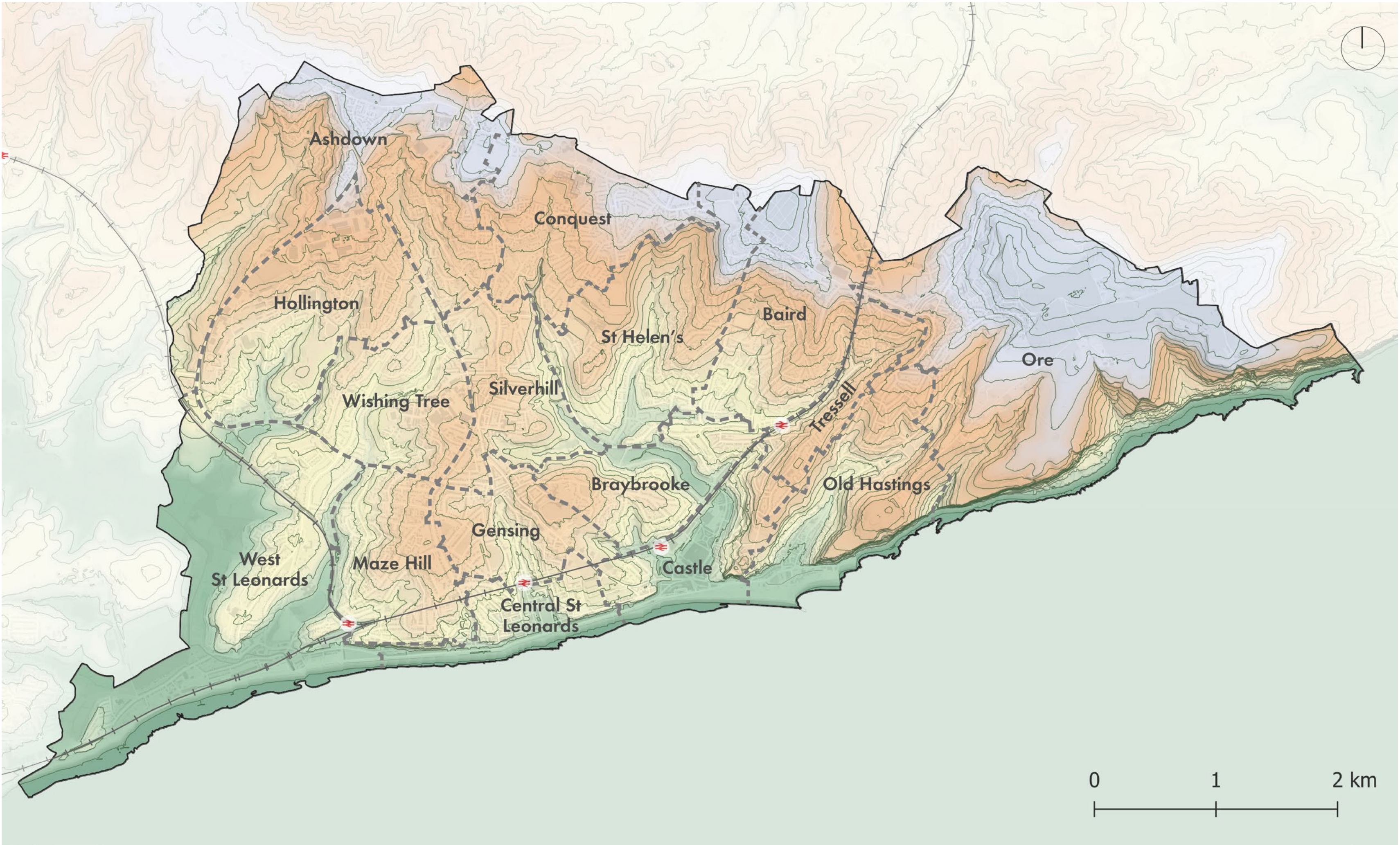
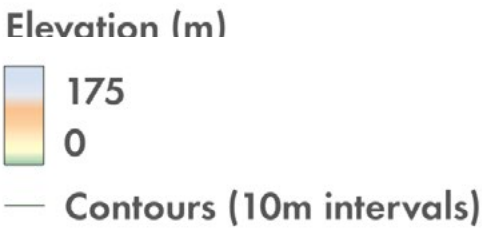


Fig 11 Topography across the Borough of Hastings

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3.2 FLOOD RISK

Figure 12 brings together surface water flood risk information and flood risk assessment zones from the Environment Agency. Based on its topography, Hastings’ flood risk is closely associated with these low-lying valley floors and coastal areas, particularly within Flood Zones 2 and 3, as indicated along the Priory Valley, Bulverhythe Valley, and parts of Ore Valley. These zones follow natural drainage corridors and coincide with historic watercourses that once supported maritime and industrial uses. They should, as such, be considered environmental constraints to major growth. Zone 3b, in particular, is a functional floodplain and an absolute constraint to potential densification.

REFLECTIONS:

The overlap between flood-prone areas and existing urban land presents a key spatial constraint for future growth, directing opportunities for development and intensification towards higher, better-drained sites.

Flood Risk

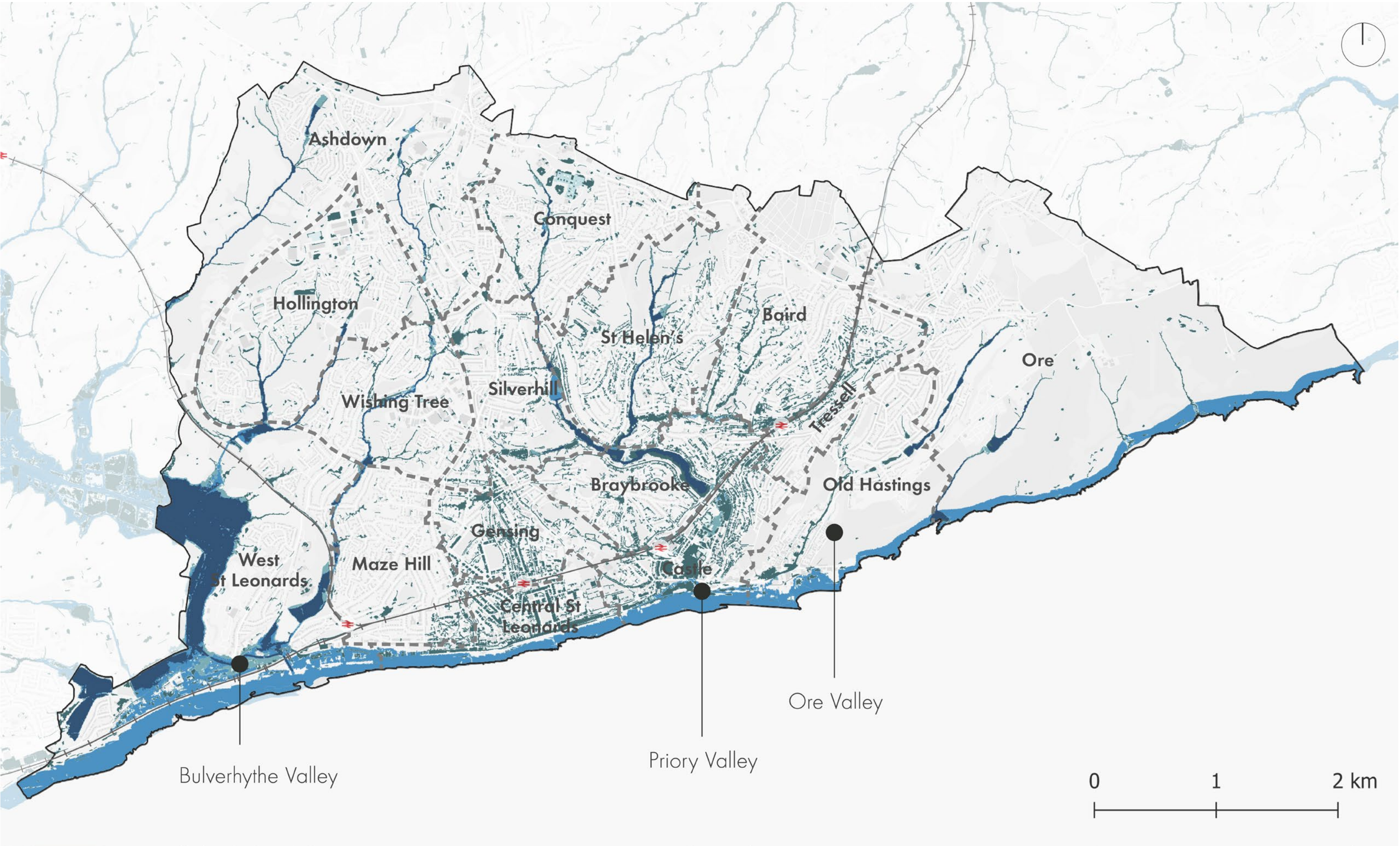
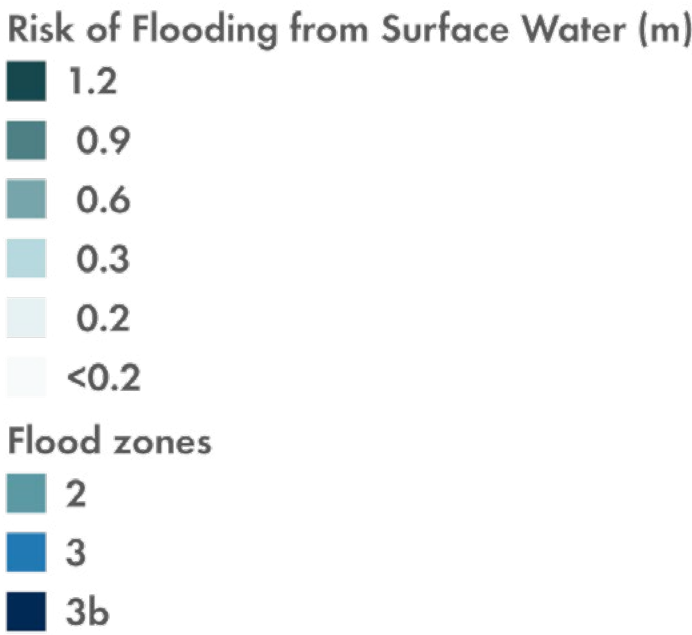


Fig 12 Flood risk across the Borough of Hastings

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3.3 PARKS AND OPEN SPACES

Hastings benefits from a rich variety of parks and open spaces that weave through its urban fabric, providing relief and ecological continuity across steep topography. Approximately one third of Hastings is green open space, and it is one of the greenest urban areas in the south east (Hastings Borough Council, 2014).

Larger strategic spaces such as Combe Valley Countryside Park, Alexandra Park and Hastings Country Park form key landscape anchors, while smaller local parks and amenity greens punctuate the residential areas, offering accessible recreational opportunities within walking distance of most neighbourhoods.

Despite the overall abundance of open land, provision is unevenly distributed, with limited access in some densely built valley floors like St Leonards and older urban centres such as the Old Town. In contrast, peripheral slopes and coastal greenspaces provide extensive natural assets but are often more difficult to access from central urban areas.

REFLECTIONS:

The open space network is one of Hastings’ strongest environmental assets, underpinning the town’s landscape character, biodiversity, and quality of life. However, in order to ensure a more equitable distribution to new housing, future strategies should focus on improving/introducing continuous green links.

Open space types

- Allotments
- Amenity Green Space
- Beach and Seafront Promenade
- Cemeteries and Churchyards
- Natural and Semi Natural Green Space
- Outdoor Sports Provision
- Park and Garden

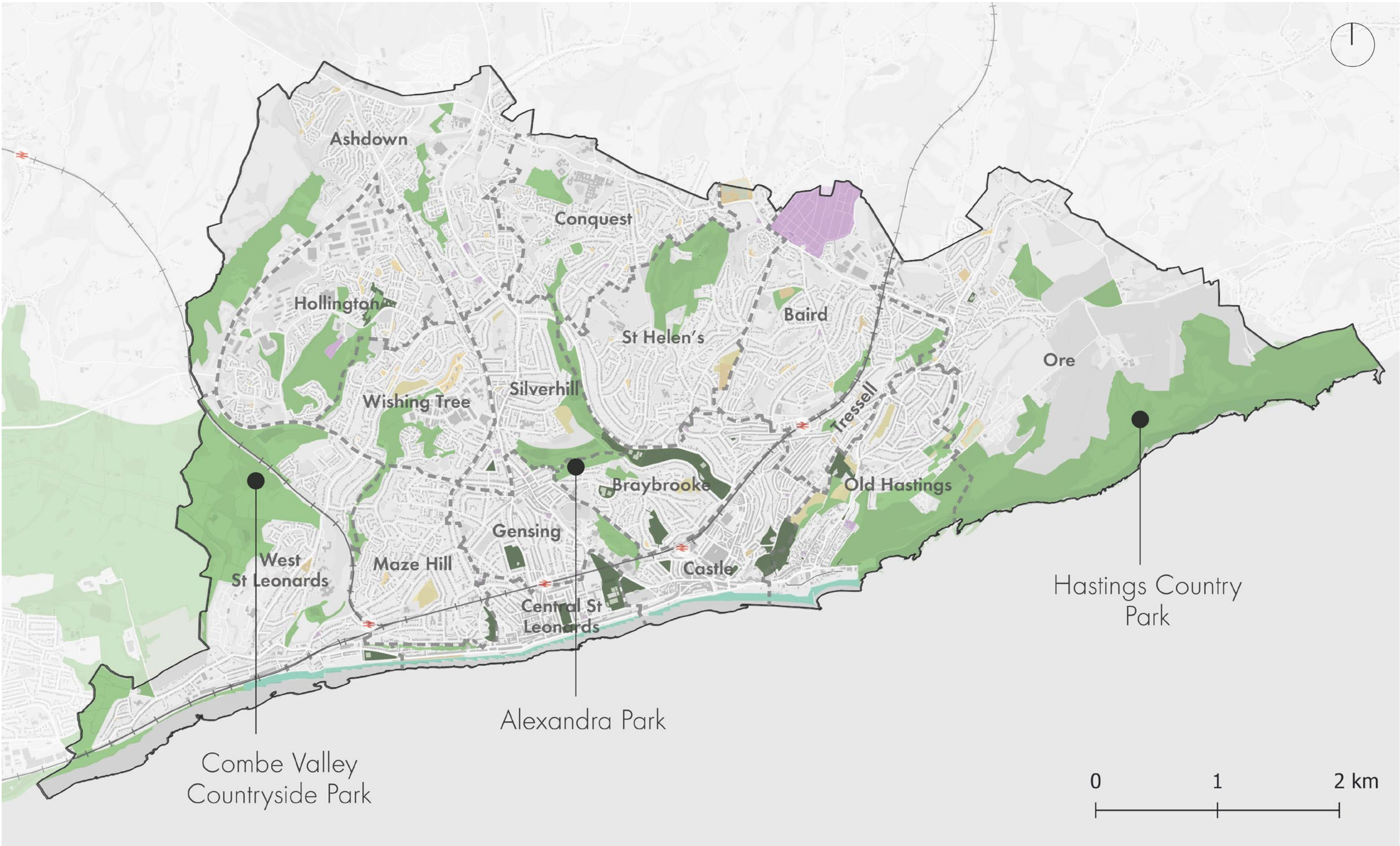


Fig 13 Open space across the Borough of Hastings

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3.4 LANDSCAPE DESIGNATIONS

Hastings contains several nationally and locally designated landscapes that protect its ecological and scenic value. The Borough is framed by large tracts of designated land, namely the High Weald National Landscape to the north and Hastings Country Park Nature Reserve to the south-east.

Unlike open spaces, which to an extent are dispersed across the urban fabric, landscape designations in Hastings are primarily concentrated on the periphery of the Borough, particularly to the elevated ridges and coastal margins.

REFLECTIONS:

Due to the scale of protected landscape and countryside, there is limited unconstrained land suitable for major growth, concentrating opportunities for regeneration and intensification within existing urban areas.

Landscape Designations

- Ancient Woodland
- Special Areas of Conservation
- Local Nature Reserves
- Sites of Special Scientific Interest
- National Landscape

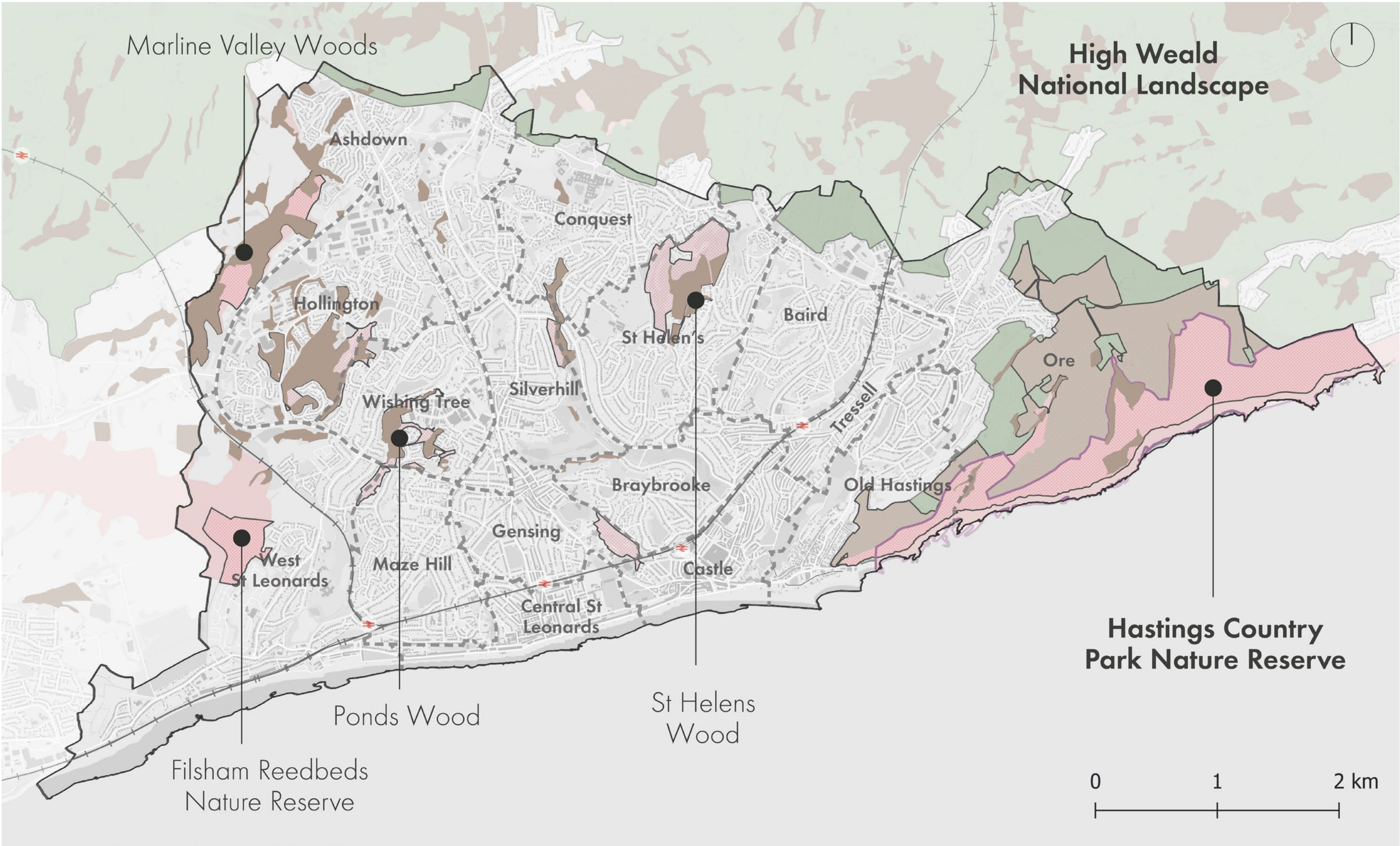


Fig 14 Landscape designations across the Borough of Hastings

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3.5 ROAD AND RAIL NETWORK

Hastings has a distinctive pattern of connectivity shaped by its coastal geography and steep topography. The town is served by four railway stations - West St Leonards, St Leonards Warrior Square, Hastings, and Ore. Rail lines run predominantly along the coastal corridor, connecting Hastings to regional centres such as Eastbourne, Royal Tunbridge Wells, and Ashford. Although inland routes are influenced by the ridge-and-valley landscape, Hastings performs well on accessibility indicators (Department for Transport) and benefits from a high level of public transport provision relative to its size.

The road network mirrors this coastal alignment, with the A259 acting as the principal east-west route along the seafront and the A21 as a crucial north-south corridor, which links Hastings to the A28 and A229 and the wider South East region. While local movement can be affected by topographical constraints – contributing to congestion in locations such as Sedlescombe Road North – overall connectivity remains strong.

REFLECTIONS:

Opportunities for densification are greatest within established corridors and around well-connected nodes, particularly near railway stations and along the A259 and A21. Enhancing sustainable transport links and local permeability could enable intensification without exacerbating congestion.

Road and Rail Network

- +— Railway track
- +— Railway Tunnel
- +— Railway Station
- A road
- B road
- Minor road
- Local

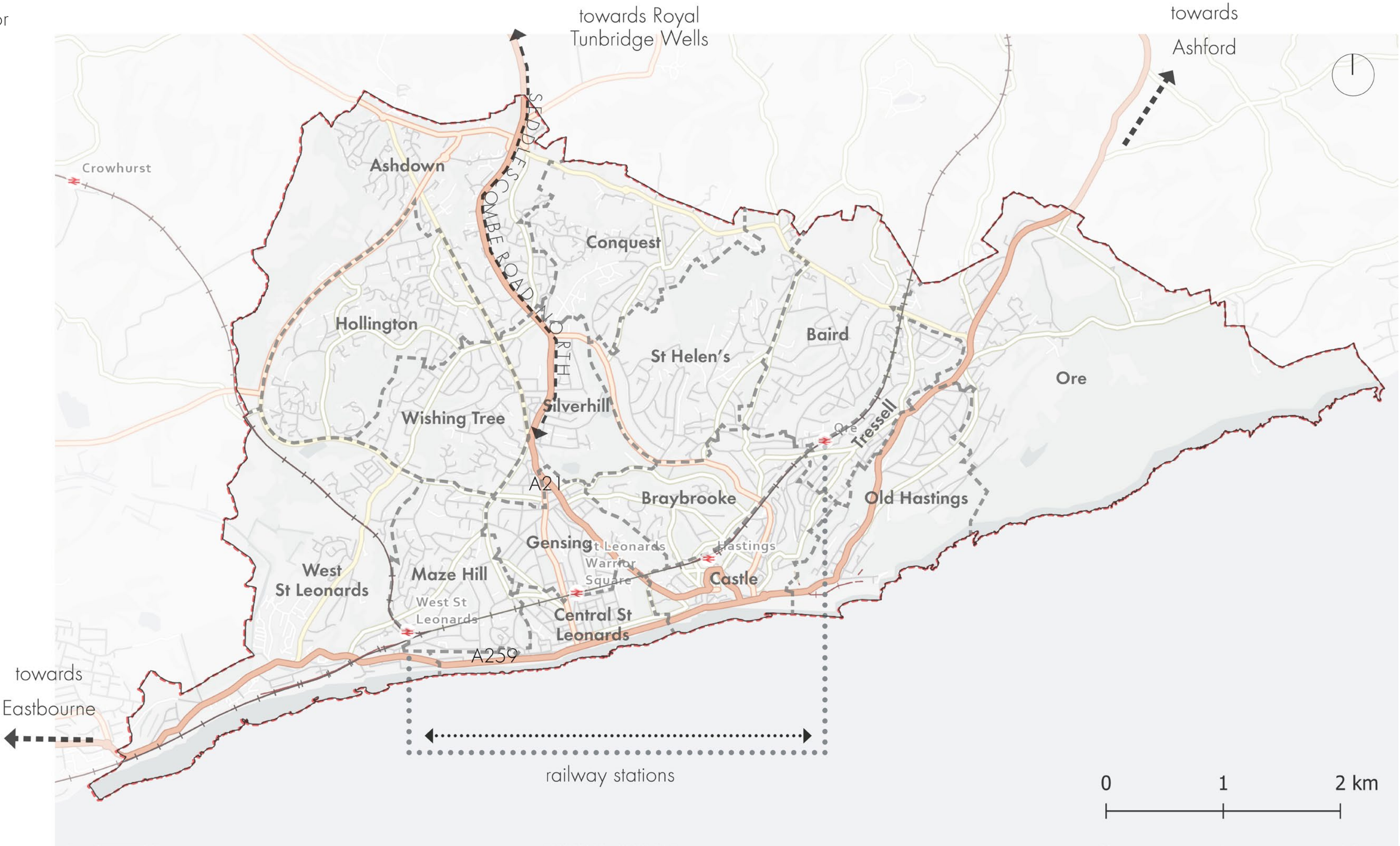


Fig 15 Road and rail network across the Borough of Hastings

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3.6 TOWN AND LOCAL CENTRES

Hastings has a network of town, district and local centres, which form a core part of the local economy. Hastings town centre serves as the Borough’s primary commercial and civic core and accommodates the main retail, leisure, and service functions. The town’s district centres are St Leonards, the Old Town and Silverhill. The local centres are Bohemia and Tower, Ore, Battle Road, Marine Court and Bexhill Road and include a range of shops serving a small catchment. A scattered distribution of local parades provide essential day-to-day services for surrounding residential areas. Their distribution is closely aligned with the town’s valley-based topography, and many of these centres are compact and constrained by the surrounding housing and terrain, both of which limit physical expansion but encourage fine-grained, walkable patterns of use.



Fig 16 **St Leonards Town Centre**



Fig 17 **Hastings Town Centre**

REFLECTIONS:

The hierarchy of centres shows how densification opportunities lie in moderate intensification around existing hubs. Strengthening links between the centres, and improving local accessibility to smaller parades, will be key in supporting sustainable growth across the Borough.

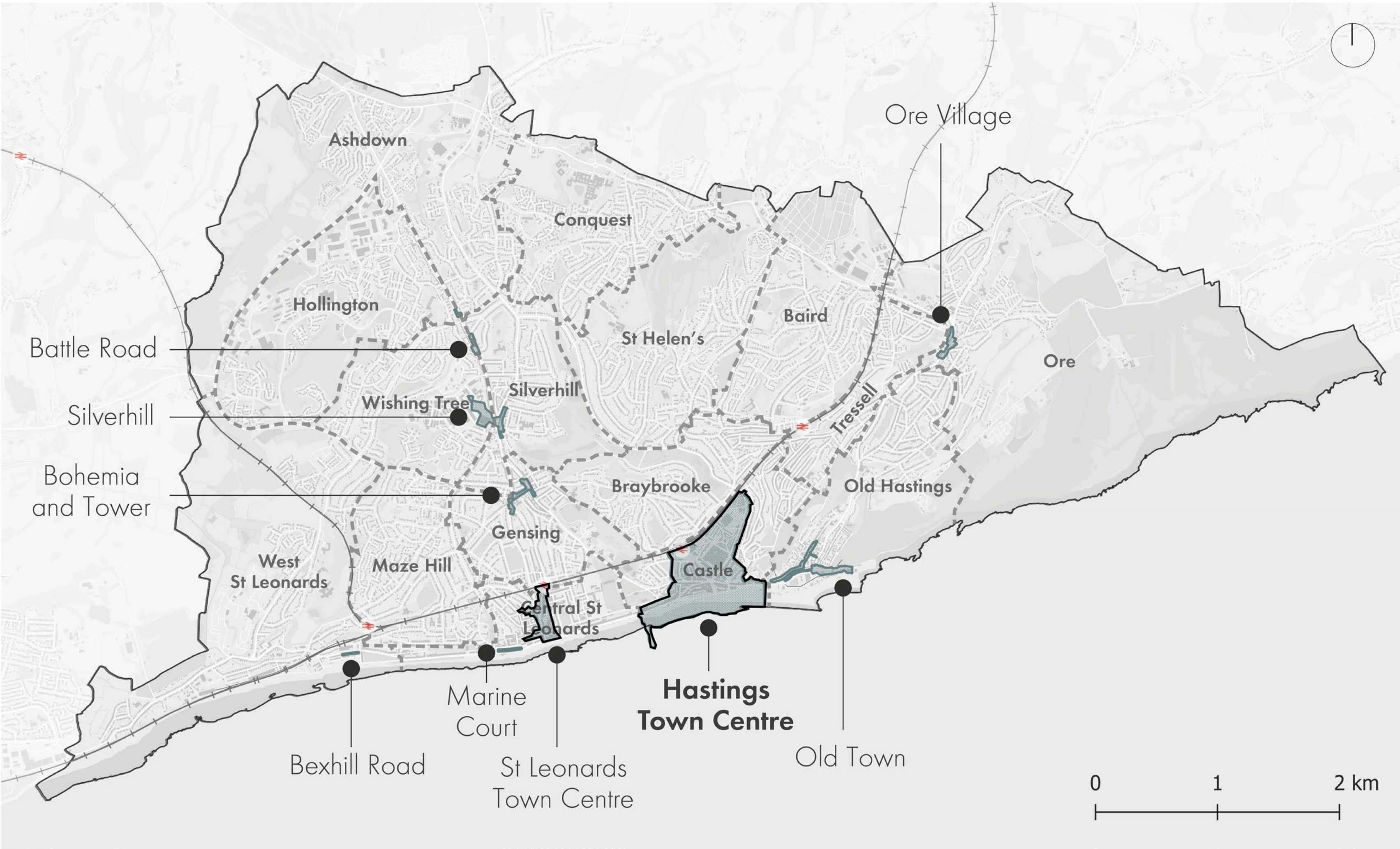


Fig 18 **Town, district and local centres across the Borough of Hastings**

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3.7 EMPLOYMENT AREAS

Hastings' established employment areas, including the proposed Local Industrial Employment Areas (LIEA) and Strategic Industrial Employment Areas (SIEA), play a critical role in shaping where and how residential growth can occur. Their spatial distribution, which is largely aligned with key road logistics transport corridors, means they often occupy some of the more accessible and developable sites for housing within the Borough.

In areas such as Ponswood, Bulverhythe, and parts of York Road, close proximity to existing neighbourhoods creates potential interfaces between industrial and residential uses, offering opportunities for co-location or gradual intensification. However, issues such as amenity conflicts or environmental impacts - including noise, odour, vibration, traffic, anti-social operating hours arising from incompatible employment uses - represent a deterrent for incorporating dwellings in these locations. Modern employment clusters at Queensway and Ivyhouse Lane, though less constrained, are more spatially separated from the urban core.

REFLECTIONS:

The direction of employment uses towards clustered employment areas within the proposed SIEAs and LIEAs, and the intensification and rationalisation of existing industrial estate layouts to provide additional units could unlock brownfield capacity in other areas of the borough by providing 'move on' space for isolated employment uses in residential areas. Enabling mixed-use development in areas where constraints limit the potential for residential to be provided at lower elevations (eg, flooding) could unlock further opportunities, aligning densification with economic regeneration goals.

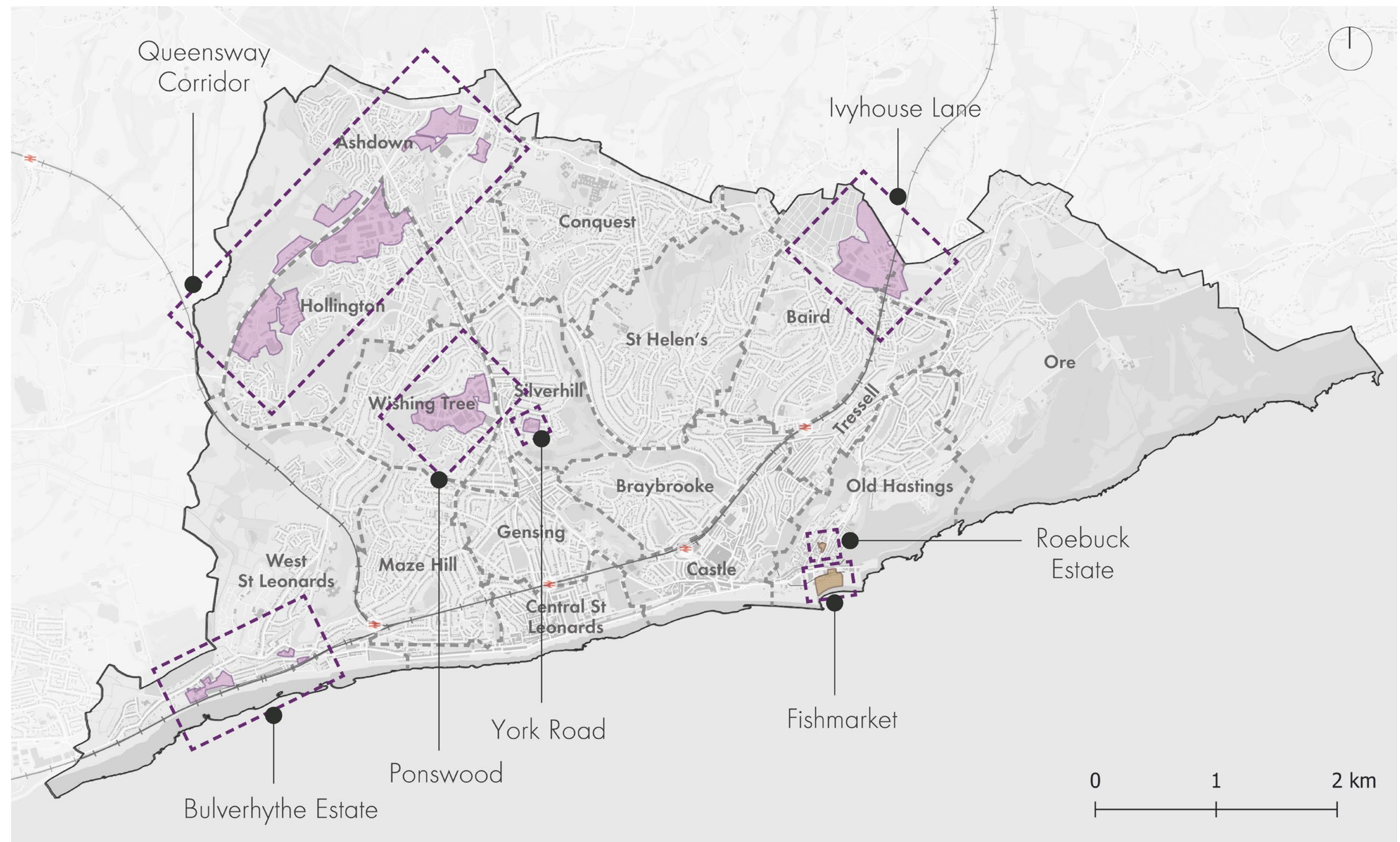


Fig 19 Employment areas across the Borough of Hastings

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3.8 HERITAGE ASSETS

Hastings has a rich and varied historic environment that reflects its evolution as a coastal settlement of regional importance. The Borough has 18 conservation areas, over 900 listed buildings, 2 registered historic parks, and numerous locally listed and non-designated heritage assets.

The majority of heritage assets are concentrated within the central and coastal areas, notably the Old Town, St Leonards centre, and parts of the seafront, where the town’s historic fabric and urban form remain most intact. More recent suburban neighbourhoods contain fewer designated assets but often retain characteristic historic layouts and building typologies that contribute to local identity.

REFLECTIONS:

Heritage designations are predominantly located in the urban core and coastal corridor, contrasting with the peripheral location of environmental designations. This concentration highlights the historic depth and architectural significance of central Hastings, but also requires that future development and densification be carefully managed to respect historic scale, form, and character.

- Historic Parks and Gardens
- Designated Parks and Gardens
- Local List of Heritage Assets
- Scheduled Monuments
- Listed buildings
 - I
 - II*
 - II
- Non Designated Heritage Assets
- Heritage Action Zone
- Conservation Areas

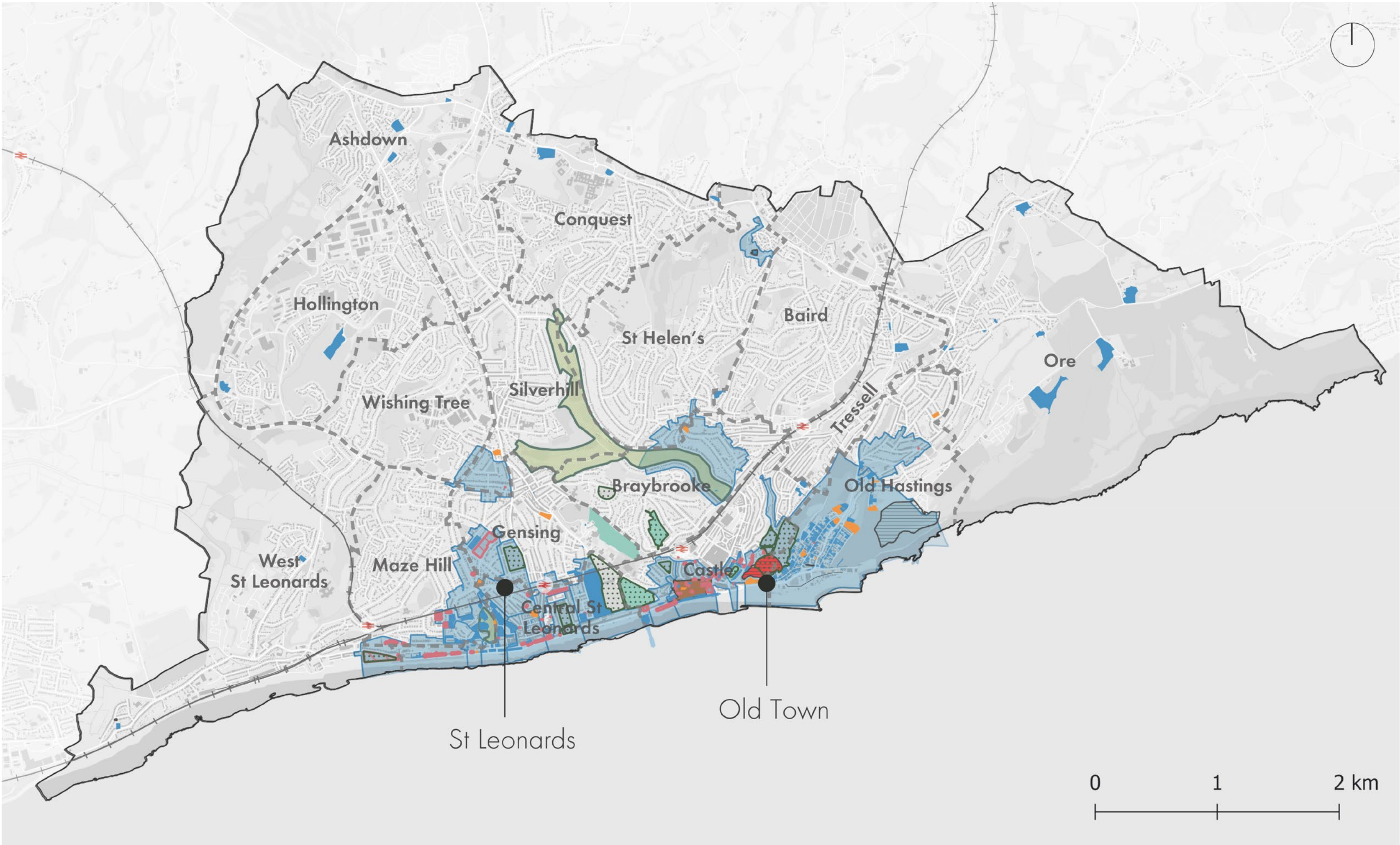


Fig 20 Heritage assets across the Borough of Hastings

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3.9 LEVELS OF DEPRIVATION

The spatial distribution of deprivation in Hastings is assessed using the Index of Multiple Deprivation (IMD), a national dataset most recently updated in 2025. It reveals a distinct pattern of inequality, with the most deprived areas concentrated primarily along the coastal corridor and within the central valleys – notably in and around Hastings town centre, Central St Leonards ward, and parts of Baird, Tressell, Ore and Hollington wards. These neighbourhoods are characterised by older housing stock, higher population densities, and limited access to green space, reflecting long-standing socio-economic challenges tied to housing quality, employment, and health outcomes. In contrast, the less deprived areas are generally located toward the town’s periphery and upland neighbourhoods, such as parts of the north-western and northern fringes. These areas benefit from lower density, newer housing, and stronger environmental quality.

REFLECTIONS:

The distribution of deprivation in Hastings suggests that future regeneration efforts might logically be focused on reinvesting in the coastal and central areas, addressing housing renewal, accessibility, and public realm improvements. Densification strategies could therefore be closely aligned with social objectives, ensuring that they also deliver affordable, inclusive, and high-quality environments for existing communities. Targeted interventions in deprived zones can help rebalance opportunity across the Borough, supporting a more equitable pattern of growth and wellbeing.

Legend

Decile (A decile of 1 indicates the most deprived 10% of areas in England, while a decile of 10 indicates the least deprived 10%)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8

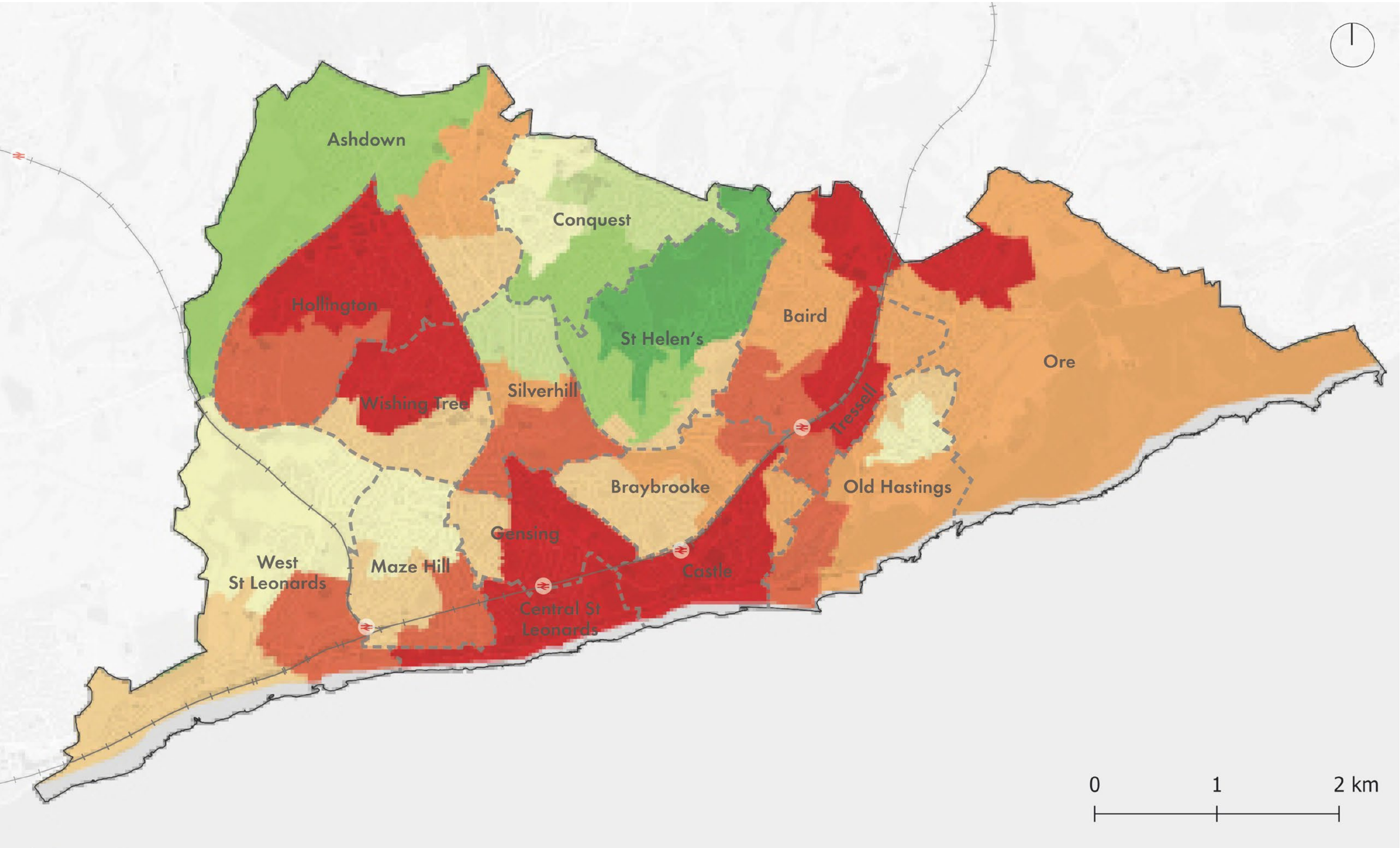


Fig 21 Levels of deprivation across the Borough of Hastings

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ASSESSMENT OF SENSITIVITY AND SUITABILITY

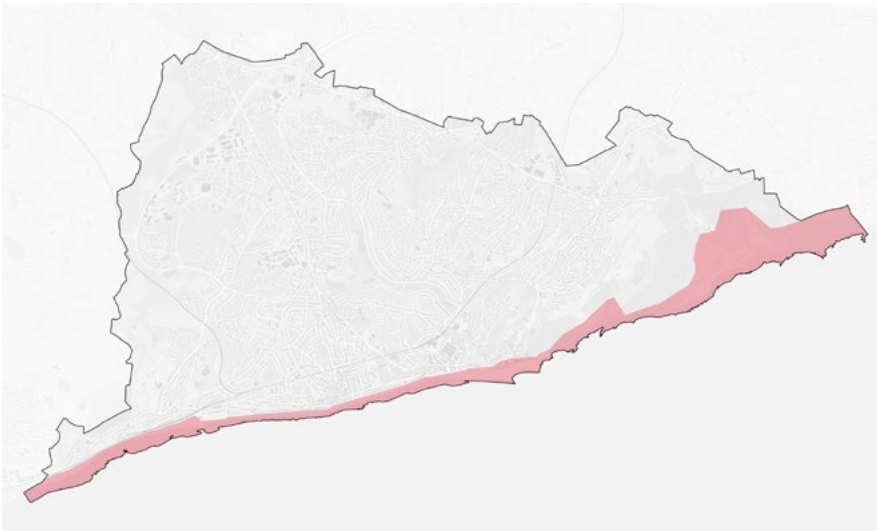
4

Building on the baseline analysis, this section seeks to understand how different factors interact spatially across the Borough. By layering multiple datasets within key analytical categories, areas of higher and lower sensitivity to and suitability for higher density development begin to emerge. This helps to highlight where densification may be most appropriate. This process enables a more informed interpretation of constraint and potential, moving beyond isolated datasets to reveal patterns, relationships and cumulative effects that are only visible when viewed in combination.

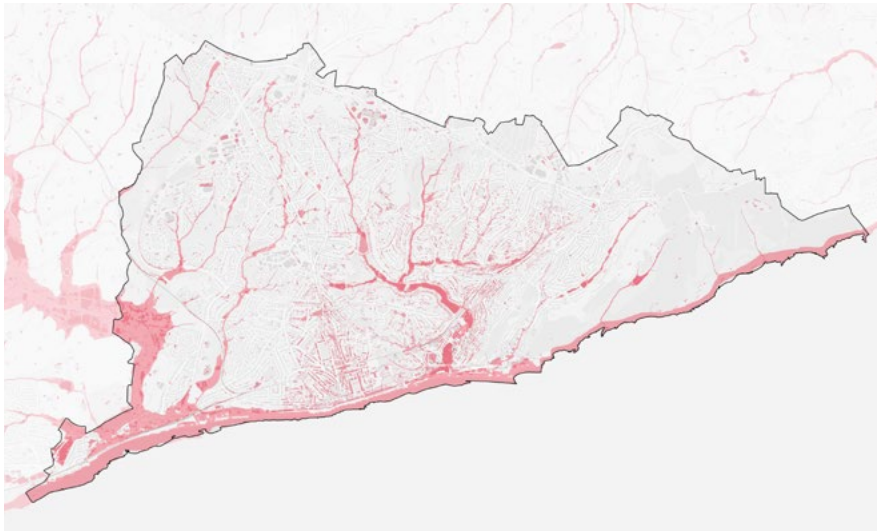
4.1 SENSITIVITY LAYERS (A)

This section presents 16 criteria which are combined and analysed to provide an overview of the relative and composite projected levels of sensitivity to the potentially adverse impacts of densification for different parts of the Borough.

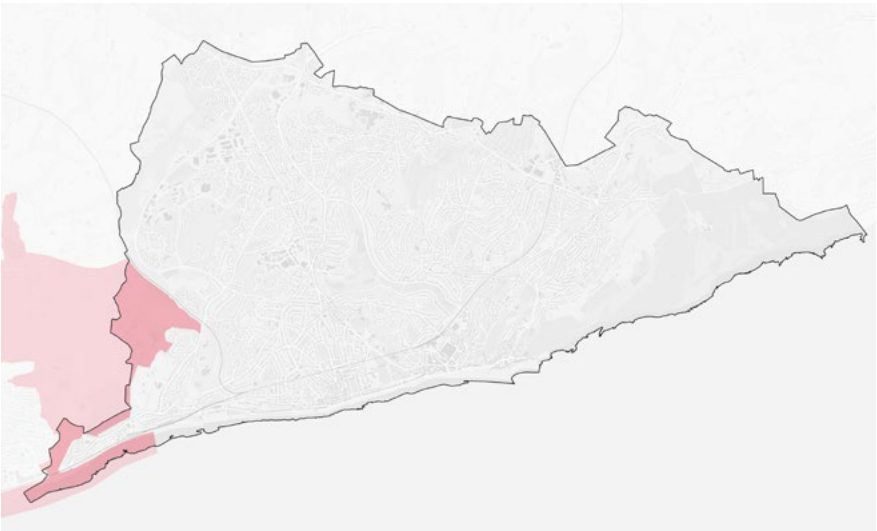
SENSITIVITY		DESCRIPTION
Coastal Change Management Area (CCMA)		A CCMA is proposed between Rock a Nore and Glyne Gap, preventing development that may accelerate coastal change.
Flood risk (zones 2 and 3) and surface water flood risk (>0.3m)		Low-lying areas experience high flood risk, restricting development in parts of the Borough.
Countryside Park		Combe Valley Countryside Park lies to the western side of the Borough.
Local Nature Reserves		There are 8 locally designated nature reserves.
National Landscape		The High Weald National Landscape covers eastern parts of the Borough.
Ancient Woodland		Ancient Woodland comprises continuously wooded areas that are high in ecological value.
Special Areas of Conservation		Hastings Cliffs is a Special Area of Conservation and an important site for wildlife.
Site of Special Scientific Interest (SSSI)		There are three nationally designated SSSIs at Marline Valley, Combe Valley & Hastings Cliffs.



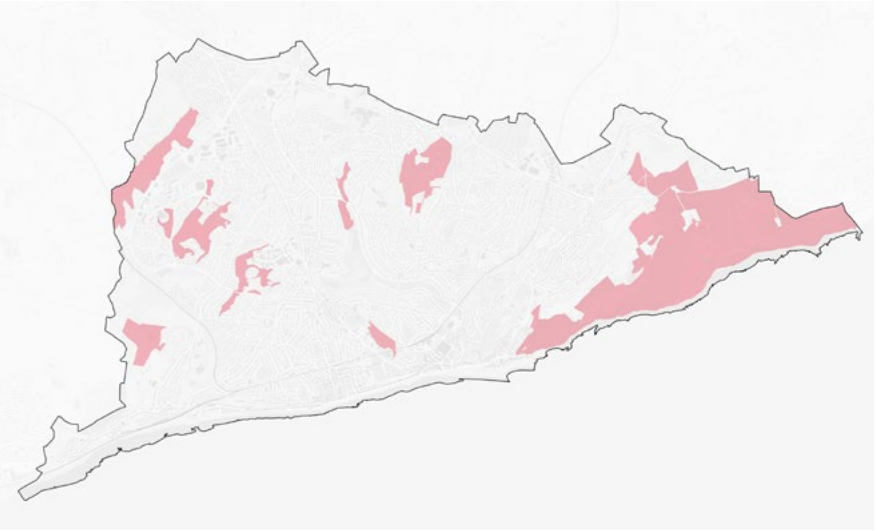
Coastal Change Management Area



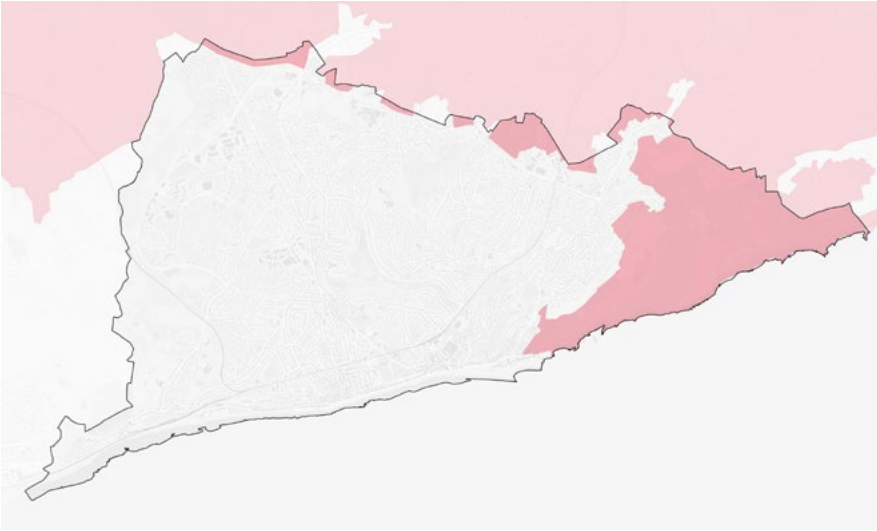
Flood risk (Zones 2 and 3) and surface water flood risk (>0.3m)



Countryside Park



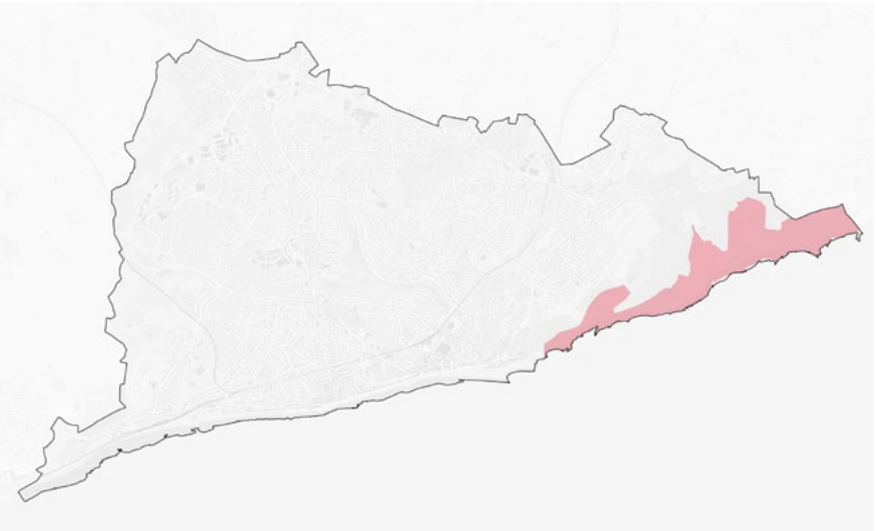
Local Nature Reserves



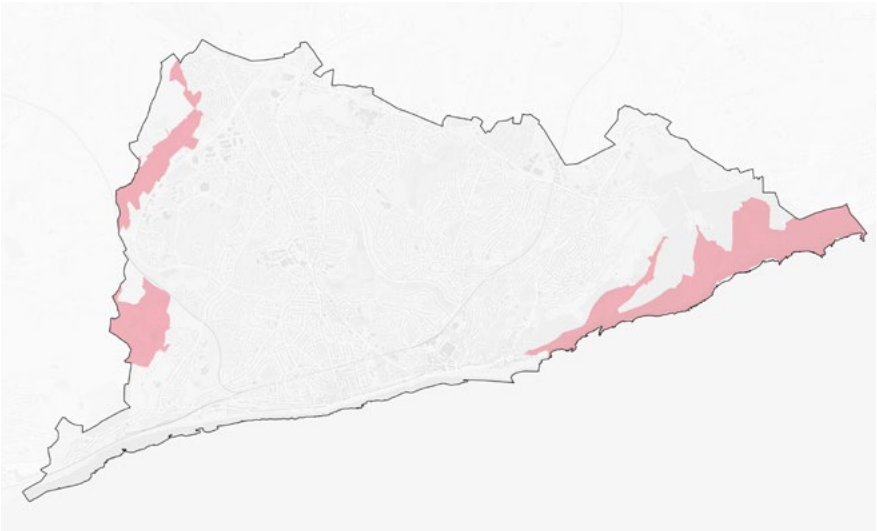
National Landscape



Ancient Woodland



Special Areas of Conservation

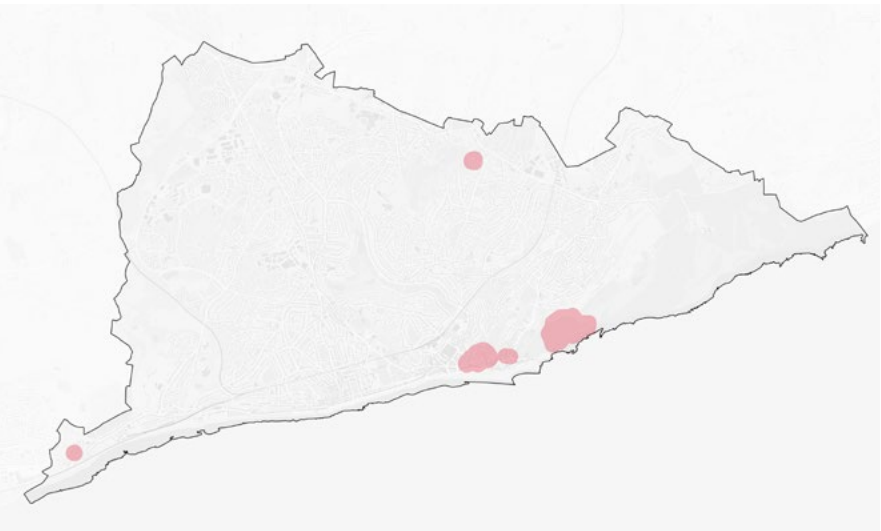


Site of Special Scientific Interest

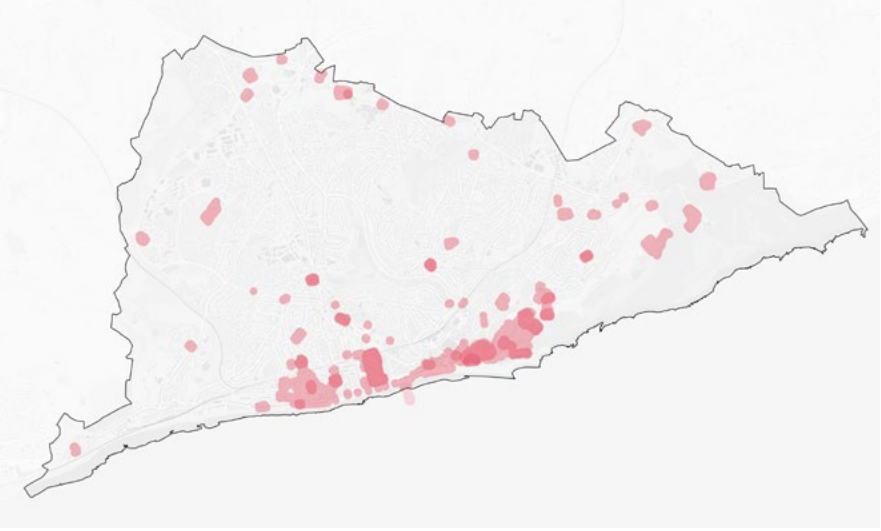
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This section presents 16 criteria which are combined and analysed to provide an overview of the relative sensitivity of densification for different parts of the Borough.

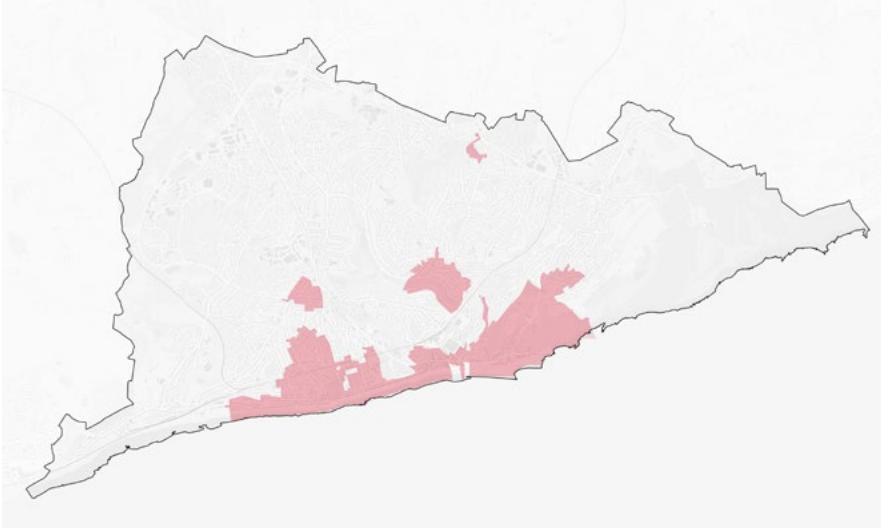
SENSITIVITY		DESCRIPTION
Scheduled Monument (SMs)	100	There are six SMs including Hastings Castle and the Iron Age cliff castle at East Hill
Listed buildings - Grade I	75	Hastings Castle is the only Grade I listed building in the Borough. A larger buffer has been applied to reflect its exceptional status.
Listed buildings - Grade II*	60	There are a handful of Grade II* listed buildings in Hastings including Pelham Place and Old Hastings House.
Listed buildings - Grade II	50	The vast majority of listed buildings in the Borough are Grade II (882 buildings).
Conservation areas (CAs)		There are 18 CAs concentrated in the centre of the Borough and along the coast.
Local List of Heritage Assets		Bohemia Estate, Linton Gardens, Wellington Gardens, and White Rock Gardens are open spaces on the Borough's Local List of Heritage Assets.
Non-designated Heritage Assets	30	The Borough has a wealth of non-designated heritage assets concentrated in the centre and along the coast (a smaller buffer has been applied to differentiate between national listing and local listing).
Historic Parks and Gardens		There are two nationally registered Parks and Gardens in the Borough - Alexandra Park and St Leonards Gardens, as well as local Historic Parks and Gardens.



Scheduled Monuments (100m buffer)



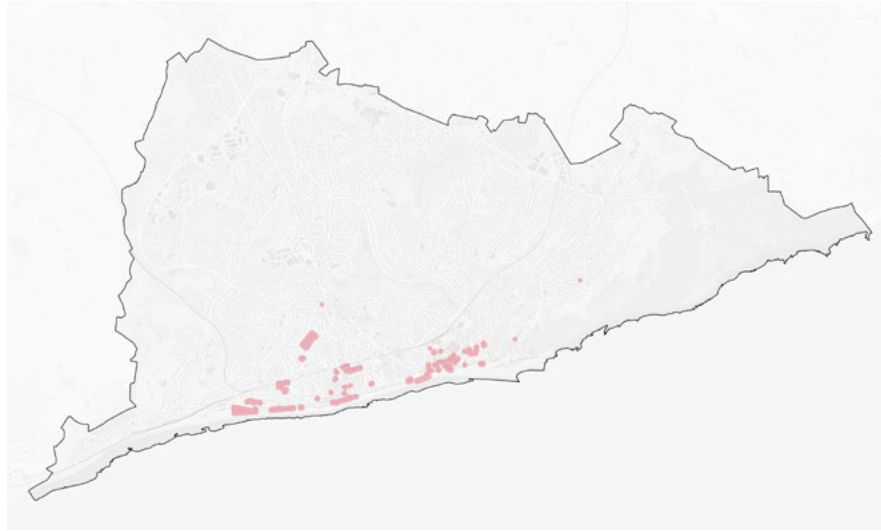
Listed buildings (Grade I 75m buffer, Grade II* 60m, Grade II 50m)



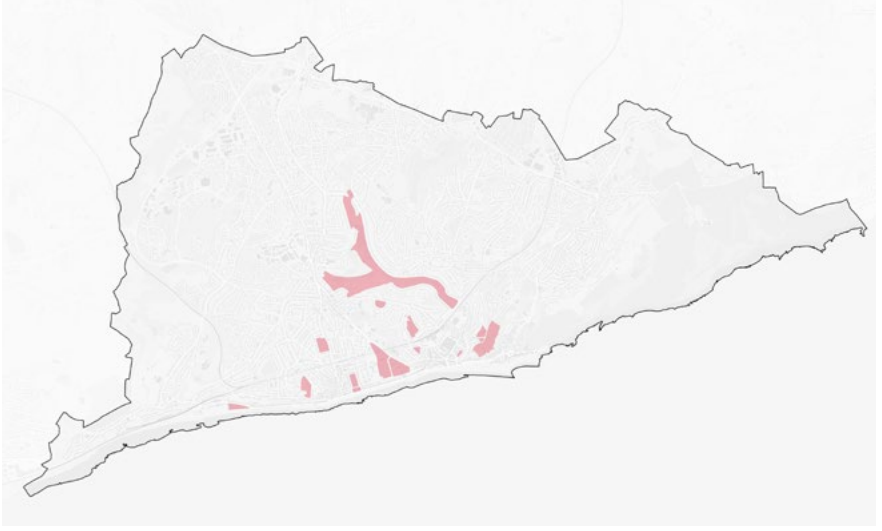
Conservation areas



Local List of Heritage Assets



Non-designated heritage assets (30m buffer)



Historic Parks and Gardens

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4.2 COMPOSITE SENSITIVITY LAYERS

The composite sensitivity map layers all the individual sensitivity criteria, showing where multiple factors overlap as the pink hue turns darker. The plan shows most of the coastal corridor to the south as most sensitive, with emphasis on the Hastings Country Park Nature Reserve, as well as the Marline Valley Woods to the north.

A substantial area of the Borough presents strong potential to deliver development at increasing densities. These are the areas which lie outside zones of high constraint, as illustrated through the layering of composite sensitivities.

It is to be expected that areas of high sensitivity can coincide with areas of high suitability, for example in Hastings town centre, where strong accessibility and existing infrastructure make it an ideal location for denser forms of development. However, great care will be required to ensure heritage assets and their settings are protected.

REFLECTIONS:

Sensitive locations are those where densification could have a negative impact, for example, by affecting the setting of heritage assets or disrupting local character. In these areas, proposals should respect, reflect and/or respond positively to the prevailing urban grain and local character.

Future growth can be strategically accommodated without significant infringement on sensitive landscapes or communities. This supports a balanced approach to densification, concentrating development in accessible urban areas while safeguarding environmental and socio-cultural assets.

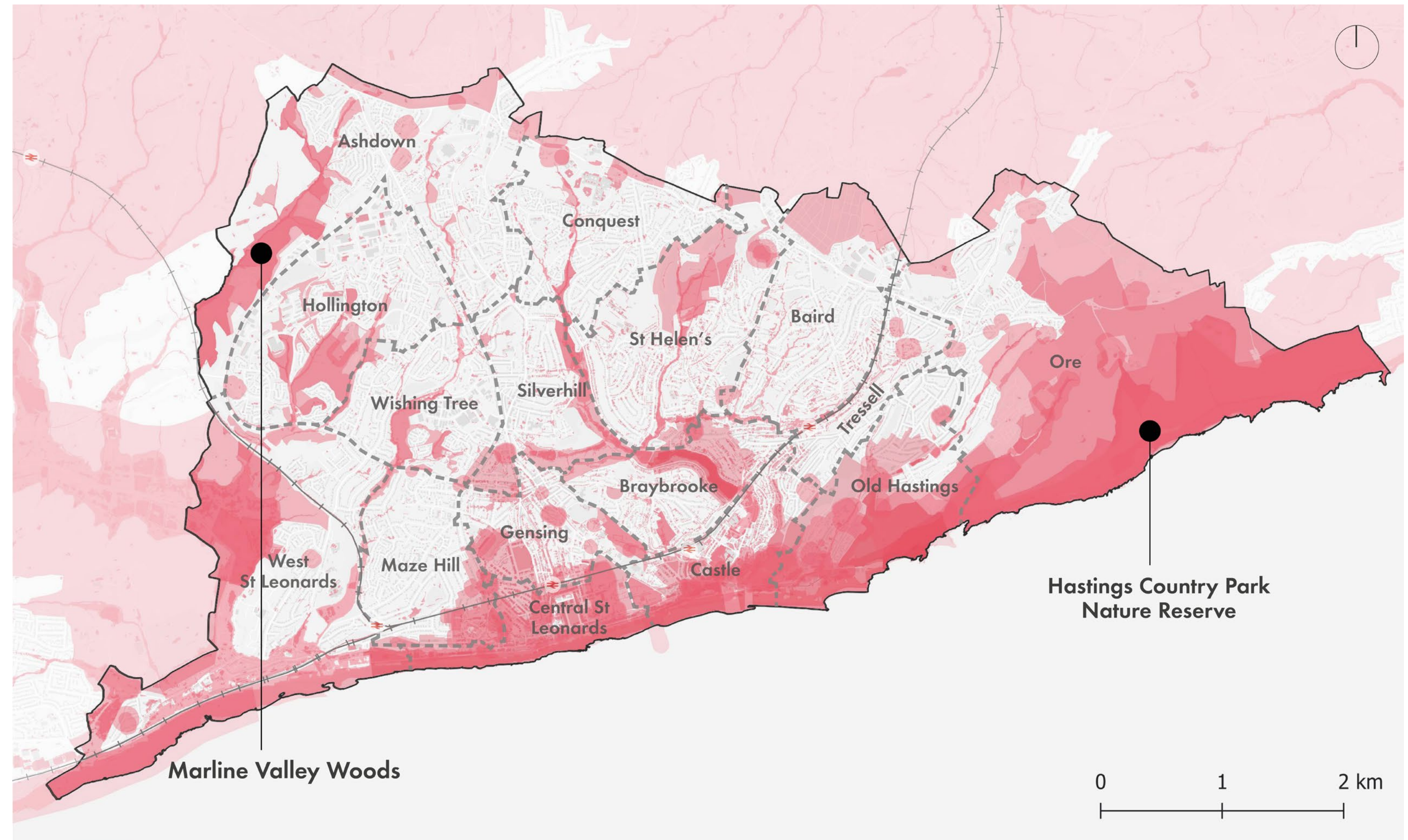


Fig 22 Composite sensitivity layers across the Borough of Hastings

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4.3 SENSITIVITY COUNT

This sensitivity count map combines all the individual sensitivity criteria into a single plan, showing where multiple factors overlap. The layers indicate the relative levels of sensitivity across the Borough. Areas with a higher layer count indicate where new development is likely to be most sensitive to the potentially adverse impacts of higher density development, and therefore where development pressures should be more carefully managed.

Areas clearly showing as most sensitive are the town centre in Castle, along with East Hill and parts of Hastings Country Park.

REFLECTIONS:

The adjacent plan helps to identify at a glance where densification should be approached with particular caution, and highlights locations where development proposals are more likely to potentially impact negatively on local character.

Number of sensitivity layers that overlap

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9

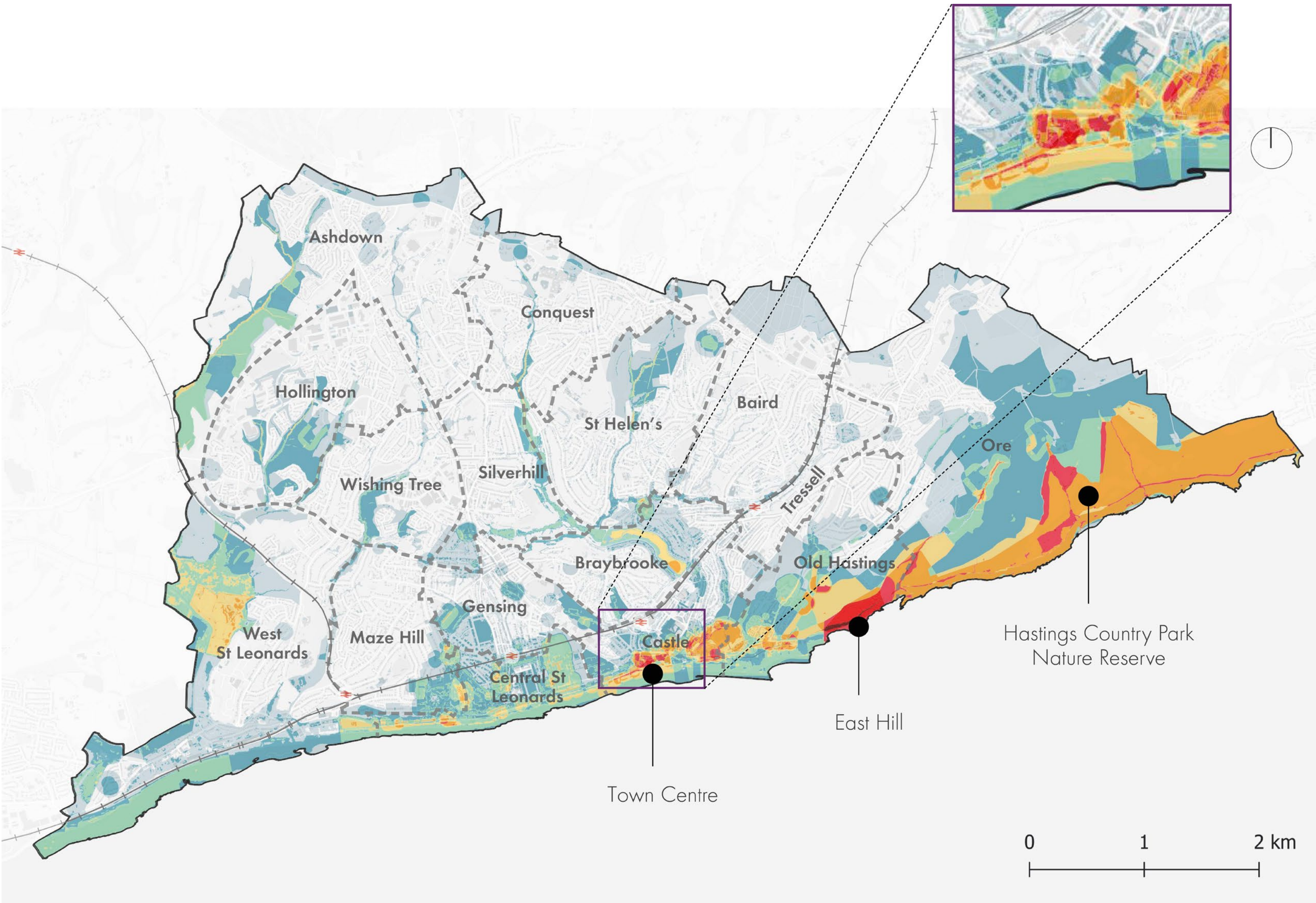


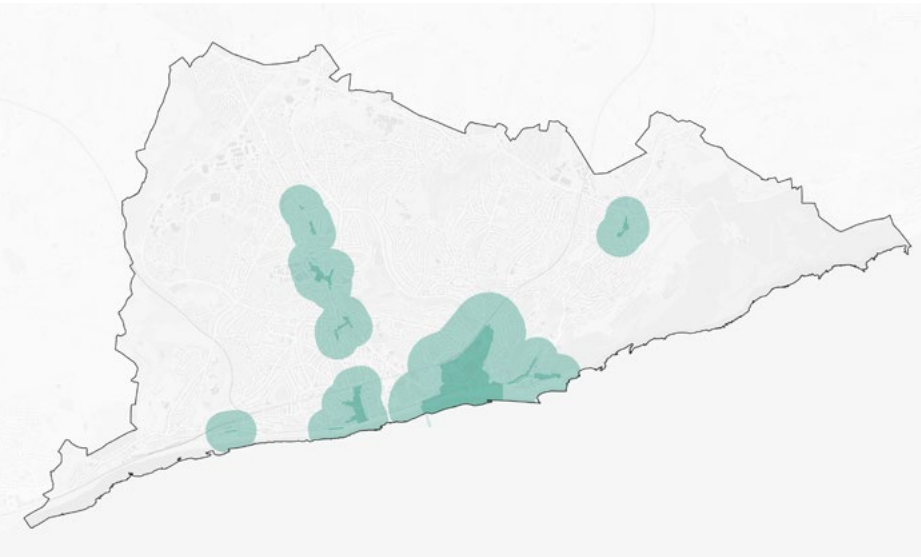
Fig 23 Sensitivity count across the Borough of Hastings

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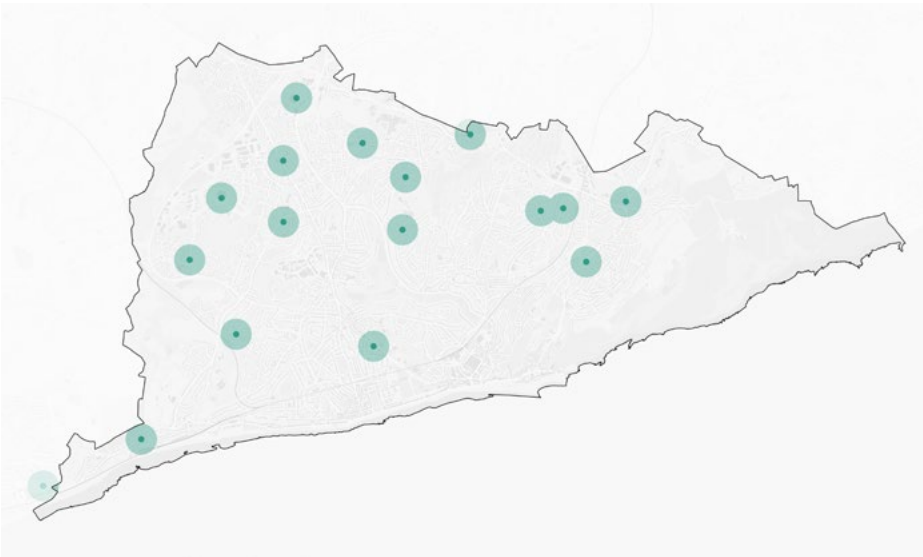
4.4 SUITABILITY LAYERS

This section presents 8 criteria which are combined and analysed to provide an overview of the relative suitability of densification for different parts of the Borough. Reflections which usefully inform guidance on the delivery of densification can be made from where and how these criteria overlap, building a case for how some areas are more suitable than others.

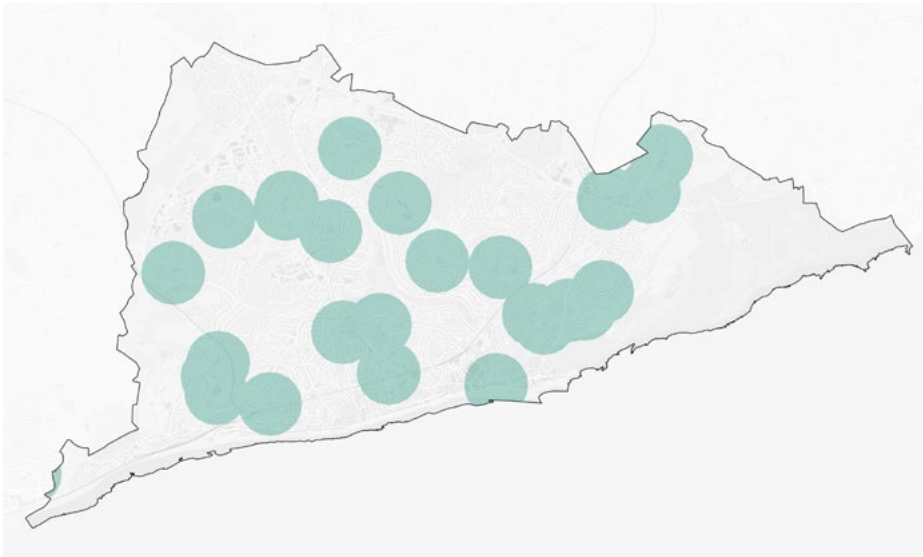
SENSITIVITY	BUFFER (M)	DESCRIPTION
Access to centres / uses		
Hastings Town Centre	400	Hastings Town Centre is the largest centre for the Borough with the greatest diversity of activities and uses, and so a greater buffer has been applied.
Local centres	250	Smaller centres are dispersed across the Borough and provide local amenities.
Other local shops / parades	200	Identified clusters of shops outside of the designated town centre hierarchy.
Schools	450	As an essential form of social infrastructure, proximity to a school is a key indicator of suitability.
Access to public transport		
Train stations	800	Hastings has four train stations - St Leonards, St Leonards Warrior Square, Hastings and Ore. 800m equates to a 10 minute walk.
Bus stops	200	Hastings has an extensive bus network. Being a couple of minutes walk away from a bus stop is a good indicator of accessibility.
Lift / funicular	200	The West Hill Lift is a popular transport option for residents and commuters.
Existing density		
FAR over 1.8		Existing denser areas tend to be more suitable for denser forms of development because of existing infrastructure and townscape considerations.



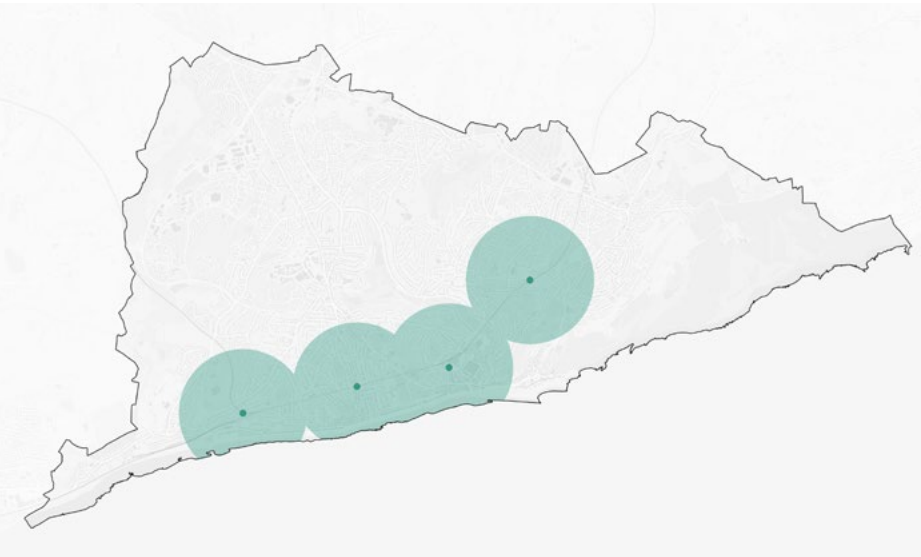
Town centre and local centres (400m and 250m buffers respectively)



Other local shops and parades



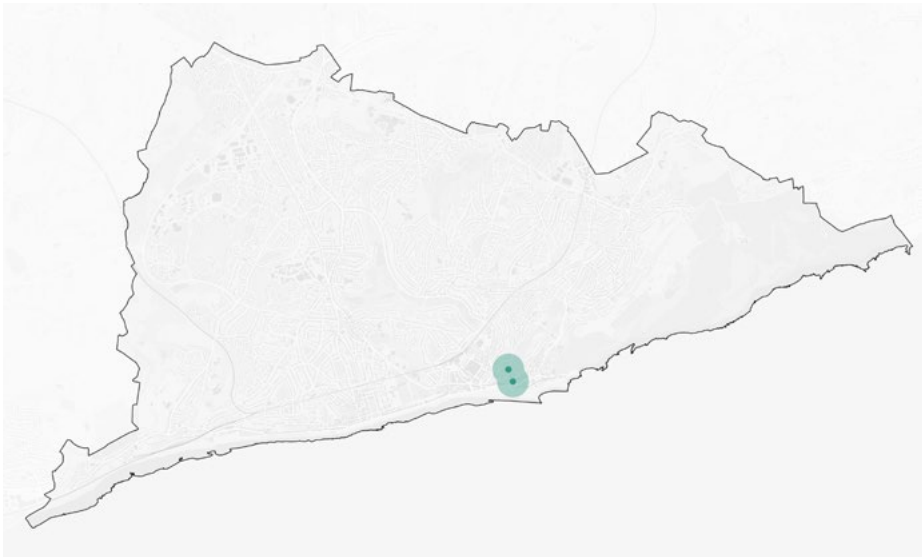
Schools (450m from a school)



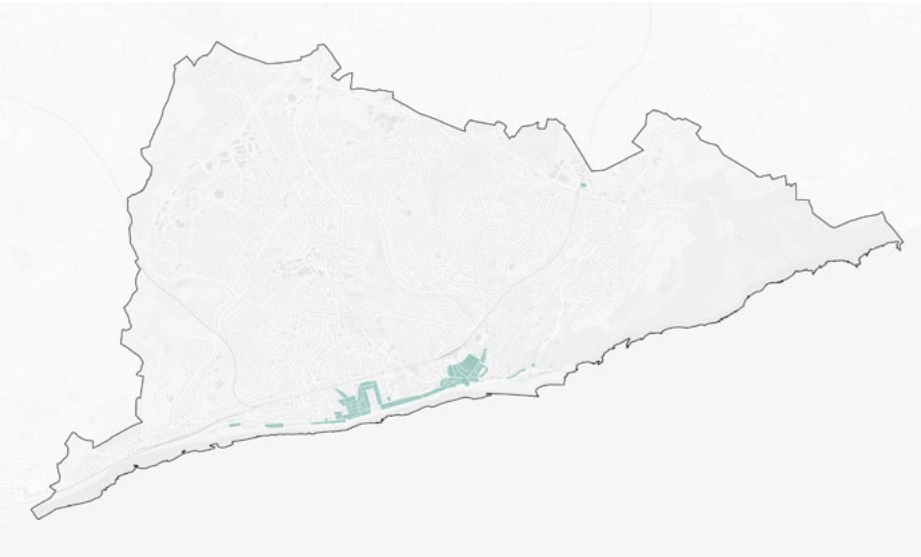
Train stations (800m buffer)



Bus stops (200m from a bus stop)



Lift / funicular (200m from the West Hill Lift stops)



Areas of existing high density - FAR over 1.8

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4.5 COMPOSITE SUITABILITY LAYERS

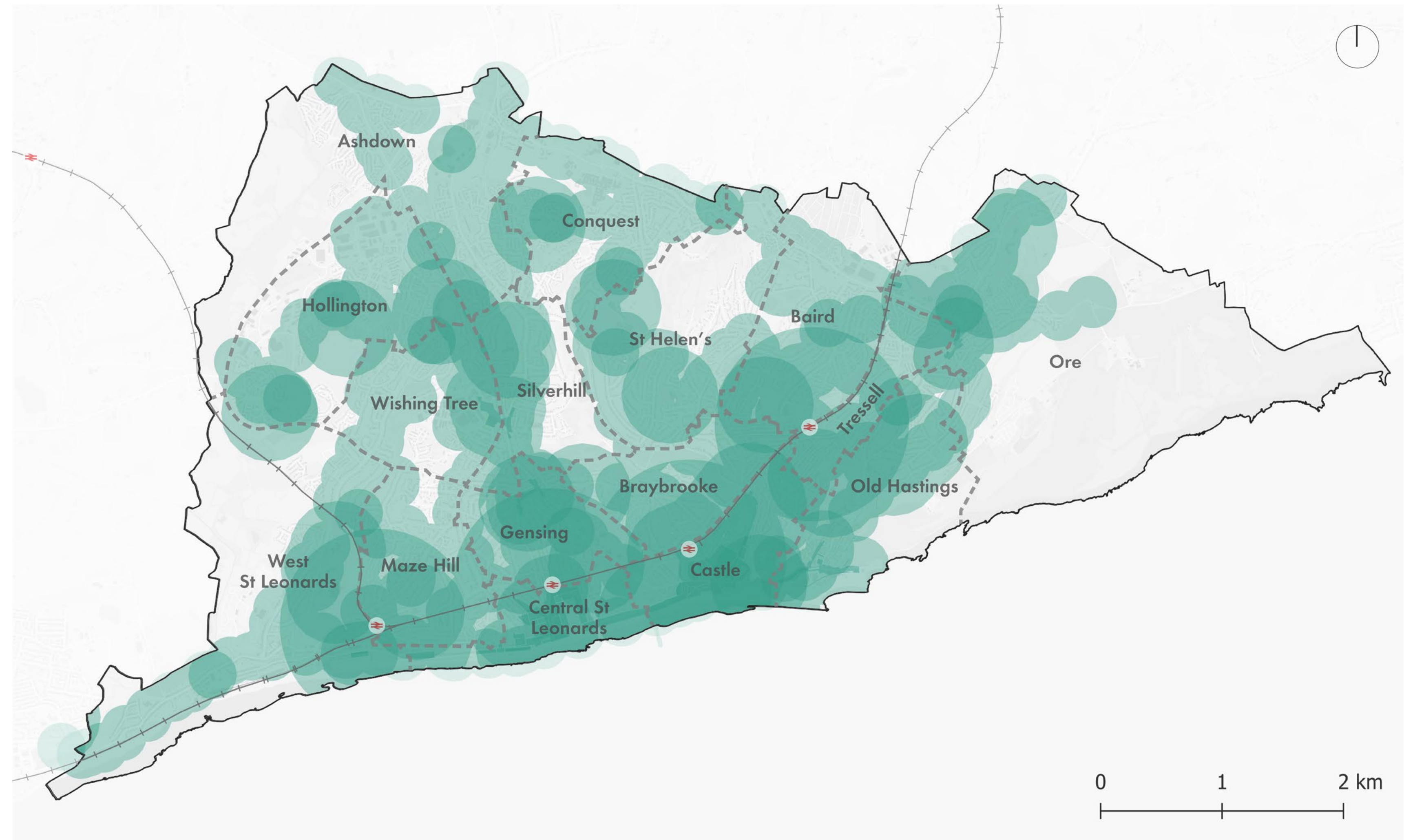
The composite suitability map layers all the individual suitability criteria, showing where multiple factors overlap as the turquoise hue turns darker.

It helps to demonstrate that many locations across the Borough present strong potential to deliver development at increasing densities, focused in the areas which lie within zones of high suitability.

The earlier sensitivity plan showed most of the coastal corridor to the south as most sensitive. The adjacent plan shows the significant overlap between those more sensitive locations with locations shown to be more suitability for higher density development. This highlights that sensitivity does not automatically imply unsuitability. For example, most listed buildings are located on the coastal corridor, which is very well connected and accessible.

REFLECTIONS:

The overlap between high sensitivity and high suitability underscores the need for a contextual and balanced approach to densification. Well connected areas in strategic locations should support higher densities whilst respecting the local character and heritage. Given that they would largely align with the existing higher DPH, FAR, and building heights, this approach balances the potential for densification by ensuring new development is both feasible and contextually appropriate.



4.6 SUITABILITY COUNT

Similarly to the sensitivity map process, this suitability count map combines all the individual suitability criteria into a single plan, showing where multiple factors overlap. The count of data layers indicates the relative level of suitability across the Borough.

Areas with a higher number of overlapping layers are considered more suitable to development, while areas with fewer layers are less suitable. Castle ward notably presents as highly suitable, with Central St Leonards and Gensing wards following closely, whilst more peripheral areas such as Ashdown and the outer parts of Conquest ward present as the least suitable.

REFLECTIONS:

Areas with a higher layer count indicate where development should be focused; growth should be concentrated where infrastructure, accessibility and services can best support it. Though peripheral areas show as less suitable, this does not mean these areas should not be densified, but rather that development should be more moderate, targeted or incremental in comparison to those more central areas.

Number of suitability layers that overlap

- 1
- 2
- 3
- 4
- 5
- 6
- 7

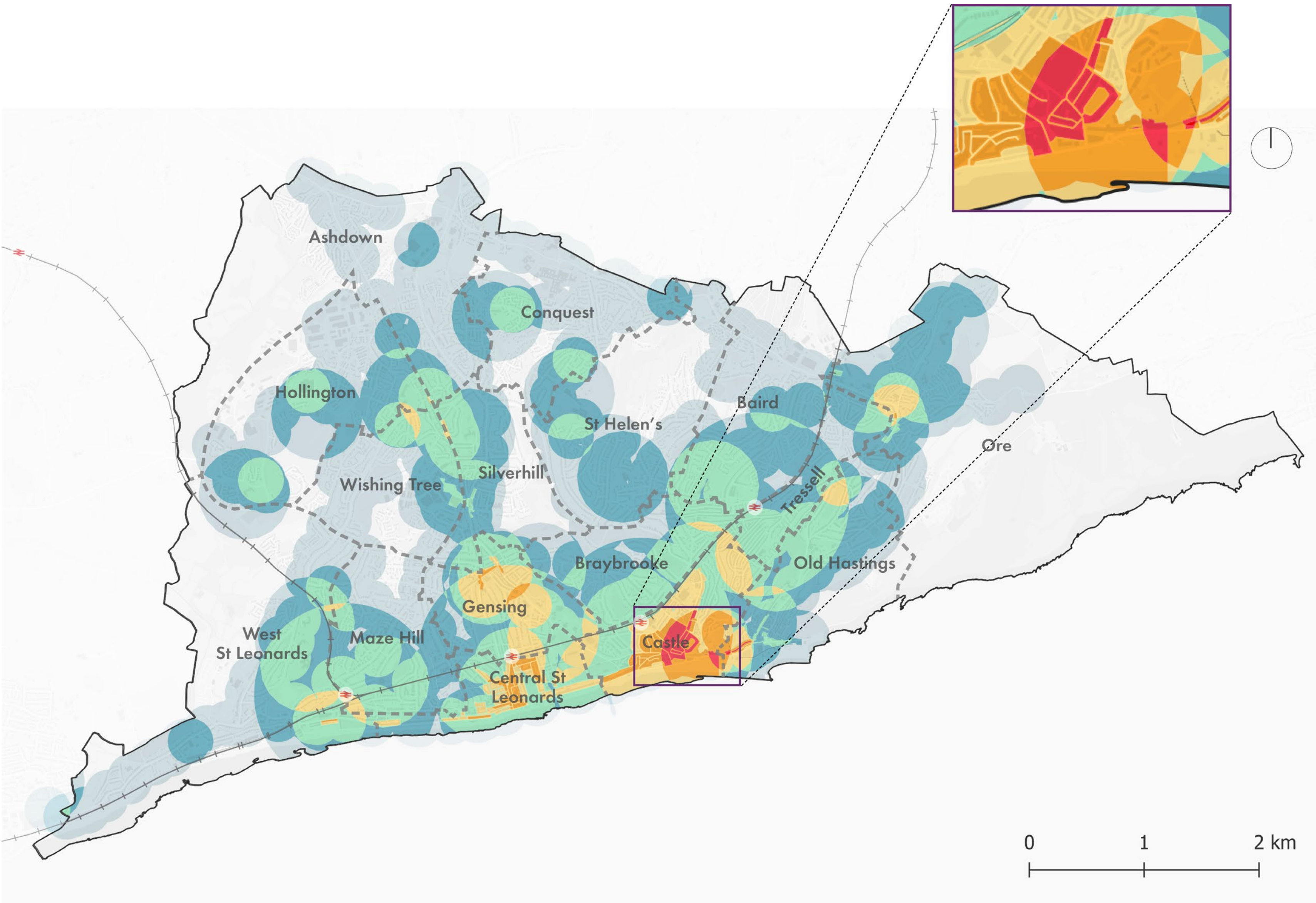


Fig 25 Suitability count across the Borough of Hastings

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TOWARDS A SPATIAL STRATEGY

5

This section provides the foundation for a new spatial
Densification Strategy for the Borough. The principal
objective is to assess where and how much density is
appropriate in any given location.

The context of this strategy relates to the need to plan
positively and promote development densities which help
to meet very challenging housing targets across Hastings.
Assessing, measuring and reporting development density is a
complex issue - there are many variables at play, and small
variations can compound to make big differences.

This strategy provides guidance on both measures of urban
density: DPH and FAR. Whilst DPH is the primary measure
given the need to support the delivery of good quality
new homes, in some locations where housing is not the
predominant land use (i.e., town centre), FAR may be a more
appropriate measure of density.

5.1 DENSITY AND GOOD DESIGN

Strategies to increase levels of residential density in new development give rise to a number of challenges and competing issues. Nationally, compact urban design is championed as a key feature of sustainable development. However, making the best use of our urban spaces requires careful judgment, balancing density with strict environmental controls and local planning priorities.

Before the Densification Strategy for Hastings is unpacked, this section provides an overview of some of the key benefits of urban density and explores how its challenges can be effectively balanced through flexibility and compromise.

challenges <..... DENSITY> opportunity

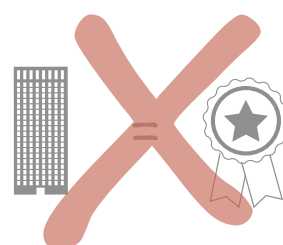
policies - standards - guidance

parking provision	review and revise relevant
overlooking distances	policies and guidance
private amenity space	to streamline process
dwelling mix	of densification and
	challenge the status-quo

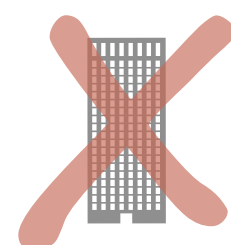
strategic issues

public transport frequency/accessibility	link transport planning to density targets
land assembly and urban grain	plan for minimum levels of permeability
local walkability	promote principles of sustainable, walkable neighbourhoods

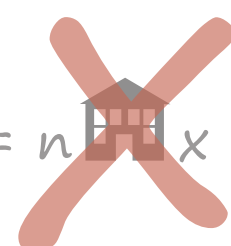
Density IS important to Hastings' future.....



but density IS NOT a synonym for urban quality

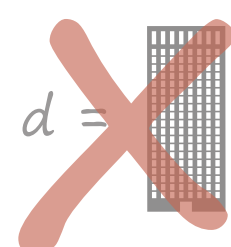


- IS NOT an architectural style



$d = n \times fA^2$

- IS NOT a planning formula



$d =$

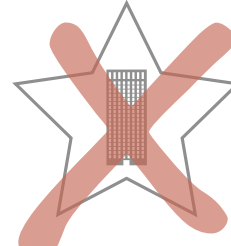
- IS NOT the same as tall buildings



- IS NOT a fashion or a fad



- IS NOT an idea imported from elsewhere



- IS NOT good in its own right...

...Density IS helpful if it also brings...



IDENTITY: this is where I belong

This means cultivating and reinterpreting Hastings’ unique urban characteristics for present and future generations by:

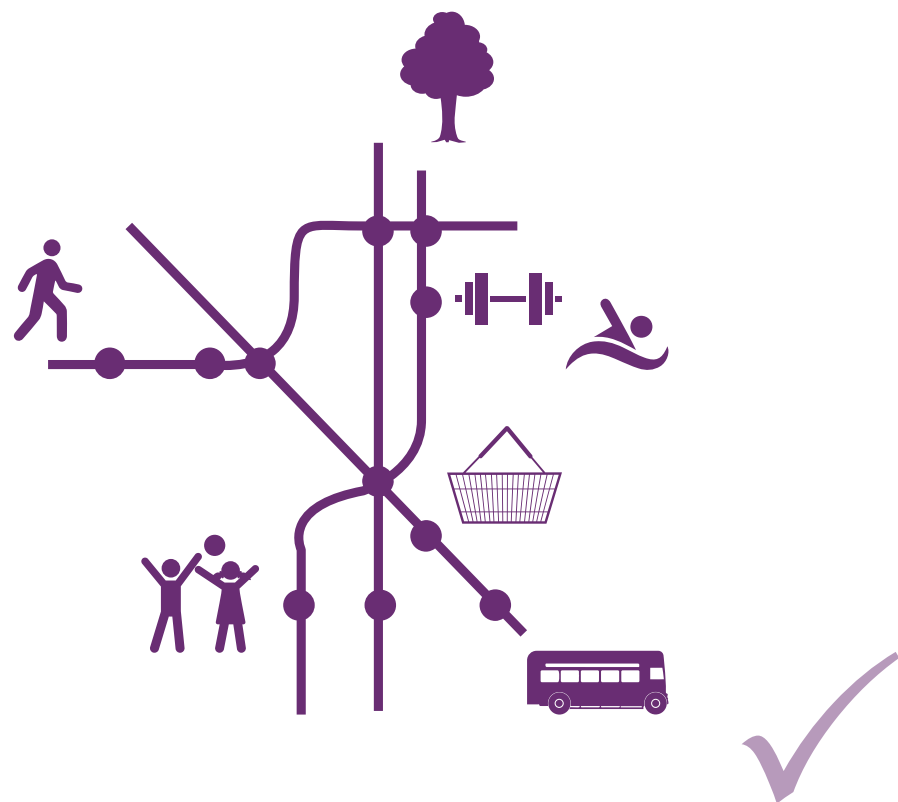
- Nurturing a strong sense of place
- Fostering a shared sense of community
- Exploiting the unique assets of the site
- Connecting with the past while reshaping the future



DIVERSITY: in everything it contains

This means complementing Hastings’ rich urban and environmental history by:

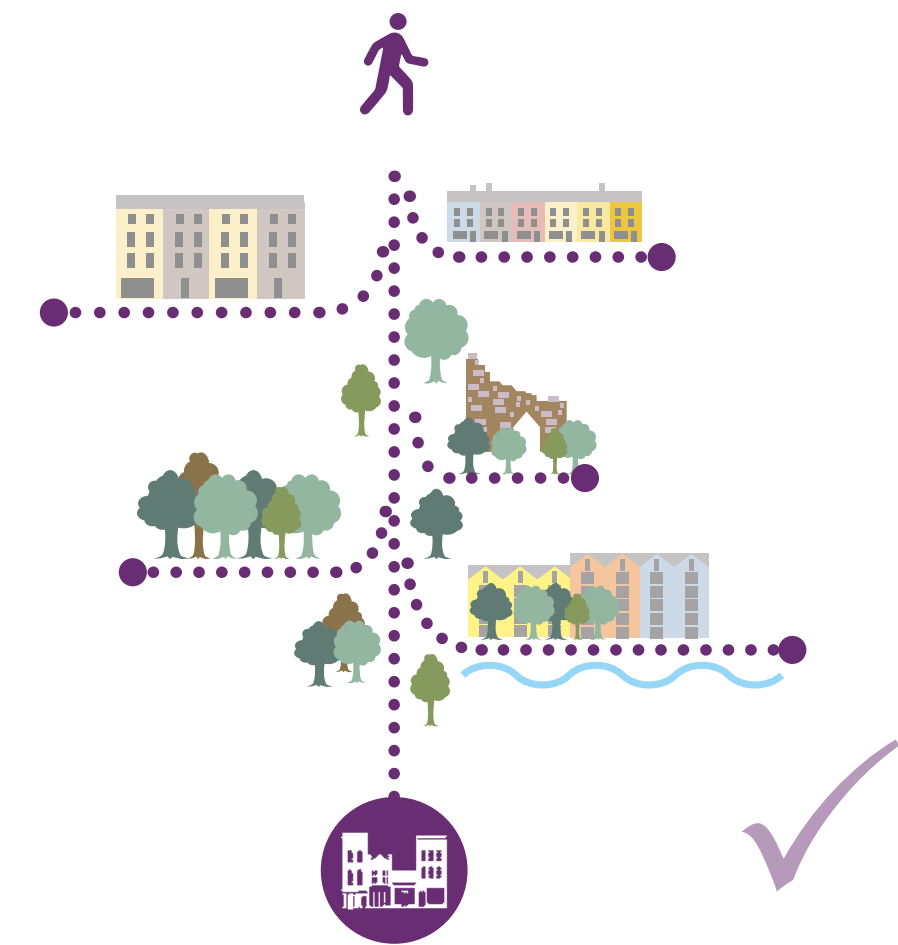
- Implementing mixed uses
- Designing for varying plot sizes
- Mixing tenures
- Providing for all ages
- Protecting existing biodiversity and green spaces



AMENITY: meeting the practical needs of the community

This means understanding and anticipating the real things the people of Hastings want and expect through:

- Access to attractive outdoor space
- Access to services
- Access to public transport
- Access to schools and play
- Access to sports facilities



WALKABILITY and PERMEABILITY: so that walking is the easiest option

This means preserving and identifying Hastings’ compact, legible form in the centre and extending this network by:

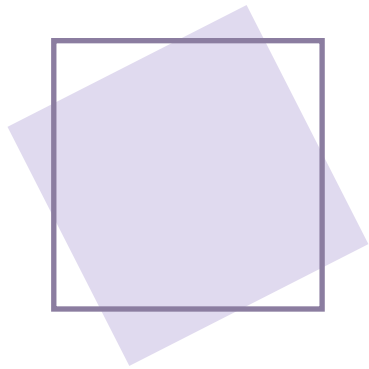
- Creating attractive, convenient and safe pedestrian routes
- Maximising active frontages and overlooking
- Providing a legible and continuous urban structure
- Providing linked green infrastructure
- Ensuring new development is properly and fully integrated with its immediate neighbourhood

5.2 THINGS TO NOTE

There are a number of important notes, caveats and issues that may be relevant when using this strategy – either to help inform planning policy, to help the local authority in the development management process or to support applicants in preparing development proposals.

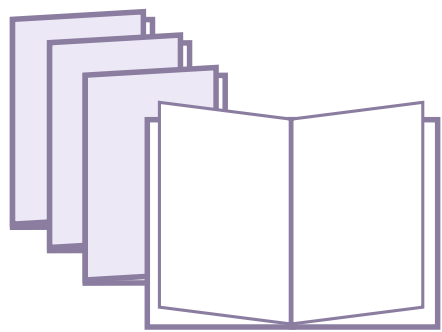
Not a blueprint...

This Densification Strategy is not a blueprint. Each case should be considered on their merits, but this guidance is put forward to help ensure the very best use of urban land is made to meeting current and future acute housing needs. There will be instances, given a site’s particular context, where densities and heights lower or higher than those outlined in the strategy may be appropriate. Compliance with density guidance in this strategy does not, on its own, justify densities that might be considered inappropriate when assessed against other relevant planning policies or guidance.



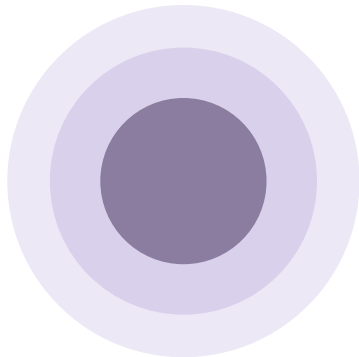
Policy priority...

The zones identified within the spatial strategy are wide and varied and therefore capture a wide range of types of environment. Within these different zones, a number of different planning policies will also be relevant to any given location. This strategy should therefore be considered in this context and a view will need to be taken to weigh up the relative importance and priority that should be given to the different layers of planning policy.



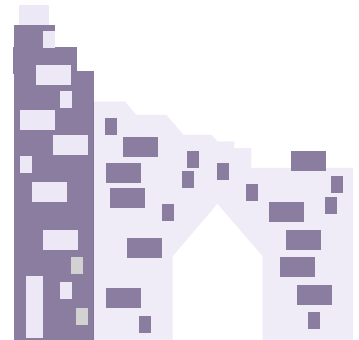
Identified centres...

The measure of development density in the strategy (DPH) is generally expressed as ranges. Within identified centres, it is likely to be more appropriate to target the upper parts of those ranges, although it should be recognised that the distribution of defined centres was an important criterion in the suitability analysis underpinning this spatial strategy.



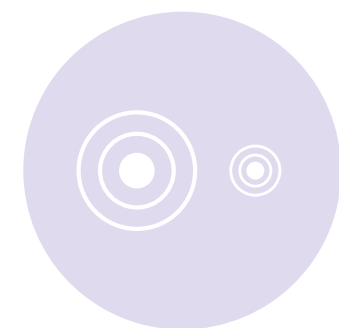
Historic townscape and sensitivities...

Hastings’s centres (Castle, Central St Leonards) are historic environments with sensitive, high quality and special townscapes. Buildings which are considerably denser than those around them can therefore have a significantly adverse impact on townscape character.



Site size threshold...

Larger sites are generally more capable of generating their own character as well as responding to existing prevailing character which could present a significant constraint on over development capacity. It is more difficult to project accurate densities for smaller sites with unusual or irregular geometries as they require bespoke design solutions.



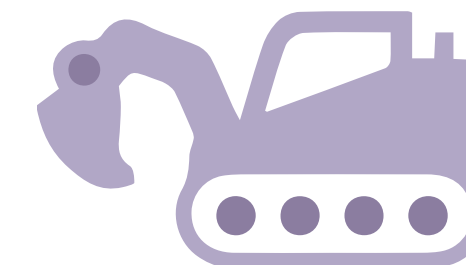
Housing the predominant use...

It is more difficult to assess housing density of mixed-use redevelopment schemes. Where mixed use developments are appropriate, particularly in Hastings town centre and central zones, FAR may be a more appropriate measure of density.



Redevelopment rather than refurbishment...

The strategy assumes redevelopment rather than refurbishment. This does not however convey any preference for the former over the latter.



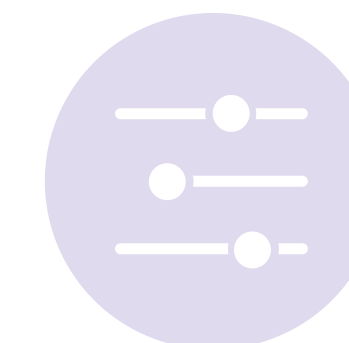
Open space and density...

When measuring housing density, the site area should be net of areas of required open space and should be limited to the area within which the housing development is proposed.



Density and building height ranges...

The density and building heights strategy includes ranges for each spatial zone. These ranges should be used as a guide and there may be reasons which justify deviation of these ranges. No upper dph limit is given for the central zone. Complex sites may give rise to opportunities for exceptional forms of development.



5.3 ASSIGNING DPH*

DPH bands guide appropriate levels of housing intensification. They are developed to provide a clear framework for understanding how different forms of housing can respond to local character, heritage sensitivities, and urban capacity, and are informed by current existing densities within Hastings. Proposed ranges are therefore grounded in real urban conditions, but amplified to respond to the ambitious housing targets. Establishing these ranges makes it possible to discern where higher density is more appropriate and where it should remain more modest.

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

30 - 45 DPH	45 - 55 DPH	55 - 70 DPH	70 - 90 DPH	90 - 150 DPH	150 - 250 DPH
					
Lowest	Lower	Moderate	Moderate-High	Higher	Highest
Typology: Semi-detached houses, short terraces, linked homes, and occasional detached dwellings with generous private gardens. Built form: 2-3 storeys. Medium-large plots with spacing between buildings. Homes are set back behind front gardens.	Typology: Terraced houses, townhouses, and mews or coach-house units within blocks. Built form: 2-3 storeys. Continuous street frontage with shallow setbacks. Small rear gardens or yards.	Typology: Low-rise apartment buildings, mansion blocks, and walk-up flats, sometimes mixed with townhouses. Built form: 3-4 storeys. Shared courtyards or gardens. Ground floors may include active uses on key streets.	Typology: Mid-rise apartment buildings and perimeter-block neighbourhoods forming continuous street edges. Built form: 4-6 storeys. Full perimeter blocks with internal courtyards. Higher plot coverage, limited setbacks, and active ground-floor active uses.	Typology: High-density apartment clusters, mid-rise towers, often with mixed-uses. Built form: 6-10 storeys. Compact building footprints with tight block arrangements and minimal spacing between buildings, and shared amenity decks.	Typology: Very high-density apartment clusters, mid-to-high-rise towers, typically mixed-use. Built form: 10-16 storeys. Tall buildings with very compact footprints, limited private outdoor space, strong reliance on internal shared amenity spaces.

5.4 HIGHEST

Areas have been selected based on previous suitability mapping. Concentrating highest densities in these locations supports sustainable growth by placing more homes close to town centres and transport infrastructure, reducing reliance on car travel and strengthening economic vitality. The proposed density range is informed by analysis of current built form of ward areas such as Central St Leonards and Castle, where high density patterns already exist, and show how increased density can be delivered through context-sensitive typologies rather than large-scale redevelopment. This would allow the preservation of lower-density neighbourhoods and sensitive heritage areas.

DPH range*

- 150-250
- Key green spaces

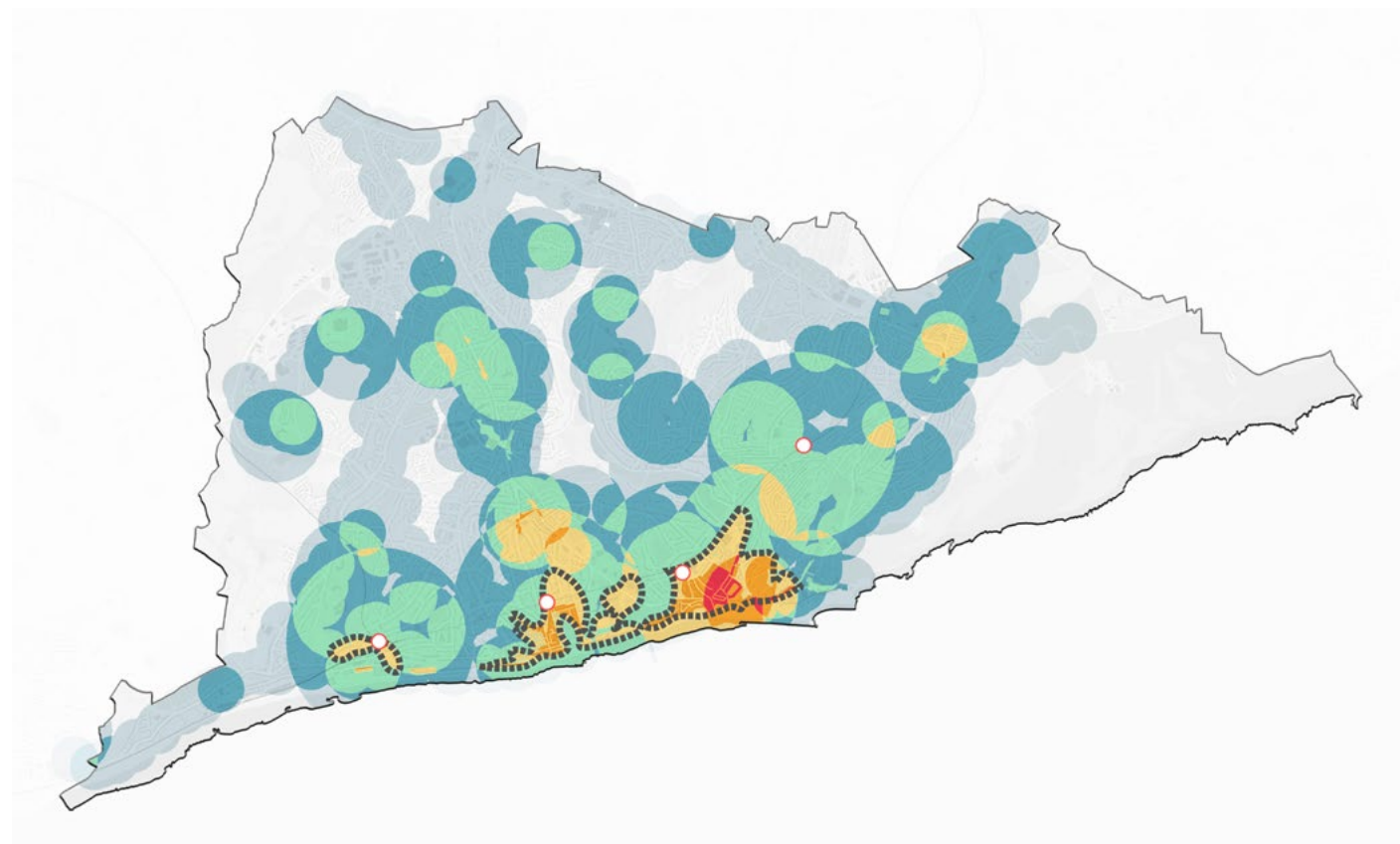


Fig 27 Suitability heatmap with corresponding density band highlighted

150-250 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

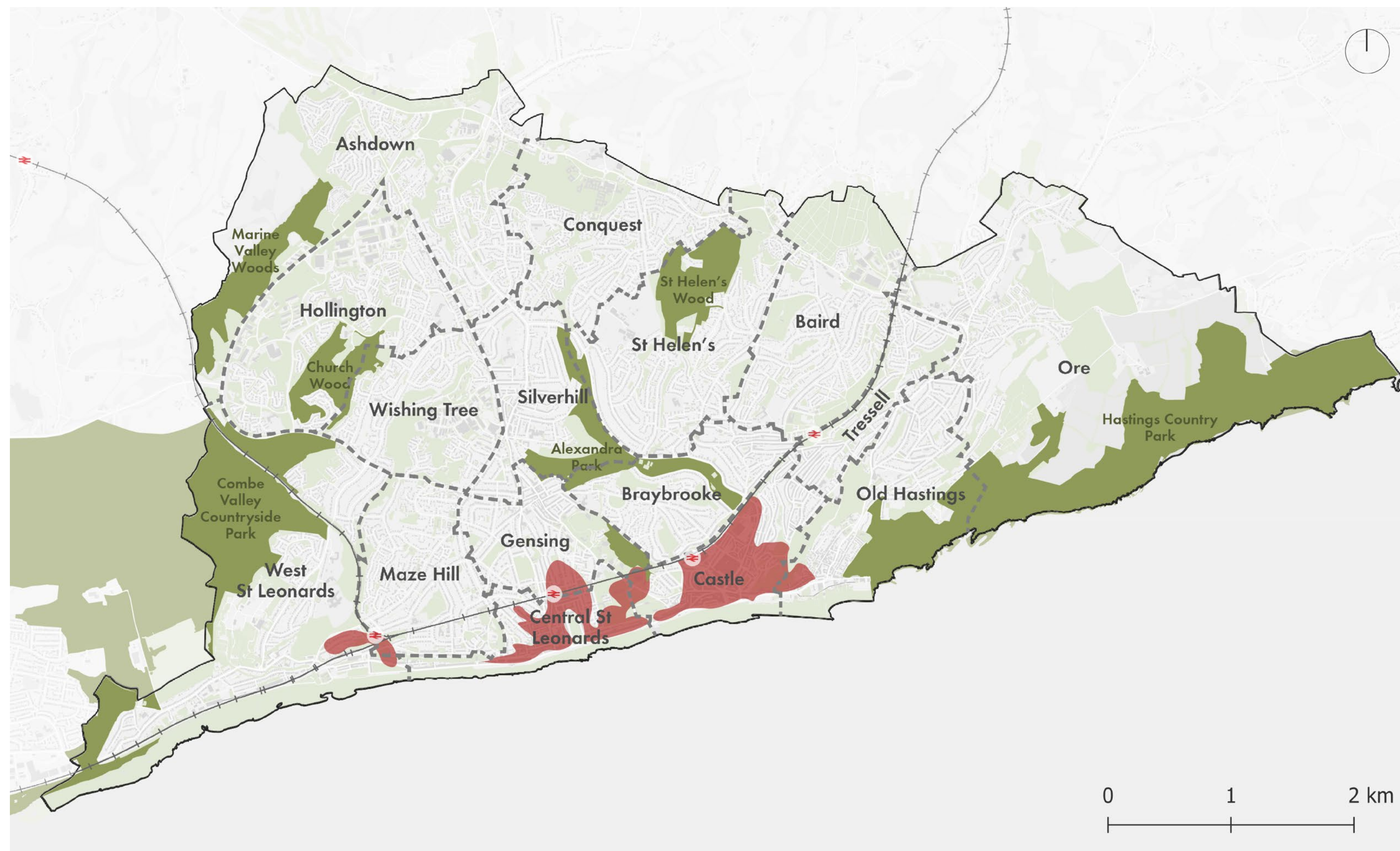


Fig 26 Proposed 150 - 250 DPH strategy areas

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5.5 HIGHER

Areas have been selected based on previous suitability mapping. Concentrating highest densities in these locations supports sustainable growth by placing more homes close to town centres and transport infrastructure, reducing reliance on car travel and strengthening economic vitality. The proposed density range is informed by analysis of current built form of areas such as Central St Leonards, Gensing, and Castle, where moderate-to-high density patterns already exist, and show how increased density can be delivered through context-sensitive typologies rather than large-scale redevelopment.

DPH range*

- 90-150
- 150-250
- Key green spaces

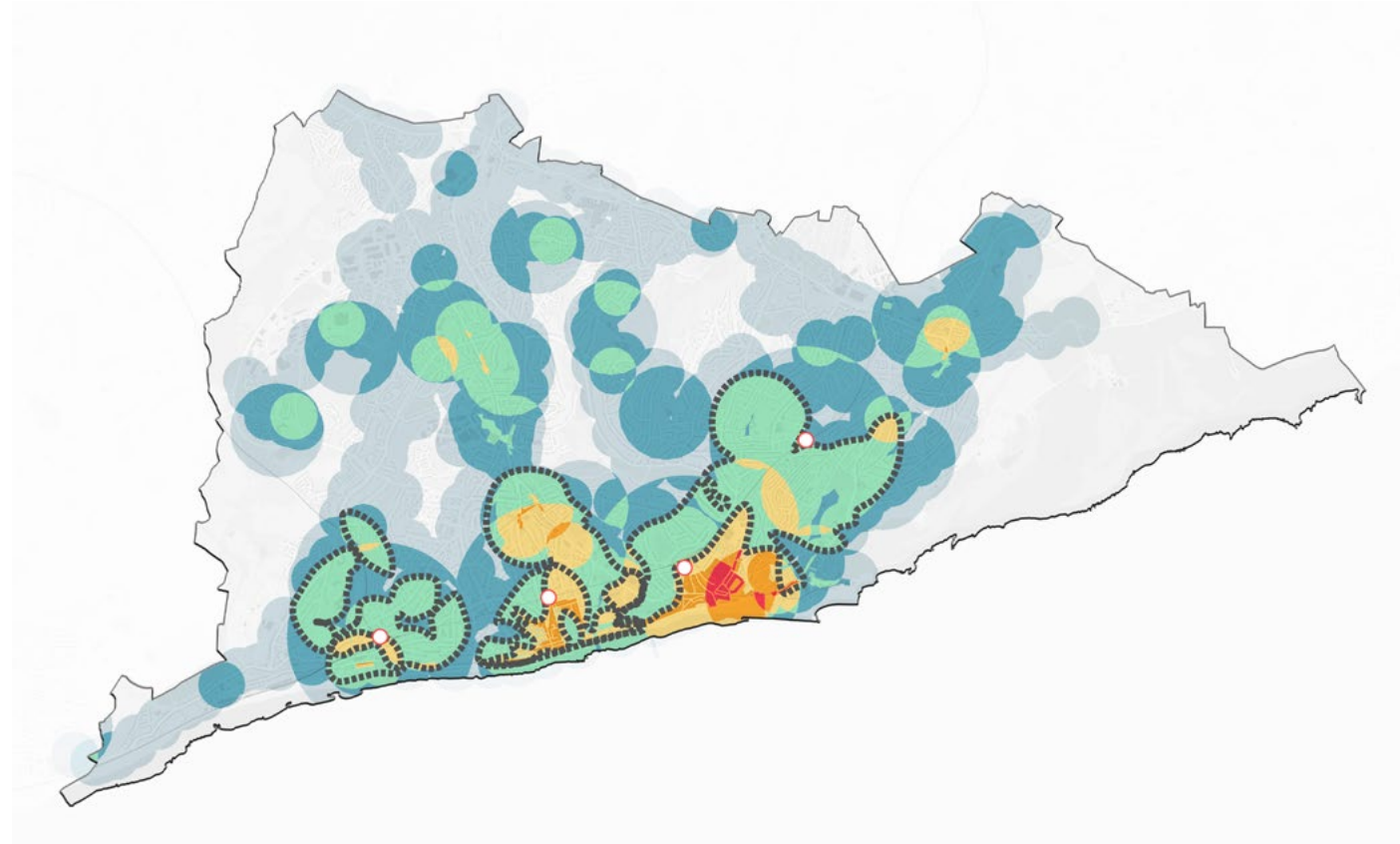


Fig 29 Suitability heatmap with corresponding density band highlighted

90-150 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

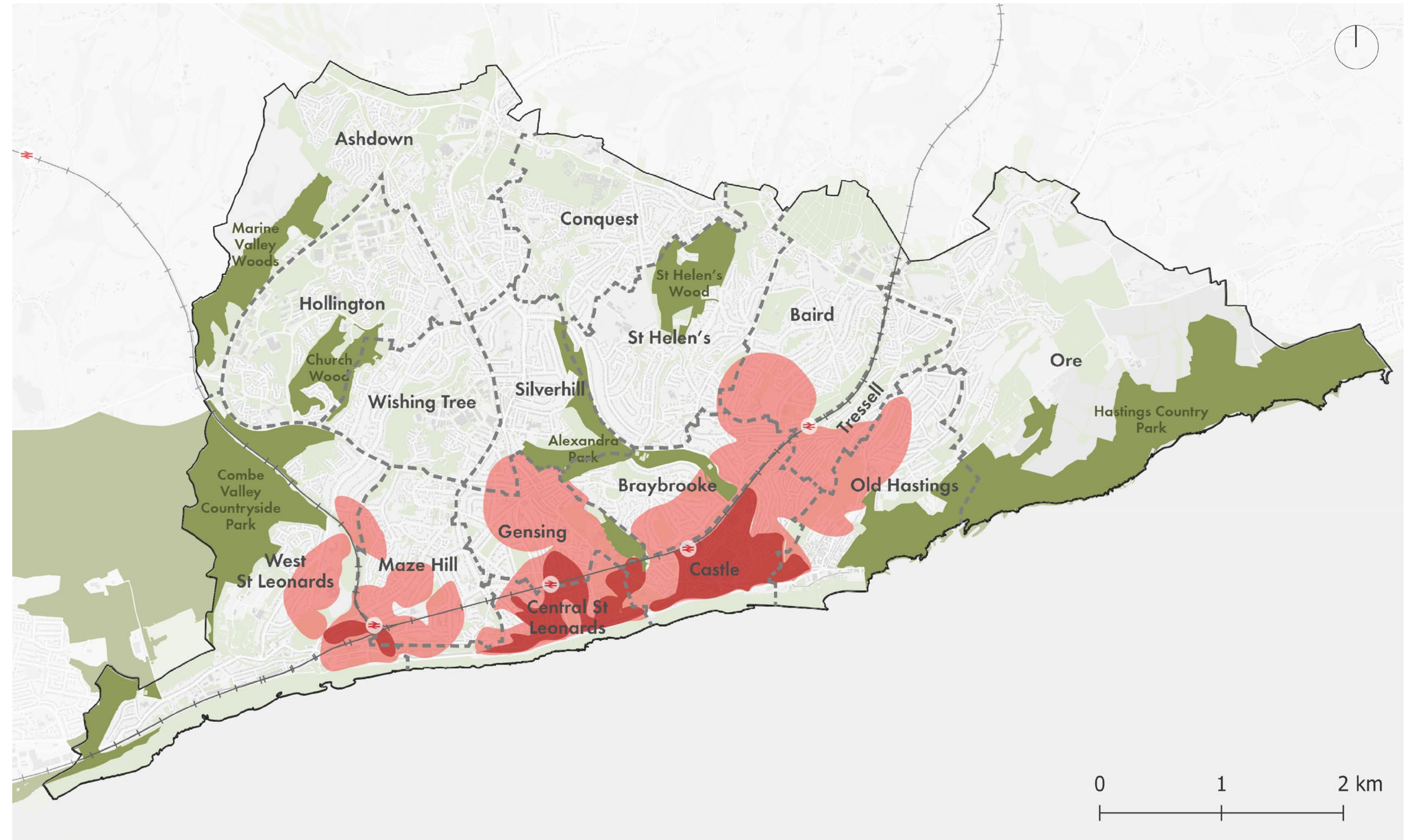


Fig 28 Proposed 90 - 150 DPH strategy areas

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5.6 MODERATE-HIGH

This range represents a step down in scale, height and massing, designed for locations where intensification allows for mid-rise housing types such as mansion blocks, stacked maisonettes and intensified street-based terraces. Their typologies enable higher density living while maintaining a built form closer in scale to existing neighbourhoods. This range typically acts as a transition zone between town centre intensification and lower-density residential character areas. It enables growth in places that can support increased population through proximity to services, coastal frontage and walkable centres, without the need for taller buildings associated with the 90-150 DPH category.

DPH range*

- 70-90
- 90-150
- 150-250
- Key green spaces

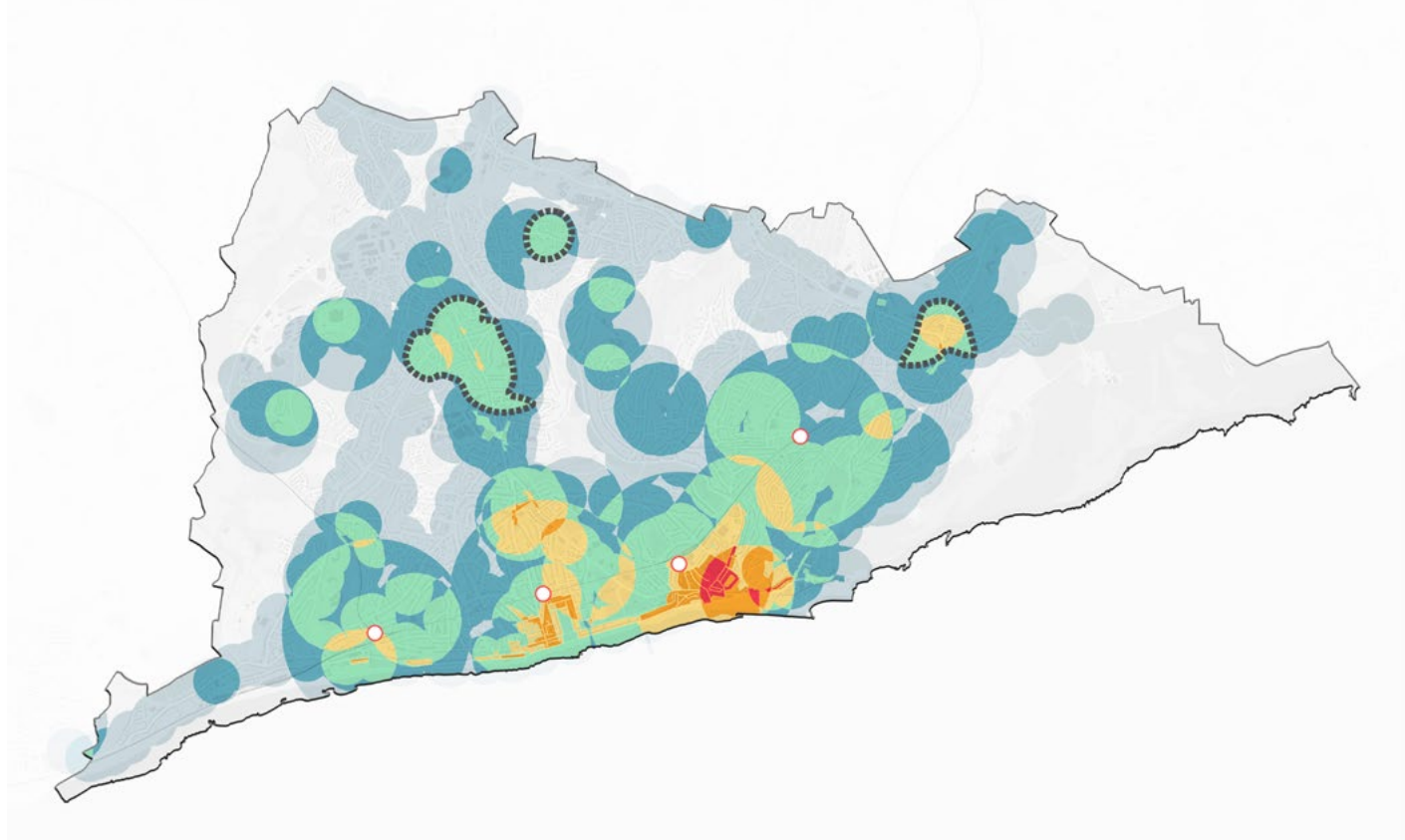


Fig 31 Suitability heatmap with corresponding density band highlighted

70-90 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

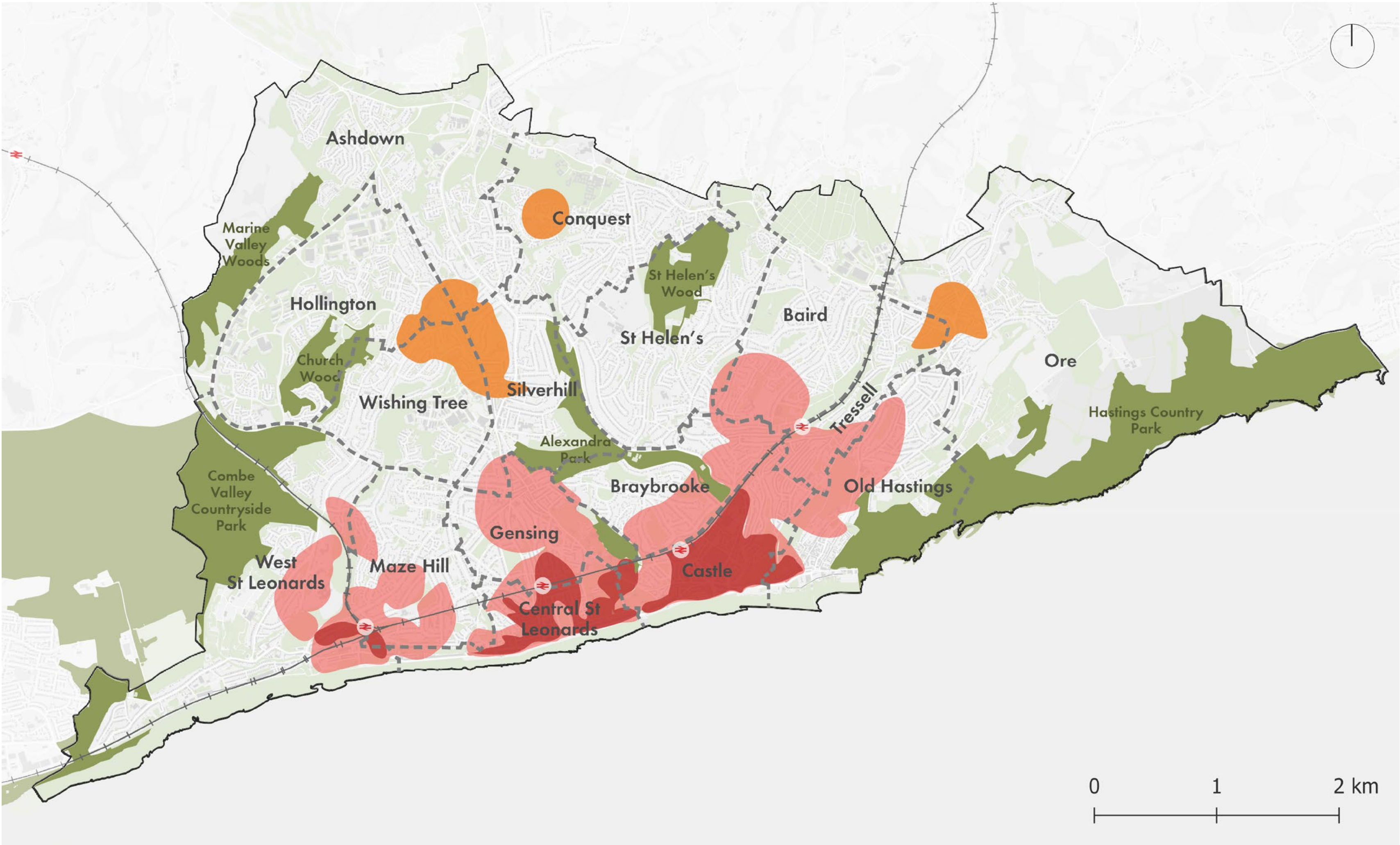


Fig 30 Proposed 70 - 90 DPH strategy areas

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5.7 MODERATE

This range identifies places where increased density can be achieved through context-sensitive, low-to-mid-rise housing forms, such as terraces, mews, small apartment buildings, and courtyard infill - all of which are characteristic of many parts of the Borough, particularly around existing Victorian and Edwardian neighbourhoods. This range enables gentle intensification that reinforces walkable neighbourhoods and strengthens housing choice without altering the established character and grain.

DPH range*

- 55-70
- 70-90
- 90-150
- 150-250
- Key green spaces

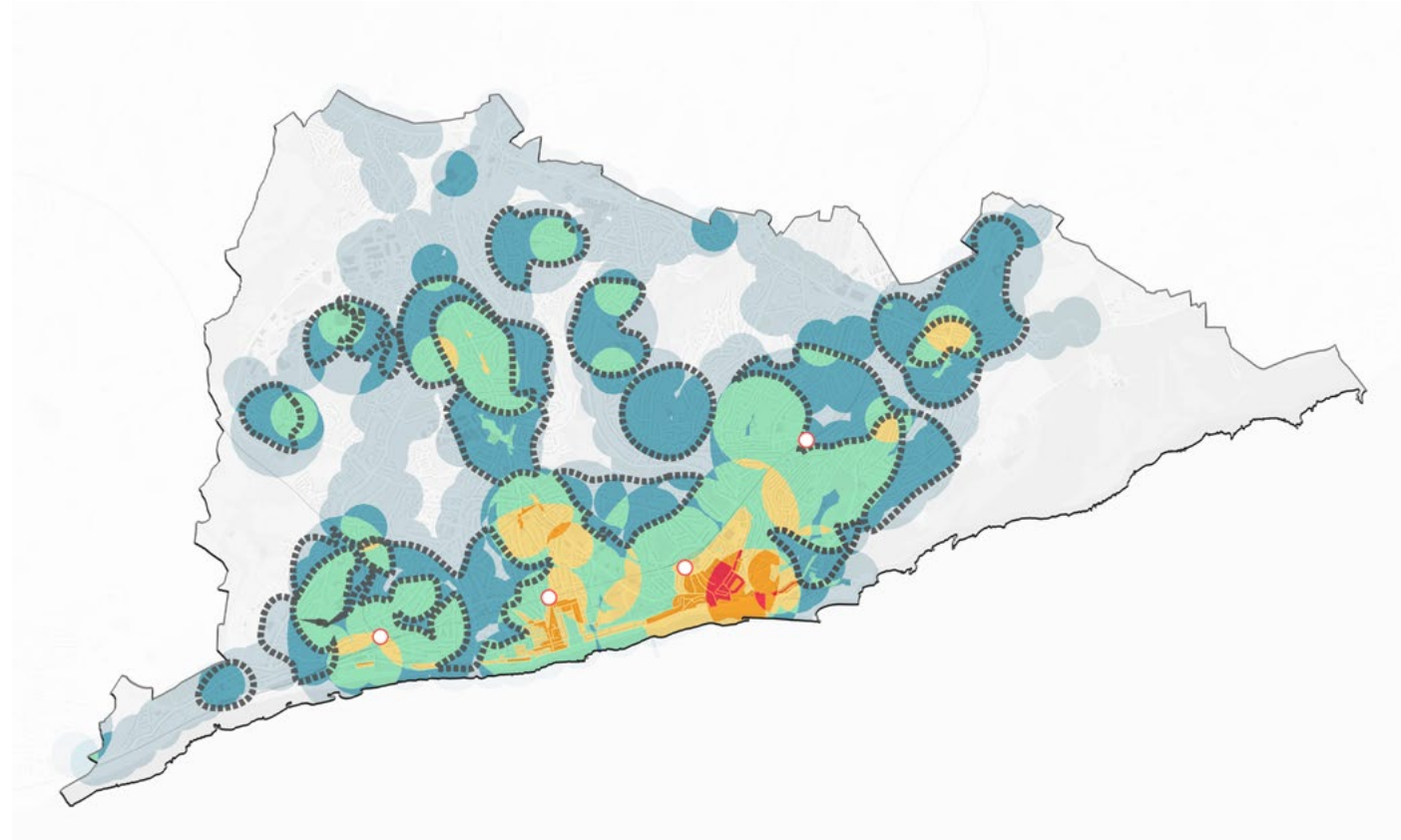


Fig 33 Suitability heatmap with corresponding density band highlighted

55-70 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

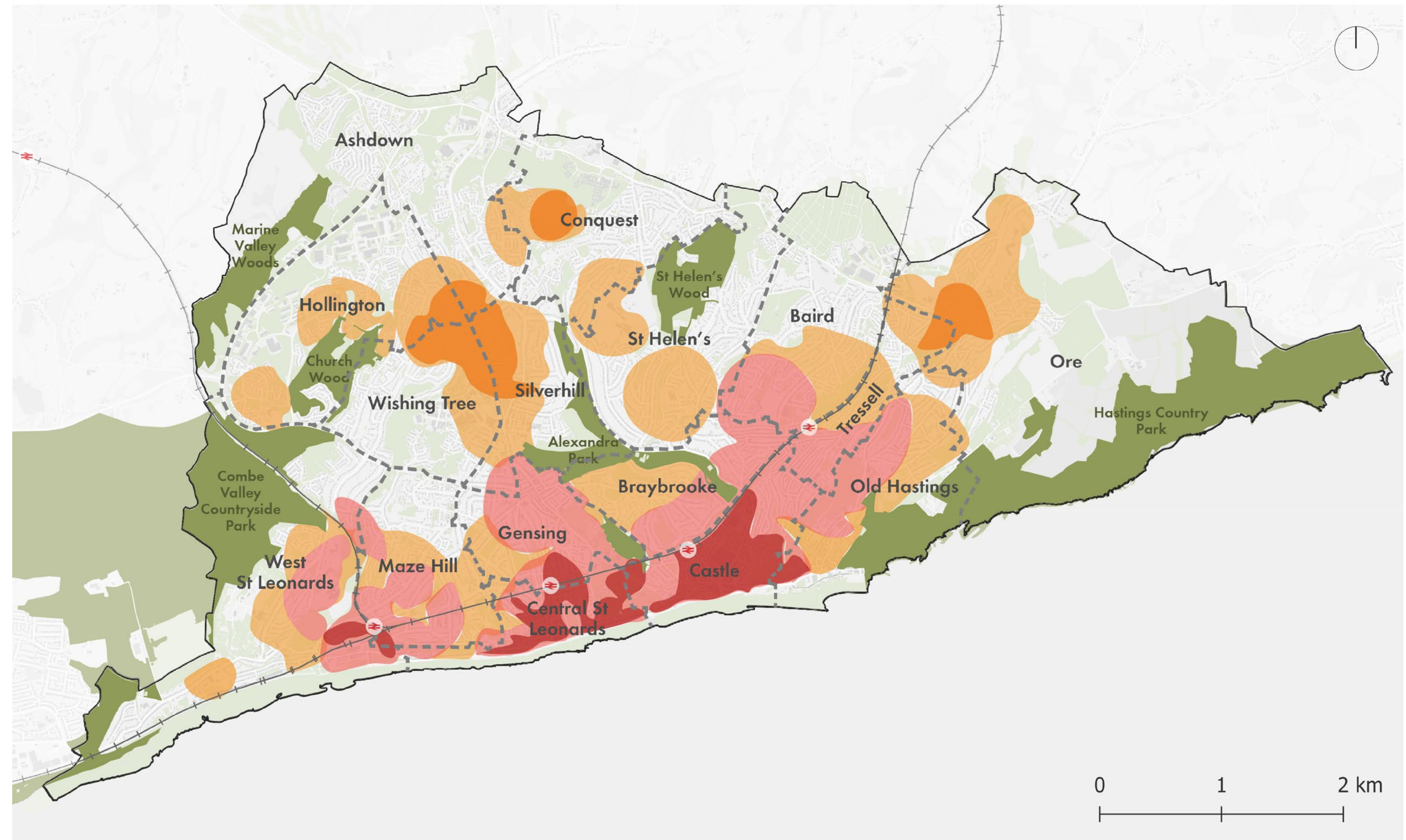


Fig 32 Proposed 55 - 70 DPH strategy areas

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5.8 LOWER

This range reflects where lower-intensity, context-led residential development is most suitable, typically aligning with existing suburban neighbourhoods like Conquest and Ashdown. It supports housing forms like traditional terraces, semi-detached properties, small clusters of mews homes, infill plots and sensitive conversions, maintaining the finer grain and rhythm that characterise these areas. New development is expected to pay careful attention to rooflines and topography, preserving important coastal and landscape views while still enabling incremental growth. This range offers opportunities to diversify housing types and increase affordability without imposing significant change on areas where character and environmental constraints require a more measured approach.

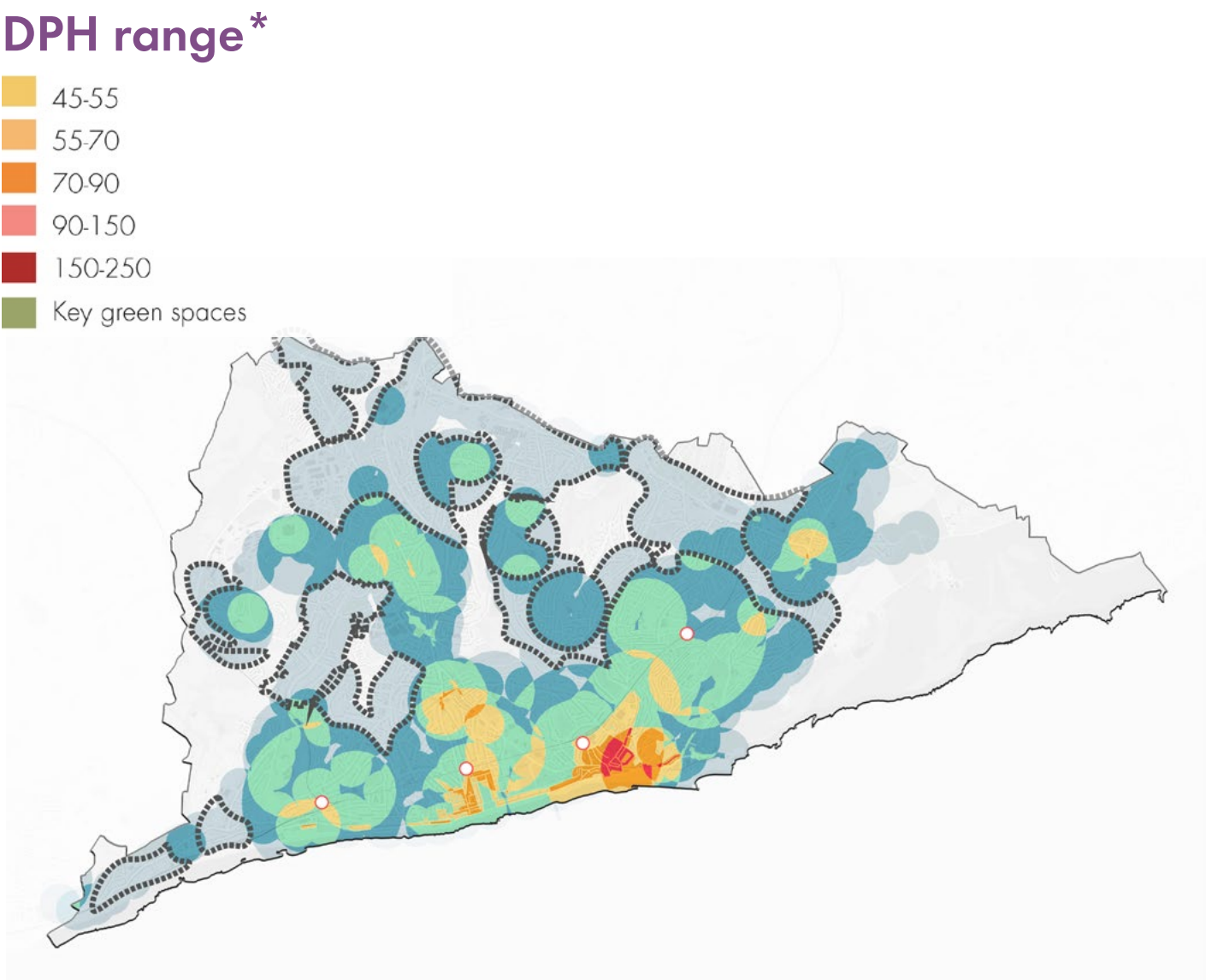


Fig 35 Suitability heatmap with corresponding density band highlighted

45-55 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

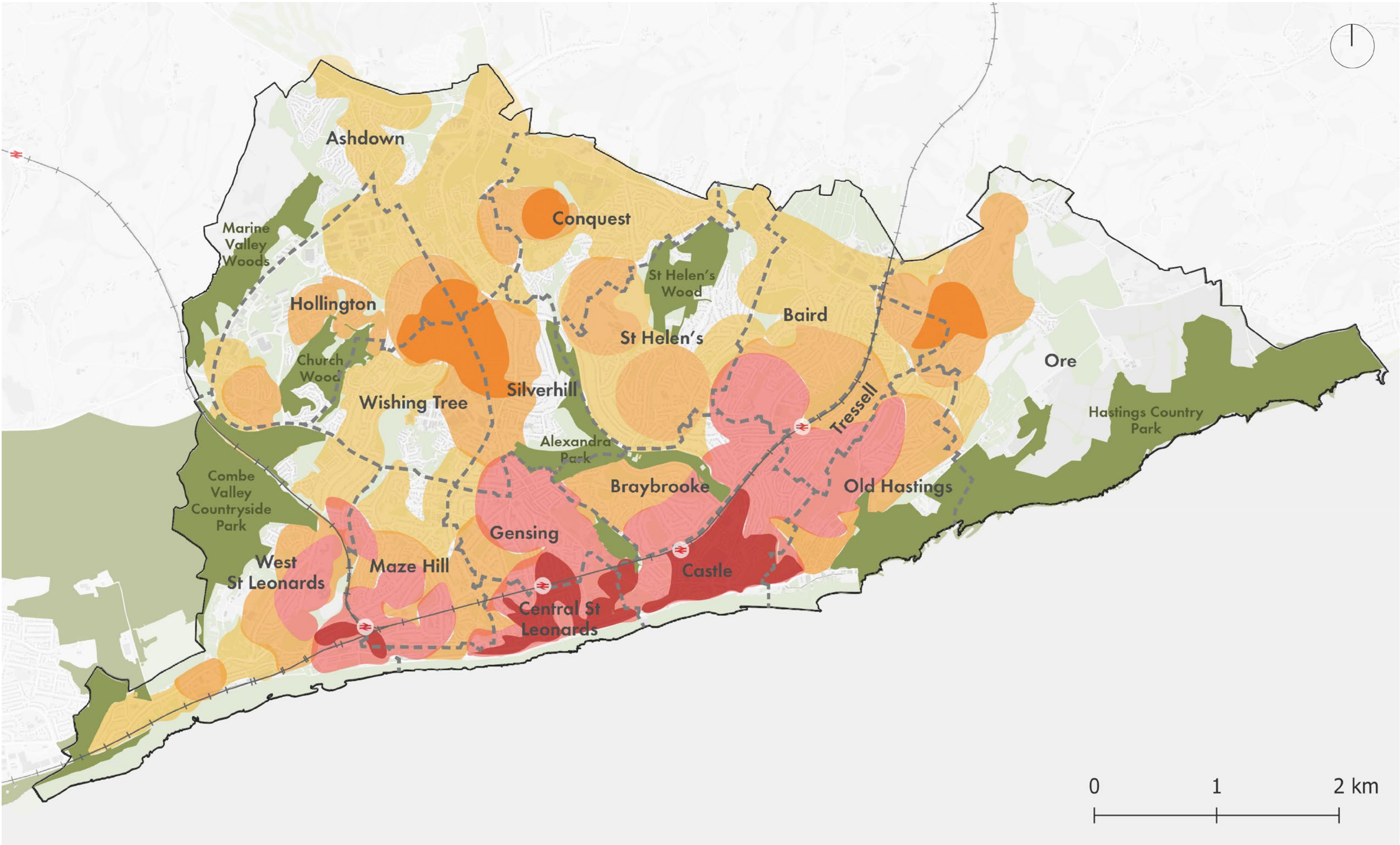


Fig 34 Proposed 45 - 55 DPH strategy areas

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5.9 LOWEST

This range represents the lowest level of intensification proposed, appropriate for areas where constraints require particularly sensitive interventions. Aside from key open spaces, it covers all outer suburban areas, aligning with neighbourhoods like parts of West St Leonards and Ashdown made up of larger terraced houses, semi-detached houses, detached properties or cottage developments. Development here is expected to occur primarily through small-scale infill, corner-plot development, subdivision or sensitive extensions.

As public transport and services within the Borough are improved, there may be scope to accommodate higher densities within these 30-45 dph areas. Any site proposals should therefore take account of current provision as well as future planned improvements to infrastructure and services in the area.

DPH range*

- 30-45
- 45-55
- 55-70
- 70-90
- 90-150
- 150-250
- Key green spaces

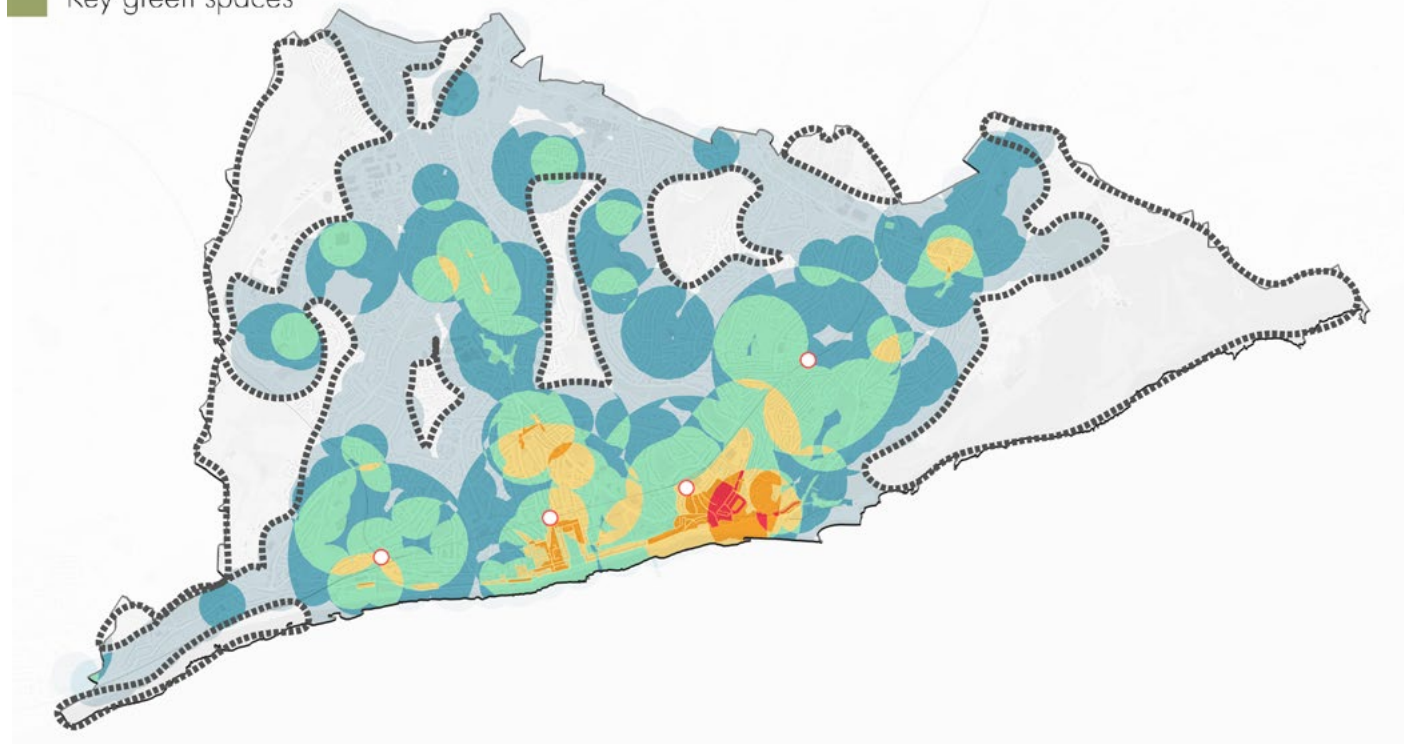


Fig 37 Suitability heatmap with corresponding density band highlighted

30-45 DPH

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

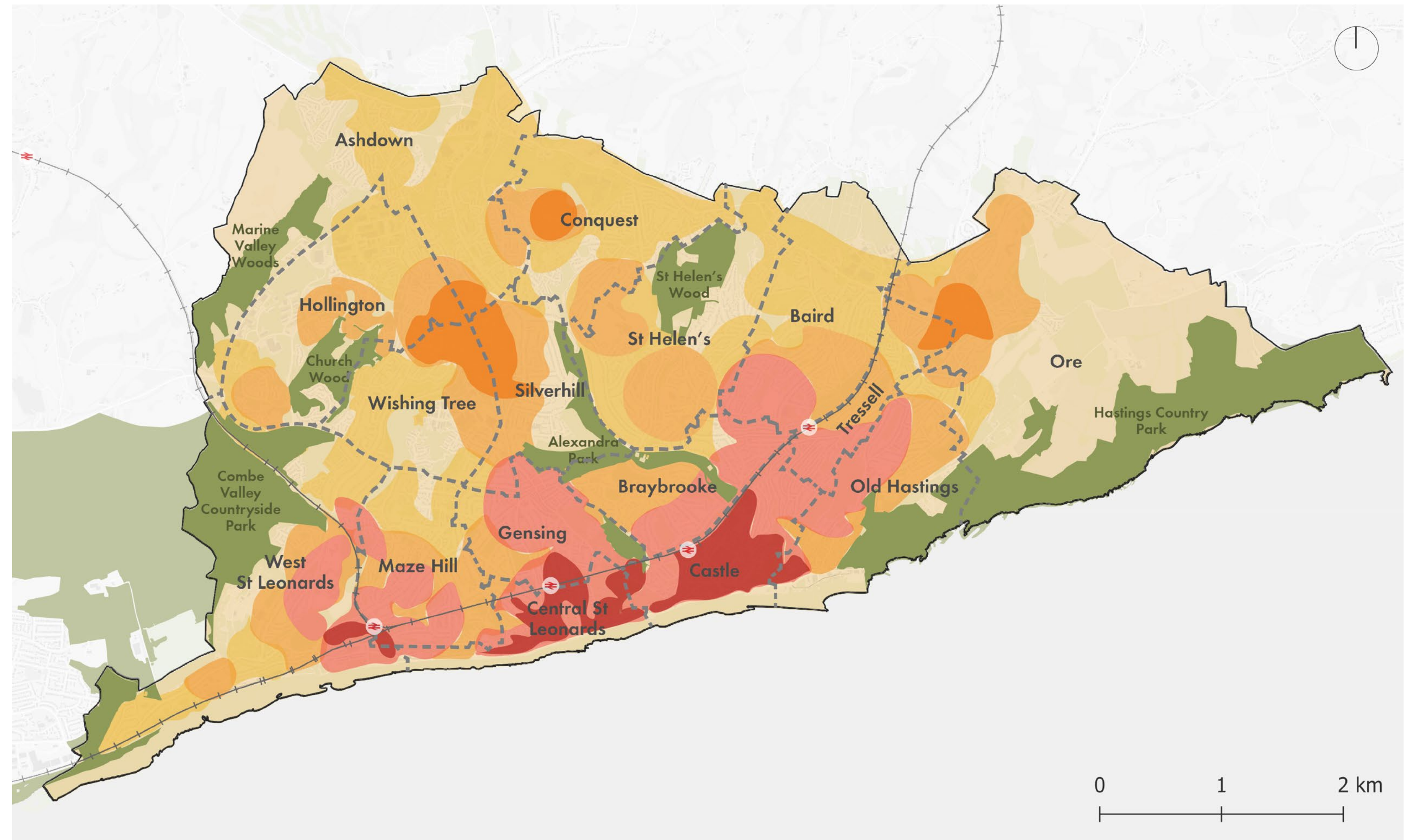


Fig 36 Proposed 30 - 45 DPH strategy areas

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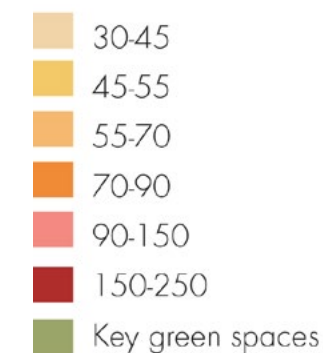
5.10 OVERLAYING TRAIN STATIONS

With a Densification Strategy emerging which is driven by suitability the combined suitability analysis, the next three plans present a process of validation and moderation. The key data sets of train stations, bus services and town centre network are now overlaid with a view to make adjustments to ensure these key criteria are properly reflected in the emerging densification strategy.

The adjacent plan highlights the strong relationship between the highest proposed density band (150 -250 DPH) and the existing catchments of Hastings' railway stations. Locating the most intensive development within these highly accessible areas reinforces national and regional planning principles that prioritise growth around transit nodes.

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

DPH range*



Train station
(800m buffer)

20 minute walk
from station

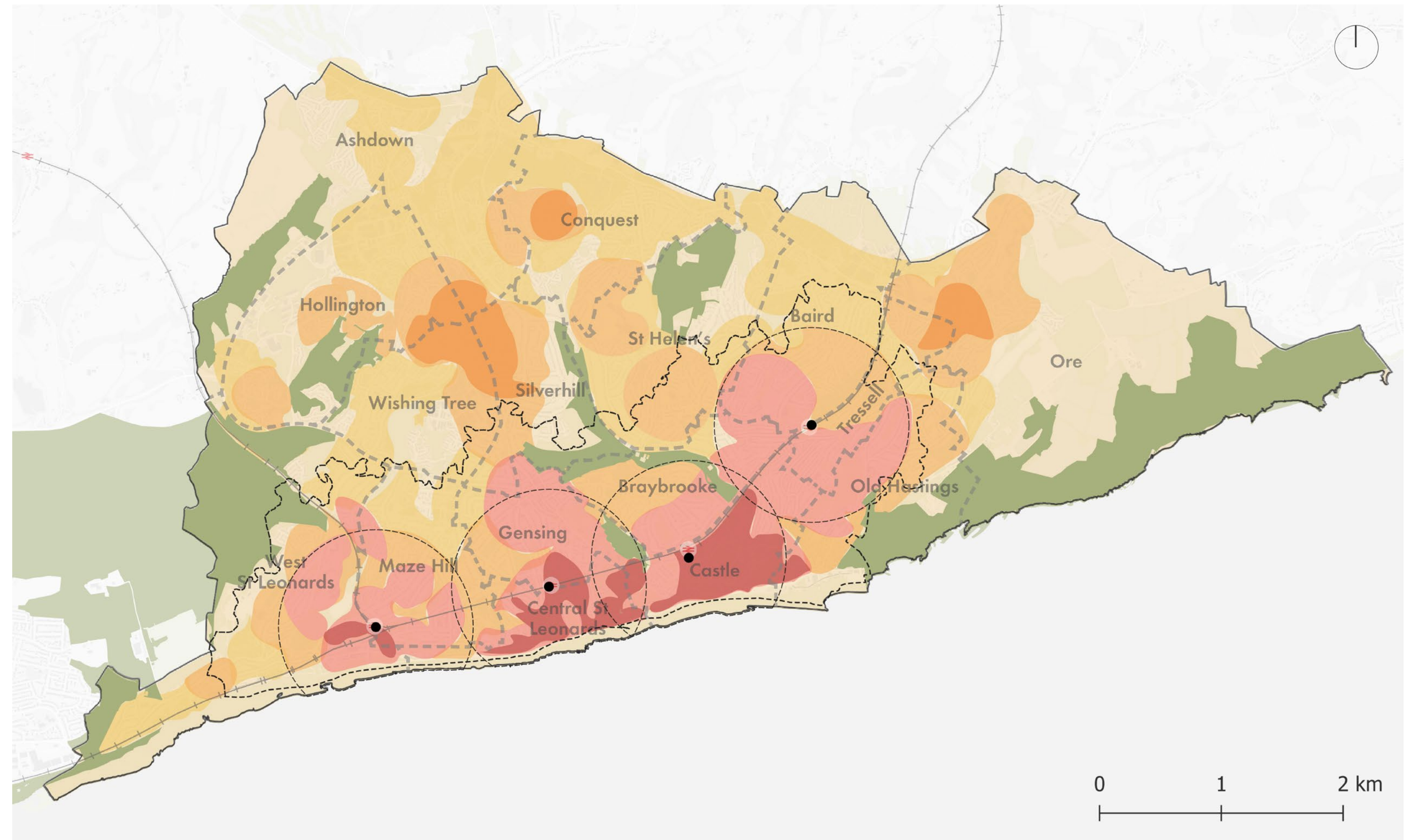


Fig 38 Overlaying train stations and catchment zones

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5.11 OVERLAYING BUS STOPS

The clear relationship between accessibility to bus stops and the proposed densification strategy reinforces and validates the density clusters identified. Concentrating higher densities within walkable catchments of frequent bus services ensures sustainable travel choices, strengthens public transport viability, and provides a robust evidence base for the spatial distribution of growth.

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

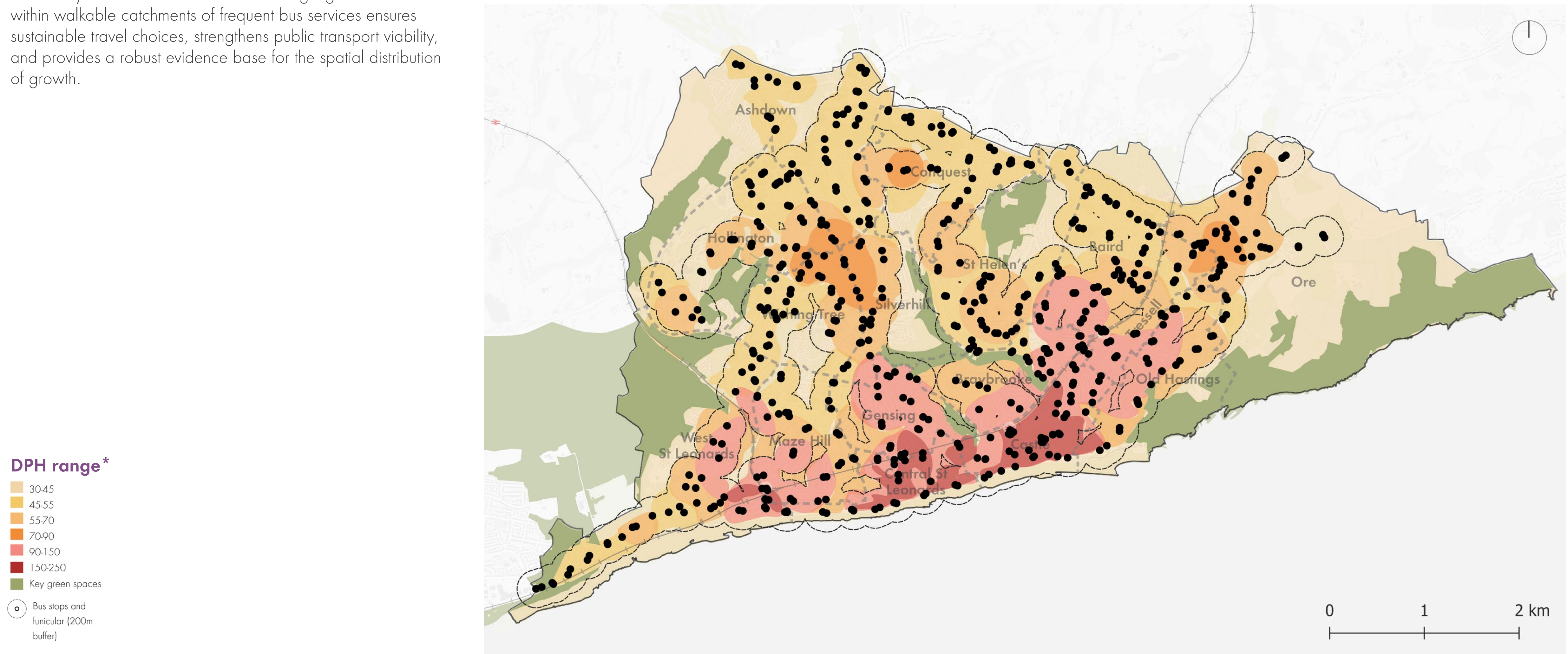


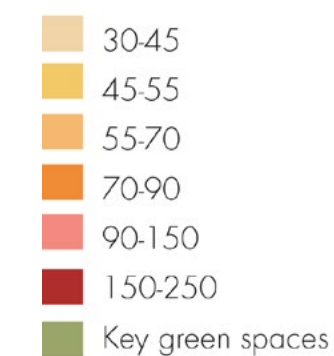
Fig 39 Overlaying bus stops with proposed Densification Strategy plan

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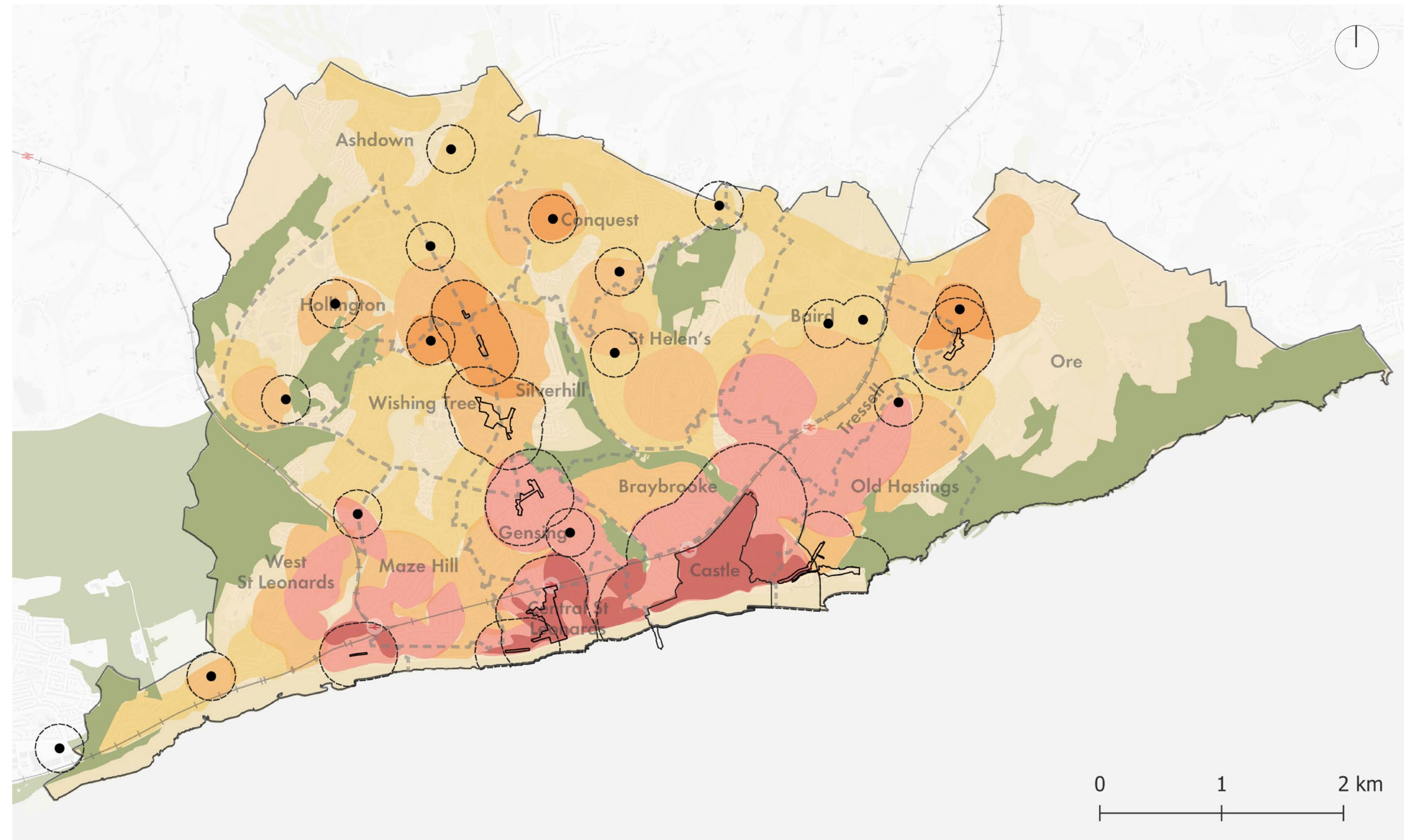
5.12 OVERLAYING CENTRES

As the dispersed series of town, district and local centres, including Silverhill and St Leonards centres, are closely aligned with the Borough's valley-based topography, it is unsurprising that new development should face this same constraint. The most intense densification should occur along primary transport corridors, which naturally follow the valley routes and provide the strongest connections between centres. Focusing higher densities here aligns with sustainable movement patterns, supports public transport viability, and avoids undue pressure on the more sensitive hillside neighbourhoods.

DPH range*



-  Hastings town centre (400m buffer)
-  District and local centres (250m buffer)
-  Other local shops / parades (200m buffer)



* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

Fig 40 Overlaying centres, local parades and catchment zones

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5.13 CENTRES AND STATIONS REVIEW

Reflecting on this three-step validation process, a further review of the emerging Densification Strategy can be undertaken. These modest adjustments help to strengthen and in places simplify the overall strategy. The refined strategy includes the following changes:

1. Extension of 70-90 dph area south to take in shopping area centred on London Road and Sedlescombe Road South
2. Extension of 70-90 dph area southwards along Old London Road to reflect its proximity to a local centre and train station
3. Identifying area east of Ore Station as appropriate for denser forms of development (90-150 dph)
4. Increased density zone to 70-90 dph for part of Old Town
5. Decreased density zone to 55-70 dph in north of Borough at Hare Way/Little Ridge Avenue

DPH range*

- 30-45
- 45-55
- 55-70
- 70-90
- 90-150
- 150-250
- Key green spaces

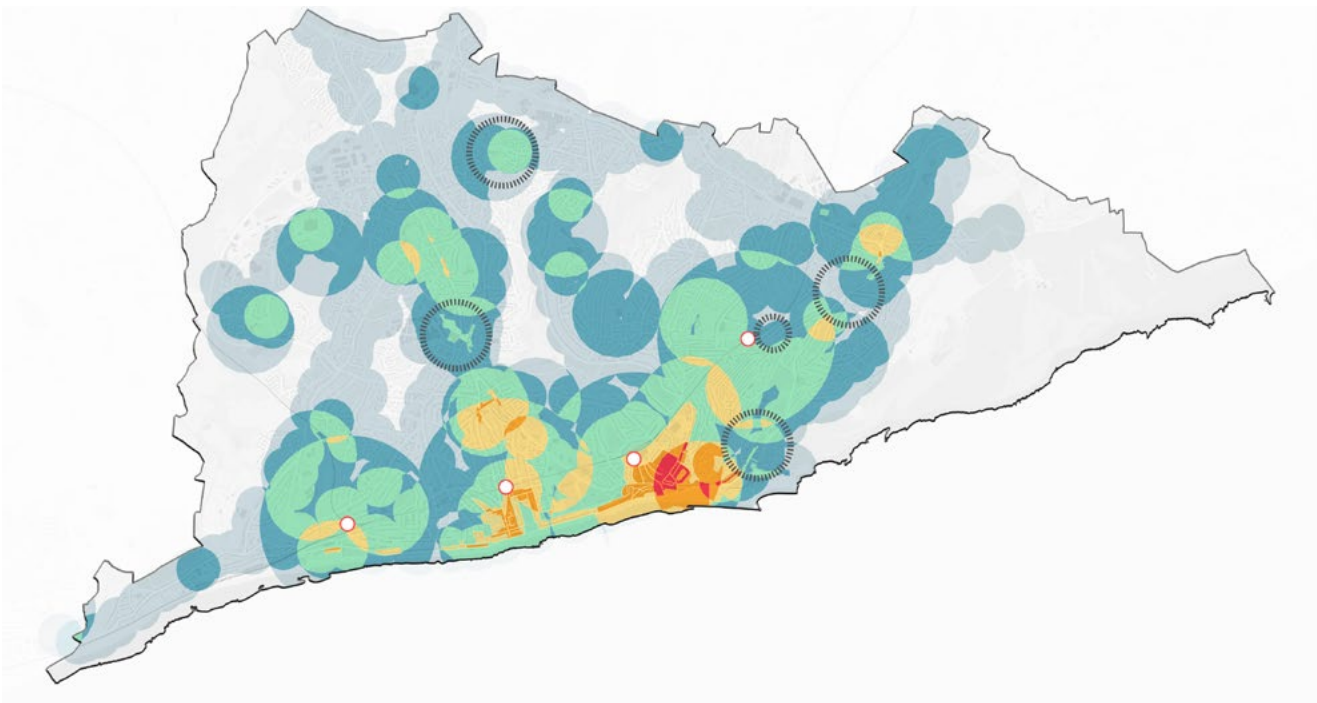


Fig 42 Suitability heatmap with Stage 2 changes circled

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

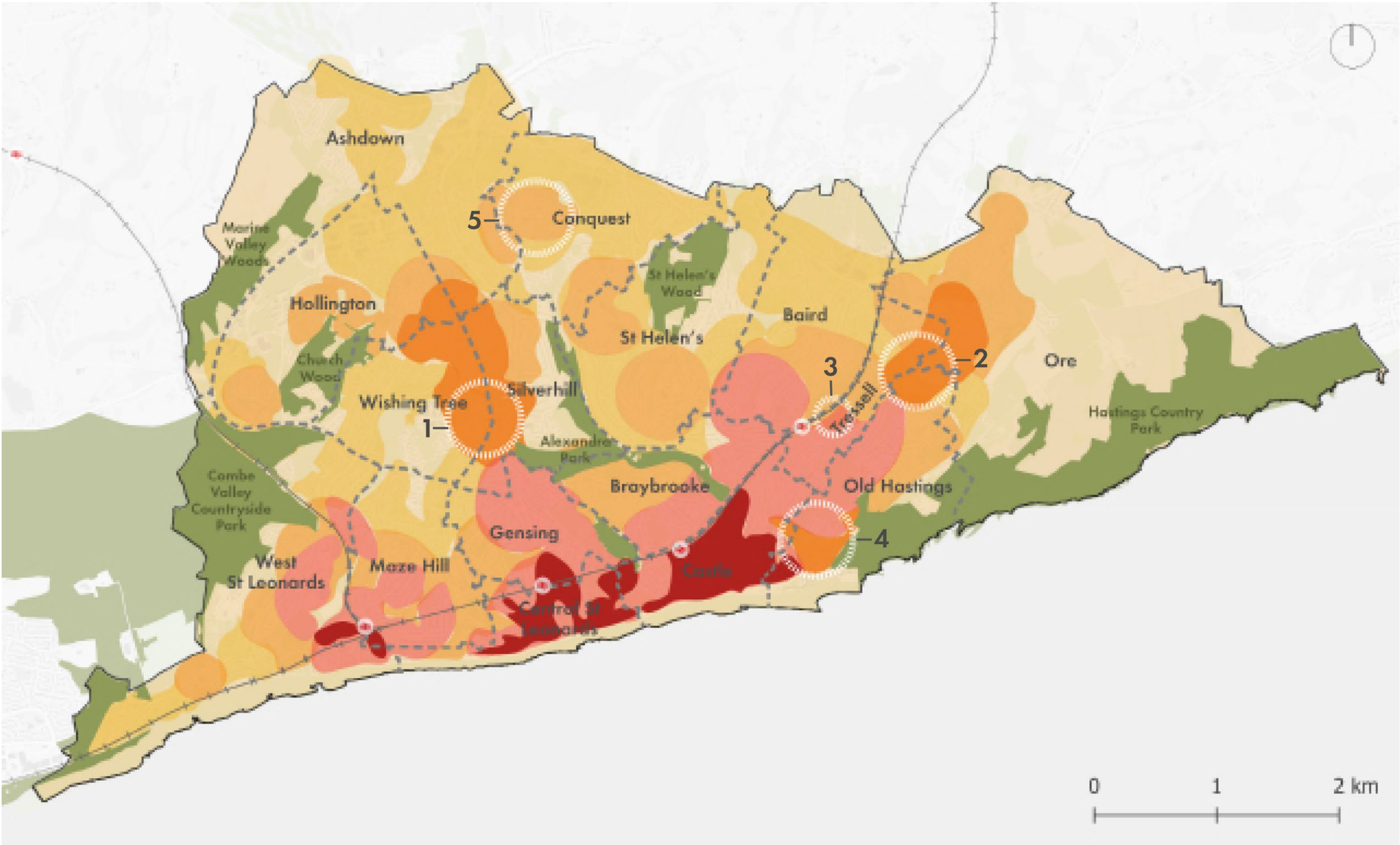


Fig 41 Stage 2 proposed strategy areas

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5.14 FINAL DENSIFICATION STRATEGY

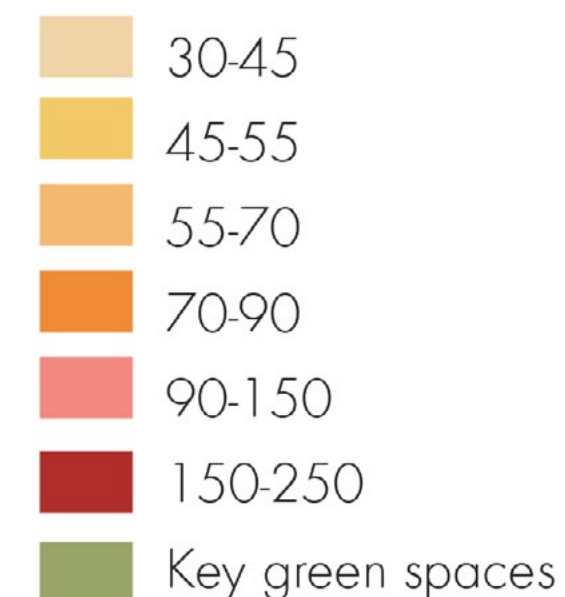
The final strategy shows clearly defined density zones which align with the existing street structure and consider local townscape.

A note on heritage

The concluding Densification Strategy overlays heritage clusters (outlined as white hatched polygons), which are built-up areas with a high concentration of heritage assets. These areas are highly sensitive, where five or more sensitivity layers overlap.

Heritage clusters often coincide with areas identified as suitable for higher-density development. This correlation is expected, as historically rich areas are often located in town centres and close to train stations. Heritage-rich locations need not necessarily be inappropriate locations for higher-density development, but they are more sensitive and great care will be required to ensure heritage assets and their settings are protected.

DPH range*



* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

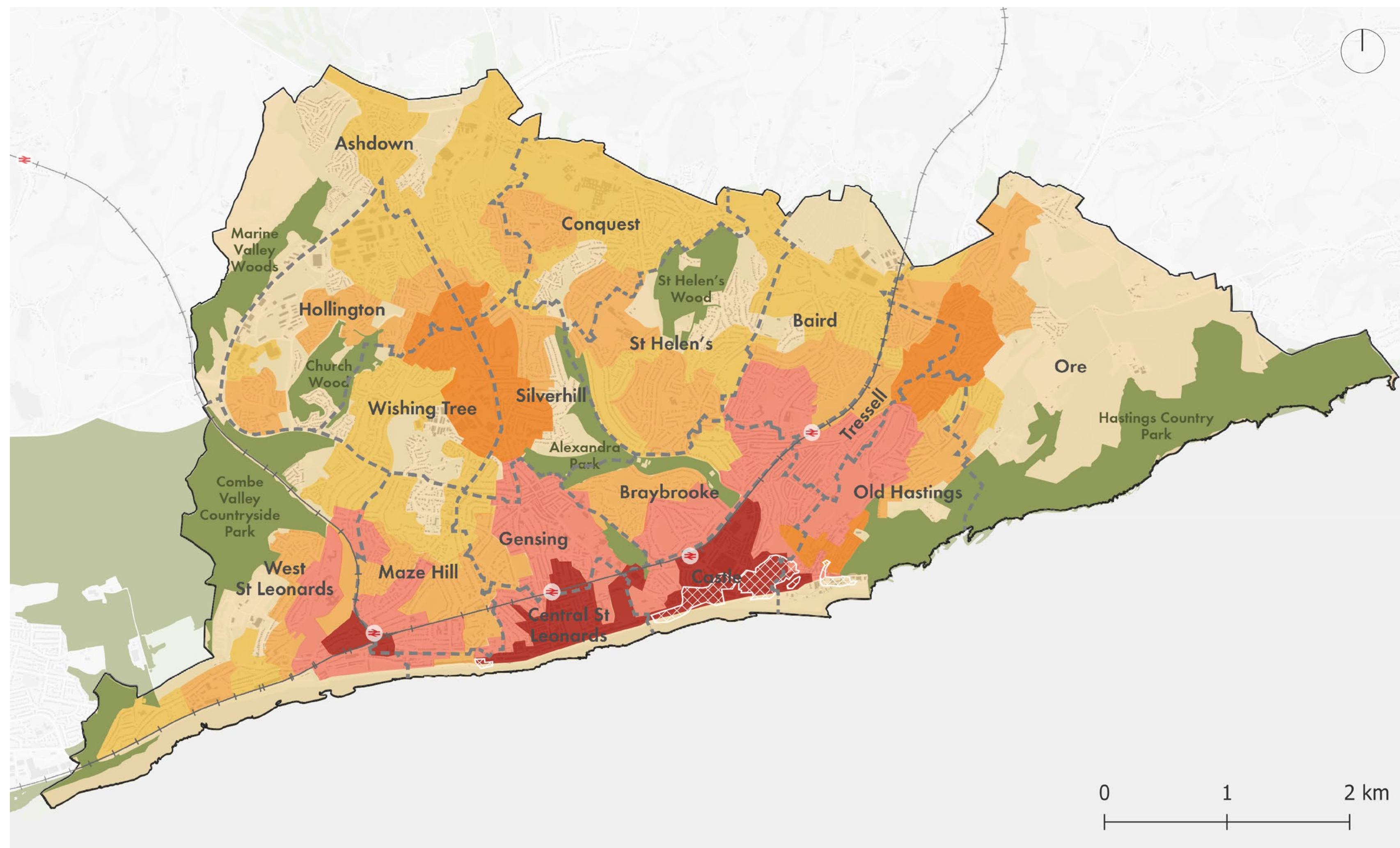


Fig 43 Final Densification Strategy

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CAPACITY ASSESSMENT

FROM SITE ANALYSIS TO HIGH LEVEL DESIGN

6

This section brings together the GIS-based analysis and high-level design proposals for each site. The spatial layers help build a clear understanding of each site's constraints and opportunities, which are then used to test how far density might be increased in a considered way. The resulting high-level design schemes respond directly to these findings, aiming show how housing delivery might be maximised while staying sensitive to the surrounding context.

6.1 DENSIFICATION STRATEGY WITH FOCUS SITES

This section outlines the Densification Strategy underpinning the site proposals. The map opposite illustrates how the strategy is distributed across the Borough, alongside the 10 selected focus sites. Each site is assigned a DPH range reflecting its relative suitability for growth. This establishes a clear framework for understanding how the strategy is applied before moving into the detailed site designs.

List of Sites

- | | |
|---------|-----------|
| 1. HL4 | 6. HL115 |
| 2. HL10 | 7. HL140 |
| 3. HL11 | 8. HL148 |
| 4. HL14 | 9. HL149 |
| 5. HL39 | 10. HL151 |

DPH range*

- | |
|------------------|
| 30-45 |
| 45-55 |
| 55-70 |
| 70-90 |
| 90-150 |
| 150-250 |
| Key green spaces |

* Across all density categories, small sites (which might only involve one single building on a plot) might deliver densities well in excess of the density category within which they are located. This is a function of how DPH might be calculated, with small sites potentially not including a mix of dwellings types. This is particularly so for small sites in the most sustainable and central locations.

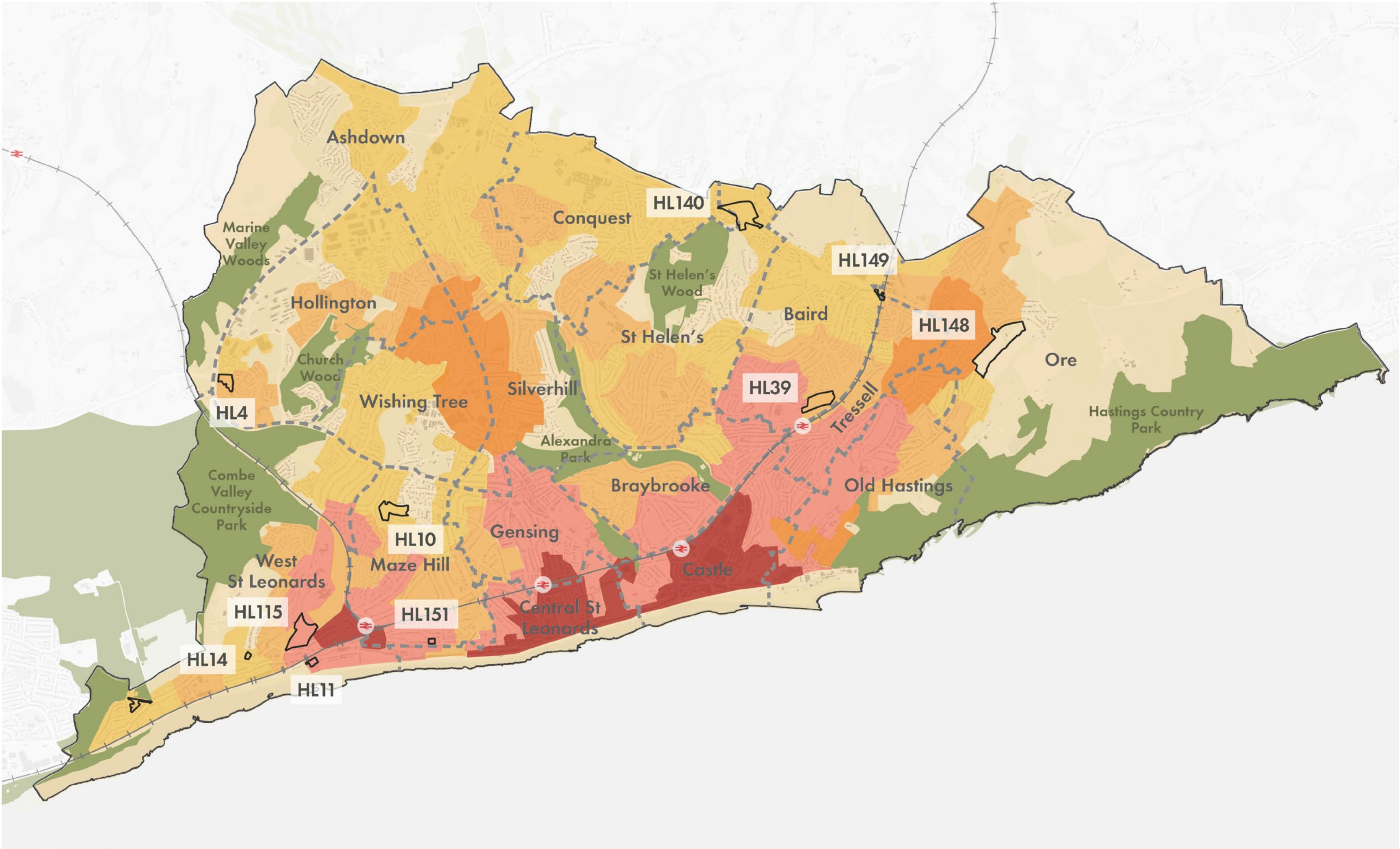


Fig 44 Densification Strategy with focus sites

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6.2 THINGS TO NOTE

The capacity assessment provides a high-level estimate of the potential residential development yield across each site. It represents one approach to undertaking a strategic capacity exercise, drawing on professional experience of housing delivery across a range of site types and locations, alongside broad assumptions relating to density, site typologies, and accessibility.

Given its strategic nature, the assessment is not intended to represent a site blueprint. Rather, it establishes an initial framework to help inform understanding of site capacity, highlighting the potential scale of development while recognising that further detailed analysis will be required.

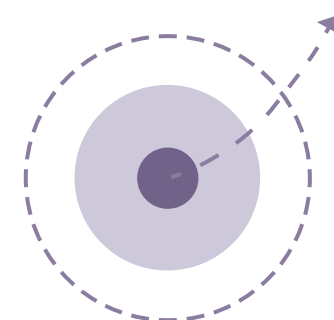
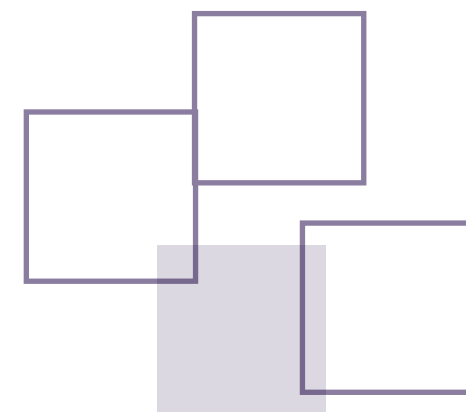
ASSUMPTIONS

Typology-based estimates

Estimates are informed by broad assumptions regarding dwelling mix, site typologies, and locational context, rather than detailed site-specific design.

Accessibility-led intensity

A transport-led approach is applied, whereby areas with higher accessibility are assumed to support higher-density development.



Capacity and dwelling size assumptions

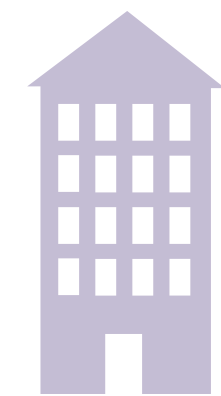
- Av. apartment = 100 sqm GEA
- GIA areas estimated as 90% of GEA
- NIA areas estimated as 75% of GIA for residential
- 67.5 sqm NIA = Resultant apartment size

This is a good size for a 2-bed 4-person apartment dwelling

The Nationally Described Space Standards (NDSS) establishes clear space standards by property type, as follows:

- Studio flats – at least 37 m² for a one-person unit.
- One-bedroom dwellings – 50 m² for two people.
- Two-bedroom dwellings – 61 m² for three people.
- Three-bedroom and larger homes – sizes range from 74 m² to 86 m², depending on occupancy.

Therefore, an average dwelling size of 67.5 sqm NIA enables a mix of dwelling sizes to be delivered - some one bed, some two bed and some large dwellings.



CAVEATS

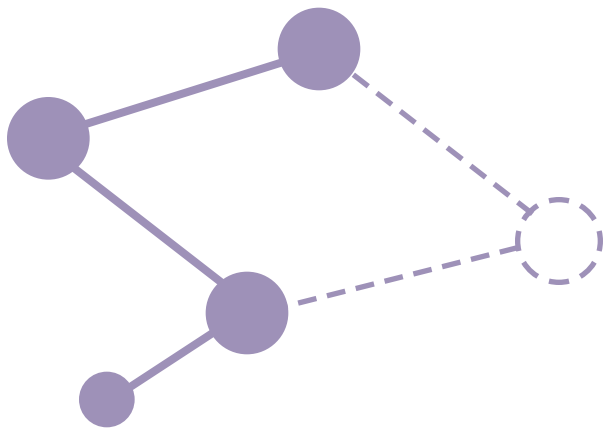
Strategic, not site-specific

The assessment is high-level and adopts a townscape-led approach, informed by the surrounding urban context but not constrained by it. Priority is given to optimising land use and maximising housing capacity.



Infrastructure not tested

The assessment does not account for infrastructure requirements (e.g. utilities, drainage, highways improvements), which may impact deliverability and capacity.



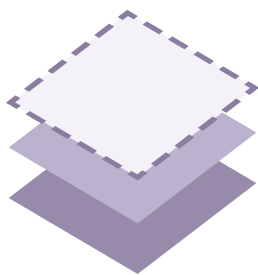
Parking not considered

Parking provision has not been incorporated and may influence achievable densities and site layouts.



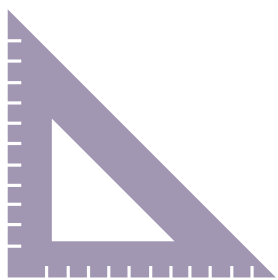
Constraints not fully tested

Sites have not been subject to detailed technical assessment, and constraints may affect developable areas and capacity.



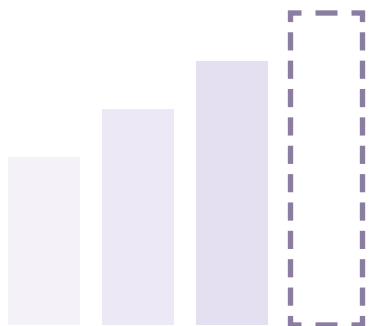
Design standards not applied

Detailed planning and design standards (e.g. open space, amenity provision, overlooking, daylight/sunlight) have not been tested and may reduce capacity.



Viability not tested

No assessment of development viability has been undertaken. Market conditions and costs may influence what is realistically deliverable.



6.3 ALL SITES : OVERVIEW

Opposite are the 10 sites for which design schemes have been developed. Each site falls within a density range within the Densification Strategy and the site capacity studies provide an opportunity to apply and test the strategy at a high level. The sites vary significantly in size and, as explored in the following analysis and illustrative schemes, are shaped by physical and policy constraints that influence how much of each site can realistically be developed.

- DPH range**
- 30-45
 - 45-55
 - 55-70
 - 70-90
 - 90-150
 - 150-250

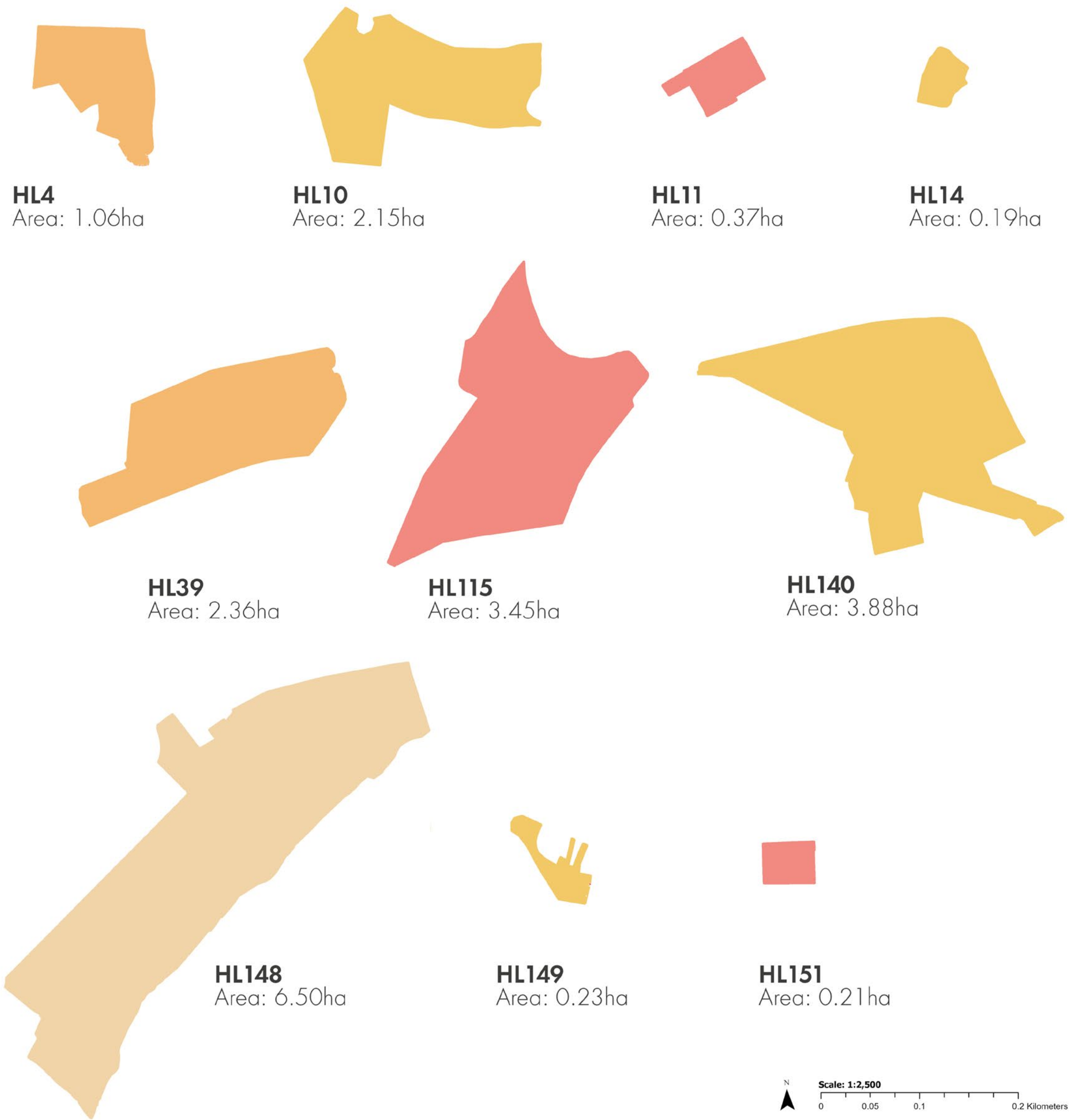
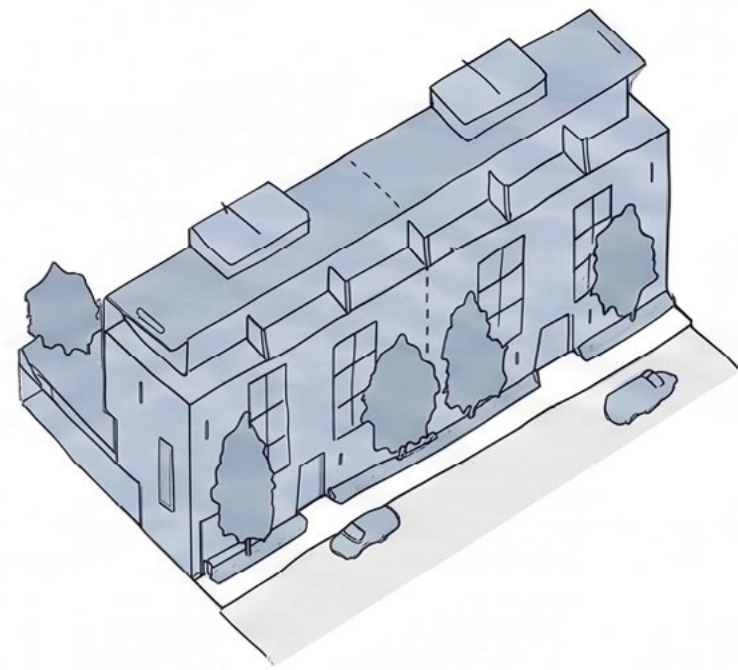


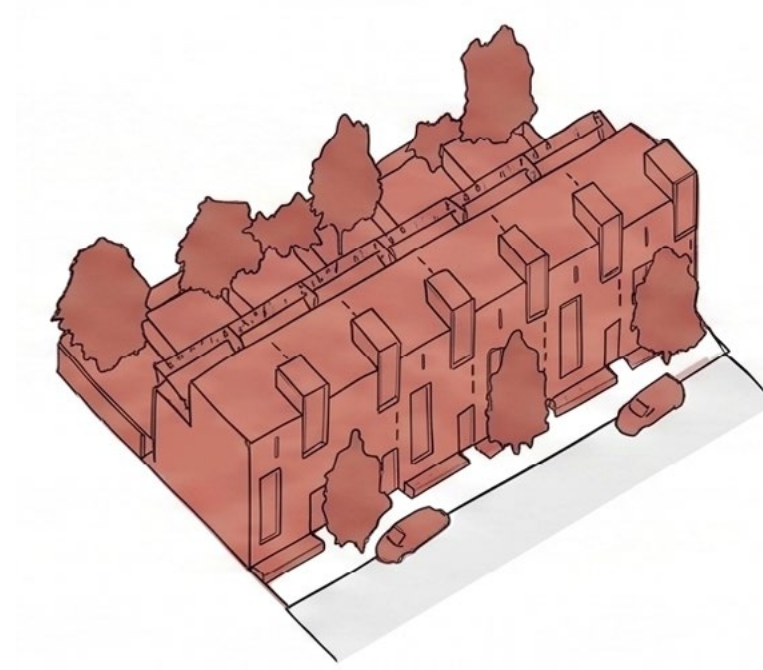
Fig 45 Sites size comparison

6.4 BUILDING TYPOLOGIES

To assess the potential for densification across the study sites, a suite of four core building typologies has been established. This 'typology kit' allows for a flexible approach to increasing density while ensuring new developments remain sensitive to their surroundings. By applying these varied scales, ranging from low-rise mews to higher-density apartments, the study demonstrates how sites can be optimised to provide more homes without compromising on architectural quality or local character. Parking provision for these building typologies is explored in the following page.



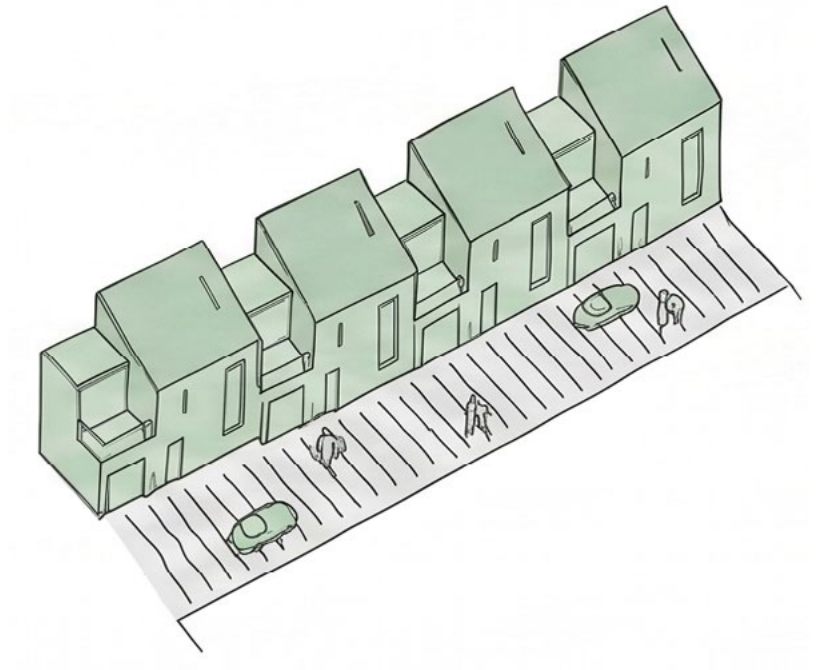
Apartments



Terraced



Semi-detached



Mews

6.5 PARKING PROVISION

Higher density developments in accessible locations well served by community and retail facilities helps to support more sustainable patterns of movement. It also helps to lower the parking demands of new development which, in turn, helps to make public transport more viable. These efforts and endeavours all help to reduce car dependency. That said, parking provision is always a difficult and contentious issue for new development proposals. It will be important to agree with the LPA the appropriate approach to parking provision for new development.



The high-level capacity studies undertaken as part of this Densification Study do not provide resolved parking solutions. They have however been undertaken in the spirit of the Golder Rules outlined in Homes England's Parking: What Works Where: 2nd Edition. Some of these rules include:

1. Get the streets right first – getting the street network and design right before the parking, as this has a huge bearing on the creation of successful and attractive places.
2. Make walking and cycling easy – through the establishment of simple and logical connections to create connected, permeable and integrated places.
3. Use a range of car parking treatments – utilising a mix of housing types and parking provision, with varying levels of housing density.
4. Target flexible ownership – having unallocated parking spaces provides flexibility and efficiency in provision.

This Homes England study provides very useful guidance on and examples of how appropriate levels of parking can be incorporated into new residential development schemes.

The high-level capacity studies presented in this study deploy a range of different potential housing typologies. In so doing, assumptions can be made on the most appropriate and likely form of parking provision associated with each housing type, as follows:

Apartments

Depending on their location, high density apartment-based developments might have a very limited provision of parking overall. That said, for parking that is provided, the most likely appropriate form of parking provision for apartment-based developments will include podium and off-street parking courts combined with unallocated on-street parking spaces. Undercroft parking might also be appropriate if appropriate street frontages are maintained.

Semi-detached housing

The most likely appropriate form of parking provision for developments including significant proportions of semi-detached houses will include on-plot and integrated parking combined with unallocated on-street parking spaces

Terraced housing

The most likely appropriate form of parking provision for developments including significant proportions of terraced houses will include integrated parking with residential accommodate above, rear parking accessed off a mews street to the rear, potentially shared off-street parking courts combined with provision of unallocated on-street parking spaces.

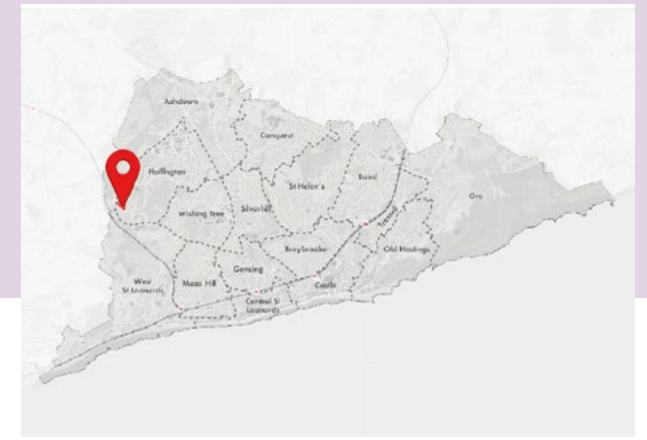
Mews houses

The most likely appropriate form of parking provision for the development of mews houses would most likely be a combination of integrated garages with living accommodation above and unallocated on-street provision.

6.6 HL4 : OVERVIEW

55-70 DPH

The Density Strategy gives a minimum density range of 55-70 DPH for this site.



The Mayfield E, Bodiam Drive site is located within a residential area in St Leonards, on the western edge of the Borough. It is bounded by Bodiam Drive to the east and a tree-lined buffer to the west, beyond which lies Queensway. The site is currently undeveloped.

Immediately to the southwest of the site lies Mayfield Farmhouse, a Grade II listed building dating from the late 17th to early 18th century, formerly part of Mayfield Farm. The building was listed in 1973. Historic maps indicate the presence of a north-south pedestrian route through the site, linking the farmhouse to what is now Watermill Drive.

There is a localised area of high surface water flood risk in the southern part of the site.

The wider area has a suburban character, predominantly comprising detached and semi-detached housing, along with short terraces.



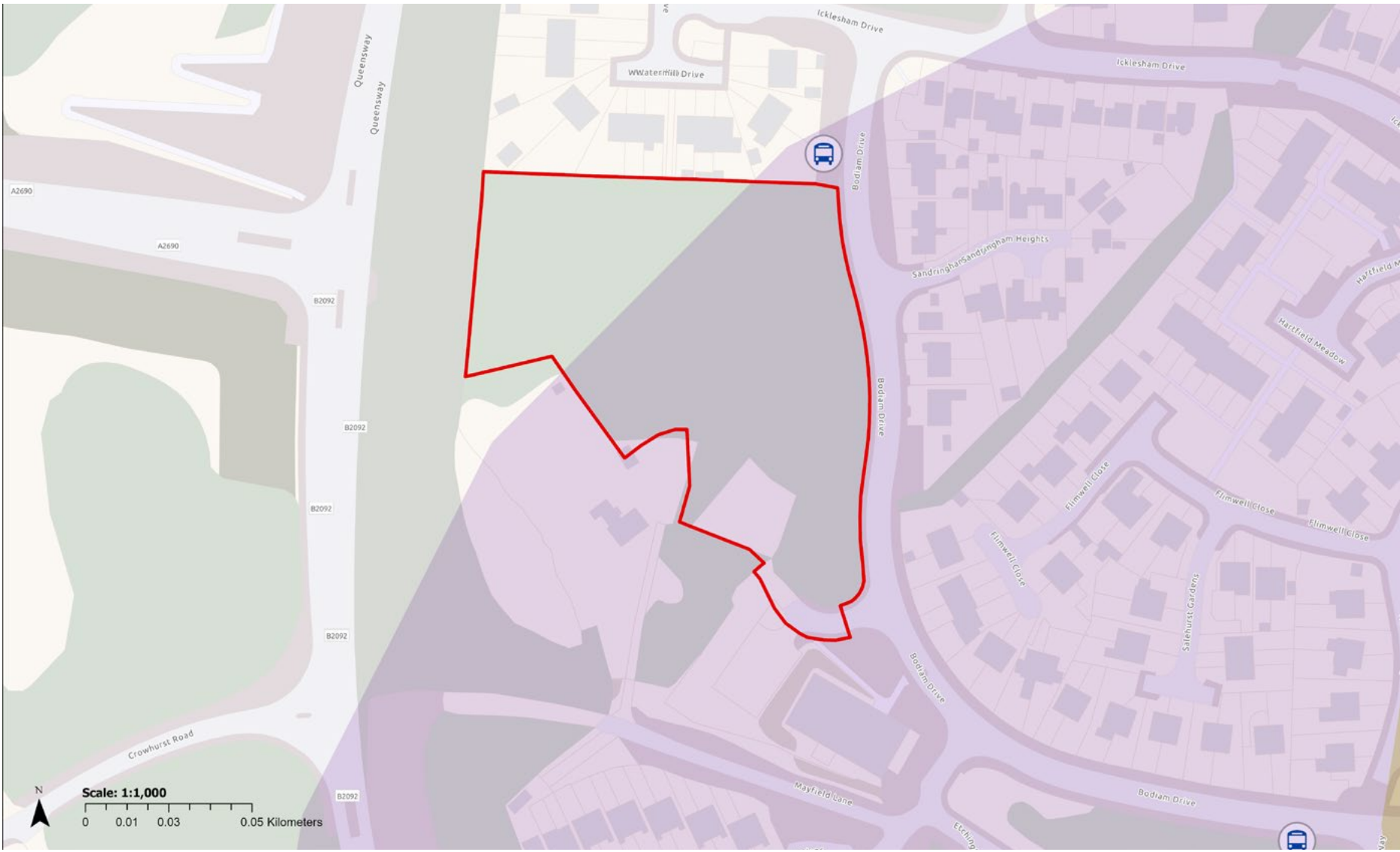
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6.7 HL4 : CONTEXT



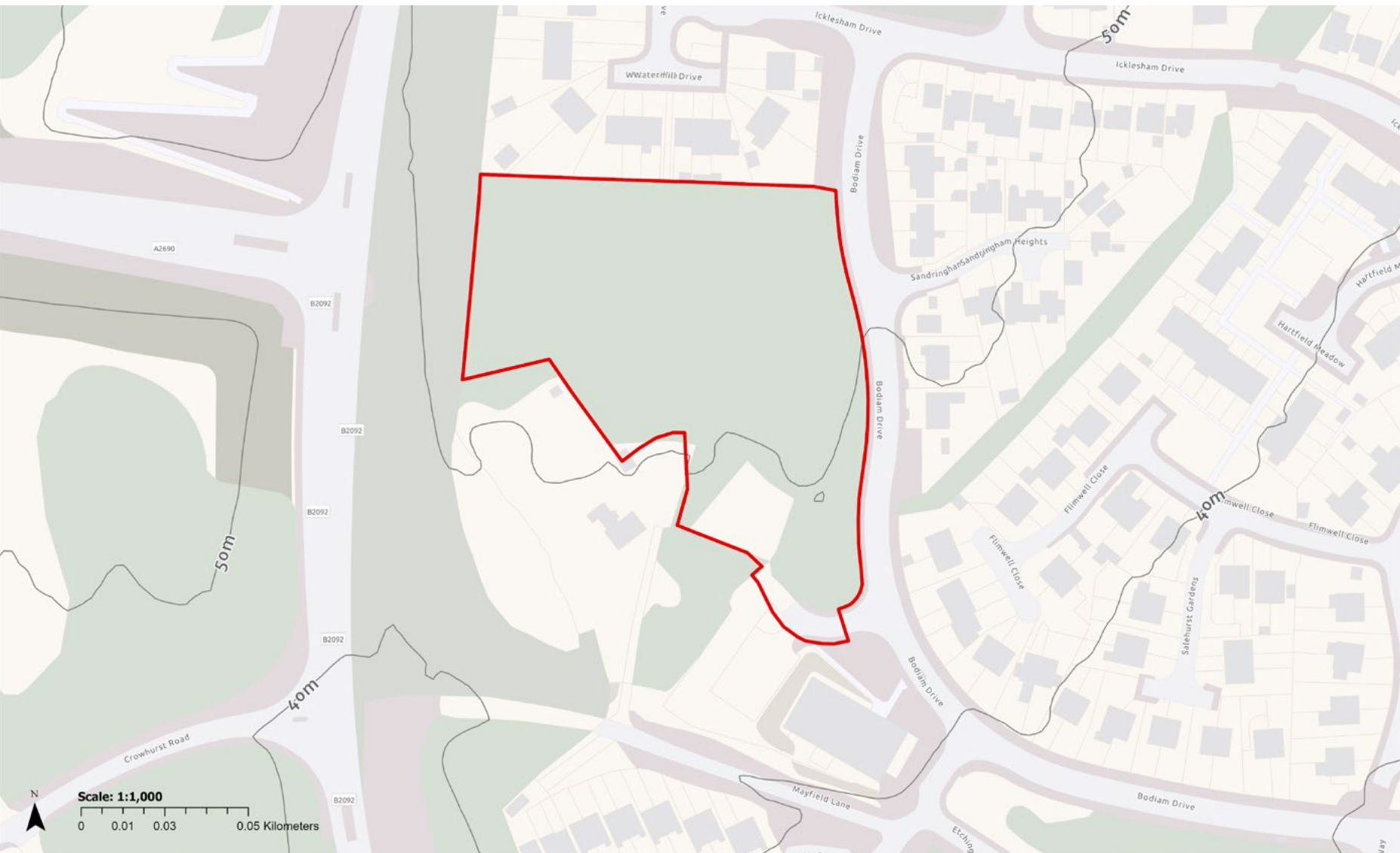
Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



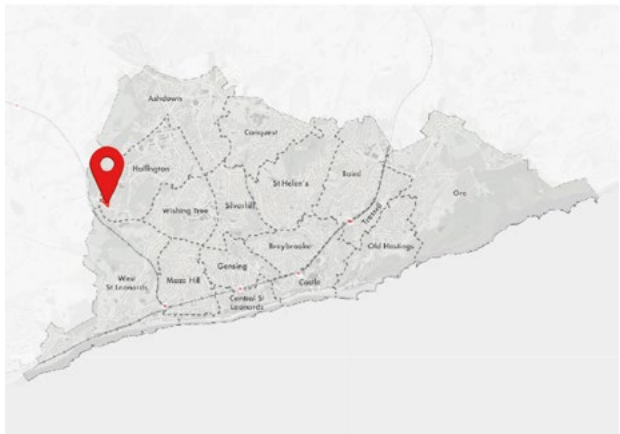
Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.8 HL4 : ILLUSTRATIVE SCHEME*

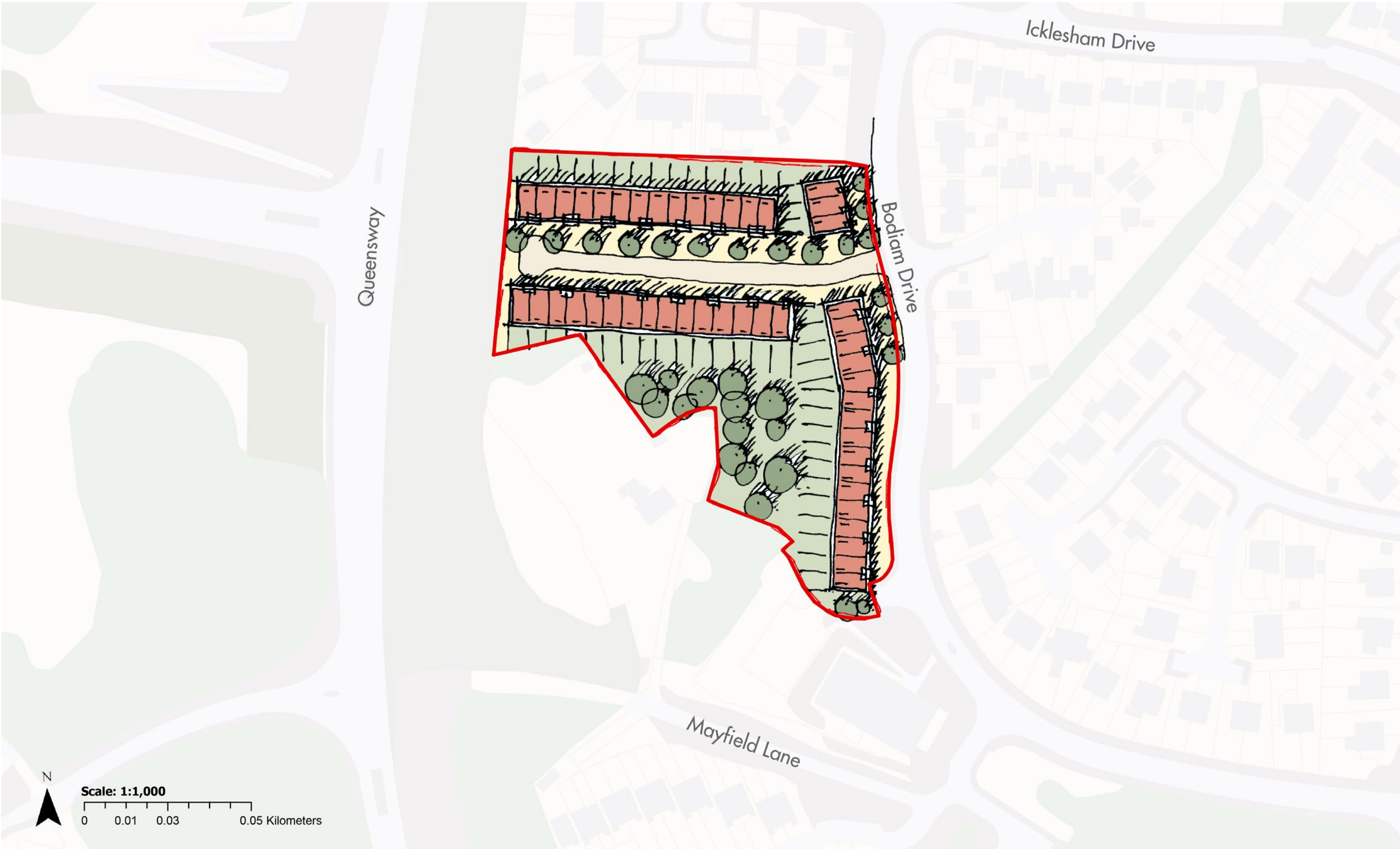
* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested



Linear terraces follow the shape of the site, creating a strong edge along the boundary. They enclose a series of shared green spaces, including a planted strip along the cul-de-sac and a larger, more defined area of tree planting to the south of the site, forming a dedicated open space.

Site	Area (ha)	Typology	HOUSING UNIT COUNT	
			Units by typology	Total units
HL4	0.19	Terraced	48	48

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
55-70	58	74	Below range



Typology

■ Terraced

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6.9 HL10 : OVERVIEW

45-55 DPH

The Density Strategy gives a minimum density range of 45-55 DPH for this site.



The former Westerleigh School site is bounded by Hollington Park Close to the north, residential properties fronting Fern Road to the west, and plots fronting Gresham Way and Branksome Road to the south. The site is largely undeveloped, with the exception of a building fronting Hollington Park Close.

The site was previously occupied by Westerleigh School, which opened in 1906 in a former 19th-century manor house. The school accommodated over 360 pupils at its peak. The building was demolished circa 2016.

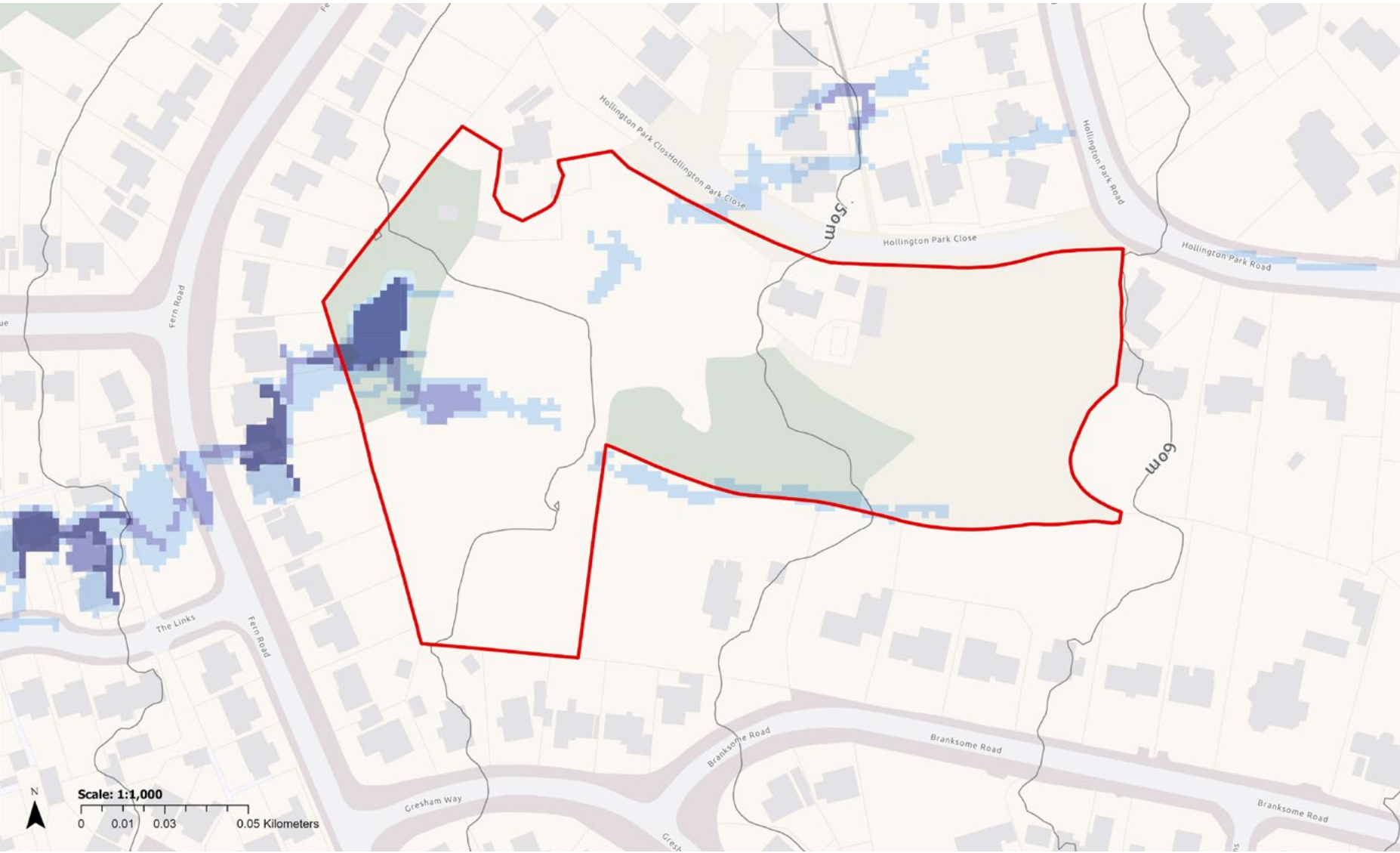
Today, the site comprises predominantly open space, including a number of mature trees that form a key landscape feature and are evident on historic mapping. A small waterbody is located in the western part of the site, presenting a localised area of high surface water flood risk.

The site lies within a residential area of St Leonards, mainly suburban in character, with surrounding development consisting largely of detached bungalows and two-storey houses. The site occupies an elevated position relative to its surroundings, affording views across St Leonards.



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6.10 **HL10 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.11 HL10 : ILLUSTRATIVE SCHEME*

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



Organised around a central cul-de-sac, terraced housing defines the site perimeter and frames a central tree cluster and a large open space to the west. The apartment blocks anchor the main views. The central building holds the main corner to mark the open space edge, while the eastern blocks terminate the vista along the access road.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL10	2.15	Terraced		62	
		Apartments	3,600	36	98

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
45-55	97	118	In range

Typology

- Terraced
- Apartments 3 storeys
- Existing buildings

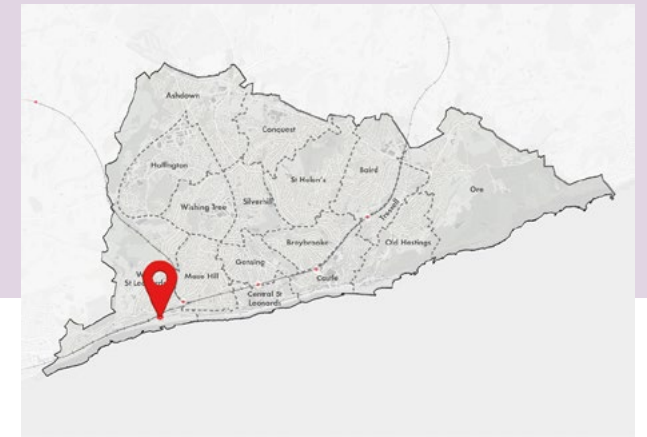


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6.12 HL11 : OVERVIEW

90-150 DPH

The Densification Strategy gives a minimum density range of 90-150 DPH for this site.



The former Stamco Timber Yard site is located close to the seafront in West St Leonards. It is bounded by a railway line to the north, the Combe Haven watercourse to the west, and is accessed from Cinque Ports Way to the east, via Bexhill Road. The low-lying site is predominantly hardstanding, with a strip of vegetation along its southern boundary. It was formerly occupied by a Stamco timber yard.

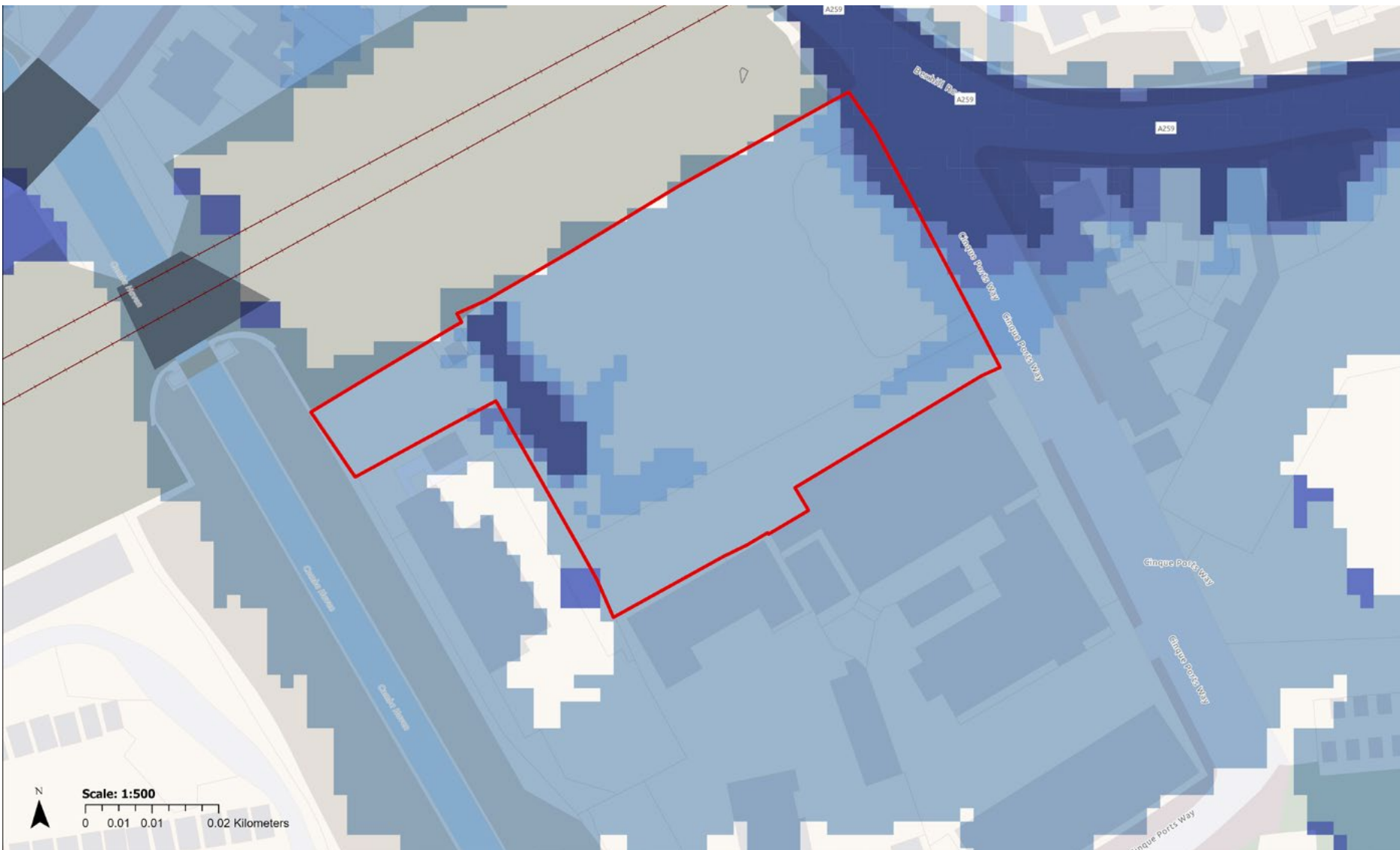
The surrounding area is characterised by an industrial enclave within St Leonards. To the south of the site are buildings occupied by the Sea Cadets and Army Cadets, while a row of terraced housing fronts Cinque Ports Way to the east.

Due to its coastal location, the site lies within Flood Zones 2 and 3. To the west, beyond the Combe Haven, is the Bulverhythe Shingle Beach and Cliffs Local Wildlife Site which extends south and westwards along the coast of St Leonards. A public right of way, which also forms part of the National Cycle Network, runs along the south of the site.



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6.13 **HL11 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
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- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.14 HL11 : ILLUSTRATIVE SCHEME*

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



Two parallel apartment blocks define the site, framing a central green corridor between them. Each building includes an internal courtyard, with the surrounding landscape featuring dense tree planting along the edges and a small green pocket to the west. The arrangement focuses views into the central shared space while creating a clear boundary against the northern road.

To make an allowance for mixed use requirements by Cinque Ports Way and parking provision throughout the site, the ground floor has not been calculated in residential capacity assessment.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL11	0.37	Apartments	5,760	58	58

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
90-150	27	45	Above range

Typology

■ Apartments A: 3 storeys
 B: 5 storeys



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6.15 HL14 : OVERVIEW

45-55 DPH

The Density Strategy gives a minimum density range of 45-55 DPH for this site.



The 190 Bexhill Road site is located at the base of a hill at the junction of Bexhill Road to the south and Harley Shute Road (B2092) to the east, both of which serve as key strategic routes through the Borough. A landscape buffer to the north and west separates the site from the edge of Combe Haven Holiday Park, which is characterised by a cul-de-sac arrangement of caravans and holiday villas. To the south, on the opposite side of Bexhill Road, are modest semi-detached houses.

The site is currently occupied by a single-storey building in use as a car parts retail store, with surrounding hardstanding and associated car parking.



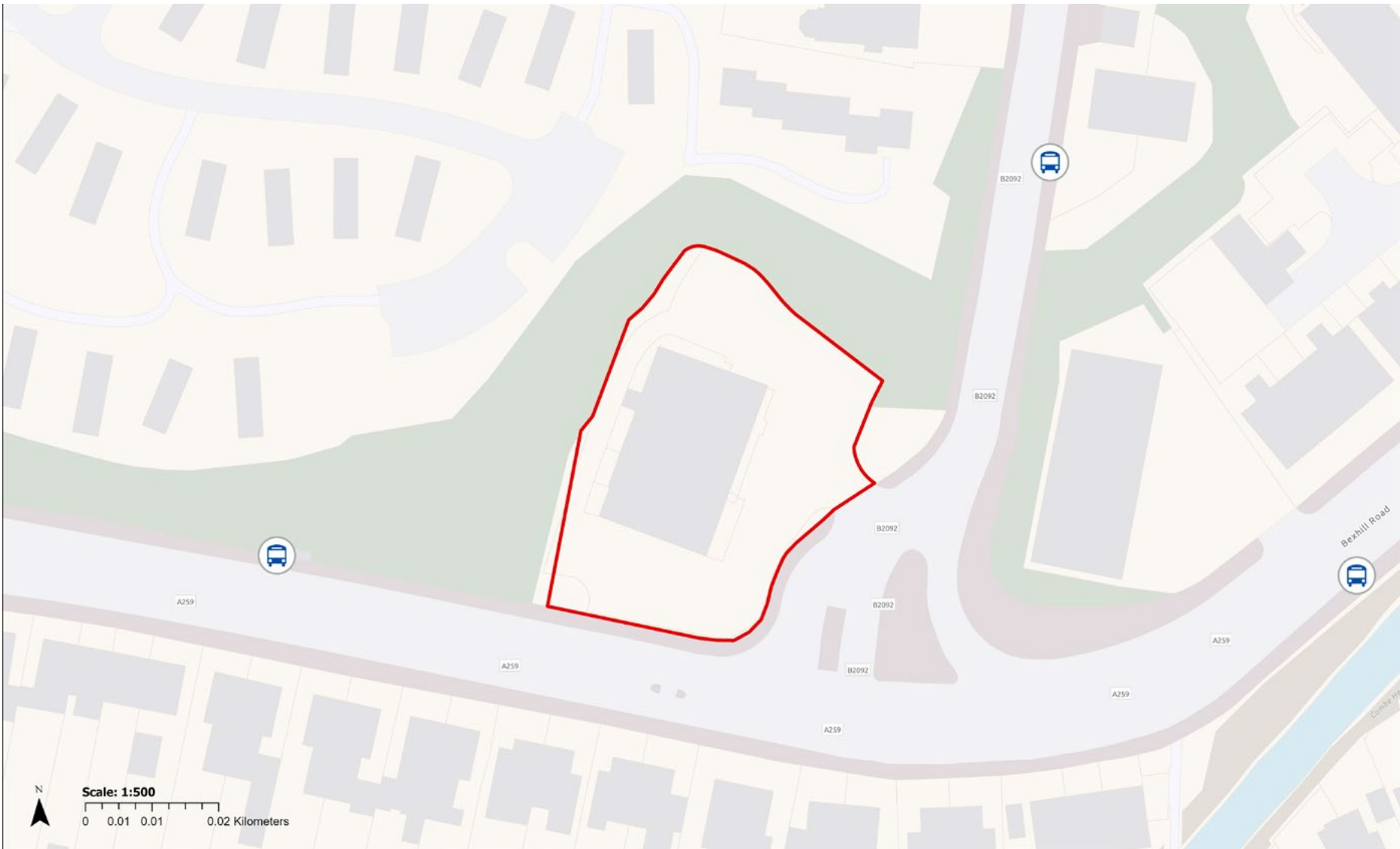
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6.16 **HL14 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.17 **HL14 : ILLUSTRATIVE SCHEME***

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



Two apartment blocks, joined by a smaller block in an inverted ‘C’ shape, are angled to fit the corners of the site. They frame an enclosed open space to the west, which is sheltered from the immediate road junction to the south and east.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL14	0.19	Apartments	3,700	37	37

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
45-55	9	10	Above range



Typology

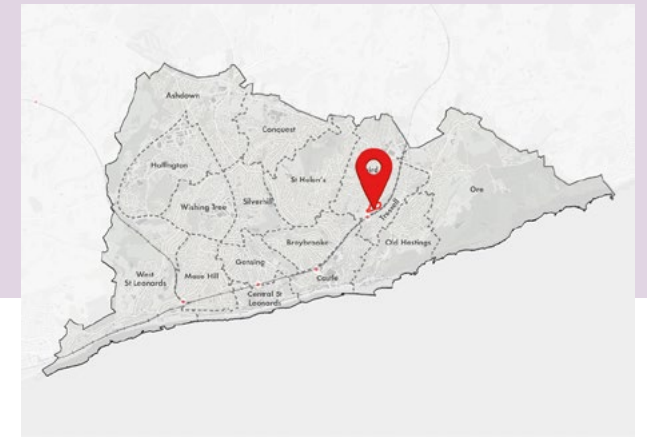
■ Apartments A: 6 storeys
B: 4 storeys

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6.18 HL39 : OVERVIEW

55-70 DPH

The Density Strategy gives a minimum density range of 55-70 DPH for this site.



The Ore Valley (Former Power Station) site is situated in the eastern part of Hastings Borough. It occupies brownfield land and is bounded by Broomgrove Road to the east (with restricted access) and Firtree Road to the west. Satellite imagery indicates a natural east-west link connecting the two roads.

To the south, the site borders Broomgrove Local Wildlife Site, while Ore train station and East Sussex College Ore Valley are nearby. North of the site lies a contemporary residential development on Faraday Drive, comprised of terraces and semi-detached homes.

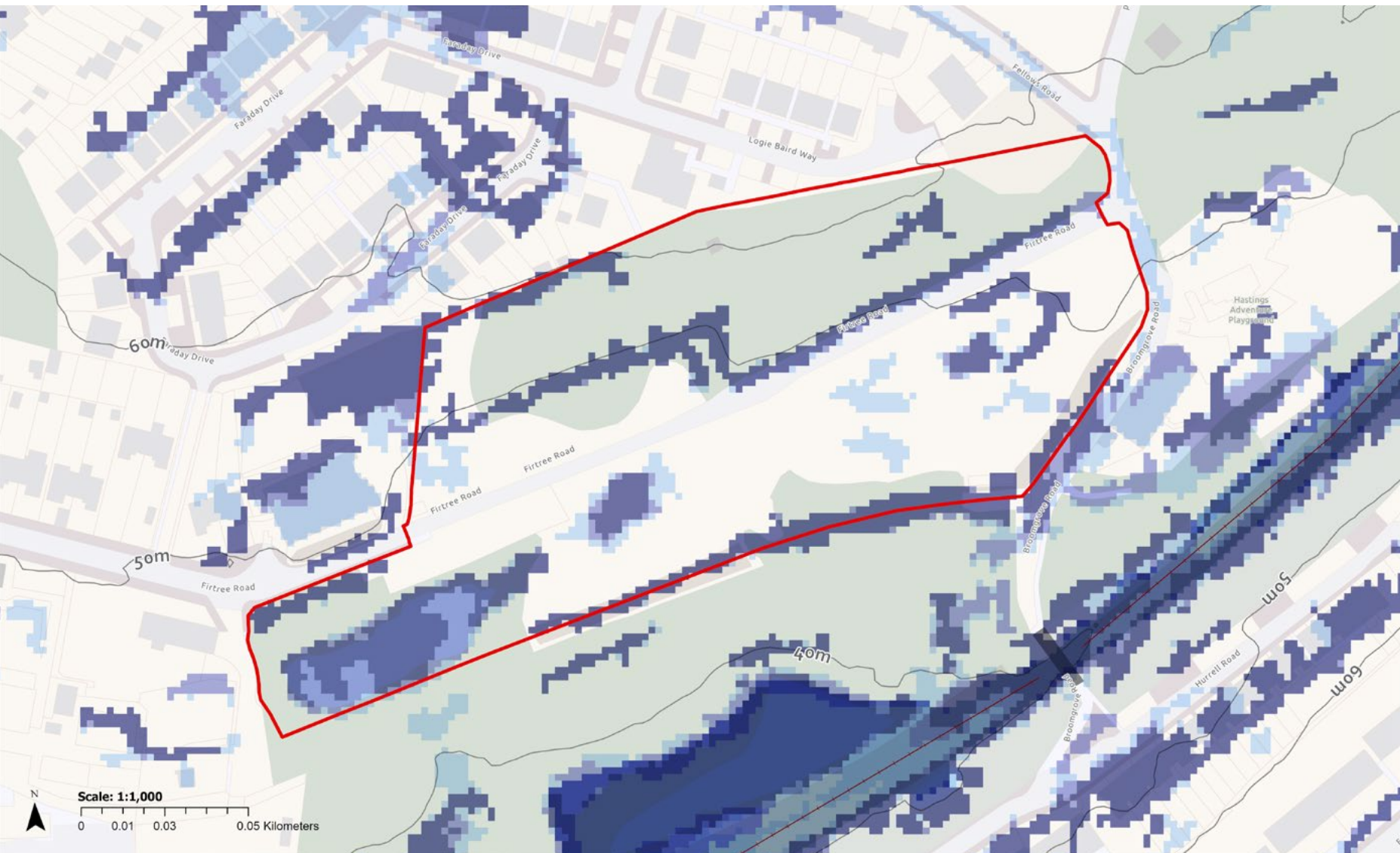
The site itself features substantial tree canopy cover in the northern section, located on higher ground. Certain areas of the site are susceptible to surface water flooding.

Historically, the site was home to Broomgrove Power Station, which opened in 1926. Before this, historic maps indicate that the area was occupied by Ore Valley Brickworks. The power station was disused by 1997, and by 2003, the site had been cleared.



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6.19 **HL39 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



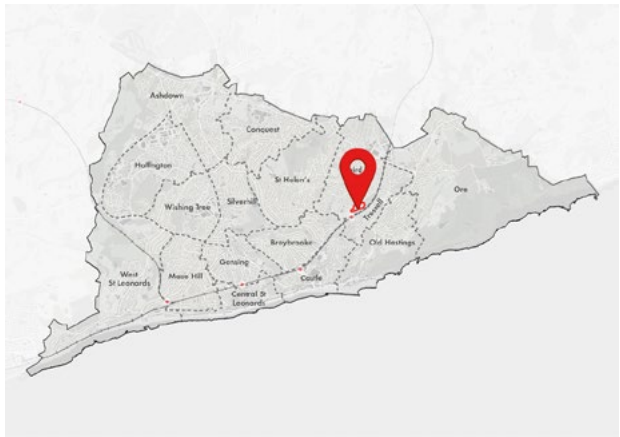
Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.20 HL39 : ILLUSTRATIVE SCHEME*

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



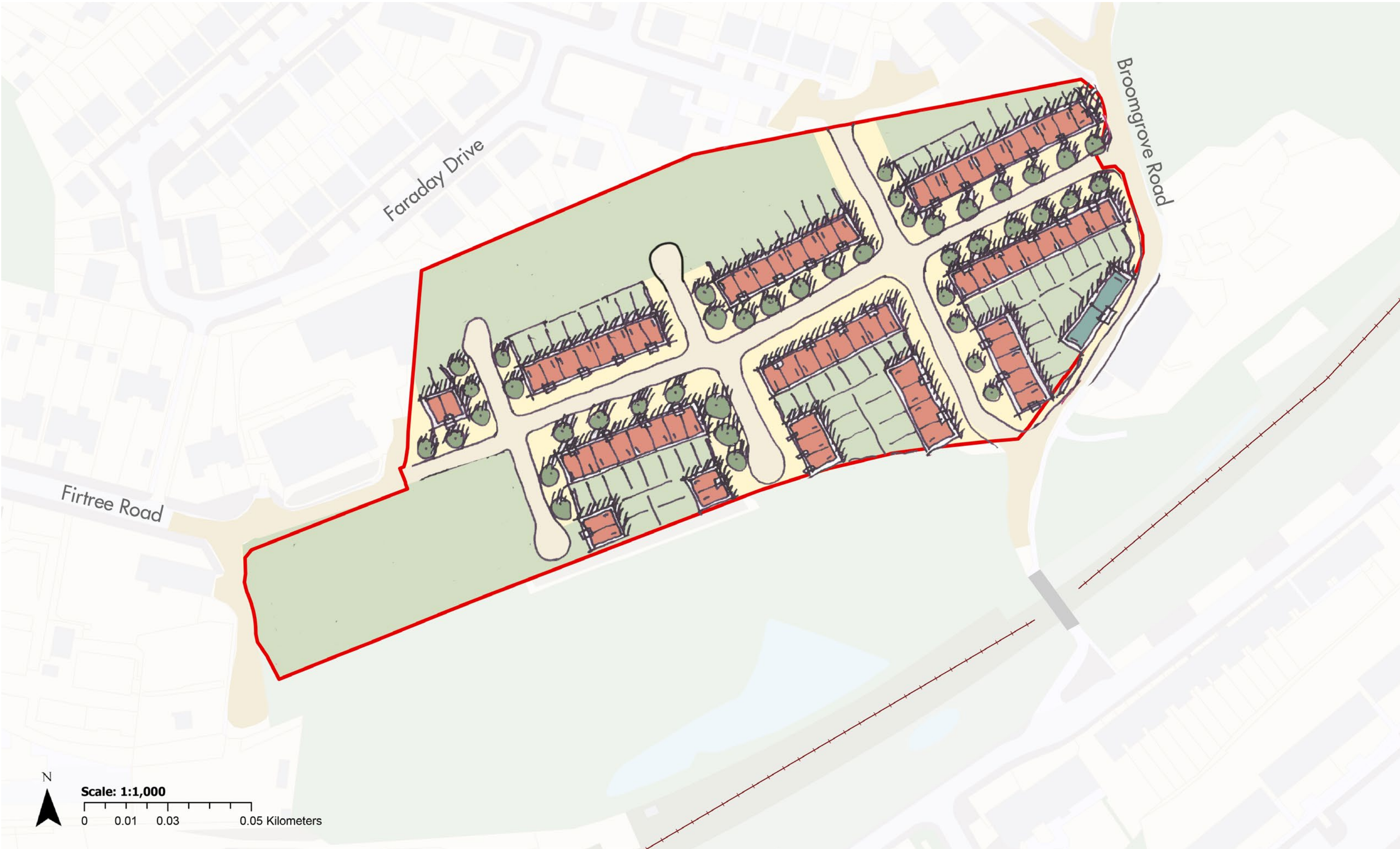
The large development is organised around a formal grid of streets and cul-de-sacs, with terraced housing rows defining the perimeter of each block. The scheme retains the existing east-west link as the primary route through the site, connecting Firtree Road and Broomgrove Road. A new north-south connection is introduced, linking the railway bridge to Logie Baird Way. Homes are complemented by private gardens and integrated landscape, helping to soften the development and create a greener, more comfortable residential environment.

HOUSING UNIT COUNT				
Site	Area (ha)	Typology	Units by typology	Total units
HL39	2.36	Terraced	71	73
		Mews	2	

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
55-70	130	165	Below range

Typology

- Terraced
- Mews

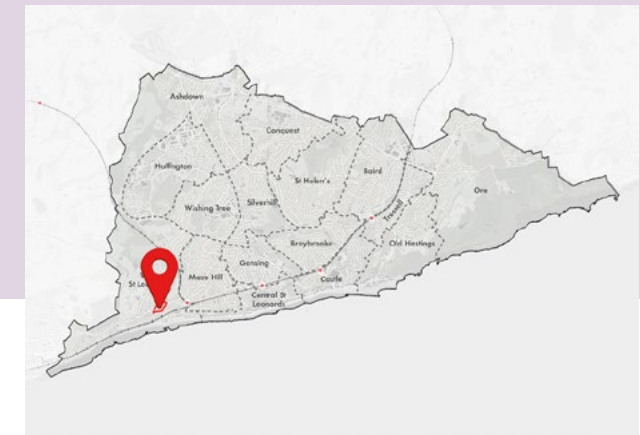


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6.21 HL115: OVERVIEW

90-150 DPH

The Densification Strategy gives a minimum density range of 90-150 DPH for this site.



The former West St Leonards Primary School site is located in the southwestern part of Hastings Borough. It is bounded by Filsham Road to the east and the St Leonards Medical Centre to the south, which fronts Bexhill Road. The medical centre, a three-storey building which opened in 2020, is adjacent to the West St Leonards Community Centre and Social Club.

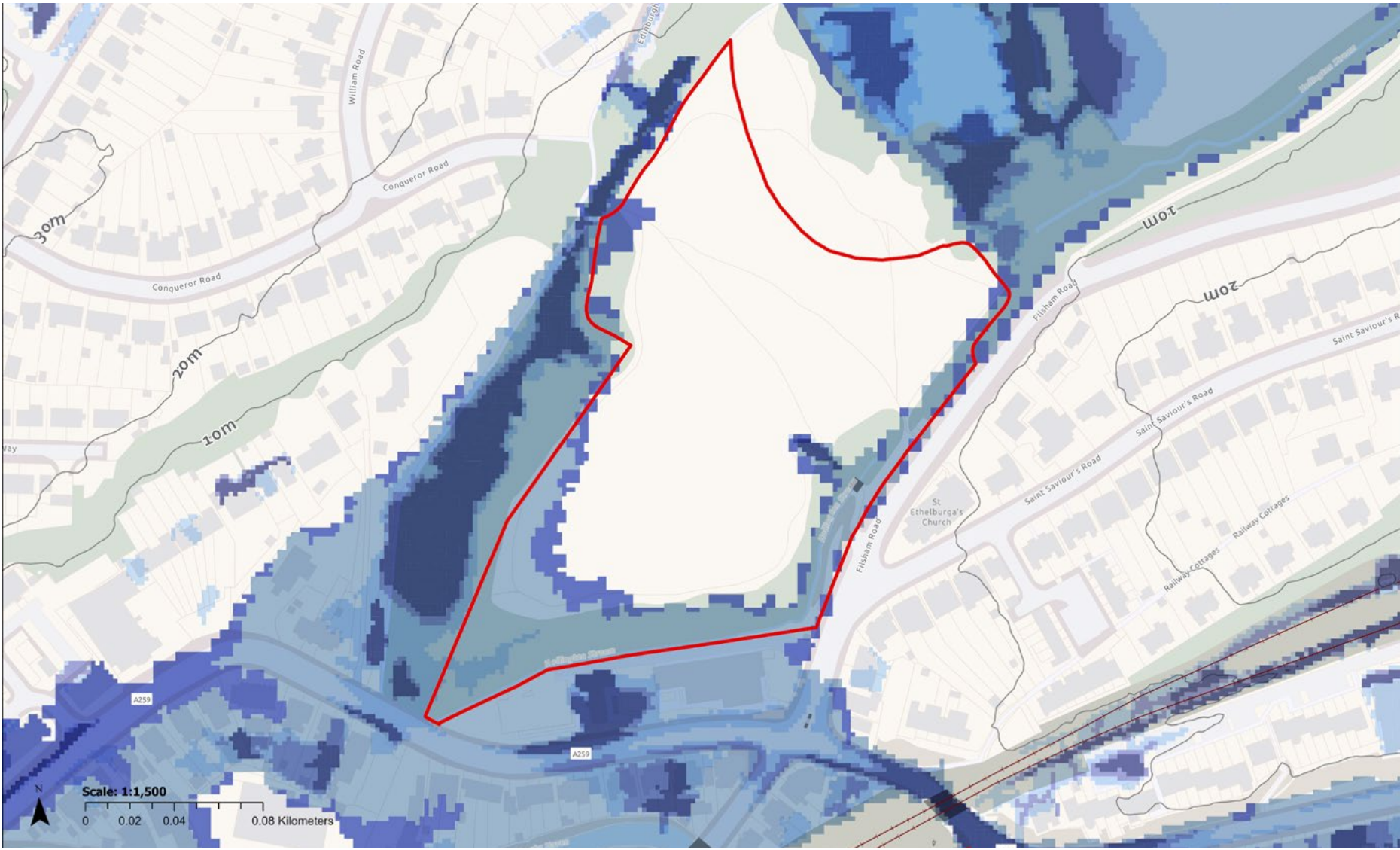
The site itself is currently undeveloped and forms part of the South Saxons Local Wildlife Site. A significant portion of the land is susceptible to flooding, reducing the area suitable for development. Hollington Stream runs close to the site's eastern boundary.

The surrounding area is predominantly residential, consisting mainly of semi-detached Victorian and interwar homes. A prominent local landmark is St Ethelburga Church, located at the junction of Filsham Road and St Saviour's Road. West St Leonards train station is approximately a 10-minute walk from the site, providing convenient local rail connections.



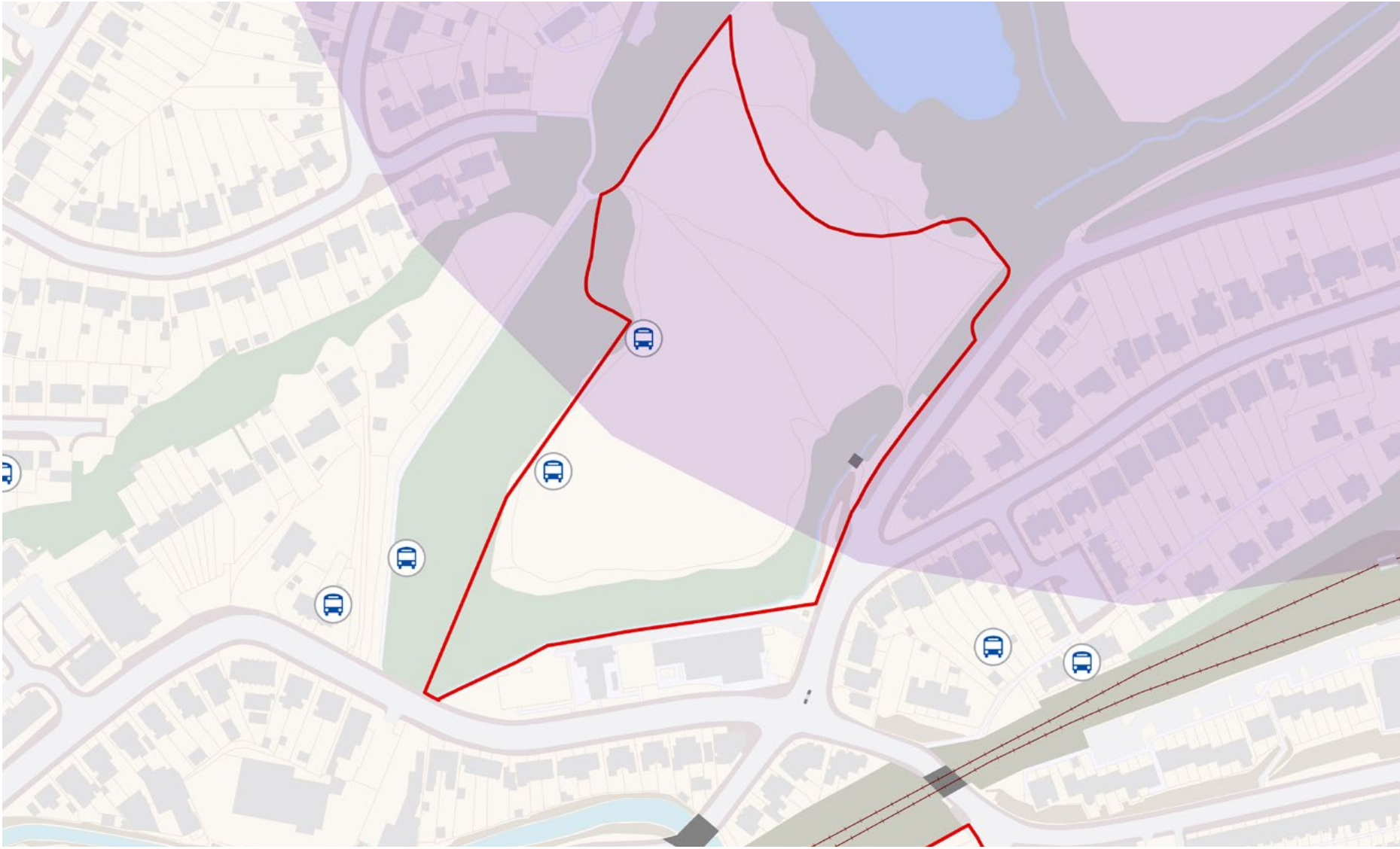
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6.22 **HL115 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.23 **HL115 : ILLUSTRATIVE SCHEME***

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



This scheme concentrates development into three centralised, compact residential clusters to preserve the surrounding Local Wildlife Site and manage the significant flood risks across the site. These clusters consist of terraced rows that frame internal streets and private gardens. The existing east-west Public Right of Way is integrated into the surrounding landscape, ensuring the development remains set back from the most sensitive ecological and high-risk flood zones.

			APARTMENT AREAS	HOUSING UNIT COUNT	
Site	Area (ha)	Typology	Total GEA (m²)	Units by typology	Total units
HL115	3.45	Apartments	5,000	50	50

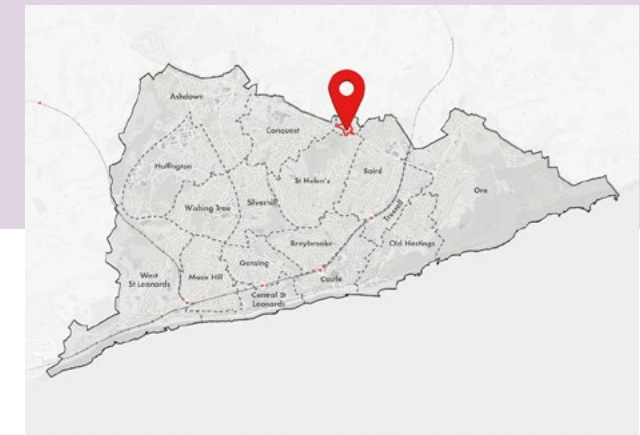
DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
90-150	72	120	Below range

Typology

■ Apartments A: 4 storeys
 B: 2 storeys



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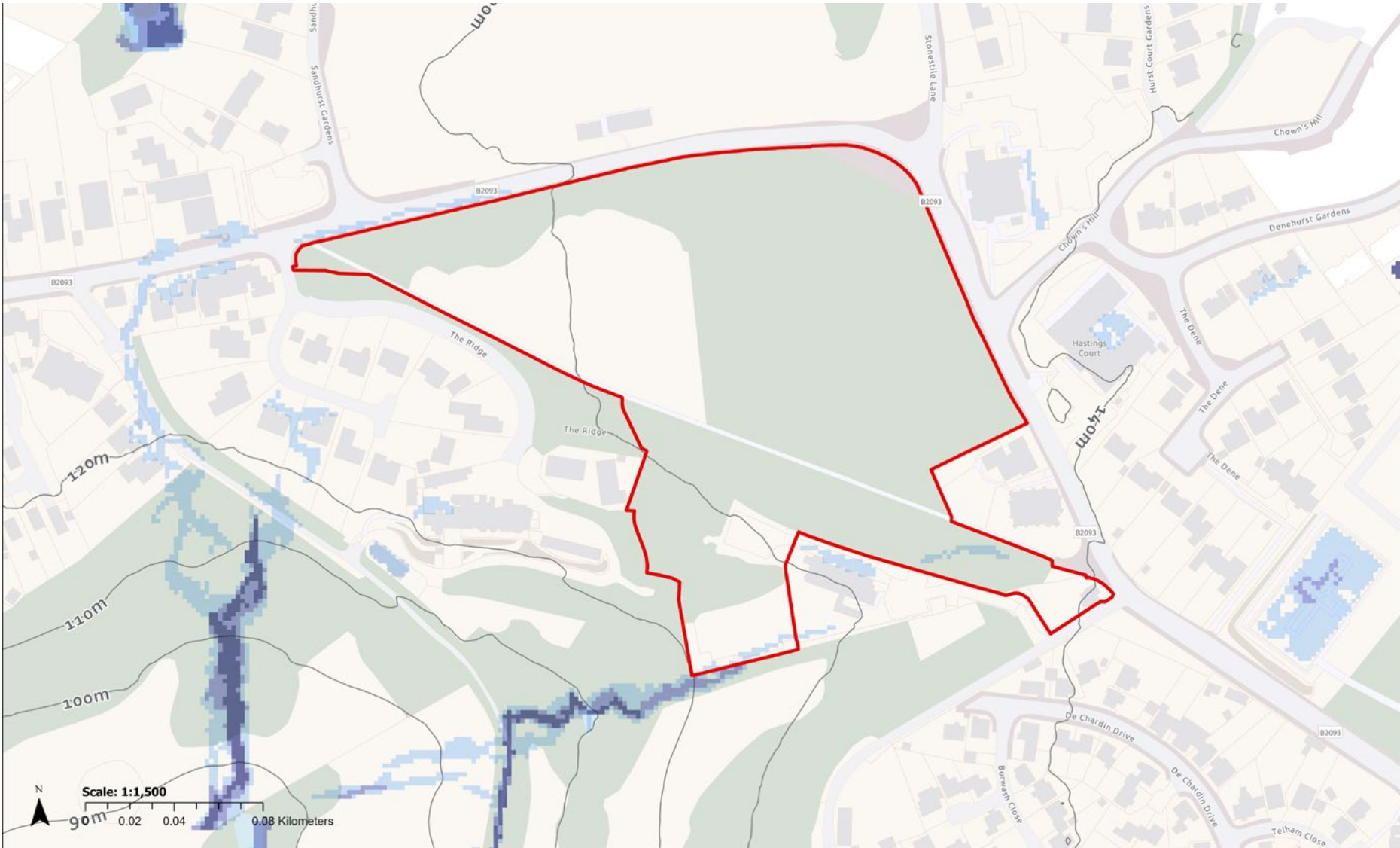
The Land adjacent to Sandrock Park is located on the northern edge of Hastings Borough, with The Ridge forming the site's northern and eastern boundaries.

The site is currently undeveloped. To the north, Sandrock Recreation Park provides open space, which continues southwards across the site, forming an important green link that connects local green spaces and enhances both biodiversity and townscape value. Tree-lined buffers follow the site's perimeter. It is advised that approximately one-third of the site be retained as open space.

The surrounding area is predominantly low-rise residential, including a small cul-de-sac immediately to the west. The main exception is Hastings Court Care Home to the east, a four-storey building. To the southeast lies the Ore Place Conservation Area, designated in 2008, which includes St Helen's Church and associated historic buildings. A short walk to the northeast is The Conqueror's March pub and restaurant.

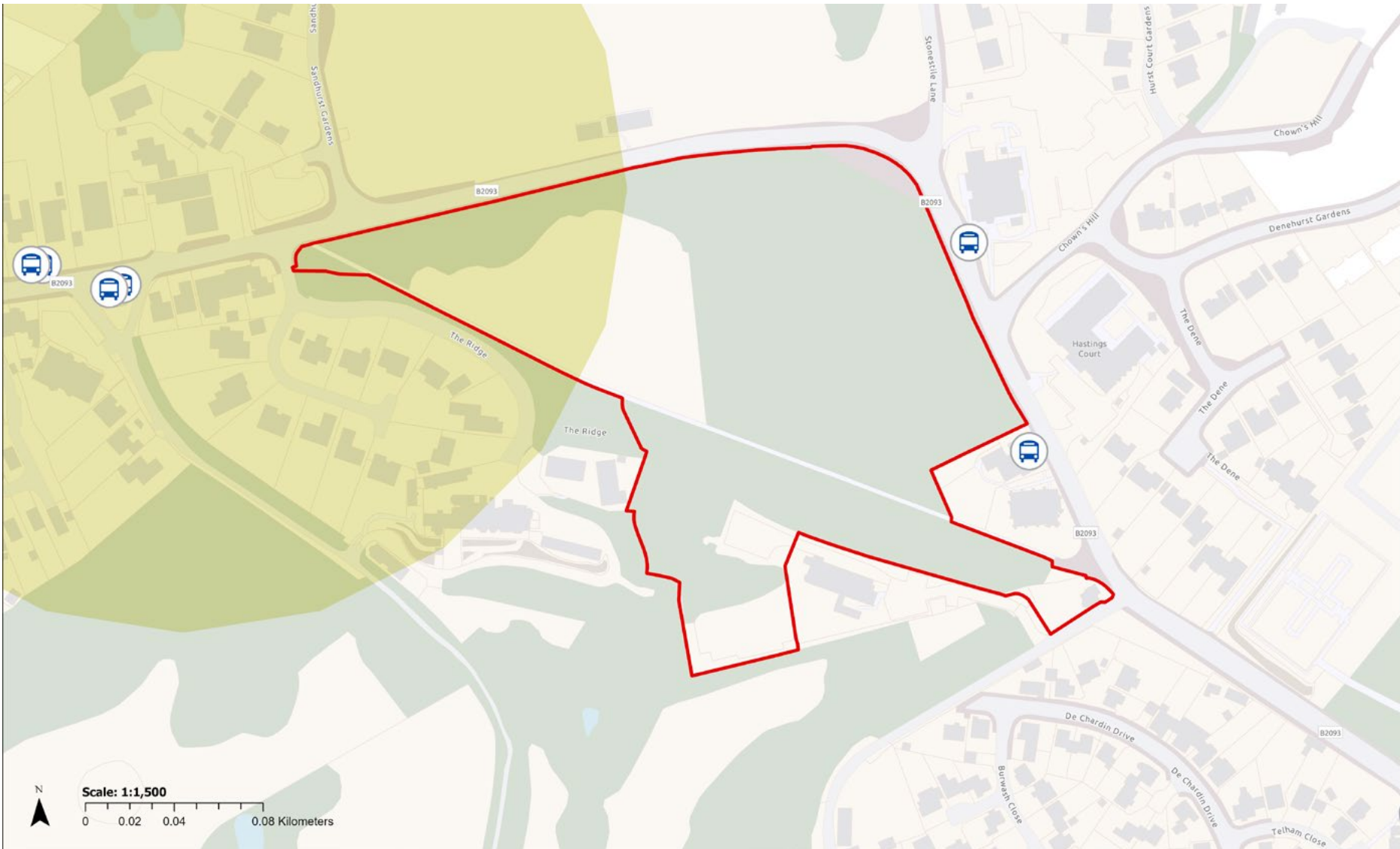


6.25 **HL140 : CONTEXT**



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



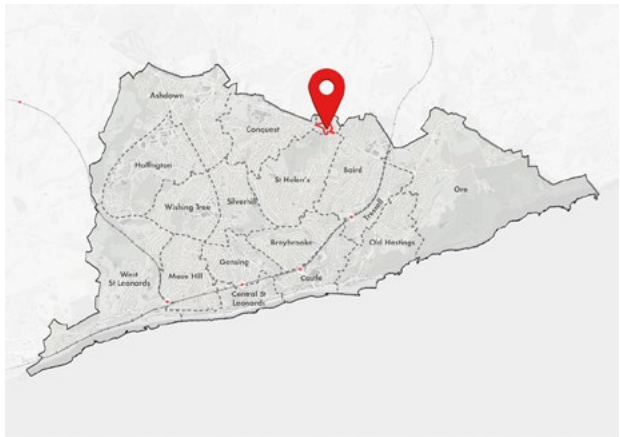
Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.26 HL140 : ILLUSTRATIVE SCHEME*

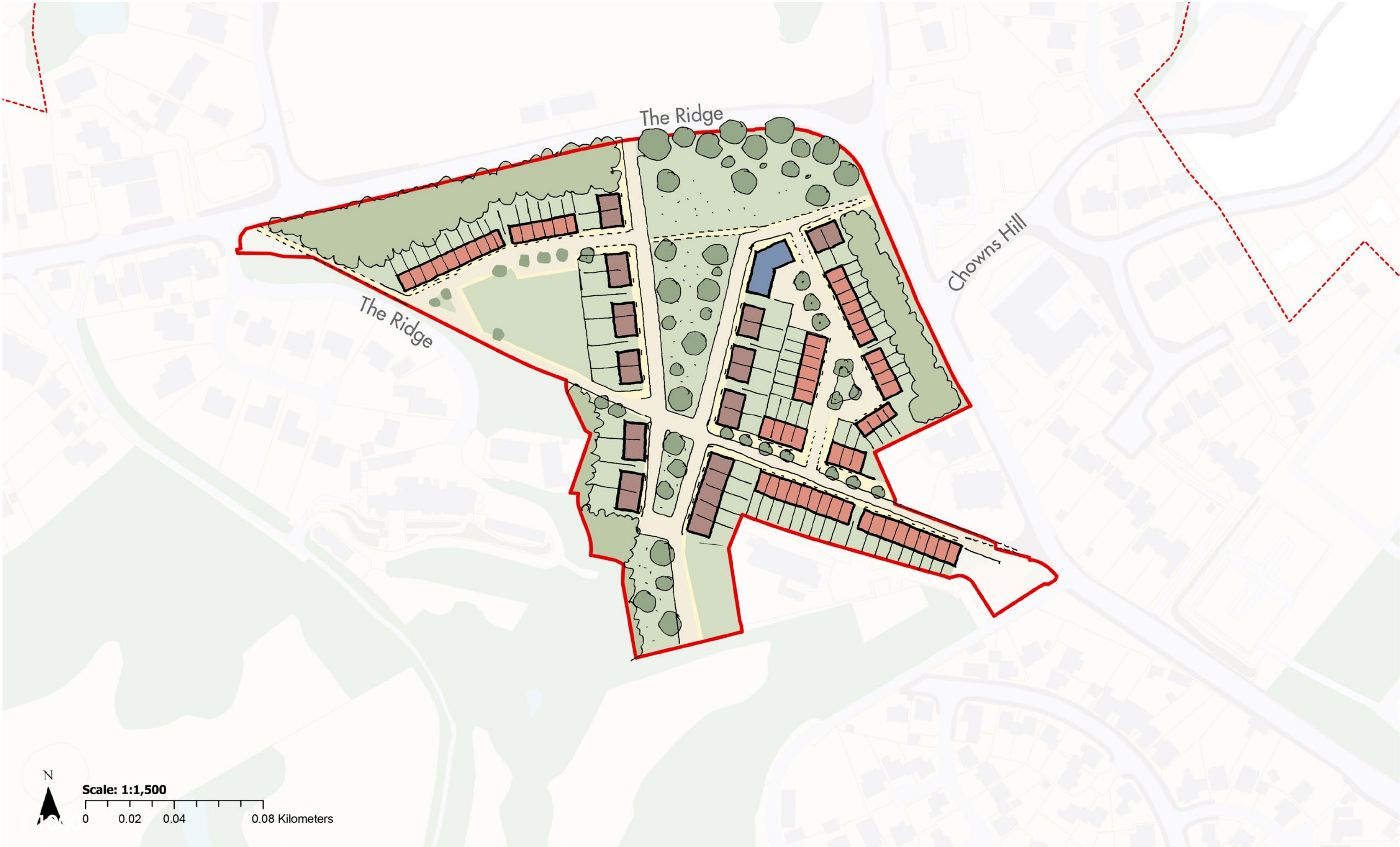
* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



The layout uses branching roads to organise the site, with semi-detached houses lining the main routes and terraced rows framing the internal streets. A wide green belt defines the northern boundary, while a central landscaped spine provides a natural break between the housing blocks and maintains the green corridor that links open space to the north and south of the site. The apartment building acts as a landmark at the eastern junction, with clusters of trees used throughout to soften the architecture and pull the greenery into the streetscape.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL140	3.88	Semi-detached		25	
		Terraced		62	
		Apartments	1,830	8	95

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
45-55	117	143	In range

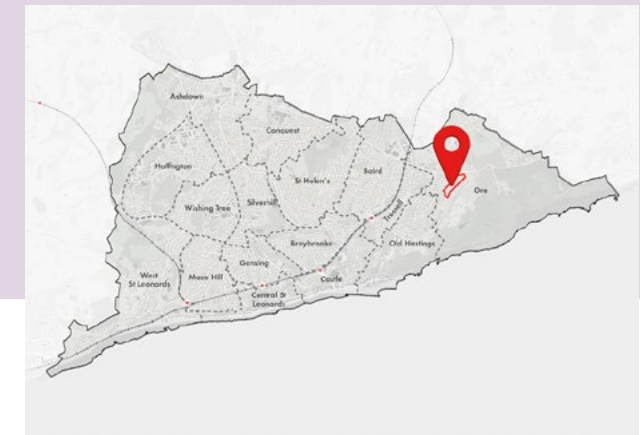


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6.27 HL148 : OVERVIEW

30-45 DPH

The Density Strategy gives a minimum density range of 30-45 DPH for this site.



The Tilekiln Farm site is located in Ore, to the east of Hastings Borough. It is bounded by Fairlight Avenue and Fairlight Road to the north and slopes steeply to the south-east towards the Bourne Stream, which is lined with trees on either side. The surrounding area is predominantly suburban residential, with a local centre at Ore Village along Old London Road nearby.

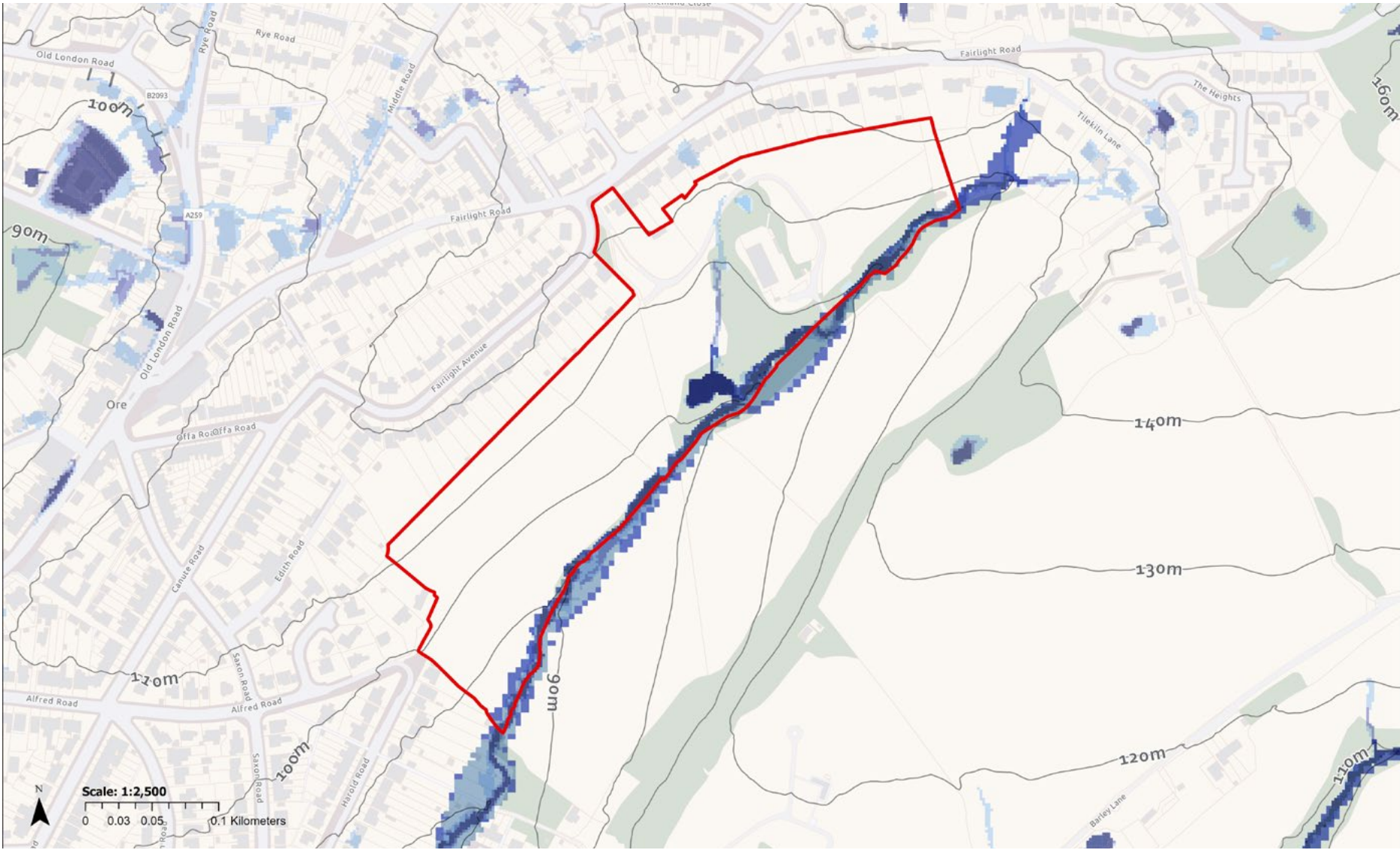
The site is largely undeveloped and currently consists of greenspace, with the exception of a former agricultural building with restricted access from Fairlight Avenue. It lies within the High Weald National Landscape, and due to this designation, it is advised that approximately one-third of the site be retained as open space.

Localised flooding occurs along the course of the Bourne Stream. A Public Right of Way runs diagonally across the site, linking Fairlight Avenue to Barley Lane and providing an important pedestrian connection.



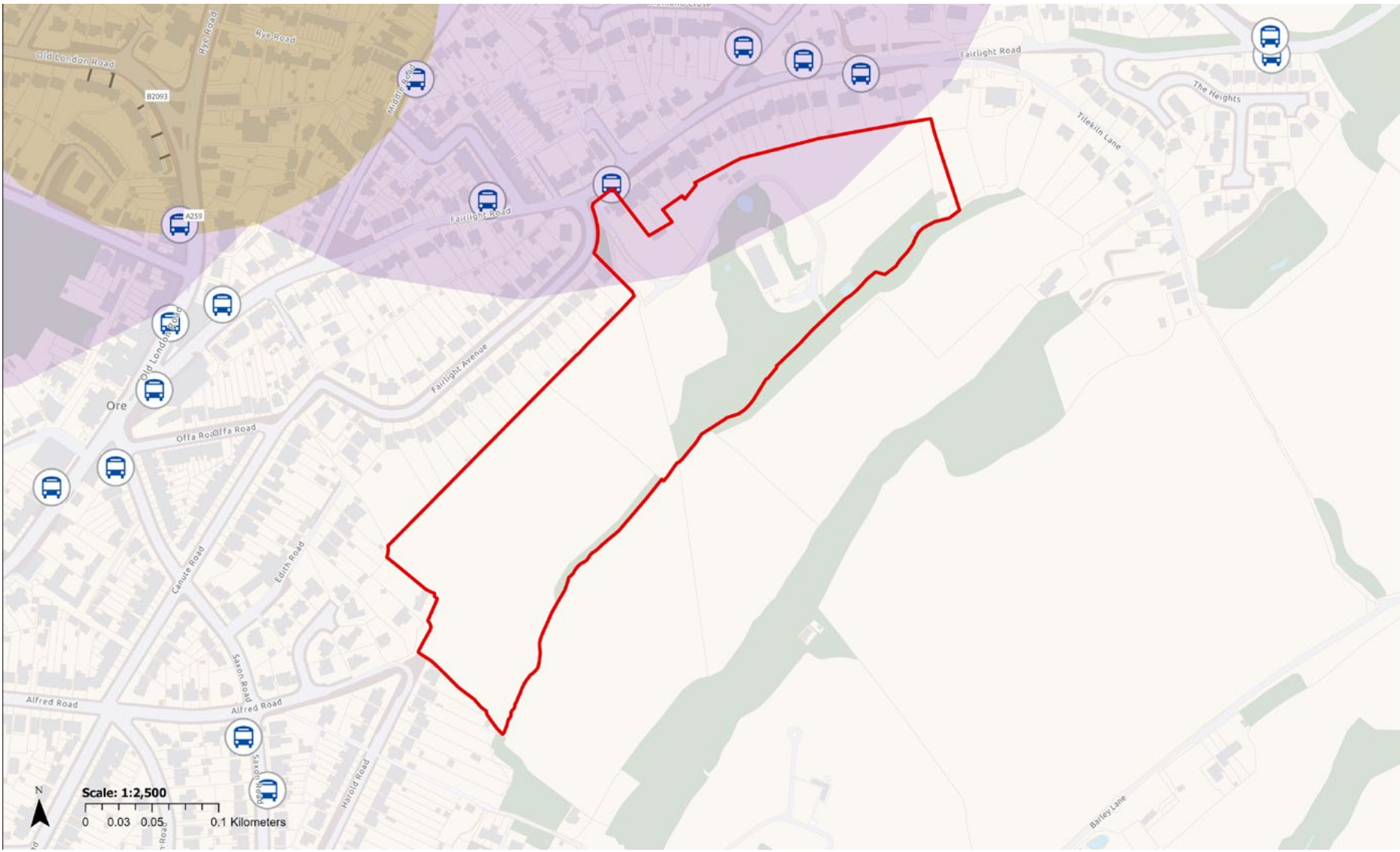
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6.28 **HL148 : CONTEXT**



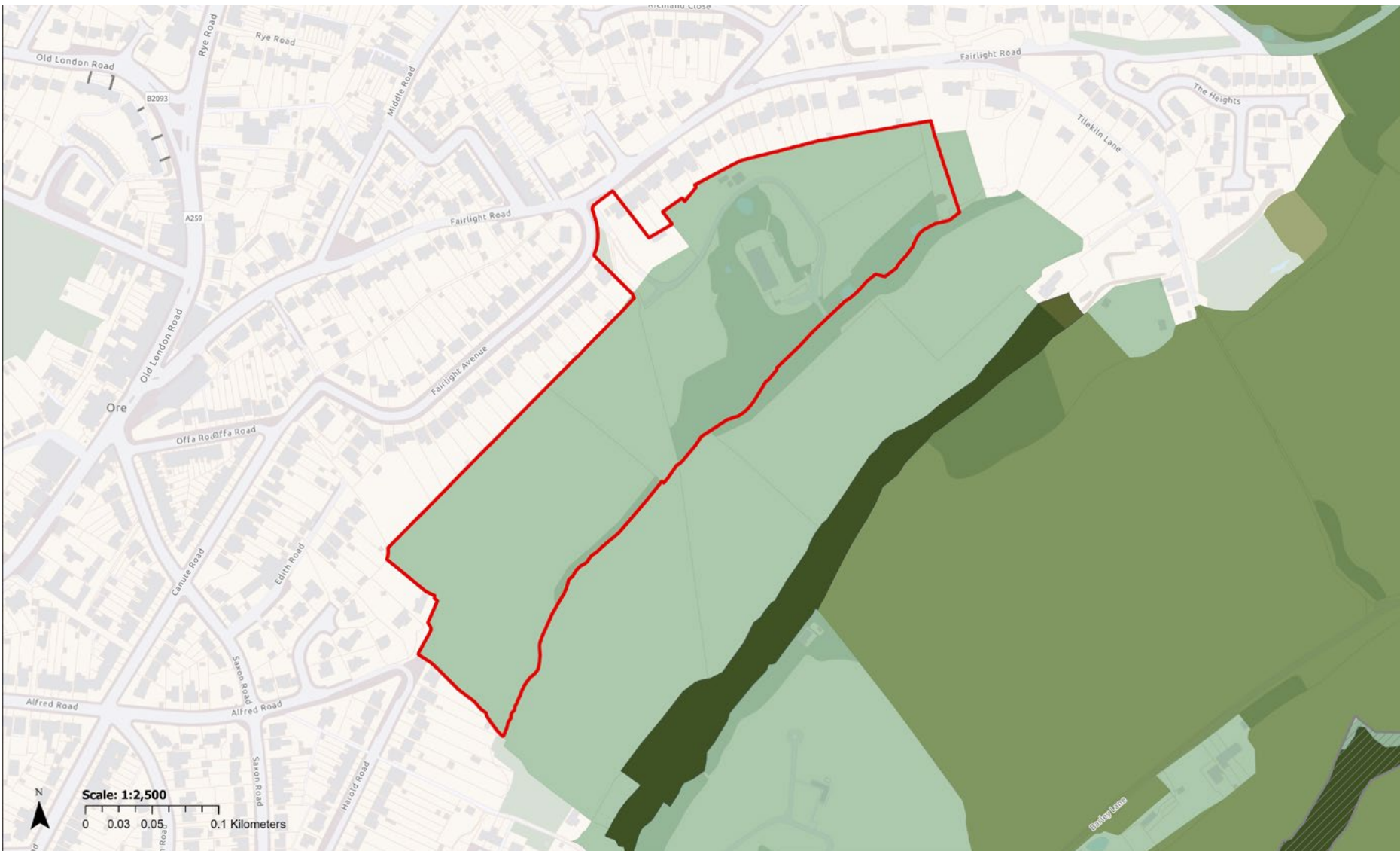
Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.29 **HL148 : ILLUSTRATIVE SCHEME***

** This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.*



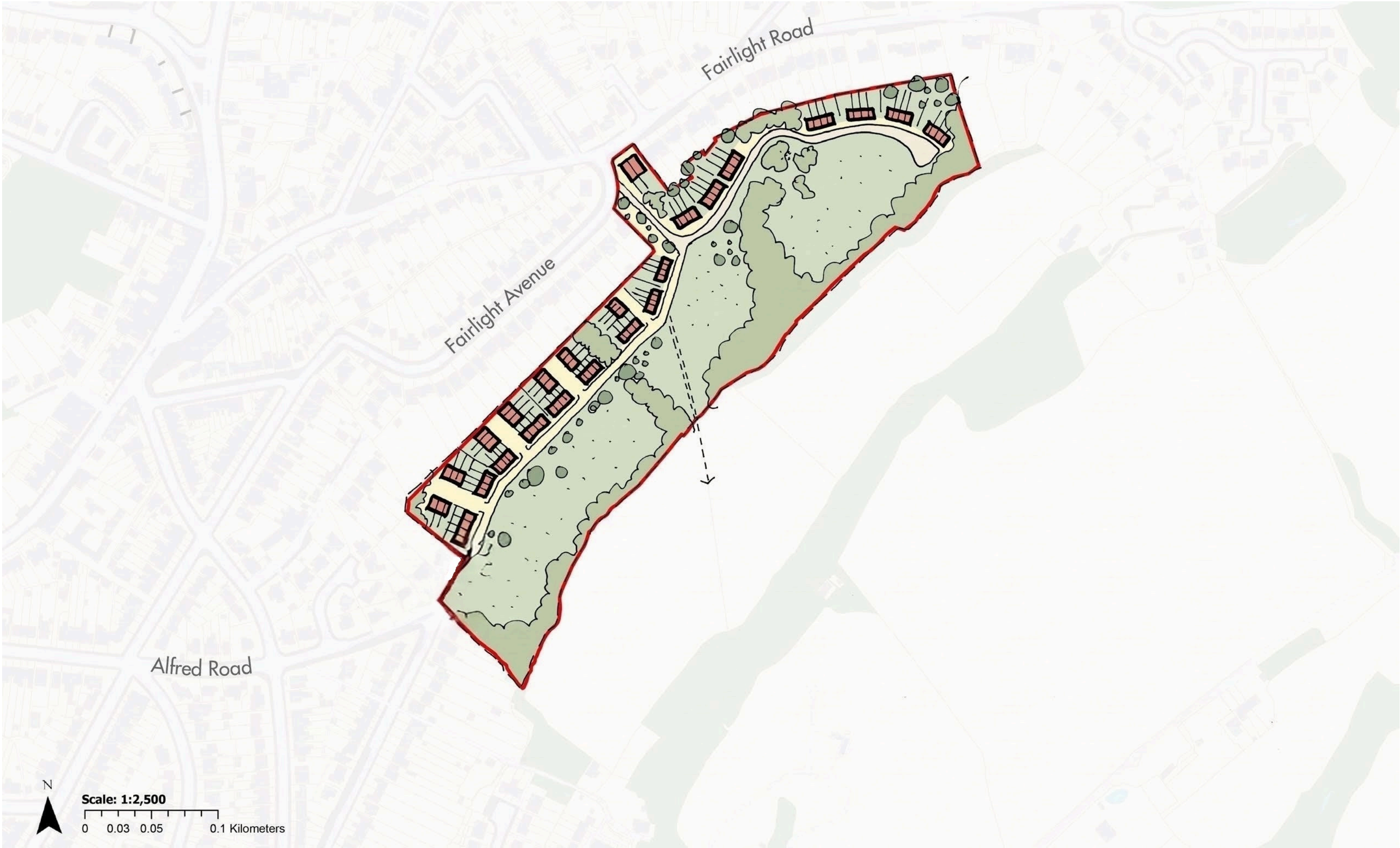
Organised along a winding spine road, the scheme concentrates terraced housing along the western and northern perimeters to navigate the steep descent. This arrangement preserves over a third of the site as a continuous public parkland to the east, integrating the existing north-south Public Right Of Way, retained tree belts, and a dedicated play area. The terraced typology respects the sensitivity of the national landscape.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL148	6.5	Terraced		87	87

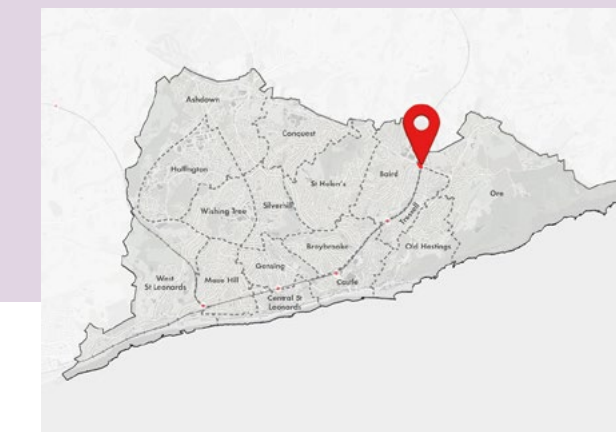
DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
30-45	130	195	Below range

Typology

Terraced



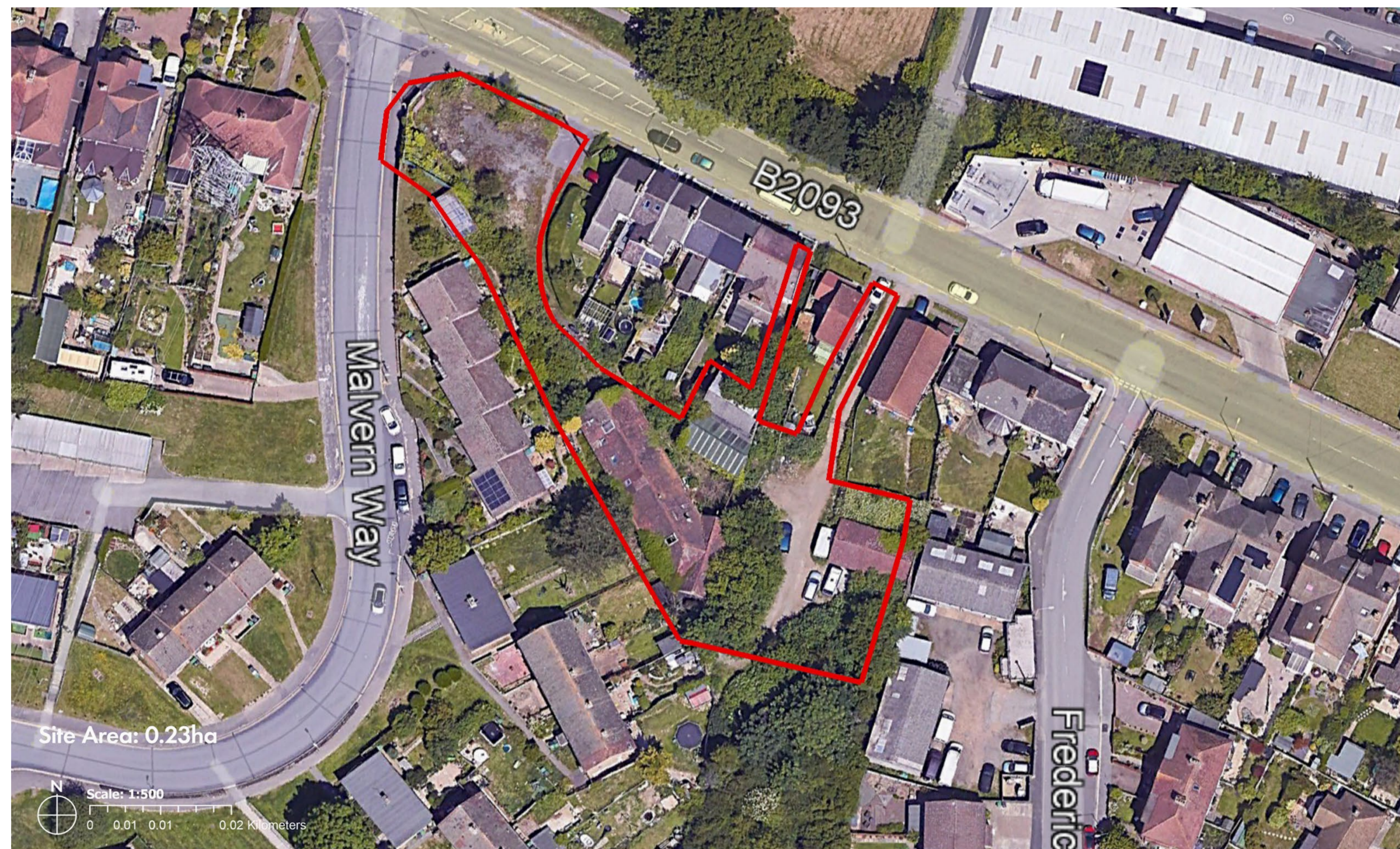
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107 The Ridge (Simes & Sons) is a former industrial site located in the northeast of Hastings Borough. It is bounded by Malvern Way to the west and The Ridge to the north, with an active industrial site adjoining to the east. The site currently contains an unoccupied central building alongside ancillary structures.

Historic mapping indicates that the site was previously occupied by an L-shaped building comprising three units fronting The Ridge. A laneway provided access to a larger building to the rear, formerly used by Simes & Sons as a metalworks. The Ore railway tunnel runs beneath The Ridge and extends north-south under the eastern part of the site.

The surrounding area is predominantly residential in character, consisting mainly of semi-detached houses and short terraces. To the north of The Ridge lies an industrial area, which includes a substation.



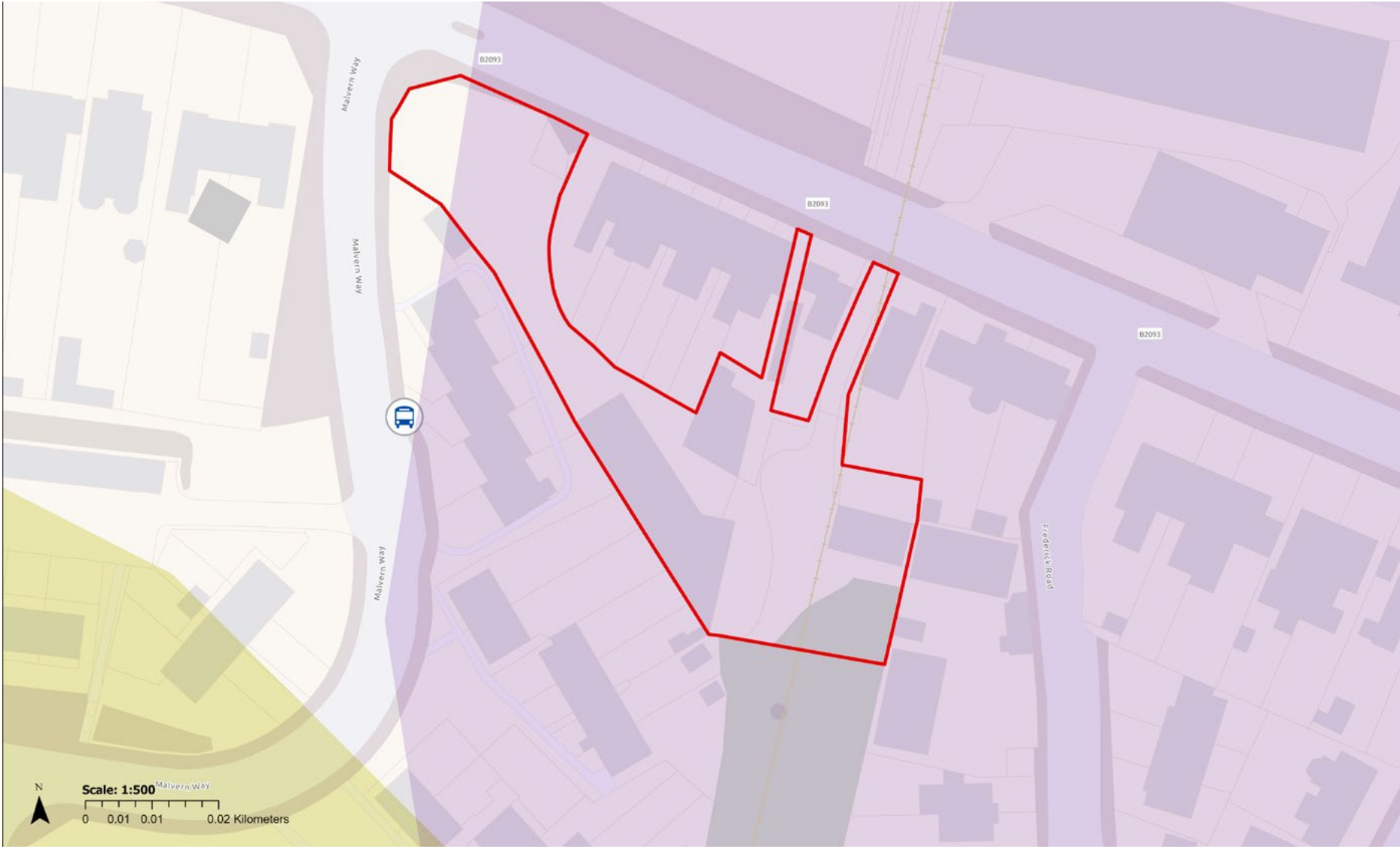
6.31

HL149 : CONTEXT



Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



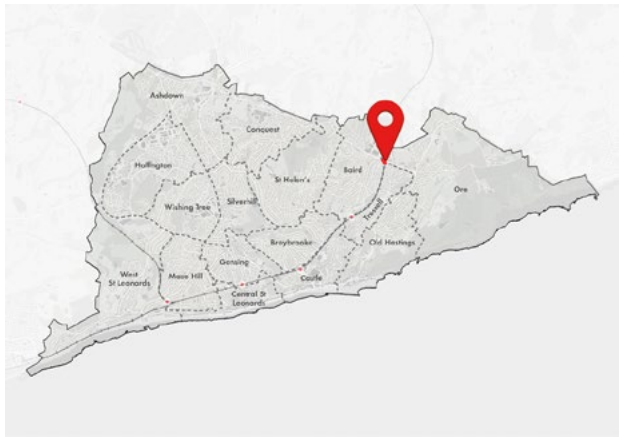
Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.32 **HL149 : ILLUSTRATIVE SCHEME***

** This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.*



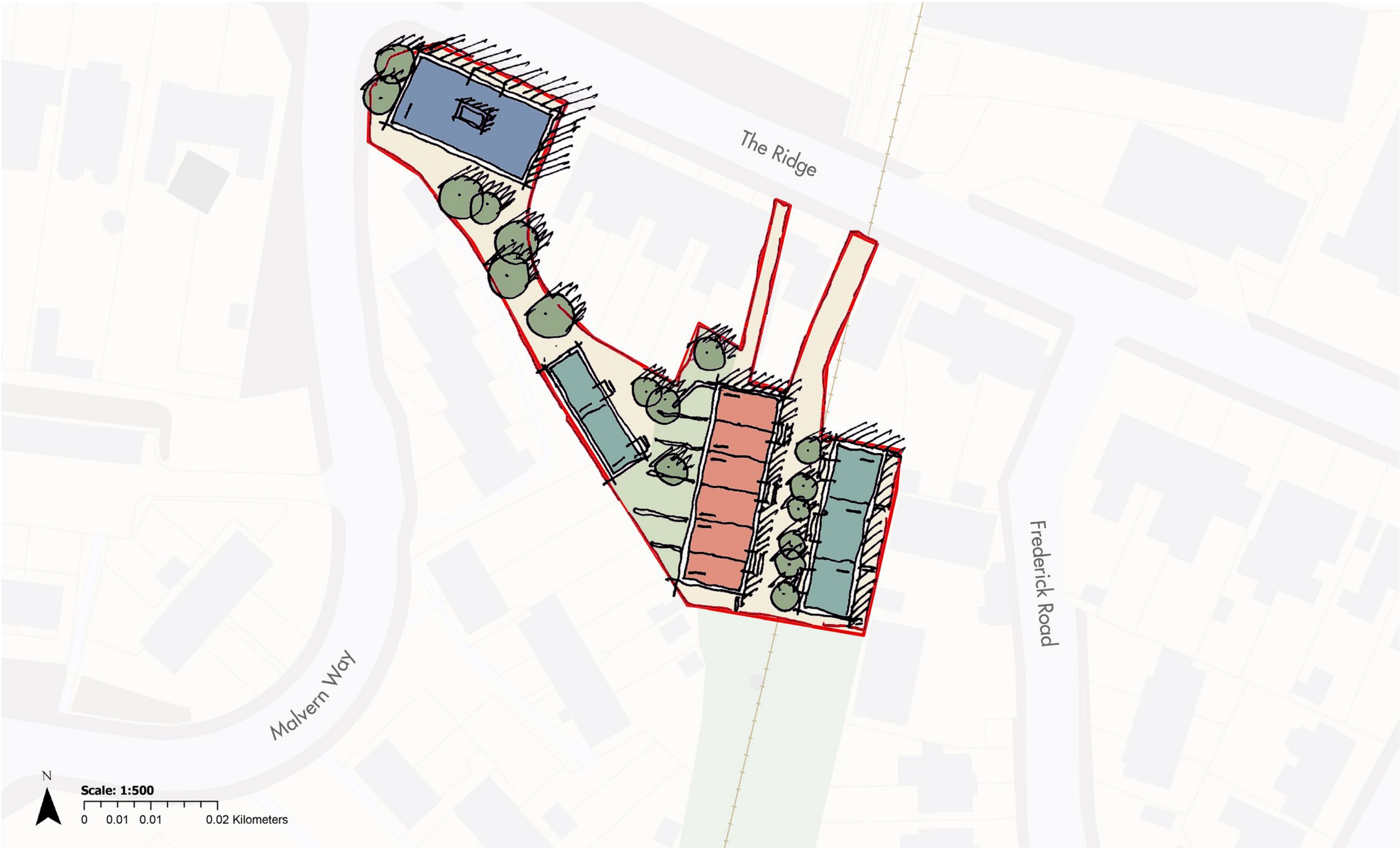
Accessed from the northeast, this scheme fits into an irregular infill plot with a central road lined by terraced and mews housing. The layout culminates in a large apartment block at the far end fronting The Ridge, which acts as a landmark termination for the entrance vista and frames a shared open space.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL149	0.23	Mews		5	
		Terraced		6	
		Apartments	828	8	19

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
55-70	13	16	Above range

Typology

- Mews
- Terraced
- Apartments 3 storeys

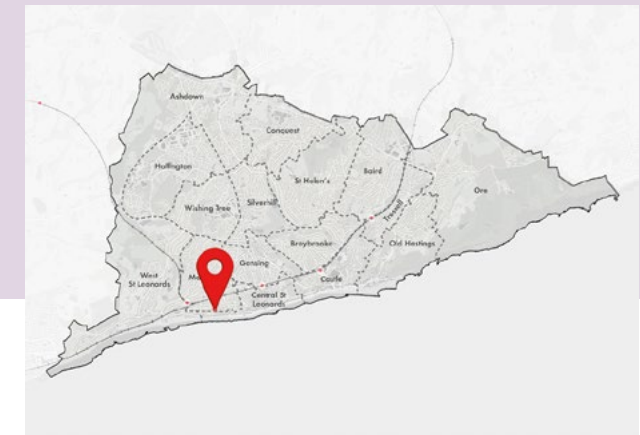


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6.33 HL151 : OVERVIEW

90-150 DPH

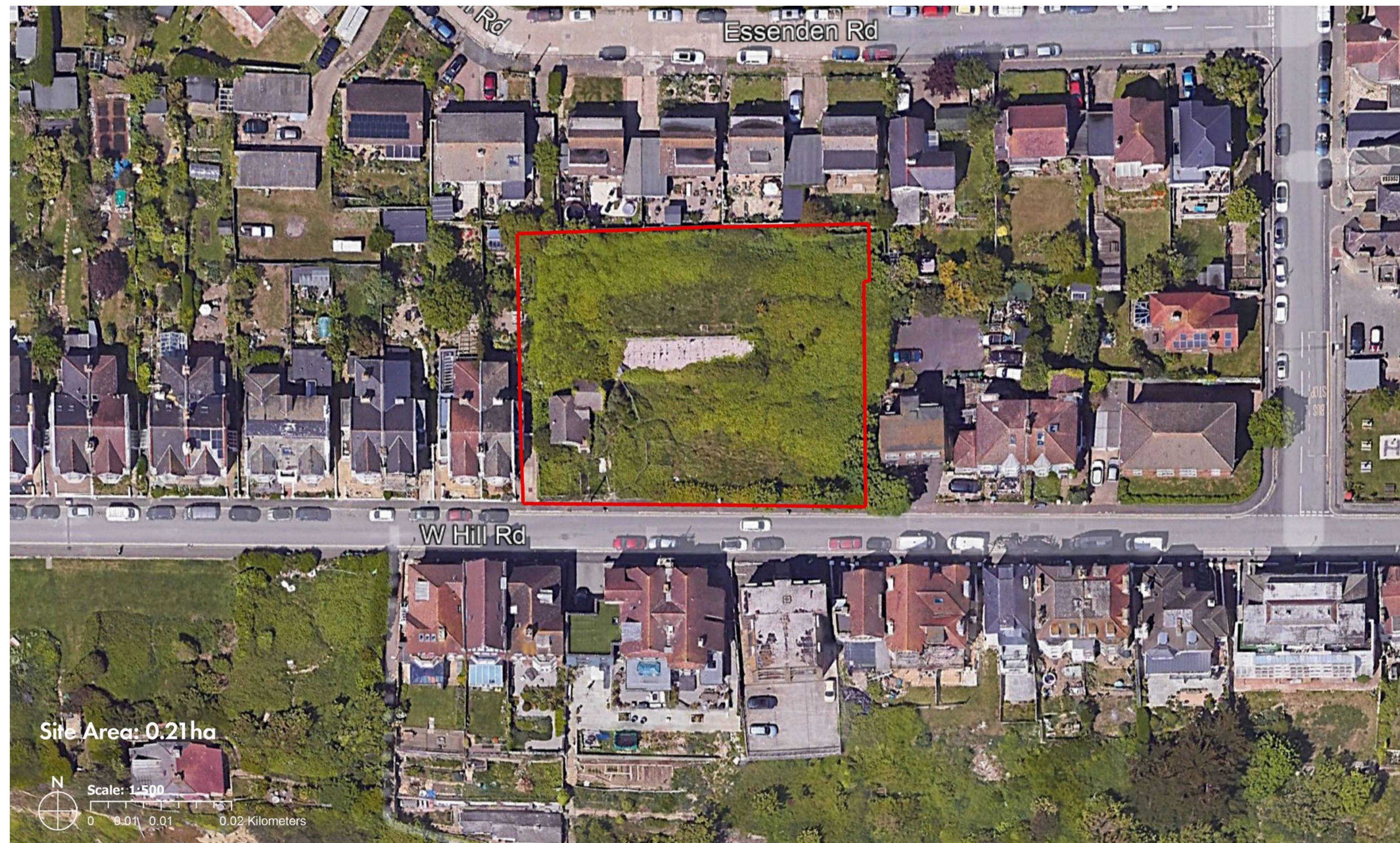
The Density Strategy gives a minimum density range of 90-150 DPH for this site.



The former West Hill Road Reservoir site lies to the south of the Borough, in St Leonards. It comprises a rectangular plot within a predominantly residential area characterised by a mix of semi-detached and detached housing. West Hill Road defines the site's southern boundary.

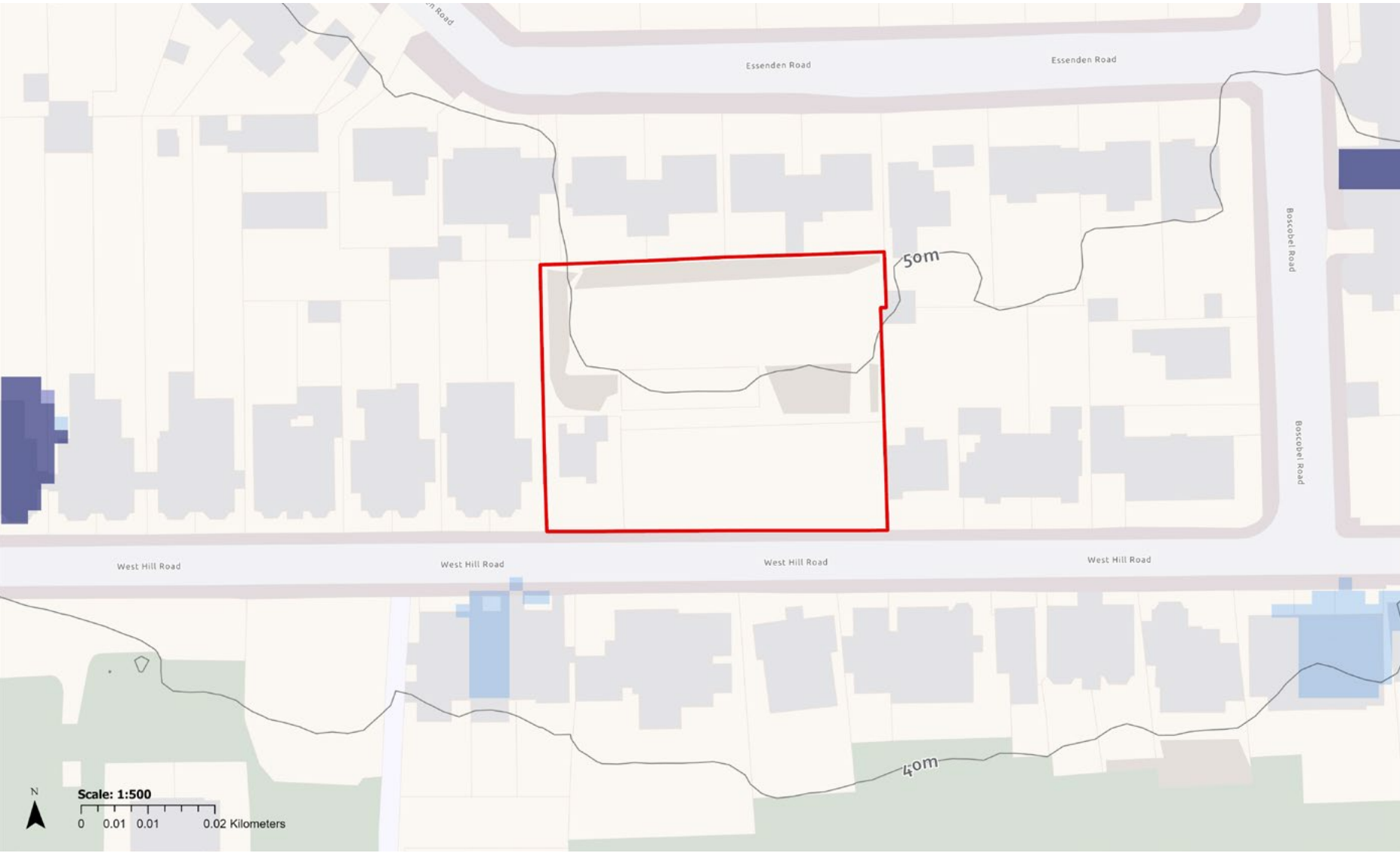
Formerly occupied by the Water Board, the site has remained vacant since 1927. Several ancillary structures survive but are currently unoccupied, including a pump house, a Victorian waterworks cottage, and the rear reservoir chambers. The land is largely overgrown scrub and rises northwards from West Hill Road.

The site falls within the Grosvenor Gardens Conservation Area, originally designated in 1971, and holds historic significance as part of a well-preserved mid- to late-19th century planned seaside development.



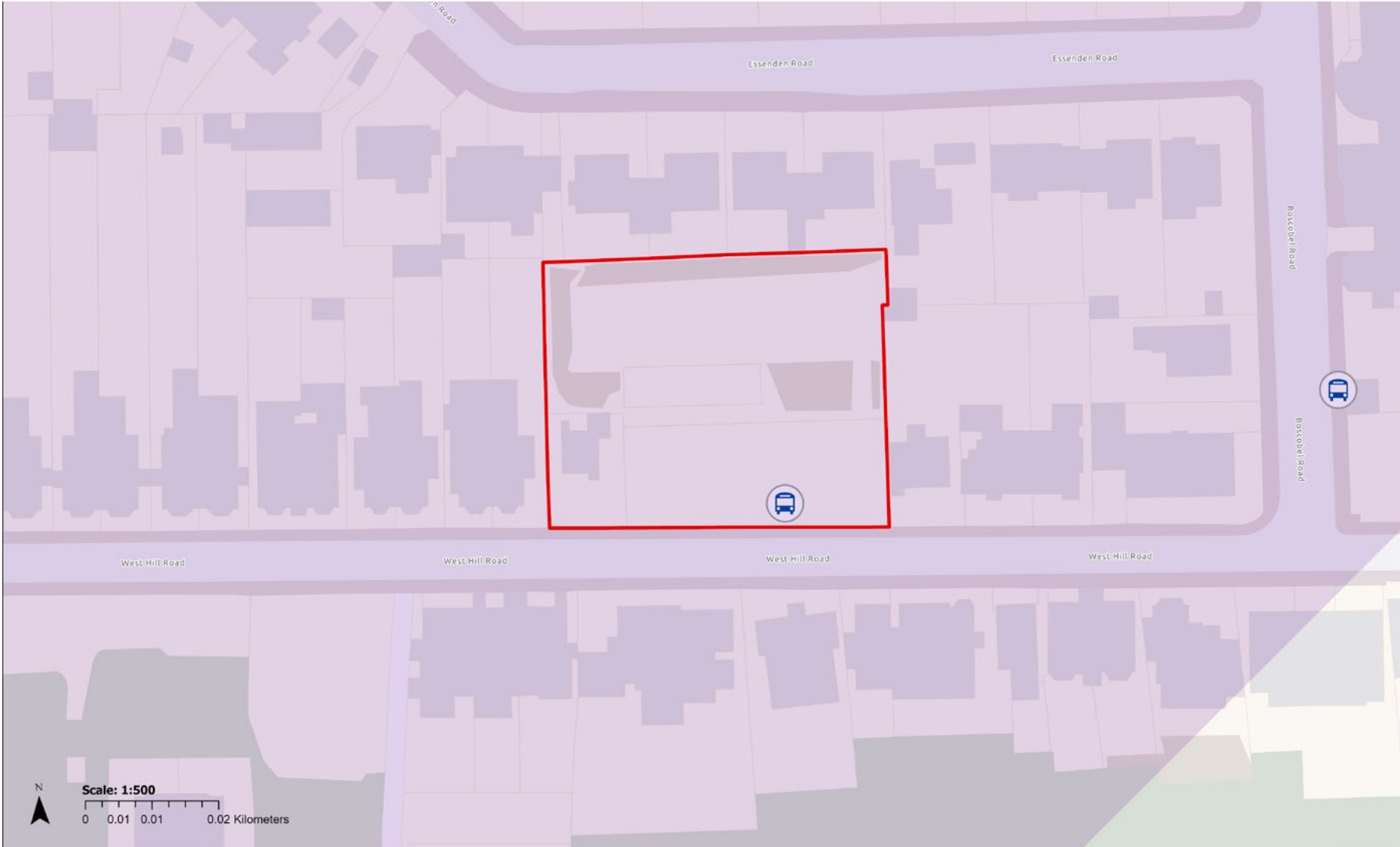
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6.34 **HL151 : CONTEXT**



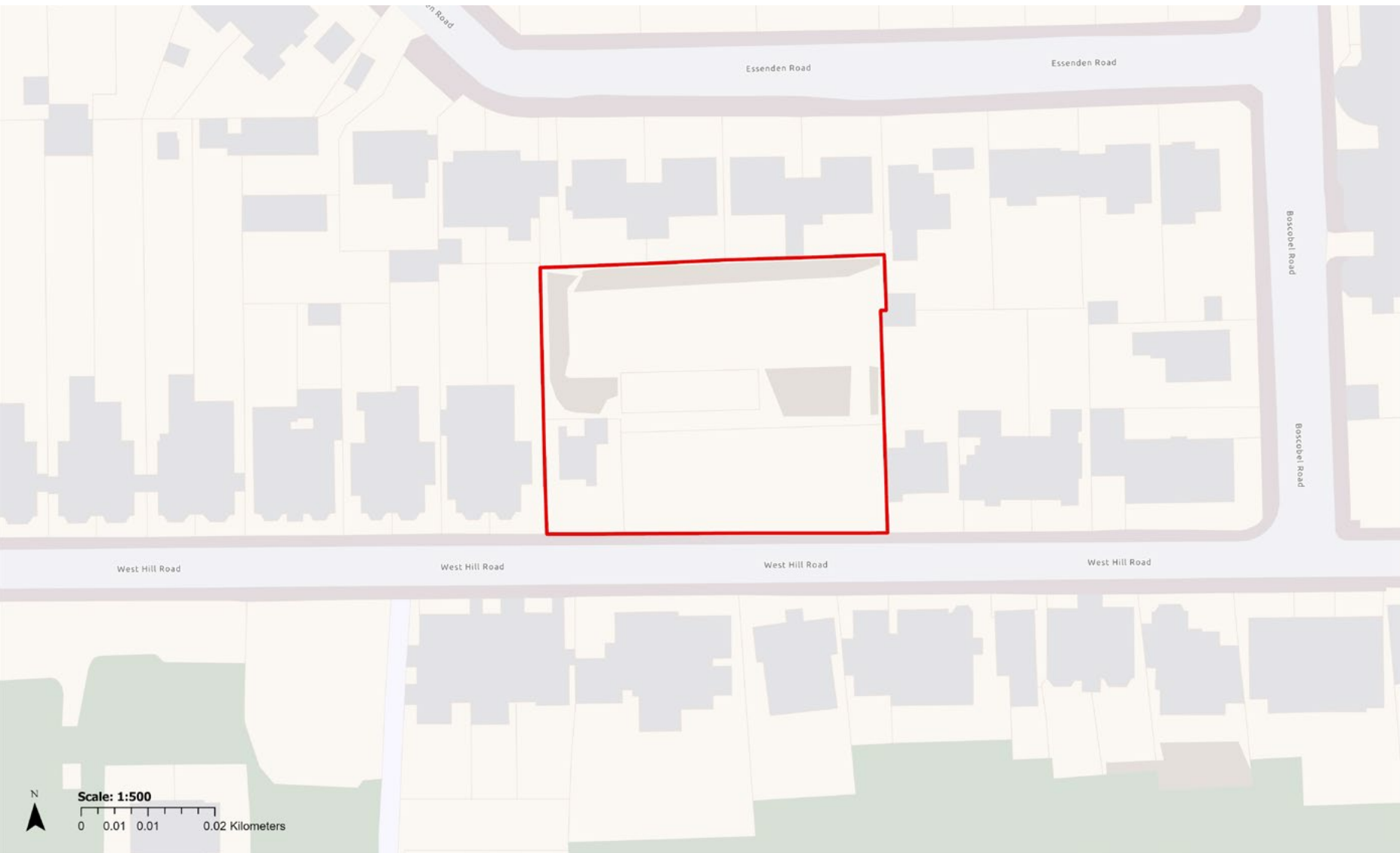
Topography and flooding

- Phased Site Boundary
- Contour Data with 10m Interval
- Rate of Surface Water Flooding
 - High
 - Medium
 - Low
- Flood Zones
 - 2
 - 3



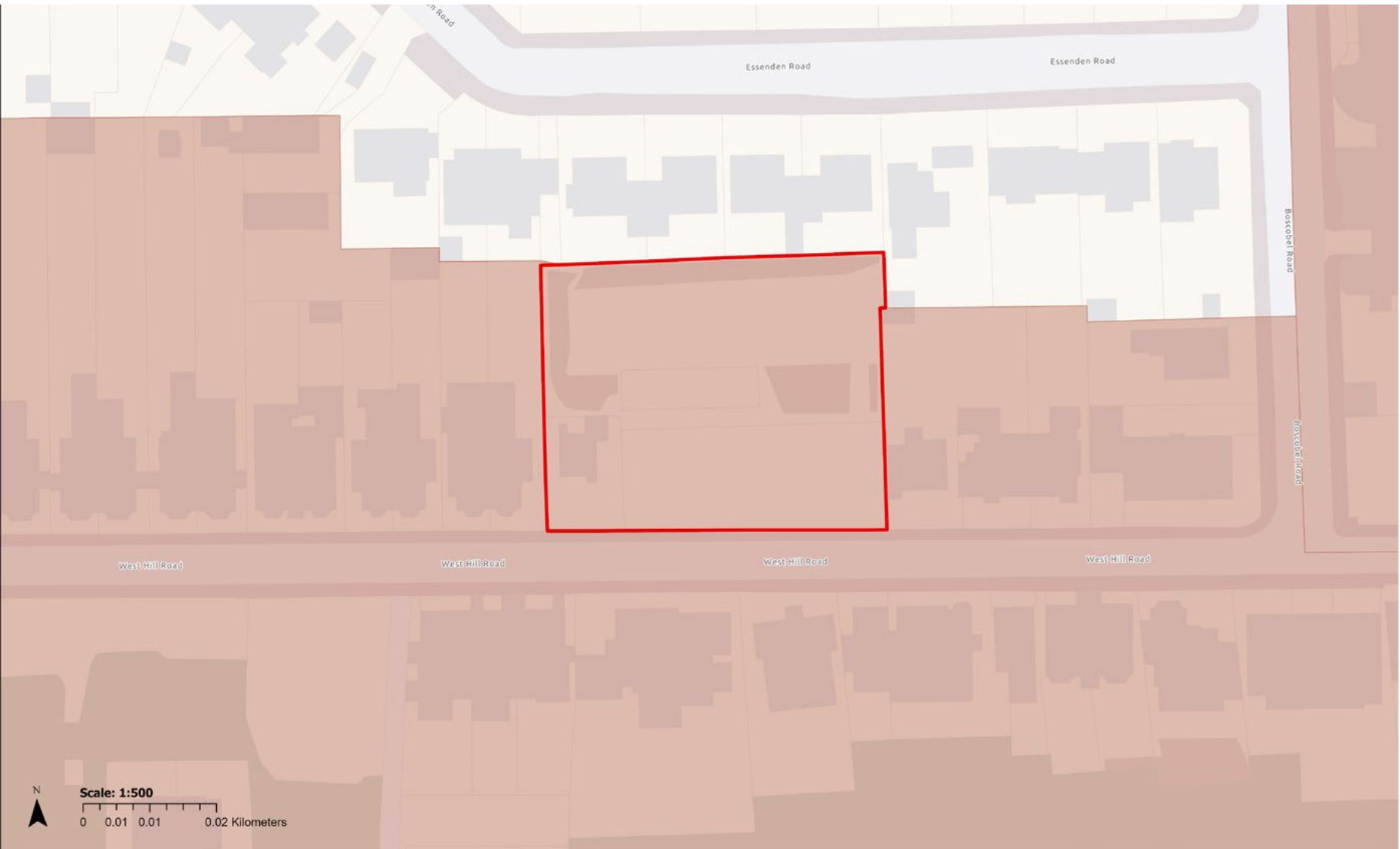
Accessibility and centres

- Phased Site Boundary
- Bus Stops
- Hastings Council Owned car parks
- Isolated Shopping parades
- Town centres and Local parades (400m buffer)
- Schools (450m buffer)
- School Locations



Landscape designations

- Phased Site Boundary
- Special Areas of Conservation
- Sites of Special Scientific Interest
- Ancient Woodlands
- Local Nature Reserves
- National Landscape
- Countryside Parks



Heritage

- Phased Site Boundary
- Non Designated Heritage Assets
- Listed buildings
 - Grade
 - I
 - II*
 - II
- Registered parks
 - Grade
 - II*
 - II
- Historic Parks and Gardens
- Scheduled Monument
- Local List of Heritage Assets
- Heritage Action Zone
- Conservation Area

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6.35 **HL151 : ILLUSTRATIVE SCHEME***

* This illustrative capacity estimate is strategic and design-led, actual site yield may fall above or below the identified density range once detailed technical, environmental, heritage, access, infrastructure and design considerations are fully tested.



A row of mews houses defines the northern edge of the site, fronting West Hill Road and creating a strong boundary. A shared open space lies between the mews and three apartment blocks to the south, with tree planting forming a green buffer between buildings.

Site	Area (ha)	Typology	APARTMENT AREAS	HOUSING UNIT COUNT	
			Total GEA (m²)	Units by typology	Total units
HL151	0.21	Mews		5	
		Apartments	2,520	25	30

DENSITY BAND	DENSITY LOWEST UNITS	DENSITY HIGHEST UNITS	STATUS
90-150	19	32	In range



Typology

- Mews
- Apartments 4 storeys

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6.36 SUMMARY TABLE

This table summarises each site’s area, typology, GEA, and total housing yield, alongside a density assessment indicating whether schemes fall within, above, or below the recommended ranges in the strategy. The accompanying visual chart reinforces these findings by illustrating how each site’s unit yield compares across density bands, making it easier to identify trends and outliers. See the following page for conclusions.

			APARTMENT AREAS	HOUSING UNIT COUNT					
Site	Area (ha)	Typology	Total GEA (m²)	Units by typology	Total units	Density band	Density lowest units	Density highest units	Status
HL4	0.19	Terraced		48	48	55-70	58	74	Below range
HL10	2.15	Terraced		62					
		Apartments	3,600	36	98	45-55	97	118	In range
HL11	0.37	Apartments	5,760	58	58	90-150	27	45	Above range
HL14	0.19	Apartments	3,700	37	37	45-55	9	10	Above range
HL39	2.36	Terraced		71					
		Mews		2	73	55-70	130	165	Below range
HL115	3.45	Apartments	5,000	50	50	90-150	72	120	Below range
HL140	3.88	Semi-detached		25					
		Terraced		62					
		Apartments	1,830	8	95	45-55	117	143	Below range
HL148	6.5	Terraced		87	87	30-45	130	195	Below range
HL149	0.23	Mews		5					
		Terraced		6					
		Apartments	828	8	19	55-70	13	16	Above range
HL151	0.21	Mews		5					
		Apartments	2,520	25	30	90-150	19	32	In range
					595		672	918	

Fig 47 Site housing capacity and density assessment

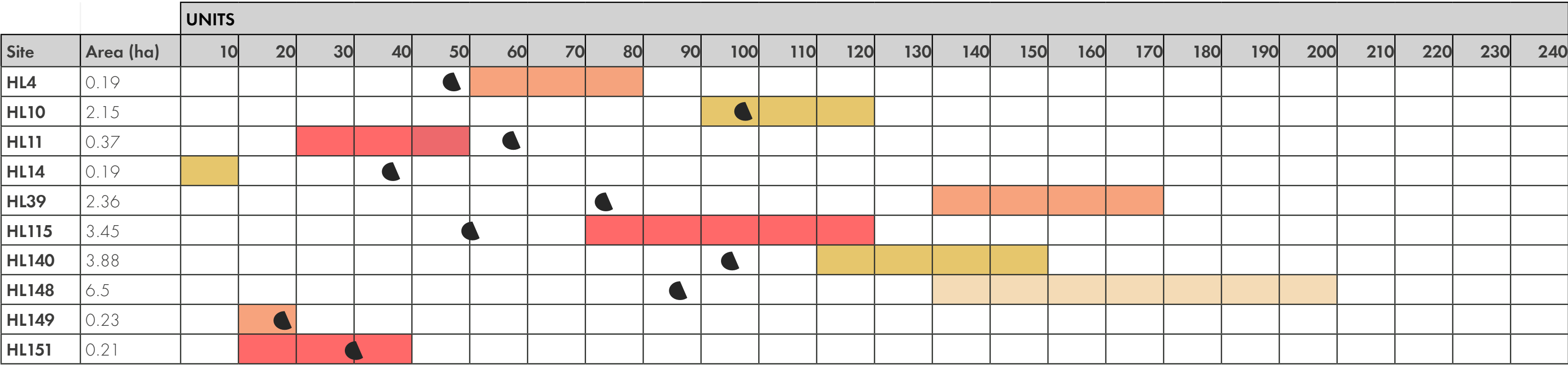


Fig 46 Density range comparison by site

6.37 CONCLUSIONS

The site capacity testing process provides a robust sense-check of the Hastings Densification Strategy. Across the focus sites, the illustrative schemes show that the broad density bandings identified in the Stage 1 report are generally sound and provide an appropriate level of ambition when applied to a range of site types, locations and constraints. The exercise confirms that the strategy is capable of guiding higher-density development towards the Borough's more accessible and sustainable locations, while also recognising where physical, environmental, heritage and townscape considerations appropriately moderate development capacity.

The variation in outcomes across the focus sites should not be read as undermining the density framework; rather, it demonstrates why the bands identified in the Stage 1 report were correctly expressed as strategic ranges rather than fixed requirements. Schemes that fall within the identified ranges provide direct support for the underlying density assumptions in the Stage 1 report. Schemes that exceed the ranges are typically associated with efficient site layouts, compact built forms, smaller development parcels, or locations where accessibility and urban context can support more intensive forms of development. On these smaller sites, the way housing densities will be calculated will differ given that far less site area will be required for supporting infrastructure such as streets.

Conversely, schemes that fall below the Densification Strategy density ranges are generally those where the developable area is reduced by flood risk, ecological sensitivities, landscape constraints, retained open space, heritage considerations, site shape or access requirements. In this respect, the Density Strategy outlines housing density zones and ranges which provide a realistic initial framework within which site-specific design responses can be developed, reviewed and discussed as schemes come forward.

Taken together, the findings reinforce the overall conclusions of the Stage 1 report and support the retention of its density bandings as a sound basis for plan-making and development management. The study indicates that the broad spatial distribution of density remains appropriate, higher-density growth should continue to be focused in the Borough's most accessible locations, while lower-density and more moderate bands remain suitable in suburban, constrained or landscape-sensitive areas.

This Stage 2 report therefore strengthens the evidence base by showing that the Densification Strategy is both ambitious in responding to Hastings' acute housing needs whilst also flexible to accommodate the varied conditions of individual sites. It should however be applied as a strategic guide, to be refined through the detailed design, technical assessment and policy considerations relevant to each site.

GLOSSARY OF TERMS

Access

This term has two broad meanings: The route(s) to a site and the route layout within a site, related to different modes of movement (foot, cycle, vehicular), and:

The inclusive approach to design, which aims to create a built environment which is accessible to everyone, regardless of age or ability.

Active frontage

A frontage to the public realm which is characterised by multiple entrances and windows (domestic, commercial or retail), allowing an interaction of people between the public realm and the premises facing the street.

Borough-wide

Relating to the Borough of Hastings.

Block

A building or set of continuous buildings within a plot.

Building height

The height of a building measured AOD (referencing mean sea level rather than just the local ground level). For the purposes of determining the prevailing height in the area, the number of storeys can be also used.

CCMA (Coastal Change Management Area)

A designated coastal boundary where development is restricted to limit coastal erosion risks.

Character

The combination of features of a building or a place that give it a distinctive identity compared with other buildings or areas.

Character area

A geographical area defined by shared physical, environmental, social and economic characteristics. Character areas can vary in size and mix of components but are most recognisable and understood as a ‘place’.

Contemporary residential development

Contemporary development is the architecture of the 21st century. No single style is dominant, with development using a range of typologies and urban forms. It is characterised by efficient layouts that use a combination of low rise, mid-rise and tall buildings in perimeter blocks to optimise capacity. These tend to be set within gridded street networks that are highly permeable and legible.

Context

The surrounding environment of a proposed development, including existing buildings, landscape and consented schemes.

Cul-de-sac

A block characterised by an unconnected street network with routes terminating in a series dead-ends. A common layout typically associated with estate layouts, Post War Inner Suburbs and Industrial areas.

Density

In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Density bands

Six targeted residential density ranges defined in the study to direct growth based on location suitability and constraints:

- Lowest: 30–45 DPH
- Lower: 45–55 DPH
- Moderate: 55–70 DPH
- Moderate-High: 70–90 DPH
- Higher: 90–150 DPH
- Highest: 150–250 DPH

DPH (Dwellings per Hectare)

A standard planning metric used to express residential density by calculating the number of individual housing units within one hectare of land.

Design

The integrative process of manipulating elements of built form, landscape and the public realm, to achieve specific functional, sustainable, social and aesthetic effects. It involves working at a variety of levels from strategic to detailed.

Efficient

An efficient building or block makes best use of available space and land, using a design-led process to identify an optimum urban form through scale, massing and layout.

Enclosure

The extent to which streets and open spaces are visually defined by buildings, walls and trees. A continuous perimeter of these components between public and private space can achieve enclosure.

Enhance

The act or process of improving in value, desirability or attractiveness, either a building or public realm, without changing its function.

Footprint

The shape taken up at ground level by a building or group of buildings.

Formal / informal

A formal layout of streets and building groups is characterised by symmetrical or geometric plans and elevations. The features of an informal design include layout and elevations which are asymmetrical, winding and which relate to natural site characteristics.

Flood Risk Zones

Mapping provided by the Environment Agency identifying surface water and flood hazards (including Flood Zones 2, 3, and functional floodplain 3b).

Floor Area Ratio (FAR)

A metric used to calculate the density of developments regardless of building type and use. FAR is expressed as the ratio of a building’s total floor area to the size of the plot upon which it is built.

$$\text{FAR} = \frac{\text{Total floorspace proposed}}{\text{Total site area}}$$

Frontage

The front face of a building well-articulated with entrances and windows. Well defined frontage enables overlooking from the building out into the street or space, creating a positive relationship between the two.

GEA (Gross External Area)

The total floor area of a building measured to the outside perimeter of external walls.

GIA (Gross Internal Area)

The total internal floor space of a building enclosed by structural walls, estimated in this study as 90% of the GEA.

Grain

The pattern of property lines, both on plan and elevation, plots, streets and lanes. The general shape and direction of building footprints. Fine grain refers to the higher intensity of smaller plots or streets. Coarse grain refers to larger scale plots with fewer roads.

Grid of streets

A style of street network defined by a repetition of streets and urban blocks intersecting at right angles, comprising an overall grid structure. Regular grid patterns allow for ease of accessibility and legibility.

Guidance

Non-prescriptive elements of a design code provided to promote best practice.

Hastings Local Plan (2023–2041)

The local statutory development plan for Hastings Borough Council which will set out a vision and framework for the future development of the Hastings area.

Hierarchy

A logical sequence of spaces, streets or building forms, increasing or decreasing in size or density throughout a development.

Housing yield

The total estimated number of residential units that can realistically be delivered on a specific development site.

IMD (Index of Multiple Deprivation)

A national spatial dataset ranking local areas (deciles) according to combined socio-economic criteria such as income, employment, health, and housing quality.

Inclusive

The design of the built environment so that it can be accessed and used by everyone, regardless of age, gender and disability.

Infill development

The insertion of new building units on vacant, underutilised, or corner plots within established built-up urban or suburban areas.

Layout

The layout of a block relates to the arrangement of buildings, open spaces and streets and the relationship between these components in creating an efficient, positive and legible environment.

Legible

The combination of buildings, streets, trees, and open spaces that use visual cues to create an intuitive and easily navigable environment.

LIEA (Local Industrial Employment Area)

Local industrial zones serving light industrial and local commercial needs.

Linear

A building consisting of stacked apartments and maisonettes organised in a linear urban form. Can be stand alone and running parallel with a street to form a contemporary terrace, or form part of a courtyard block that forms the perimeter between the public street and private internal space.

Listed Building

A building that is included on the List of Buildings of Special Architectural or Historic Interest administered by Historic England on behalf of the Secretary of State for Digital, Culture, Media and Sport. Listed buildings are graded I, II* or II with grade I being the highest. Buildings within the curtilage of a listed building constructed before 1948 are also protected. The significance of a listed building may be external and/or internal.

LNR (Local Nature Reserve)

Protected local green spaces managed for wildlife conservation and community access.

Local centre

These areas typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket, post office, pharmacy, laundrette and other useful local services.

Locally Listed Building

A building, structure or feature which, whilst not on the national list of buildings of special architectural or historic interest compiled by the Secretary of State, is important in the local context due to its architectural or historic interest or its townscape or group value.

Low-rise buildings

Low-rise buildings are classified as buildings up to and including 3 storeys e.g. up to 9 metres.

Massing

The three-dimensional volume and structure of a building’s urban form. Massing is expressed through the size, shape and scale of its different components. Commonly understood as the expression of a building without any finer architectural elements and details. Massing can influence the ways in which a building is perceived, particularly in regards to reducing the impact of visual bulk.

Mid-rise buildings

Mid-rise buildings are classified as buildings between 4 and 6 storeys e.g. between 12 and 18 metres.

Mixed-use / mixed-use development

Provision of a mix of complementary uses, such as residential, community and/or leisure uses, on a site or within a particular area.

National Planning Policy Framework (NPPF)

England’s national planning framework that prioritises the effective use of land and higher-density residential growth in sustainable, infrastructure-rich locations.

NDSS (Nationally Described Space Standards)

National minimum internal size requirements for new homes, determined by the number of bedrooms and occupants.

Net Internal Area (NIA)

The usable area within a building measured to the internal face of the perimeter walls at each floor level.

ONS (Office for National Statistics)

The UK’s national statistical institute providing official census and household data used to inform local housing targets.

Overlooking

A term used to describe the effect when a development or building affords an outlook over adjoining land or property, often causing loss of privacy.

Perimeter block

A perimeter block is an urban form that concentrates the development of a city block along its outermost - or public - edges to strongly define a boundary between public and private or semi-private space. This form is highly efficient by making best use of available land and avoiding surplus spaces that lack clear role of function. The blocks themselves are impermeable but are set within a highly permeable street network.

Permeable

A connected street or pedestrian network with a high frequency of routes that allow easy passage of movement, often associated with fine urban grain patterns. In Hastings, this characteristic is associated with Town Centres, Historic Inner Suburbs and Urban Neighbourhoods.

Place

A space in the built environment that has some meaning for people due to the activities and uses which characterise the space, or the quality of the space itself.

Plot

An area of developable land less public open space, primary road infrastructure, and non-developable areas.

Public realm

The public realm is any part of a site, area, village, town or city that everyone can use and enjoy, including streets, squares and parks. The public realm is very important for pedestrian movement, as it connects various places and buildings.

Rhythm

The repeated pattern of an element such as a building, street or architectural detail.

Roofline

The profile of the top edge of a building.

SAC (Special Area of Conservation)

High-level wildlife conservation sites protected under nature regulations, such as the Hastings Cliffs.

Sensitivity

The sensitivity of an area is how vulnerable it might be to potentially adverse impacts of higher density development. It is determined through assessing environmental, heritage, landscape, infrastructure, or other policy considerations of that location.

Scale

Most commonly understood as building height, though scale is relative to another (usually neighbouring) building's height. It can also relate to the size of a building's different elements e.g. massing, fenestration, rather than purely its absolute building height.

Setting

The physical (built and landscape), community and economic surroundings in which the development takes place.

Set back

A step-like recess in massing of upper storeys, used where proposed building heights exceed the shoulder height of street. This strategy can preserve the established street width ratio and allow daylight to reach lower storeys.

SIEA (Strategic Industrial Employment Area)

Strategically important large economic employment hubs located along primary logistics and road corridors.

Storey / number of storeys

Number of storeys is described as the number of floors in the building that have all internal perimeter walls of full floor height. If there is additional accommodation in the roofspace that is created within a pitched or similar style roof, where all perimeter walls are not of full floor height, this would not count as a full storey (see Figure 12.5).

A building containing X number of full storeys with additional accommodation in the roofspace would be called 'X storeys with rooms in the roofspace'. If there are multiple (Y) floors within the roofspace this would be described as 'X storeys with rooms in the roofspace contained in Y floors'.

Streetscape

The character of the street environment, existing or proposed.

Suburban

An area on the edge of a large town or city, typically residential in character. Suburbs became common in the UK during the 19th and 20th centuries when the development of rail and road transport made commuting viable.

Suitability

The suitability of an area is how suitable it might be for higher density development, because of its existing infrastructure, services, local amenities, and transport networks.

SSSI (Site of Special Scientific Interest)

Protected natural areas recognised nationally for scientific value, including Marline Valley and Combe Valley.

Townscape

The urban equivalent of landscape: the overall effect of the combination of buildings, changes of level, green spaces, boundary walls, colours and textures, street surfaces, street furniture, uses, scale, enclosure, views etc.

Typology

The classification of buildings into typical and easily recognisable types, based on shared characteristics such as scale, massing, layout, architectural style and period. This organisational device can also apply to urban blocks e.g. Perimeter Block, Free Form Block.

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