

## **Stage A - Sustainability Objectives, Baseline and Context**

### **Links to other relevant plans, policies, programmes and sustainability objectives (Task A1)**

The SEA Directive requires an analysis of the “main objectives of the plan or programme and relationship with other relevant plans and programmes’ (Annex 1a) and of ‘the environmental protection objectives, established at international, community or member state level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex 1e)

During the sustainability appraisal scoping stage, a review was carried out on a wide range of plans, policies, plans and programmes that were considered to be influential for both the formation of the sustainability objectives and the formation of the Hastings LDF. As the Core Strategy is a strategic document, many of the plans, policies and programmes considered in the Scoping Report are relevant to this appraisal.

Appendix A therefore, sets out an updated review of the plans, policies and programmes that have been reviewed at a local, regional, national and international level, and will inform and affect the Core Strategy. The key objectives, targets and outputs arising from the review have been distilled into a list of key messages (below), and have been used to identify sustainability objectives, targets and key sustainability issues to be considered further on in this report.

- Assess implications of the Core Strategy on sites of European importance (Hastings Cliffs Special Area of Conservation)
- Provide of 4,200 dwellings in period 2006-2026
- Create mixed and sustainable communities to meet the needs of future generations as well as our own
- Improve health
- Ensure communities have access to a range of shopping, employment, leisure and cultural and local services
- Make the best use of available land, and prioritise the development of previously developed land
- Provide decent, affordable homes to meet the shortfall within the town
- Ensure good design in new developments and promote high standards of energy efficiency in buildings, including the provision of low carbon and renewable energy technologies
- Regenerate deprived areas, and develop and sustain a vibrant economy
- Increase employment opportunities
- Protect, conserve and enhance biodiversity
- Reduce car dependency by facilitating more walking and cycling and improving public transport linkages
- Incorporate waste strategies into new developments and encourage further re-use, recycling and recovery of waste
- Protect, enhance and increase access to the historic environment
- Protect and enhance parks and open spaces, the coast and the marine environment
- Address the causes of climate change through reducing the emissions of greenhouse gases
- Reduce water, air, noise, and soil pollution

- Consider the implications of flood risk in new developments, and reduce the risk of flooding
- Promote more sustainable drainage systems where appropriate.

### **Description of the social, environmental and economic baseline characteristics, and predicted future baseline (Task A2)**

The SEA Directive requires an analysis of “the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan” (Annex 1b) and “the environmental characteristics of areas likely to be significantly affected” (Annex1c).

Baseline data is made up of a variety of social, economic and environmental information that is used to help identify any problems or issues affecting the town. The baseline will also set to set the grounding for predicting and monitoring the effects of the Plan being assessed. Mechanisms for monitoring the Core Strategy will be shown in the Local Development Framework Annual Monitoring Report.

During the Scoping stage, a review was carried out of the quantifiable baseline data collected for this assessment. The full, detailed table of baseline data is shown in Appendix B. A summary is provided below:

#### **Social characteristics**

Hastings has a population of 86,120 (Nomis, 2006), comprising significant proportions of people in under 19-age bracket (almost 25%) and the over 65 age bracket (over 17%).

Hastings is in the top 10% most deprived areas in England. Out of the 53 Super Output Areas (SOAs) in the town, 14 feature within the worst 10% in England, and a further 7 in the worst 20%. Child poverty is a particular problem, with 18 of the towns SOAs being in the worst 20%.

The Housing Needs Survey in 2005 revealed that there is a significant shortage of affordable housing in the town. The study estimated that 596 homes need to be provided annually in order to meet the shortfall, which is 14 times more than the current level at which new affordable homes are being constructed.

The 2001 Census revealed that over 10% of Hastings residents’ described their health as “not good”. 18% of the working age population have a limiting long-term illness, compared to the regional average of just 11% (Census, 2001). Life expectancy in the town is low, with the average life expectancy for males at 75.7 years, and 80.1 years for females. This is below the national average of 78.5 for males, and 82.4 years for females (2004-06 averages). Hastings also has a high under-18 conception rate, at 55.8 per 1000 population, compared to the national average of 41.7 per 1000 population.

In 2006/07, 43.8% of 15 year olds achieved 5 or more GCSEs at grades A\*-C (or equivalent). 10% of adults within the town have basic literacy skills below entry level 3 (considered lower than GCSE), compared to 24% in England and Wales (DfES, 2003)

#### **Environmental characteristics**

Hastings is home to one site of international importance, the Hastings Cliffs Special Area of Conservation (SAC). This SAC is protected under the Habitats Directive, and as such, any development needs to take account of its impact on the designated area.

The town is tightly constrained, with the High Weald Area of Outstanding Natural Beauty (AONB) measures 546.7 hectares and covers most of the northern edge of the town and the Hastings Country Park to the east. Within the town's boundary, there are also 3 Sites of Special Scientific Interest (SSSIs), 7 designated Local Nature Reserves, and 30 Sites of Nature Conservation Importance (SNCI). In addition, there are 17 Conservation Areas, 8 Scheduled Monuments and over 900 Listed Buildings, 3 of which are at risk.

There are low levels of recycling within the town, with only 18% of waste being recycled during the period 2006-2007.

### **Economic characteristics**

There are relatively low employment and economic activity rates in the town. Only 77.9% of working age people are economically active compared to 82.0% in the South East. Average earnings of Hastings' residents are also low, at just 81.8% of the South East average.

Hastings has the highest percentage of households without a car in East Sussex, at 34% compared to 23% in East Sussex, and 27% nationally.

Property values in Hastings have remained significantly below the regional average, despite rapid growth in recent years. The average house price in Hastings has been recorded as £155,864, compared to £229,685 in East Sussex and £256,149 in the South East. In addition, 19% of the population of the town live in private rented accommodation, which is double the national rate, and 65% of residents live in owner occupied accommodation.

Most people are employed in public administration, education and health sectors with 43.6% in 2006, followed by manufacturing with 11.6%. A large number of small firms reside in the town, with 85% of firms employing less than 10 people.

The town is just 70 miles from central London, but is poorly served by rail and road links. The coastal A259 and northbound A21 are single carriageway where they run through the town, leading to congestion, particularly on the A259 between Hastings and Bexhill. In December 2004, the Government gave 'in principle' support to the development of a Hastings/Bexhill Link Road, which would improve connections between the two town, and enable the release of land for development to the north of Bexhill.

### **Predicted future baseline**

- Policy based population projections predict a decline by –1.8% by 2026, to 84,541, along with a significant increase in the older age groups
- Despite this, dwelling and household growth of 10% is projected because of demographic change.
- Household size is projected to reduce from 2.14 persons per households to 1.90.

- Hastings' workforce is projected to reduce by -7.3% overall, with most of this decrease amongst males.
- Annually 1049 affordable housing units are needed, 596 more than the existing re-let supply.
- Forecasts show there will be no significant requirement for additional convenience goods floorspace in the period 2011 – 2021.
- The study predicts a total estimated capacity for bulky goods from 2006 to 2021 of 8200 sq m – spread fairly evenly over time.
- The non-bulky goods sector forecast implies the requirement for 7484 sq m between 2011 and 2016, than another 8181 sq m between 2016 – 2021.
- In view of existing commitments, relatively high demand for non-bulky comparison goods floorspace does not really 'kick in' until after 2011 – with 7484 sq m net required by 2016. By 2021 capacity for another 8181sq m net has been identified.
- The total employment resulting from implementation of all the retail capacity identified would be over 1300 jobs.
- In order to retain its market share, Hastings Town centre would need approximately 15,560 sqm of net additional comparison goods floorspace in the period 2011 to 2021.

Whilst Hastings does face some sustainability issues and problems as discussed below, the town is also home to some exciting opportunities for the future. The Government, SEEDA, English Partnerships and funding from the Single Regeneration Budget has resulted in approximately £82 million being invested in the town through a variety of regeneration projects. The Hastings and Bexhill Task Force, in collaboration with other partners developed a regeneration strategy based on five key aspects – Education, Business, Urban Renaissance, Broadband and Transport. This strategy is now being implemented, with various projects either being completed, or under construction.

In addition to this, the Learning & Skills Council, supported by SEEDA, Hastings Borough Council and the Hastings and Rother Primary Care Trust, have invested a further £92 million in the development of further education facilities at Station Plaza and Ore Valley.

The population and workforce projections described above are based on past trends. Taking account of the substantial investment and regeneration activity in the town, it is anticipated that the population and projected workforce will increase by 2026, not decrease as stated above. The indicators used to monitor the Plan will ensure that this strategy is being achieved, highlighting areas where further action is needed - to keep planning for the future.

### **Main social, environmental and economic issues, and problems identified (Task A3)**

The SEA Directive requires an analysis of “any existing environmental problems, which are relevant to the plan” (Annex 1d). Government guidance used for this appraisal emphasises that any problems identified should, where possible, be supported by evidence in the form of baseline information.

In accordance with the above, **table 3** shows the sustainability issues facing the town, together with sources of supporting evidence. The table was compiled during the Scoping process and has since been updated (July 2007). The sustainability issues have been informed by the context and baseline reviews above, as well as from

discussions with planning officers, key stakeholders through SA workshops, and formal responses from statutory consultees.

Table 3 by no means provides a full list of all the issues, but is an attempt to acknowledge those that are a priority within the town, and in relation to the Core Strategy.



<b>housing</b>	constructed. In addition there is an already sizable proportion of the population with a disability or limiting long-term illness, so maintaining access, mobility and appropriate housing for them remains an important agenda (18% of working age have a long term illness, compared to 11% in the region).	
<b>Fuel poverty and energy efficiency</b>	<p>The built environment is a significant energy user and contributes to greenhouse gas emissions. The energy efficiency of much housing stock is poor, resulting in high fuel bills – new buildings provide an opportunity to ensure that building are constructed to be energy efficient and sustainable, to minimise their impact on the environment.</p> <p>Super Output Areas in Castle, Gensing and Braybrooke wards, have the highest percentages of households living in fuel poverty. Within the Borough, 6.59% of households have been identified as living in fuel poverty. Hastings has the highest levels of fuel poverty within East Sussex</p>	Incorporate sustainable design and construction, energy efficiency into LDF and contribute to the alleviation of fuel poverty
<b>Eradication of deprivation hotspots</b>	Hastings is in the top 10% of most deprived local authority areas in England. Of the 53 Super Output Areas (SOA) in Hastings, 40% fall within the most deprived 20% of SOA's in England, with highest concentrations found in Castle, Central St Leonards Gensing, and Hollington, 14 SOAs fall within the top 10% most deprived nationally, with 3 SOAs in Central St Leonards falling in the worst 5% in the Country.	<p>Consider issues of social exclusion and accessibility for disadvantaged groups. The LDF will need to promote development that contributes to socially inclusive communities and seek to locate development in locations, which are accessible for all to jobs and services.</p> <p>Promote and support regeneration efforts addressing pockets of deprivation, whilst also tackling issues that could lead to deprivation in other parts of the Borough.</p>
	Access to services – health care, education, shops, GPs, public transport, employment, training, parks and open spaces is a major issue. A lack of mobility can cause real hardship – reduces	Any increase in population and new housing areas will create a demand for new services and access to these – and put pressure on

<p><b>Access to services</b></p>	<p>opportunities for employment &amp; education as well as access to leisure &amp; cultural activities. Limited public transport can contribute to increasing the isolation of communities and individuals.</p>	<p>existing services. Infrastructure needs to be in place to meet new housing and population increases.</p> <p>The LDF will need to take a broader, spatial planning perspective to ensure that places and communities are well connected with good transport services and communications linking people to schools, health, leisure, shopping, health leisure, shopping and the natural environment without having to rely on private car use.</p>
<p><b>Room for growth</b></p>	<p>Hastings is a tightly contained urban centre that is mostly surrounded by areas of environmental and landscape importance such as the High Weald Area of Outstanding Natural Beauty.</p> <p>There are now few opportunities for further large-scale housing or employment growth on Greenfield sites within the Borough itself. The Council is committed to making best use of brown field land in the urban areas – supporting the Millennium communities’ developments at Ore Valley and Hastings Station Area.</p>	<p>Develop housing and employment opportunities that take account of current government guidance about mixed use developments and housing densities on brownfield land. Consider the reuse and refurbishment of existing buildings. Ensure all new developments follow sustainable urban design principles.</p>
<p><b>Health inequalities and provision</b></p>	<p>Life expectancy – average life expectancy is 75.7 years for men and 80.1 years for women in Hastings, compared to the national figures of 77.3 for men and 81.6 for women.</p> <p>In May 2007, 5,570 people of working age within Hastings were claiming Incapacity or Severe Disablement benefits. 11% of residents describe their health as ‘not good’ in comparison to 9% in East Sussex and England &amp; Wales and 63% described their health as ‘good’ in comparison to 71% in the southeast and 69% in England &amp; Wales.</p> <p>The Indices of Deprivation 2007 highlight areas in Castle, Central</p>	<p>Access to health services must be good to maintain and reduce health inequalities. Increases in population &amp; new housing areas will create a need for new surgeries and health facilities.</p> <p>There are indirect links between health &amp; the direct land use issues the LDF will tackle (e.g. access to open space, leisure and recreational opportunities, walking and cycling route) – facilitate and encourage walking and cycling by creating accessible and connected</p>

	<p>St Leonards and Gensing wards as having the highest health deprivation – ranked amongst the worst 10% nationally. Increasing numbers of elderly people in the population places additional pressure on services and facilities.</p>	<p>neighbourhoods.</p> <p>Improving energy efficiency/eradicate fuel poverty access to decent homes – help to reduce health inequalities</p>
<p><b>Schools</b></p>	<p>There are 22 primary schools, 5 secondary schools and one higher education college Hastings College of Arts and Technology, and the University College Hastings – part of Sussex University. The number of primary school placements is expected to fall over the next 5 years, although most schools will remain fairly full. The number of pupils transferring to secondary education is expected to decline by 8% over the next 5 years. (ESCC school organisation plan 2003/04-2007/08)</p>	<p>Increase in population and housing over next 5 years are likely to have an impact on school placement requirements. Need to make sure contributions are secured from housing developments to provide these additional places.</p>
<p><b>Educational achievement</b></p>	<p>Educational achievement for 15 year olds is below the national and county average – 43.5% of passes in Hastings remain below the County and national pass rate. There are significant numbers of the adult population who have problems with literacy and numeracy – 12% of the population have no formal qualification - amongst the working age population, 42.2% has a NVQ level 3 or above. Improve the number of qualifications achieved by all generations.</p>	<p>LDF can help to ensure adequate provision of schools and other education facilities and support a culture of learning in the borough – LDF can't directly influence educational achievement</p>
<p><b>Fear of crime and community Safety</b></p>	<p>Fear of crime survey carried out in 2004 showed that the overall feeling of safety at day and night has improved since 2001. Burglary rates in Hastings have fallen between 2003/04 and 2006/07 from 25.4/1,000 to 14.6/1,000.</p>	<p>LDF policies can help to design out crime and reduce the fear of crime Promote mixed use development to encourage natural surveillance, improved pedestrian flows and vitality.</p>
<p><b>Young people</b></p>	<p>43.5% of 15 year olds achieved GCSE grades A*-C in 2006/07, a slight increase from 42% in 2003/04 and 41% in 2002/03.</p> <p>19.6% of the population is aged 0-15 years, 16.2% is 16-29 years. Only 54.7% of the young people surveyed is 2005</p>	<p>The LDF policies can contribute to the objectives of the Youth Strategy by contributing to increasing training and employment opportunities for young people, improving access to accommodation for</p>

	consider Hastings to be a fairly to very good place for young people to live (2006/07)	young people, reducing the fear of crime, and improving access to leisure and cultural opportunities.
<b>Environmental Issues</b>	<b>Description/ supporting information</b>	<b>Action/Issues for the LDF</b>
<b>Transport and the Environment</b>	<p>There has been a 25% increase in traffic on major roads in the South East between 1993 &amp; 2003 and continues to rise. Traffic emissions impact on air quality, health and climate change. There has been an increase in car use since 1991 and this is likely to continue. The average distance travelled to work in the Borough is 13km and is slightly below the county's' average of 16km</p>	<p>The LDF will include policies to reduce the need to travel in particular by the private car by taking an integrated approach to land use and transport.</p> <p>The LDF can contribute to facilitating and supporting the provision and use of local goods and services to reduce transportation of goods and services.</p> <p>Support the initiatives of ESCC Local transport Plan</p>
<b>Protect, conserve and enhance biodiversity</b>	<p>There are a number of nationally and international important wildlife sites in the Borough - Hastings Cliffs Special Area of Conservation (SAC), 3 Sites of Special Scientific Interest (SSSI) at Combe Haven, Marline Valley and Hastings Cliff to Pett Beach which are all in favourable condition (English Nature), one Country Park, 7 Local Nature Reserves (LNR), and 30 Sites of Nature Conservation Importance (SNCI). The LNR's include Marline Valley Woods, St Helens Woods, and Filsham Reedbeds, which are the largest reedbeds in Sussex, Churchwood, Summerfield's Woods and Old Roar Gill, an ancient woodland gill stream at the head of Alexandra park..</p> <p>In addition there is protected countryside, including High Weald of Outstanding Natural Beauty (AONB), Combe Haven Valley and the proposed Pebsham Country Park. Hastings has many species of conservation importance from dormice, bats, badgers,</p>	<p>Include polices which protect and enhance biodiversity and protect and enhance existing sites and features for their ecological and/or geological importance.</p>

	<p>and great crested newts to unusual bees, wasps and mosses.</p> <p>Development pressures will continue to place increasing pressure on the natural environment especially as previously developed land supply is used.</p>	
<b>Growth in waste and recycling</b>	<p>Hastings Borough Council is a waste collection authority and is responsible for collecting refuse and materials for recycling from local households.</p> <p>384.3kg of waste per household were produced in 2005/06. This compares favourably to the county where on average 520.4kg of waste per household were produced. Although recycling and composting rates are increasing, the recycling rate in the borough in 2005/06 was lower than the national and regional average. While the percentage of waste recycled or composted is increasing, the benefit may be outweighed by the rising amount of waste produced.</p>	<p>Encourage the use of recycled materials in new development and ensure that the layout of and design of new developments supports waste recycling and reduction</p>
<b>Cultural heritage and opportunities</b>	<p>The historic environment consists of buildings, landscapes and archaeological sites. The towns rich historic heritage including historic buildings, parks and open spaces, sea views and a hilly landscape of valleys and ridges plays an important part in promoting the economic prosperity of the town by fostering tourism and contributing to residents quality of life.</p> <p>The Borough contains 8 scheduled monuments, 17 conservation areas and over 900 listed buildings. The town has a rich heritage of historic buildings including the medieval Old Town, the Victorian town centre and the regency splendour parts of St Leonards. Future development in the town must be undertaken in a way so as to protect and wherever possible, enhance our valuable assets and contribute to the sustainable regeneration of the town.</p>	<p>Protect and enhance conservation areas, Listed Buildings and buildings of local architectural importance and their settings, the town’s landscapes and archaeological features and contribute to the character, distinctiveness and sense of place of the town and landscapes.</p>

<p><b>Open space and landscape issues</b></p>	<p>Hastings grew from a small fishing port in the medieval period. With the advent of railway and the development of seaside tourism, elegant Georgian and Victorian terraces and crescents were built beside the well-preserved Tudor old town. The Old town is characterised by winding lanes, twittens and timber framed Tudor cottages.</p> <p>Hastings is situated to the west of a series of sandstone headlands and is situated where the High Weald (a ridge of sand and clay) meets the sea. Over time, this has been eroded into ridges, and wooded ghylls, providing a series of parks, open spaces and sheltered woodland within the town. Hastings coast is a cross section of the High Weald cut out by the sea, and can be best seen by the sandstone and clay cliffs at Hastings Country Park. Parks and open spaces make up a large area of the green space within Hastings and can be outstanding for wildlife and play a crucial role in the conservation of some species.</p>	<p>Include policies that protect and enhance landscape and townscape character, and the biodiversity of the town.</p>
<p><b>Water use</b></p>	<p>Water consumption has dramatically risen over the last 25 years such that we consume 50% more water than we did 25 years ago. The South East is one of the driest regions in the country; It is also a region with high forecast population growth. Water supply and treatment is supplied by Southern Water Services.</p> <p>Over 70% of SWS water is from underground sources known as aquifers, the remainder is from rivers (25%) and groundwater (5%). This makes the area vulnerable in times of drought and if climate change alters the rainfall pattern. To help safeguard water supplies in Hastings a 29km pipeline has been installed between Bewl Water Reservoir and the water supply works at Ninfield. This will enable water from the Medway area to be used in the Hastings (and Bexhill) areas. Average water consumption per person in Hastings is 160 litres per day, which is equal to the</p>	<p>Encourage new development to achieve greater water efficiency and improvements to water quality through good urban design principles, use of sustainable urban drainage and by recognising the impacts of land use within the wider water catchment area.</p>

	average consumption in the southeast (150-165 litres per day).	
<b>Air quality</b>	Air quality in the borough is generally good, comparing favourably with air quality in the rest of the UK. However, the Council has declared an Air Quality Management Area on Bexhill Road where European air quality standards are breached.	Reduce the need to travel and traffic related emissions. The LDF policies can protect the environment and human health from air pollution and the implications on climate change on air quality.
<b>Climate Change</b>	<p>Climate Change is one of the most serious environmental challenges facing the 21<sup>st</sup> Century.</p> <p>The main sources of carbon dioxide emissions are <b>buildings, industry and transport</b>. The likely impacts of climate change on the town are not fully known but the predictions suggest - a likely rise in sea level, coastal erosion, flooding, more intense storms during the winter and less summer rainfall (10-15%less), higher summer temperatures (1-1.5°C)</p> <p>There are a limited number of renewable energy schemes in the town – there has been minimal progress in developing renewable energy schemes</p>	The LDF will need to consider the implications of climate change on the built and natural environment. Promote the role of good urban design e.g. accessibility, layout, built form, landscaping in reducing energy use and maximising solar gain. Reduce surface water run off from new development and promote the use of sustainable urban drainage. Integrate renewable energy schemes to new developments.
<b>Economic Issues</b>	<b>Description/ supporting information</b>	<b>How can the LDF address this</b>
<b>Employment</b>	<p>As at Dec 2007, 3.3% of the residence based working age population of Hastings are claiming Job Seekers Allowance, compared to 1.3% in the South East and 2.1% for the whole country.</p> <p>33.1% of Hastings workforce is part-time compared to a regional figure of 25.0% and a national figure of 23.9%. Average median weekly workplace based earnings for full-time workers in Hastings in 2006 were £393.3, which is less than the southeast (£480.7) and national (£462.0) average – this reflects the predominantly low wage economy in the service and public sector.</p>	<p>The LDF will need to protect and support the provision of local quality employment opportunities. Enable improvements in infrastructure to meet the needs of the economy.</p> <p>Promote economic development that creates quality job opportunities.</p>
	12% of the working age population in Hastings have no	The LDF policies can contribute to providing

<b>Skills shortage</b>	<p>qualifications at all. 19.9% of the working age population have qualifications at NVQ4 or above which is below the regional (30.5%) and national (27.1%) average. There is a lack of employment opportunities for young people and an inability to retain educated/skilled young people in the area. Growth in employment sectors is constrained by current skills base, as these do not match future requirements of key sectors.</p>	<p>opportunities for learning and training, which are accessible to all sectors of the community. It can contribute towards improving skill levels especially IT</p>
<b>Economic Output</b>	<p>The economic output of the area is constrained by its relatively weak economic base. The labour market is dominated by the public sector, which provides 43.6% of the entire jobs as compared to 26.3% nationally. Over 85% of firms employ 10 or fewer people.</p>	<p>The LDF can facilitate the development of quality local employment opportunities and ensure an appropriate supply of employment land.</p>
<b>Movement and transport</b>	<p>There is relatively low car ownership in Hastings - 33% of people do not own a car compared to 23% in the county and 27% nationally. Over 54% of people drive to work and over 8% travel as a passenger. Over 9% travel by public transport (bus or train) compared to 14.5% nationally and 14% walk, which is above the county (10%) and national (10%) average. 66% of employees travel less than 3 miles to get to work. However, poor public transport services in some areas inhibit access to employment and learning opportunities. The limitations of existing transport links is a constraint on economic growth (but key road and rail links are constrained by national policies and investment priorities (Hastings &amp; St Leonards AIF).</p>	<p>The LDF needs to make sure that all new development is accessible and located near transport links, providing for access via public transport, cycling and walking.</p>

**Table 3: Sustainability issues facing Hastings and associated supporting evidence**

## Limitations of the information

In gathering the baseline information, it became apparent that there are some gaps in the data collection – this is either due to the indicators not currently being monitored, or that the information is not available at a local level. The baseline will continue to evolve over time to fill these gaps.

The key areas, topics or indicators where there are limitations on the available information relevant to Hastings, are summarised below. It is important to highlight gaps in the baseline data at this stage to ensure that sufficient consideration is given to the inclusion of the missing data in the formation of a robust monitoring framework.

- Number of schools with school travel plan – This has been identified as a data gap.
- Number of residential developments over 10 dwellings providing at least 10% of their energy requirements from onsite renewables – New Indicator
- Number of qualifying developments/properties installing SUDs
- Number (or %) of new homes built to Code for Sustainable Homes level 3 – New indicator
- Percentage of employment development floorspace completed on brownfield land – New indicator
- Number of commercial building over 1000m<sup>2</sup> providing at least 10% of their energy requirements from onsite renewable energy generation – New indicator
- Employment land (B class uses) granted planning consent – New indicator
- New homes provided with recycling/waste prevention facilities – New indicator
- Experimental CO<sub>2</sub> emission data – by nature these are experimental and trend data cannot be established.
- Census information collected every 10 years – other figures rely on estimates
- Information on young people is dependent on a youth citizens panel survey being undertaken
- Information on households in fuel poverty was taken from a Housing Condition Survey produced by the Centre for Sustainable Energy in 1996 and the 1991 Census. It is not certain whether this report will be updated and reproduced.
- % of adults with poor literacy – one off survey conducted at a local level in 1996/97
- We can only monitor applications for renewable energy schemes that come through the planning process – they do not always need permission, and data through See stats cannot draw down to a local level.

Where new indicators are indicated, monitoring will begin against these new indicators in April 2008.

## Assumptions made

In undertaking the Sustainability Appraisal of the Core Strategy, the following assumptions were made:

- The data and information from other sources and external organisations is reliable and correct

- Each of the approaches is tested using the assumption that only one policy is being implemented. However, in reality, there will be a package of measures with interactions between them.

### The Sustainability Appraisal Framework including objectives, targets and indicators (Task A4)

The Sustainability Appraisal Framework provides a way in which the sustainability effects of the Core Strategy DPD can be described, analysed and compared. In order to do this, sustainability objectives, targets and indicators have been developed, and used to assess the social, environmental and economic effects of the plans' options and policies.

Sustainability objectives were originally developed in consultation with key stakeholders as part of the scoping process, and have been amended following consultation with the statutory environmental bodies. Appendix 4 of the scoping report provides a summary of the comments made by consultees and identifies how they have been incorporated in the revised framework.

Appendix C at the end of this report provides detailed version of the Sustainability Appraisal Framework, including targets. The objectives and indicators used for this appraisal are shown below:

Objective number	Objective	Indicator
<b>SOCIAL</b>		
1	More opportunities are provided for everyone to live in a decent, sustainability constructed and affordable home	<ul style="list-style-type: none"> <li>• Affordable housing completions</li> <li>• Net housing completions.</li> <li>• Property affordability.</li> <li>• Condition of housing stock (unfit dwellings)</li> <li>• Number of empty homes brought back into use.</li> <li>• Number of households accepted as homeless</li> <li>• Number (or %) of new homes built to Code for Sustainable Homes level 3</li> <li>• Number of residential developments over 10 dwellings providing a percentage of the energy requirements from onsite renewable energy generation.</li> <li>• Number of qualifying developments/ properties installing SUDs</li> <li>• Housing density</li> <li>• Housing tenure</li> <li>• Property values</li> <li>• Household size</li> </ul>
2	The health and well-being of the population is improved and inequalities in health are reduced	<ul style="list-style-type: none"> <li>• Death rates from circulatory disease and cancer</li> <li>• Life expectancy</li> <li>• % of households with limiting long-term illness</li> <li>• General level of health - % of population describe their health as 'not good'</li> </ul>

		<ul style="list-style-type: none"> <li>• Number of cyclist traffic accidents.</li> <li>• Number of participants engaged and registered on Active Hastings interventions.</li> <li>• Number of participants engaged and registered on Active Hastings interventions within 20% most deprived SOAs.</li> <li>• Attendance figures at Leisure Centres</li> </ul>
3	Levels of poverty and social exclusion are reduced and the deprivation gap is closed between the more deprived areas in Hastings and the rest of the town	<ul style="list-style-type: none"> <li>• Proportion of population who live in areas that rank within the most deprived 10-20% areas in the country.</li> <li>• Child poverty - Proportion of children under 16 who live-in low-income households</li> <li>• % of households in fuel poverty</li> </ul>
4	Education and skills of the population improve	<ul style="list-style-type: none"> <li>• GCSE qualifications age 15</li> <li>• Qualifications at age 19</li> <li>• % of school leavers pursuing further education</li> <li>• % of working age population with NVQ level 3 or above</li> <li>• % of working age population with NVQ level 4 or above (or equivalent)</li> </ul>
5	All sectors of the community have improved accessibility to services, facilities, jobs, and social, cultural and recreational opportunities	<ul style="list-style-type: none"> <li>• % of households within 300m of an accessible open space</li> <li>• Residents satisfaction - % of residents who are satisfied with their local area as a place to live</li> <li>• Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.</li> </ul>
6	Safe and secure environments are created and there is a reduction in crime and the fear of crime	<ul style="list-style-type: none"> <li>• Domestic burglaries per 1000 popltn</li> <li>• Violent offences committed per 1000 popltn</li> <li>• Recorded crime per 1000 popltn</li> <li>• Fear of crime – annual survey results</li> </ul>
7	Vibrant and locally distinctive communities are created and sustained	<ul style="list-style-type: none"> <li>• % of people satisfied with their local area as a place to live</li> <li>• % of people who feel their area is a place where people from other backgrounds can live harmoniously</li> </ul>
<b>ENVIRONMENTAL</b>		
8	Land and buildings are used more efficiently and urban renaissance encouraged	<ul style="list-style-type: none"> <li>• % of residential development completed on brownfield land</li> <li>• % of employment development completed on brownfield land</li> <li>• Number of empty homes brought back into use</li> <li>• Number of qualifying developments/ properties installing SUDs</li> <li>• Number of commercial buildings over 1000sqm providing a percentage of their energy requirements from on site renewable energy generation</li> </ul>
9	Biodiversity is protected,	<ul style="list-style-type: none"> <li>• Condition of SSSI's</li> </ul>

	conserved and enhanced	<ul style="list-style-type: none"> <li>• Achievement of Local Biodiversity Action Plan targets</li> <li>• % of open spaces managed to green flag award standard</li> <li>• Change in areas and populations of biodiversity importance</li> </ul>
10	The risk of flooding (fluvial & tidal) and coastal erosion is managed and reduced now and in the future	<ul style="list-style-type: none"> <li>• Number of properties at risk of flooding</li> <li>• Number of planning applications submitting Flood Risk Assessments</li> <li>• Number of developments/properties installing SUDs</li> <li>• Planning permissions granted contrary to advice of the Environment Agency on either flood defence grounds or water quality</li> </ul>
11	Parks and gardens, countryside, coast and the historic environment/townscape and landscape are protected, enhanced and made more accessible	<ul style="list-style-type: none"> <li>• Number and % of listed buildings (Grade I and II)</li> <li>• % of open spaces managed to Green Flag Award standard</li> <li>• The number of buildings at risk</li> <li>• % of households within 300m of an accessible and open space</li> </ul>
12	12. Air pollution is reduced and air quality continues to improve	<ul style="list-style-type: none"> <li>• Number of designated air quality management areas</li> <li>• Road traffic growth</li> <li>• % Car ownership</li> </ul>
13	The causes of climate change are addressed through reducing emissions of greenhouse gases (mitigation) and ensuring the Borough is prepared for its impacts (adaptation)	<ul style="list-style-type: none"> <li>• Number (or %) of new homes built to Code for Sustainable Homes level 3</li> <li>• % of commercial buildings meeting BREEAM v good &amp; excellent standards</li> <li>• Emissions of CO<sub>2</sub> by sector</li> </ul>
14	Water quality of freshwater bodies, waterways and the marine environment is maintained and improved and water consumption is reduced	<ul style="list-style-type: none"> <li>• Number of qualifying developments/properties installing SUDs</li> <li>• Per capita consumption of water</li> <li>• Rivers of good or fair chemical and biological water quality</li> <li>• Compliance with European Bathing Water Directive</li> </ul>
15	Energy efficiency is increased, fuel poverty is reduced and the proportion of energy generated from renewable resources is increased	<ul style="list-style-type: none"> <li>• Household energy use per capita (Gas and Electricity)</li> <li>• Renewable energy capacity (MW) installed by type</li> </ul>
16	Through waste re-use, recycling and minimisation the amount of waste for disposal is reduced	<ul style="list-style-type: none"> <li>• Household waste arisings (tonnes)</li> <li>• % Recycling rates of household waste</li> <li>• % of the total tonnage of household waste arisings that have been composted</li> <li>• New homes provided with recycling/waste prevention facilities</li> </ul>
17	Road congestion and pollution levels are reduced, and there is less car dependency and	<ul style="list-style-type: none"> <li>• Bus passenger journeys</li> <li>• % household car ownership</li> <li>• Journeys to work by modes, cycling and</li> </ul>

	greater travel choice	walking <ul style="list-style-type: none"> <li>• Road traffic growth</li> <li>• Average distance travelled to work</li> </ul>
<b>ECONOMIC</b>		
18	There are high and stable levels of employment and rewarding and satisfying employment opportunities for all	<ul style="list-style-type: none"> <li>• Average (median) workplace based earnings</li> <li>• % employment rates for various sectors (manufacturing, construction, hotels &amp; restaurants etc)</li> <li>• Job seeker allowance claimants</li> <li>• Economically active working age population</li> <li>• Unemployment rate</li> </ul>
19	Economic revival in the more deprived areas of the town is stimulated and successfully achieved	<ul style="list-style-type: none"> <li>• Business survival rates after 3 years</li> </ul>
20	The sustained economic growth of the borough is achieved and linked closely to social regeneration	<ul style="list-style-type: none"> <li>• Business start ups and closures</li> </ul>
21	Indigenous and inward investment is encouraged and accommodated	<ul style="list-style-type: none"> <li>• Employment land availability</li> <li>• Employment land (B use classes) applications granted planning consent</li> <li>• % increase/decrease in the number of VAT registered businesses</li> </ul>

**Table 4: The Sustainability Appraisal Framework**

## **Developing and Refining Options and Assessing Effects**

### **Testing the Core Strategy Issues and Options objectives against the Sustainability objectives (Task B1)**

Government guidance requires the Core Strategy and sustainability objectives to be tested against each other, in order to determine their consistency, and highlight any areas of conflict.

This assessment was originally carried out using the draft DPD objectives presented in the Core Strategy 'Issues and Options' document, for public consultation. The assessment revealed that the key areas of conflict were mainly between those DPD objectives seeking to promote development (e.g. housing and employment), and some of the sustainability objectives relating to the environment. These conflicts arose due to the potential for increases in emissions, resources use and waste generated as a result of both the construction, and operation, of these new homes and business uses. The full assessment of the original objectives is shown below:

#### **Issues and Options plan objectives**

1. Deliver education-led regeneration, wealth creation and growth in jobs, housing and employment space across the town – supported by the necessary physical and social infrastructure
2. Support the delivery of education provision to raise aspirations and attainment levels and to create a workforce with skills appropriate to make best use of new job opportunities. Secure the future of the town as a centre of educational excellence
3. Secure a joined-up approach to the regeneration of the Hastings/Bexhill area which recognises and builds on the interdependencies of the two towns and the surrounding area
4. Improve the perception, and reality, of Hastings as a desirable place to live, work, study, invest, shop and visit
5. Create and maintain a balance between employment and housing growth in the future
6. Provide 4200 net additional dwellings in the period 2006-2026 within Hastings
7. Target future dwelling provision to a) meet the needs of local people, including the provision of affordable housing; and b) attract skilled workers to the town
8. Secure a thriving, attractive town centre and network of district and local centre
9. Make sure the town performs its function as a regional transport hub and actively campaign at national and regional levels to secure improvements in the strategic transport infrastructure and work with East Sussex County Council and transport providers to secure improvements in local passenger transport services
10. Help local resident and business communities play an active part in planning the future of the town and their local neighbourhoods
11. Secure the sustainable use of the seafront as an asset for residents, visitors and local businesses
12. Promote leisure and cultural developments which contribute to everyone's quality of life and support the regeneration of the town
13. Secure the social and physical infrastructure related to improving the health, education, lifelong learning and well being of all sectors of the community
14. Work with our partners to narrow the gap and reduce deprivation

15. Achieve sustainable development through the delivery of high quality, urban and natural environments based on the principles of urban renaissance, design excellence and prudent use of natural resources
16. Protect, optimise and enhance through effective management, the best of the town's historic and natural environment and assets
17. Contribute to the enhancement and protection of accessible multi-functional green space
18. Deliver beneficial use of previously developed and contaminated land
19. Secure delivery of strategic objectives through all relevant delivery bodies and their strategies and investment plans

**Task B1 – Testing the Core Strategy issues and options objectives against the Sustainability objectives**

**Key:** ✓- Compatible    Blank – Neutral/no link    X – Incompatible

		Core Strategy Objectives																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
Sustainability Objectives	1	✓				X	X	✓						✓		✓			✓		
	2		✓											✓	✓		✓		✓	✓	
	3	✓	✓									✓		✓	✓	✓					
	4	✓	✓												✓						
	5	✓	✓							✓	✓	✓	✓	✓	✓		✓		✓	✓	
	6				✓					✓	✓	✓	✓	✓	✓		✓		✓		
	7	✓							X	✓	✓	✓	✓	✓			✓	✓	✓		
	8	X						X	✓	✓			✓				✓	✓		✓	
	9	X						X	X						X	X		✓	✓	✓	X
	10																				
	11	X			✓					✓			✓	✓			✓	✓	✓		
	12	X					X	X	X	✓	X	✓									
	13	X					X	X	X		X	✓					✓				
	14						X	X	X								✓	✓			
	15	X					X	X	X								✓				
	16						X	X	X								✓				
	17	X					X	X	X	✓	X	✓					✓				
	18	✓	✓				✓								✓						
	19		✓				✓		✓	✓			✓								
	20		✓						X						✓						
	21	✓	✓							✓											

**Table 5: Testing the Core Strategy issues and options objectives against the sustainability objectives**

### **Are the sustainability objectives compatible with Core Strategy issues and options objectives?**

The Sustainability objectives have been compared and contrasted in Table 2 with the draft spatial objectives of the Core Strategy. The results demonstrate **general** compatibility with the sustainability objectives, with the exception of:

**Spatial Objective 1** - Deliver education-led regeneration, wealth creation and growth in jobs, housing and employment space across the town – supported by the necessary physical and social infrastructure

**Spatial Objective 5** - Create and maintain a balance between employment and housing growth in the future

**Spatial Objective 6** - Provide 4200 net additional dwellings in the period 2006 – 2026 within Hastings

**Spatial Objective 7** - Target future dwelling provision to a) meet the needs of local people, including the provision of affordable housing; and b) attract skilled workers to the town.

The above spatial objectives have the potential to perform negatively against more sustainability objectives than any other spatial objectives; this is because the building of new housing, new infrastructure could have implications towards the following:

- Biodiversity
- Social Equity & reducing deprivation
- Sustainable use of water
- Climate change and air pollution
- The protection of parks, gardens, countryside and the historic environment

A full, detailed account of the objectives appraisal is provided in Appendix D.

### **Testing the Core Strategy “Preferred” objectives and the Sustainability objectives**

Following the appraisal of the issues and options objectives, the objectives were refined to form the “preferred” Core Strategy objectives. The refinement took into account both the outcomes of the appraisal as discussed above, as well as the results of the public consultation and emerging policy options.

Table 6 below presents the results of testing the “preferred” Core Strategy objectives against the sustainability objectives. Generally, the assessment has shown that that the Core Strategy and sustainability objectives are predominantly compatible, with a few areas of potential conflict. However, the significance of these will partly depend on how they are implemented through the Core Strategy DPD.

The preferred Core Strategy objectives are listed in full on page 23 above.

**Task B1 – Testing the Core Strategy “preferred” objectives against the Sustainability objectives**

**Key:** ✓- Compatible    Blank – Neutral/no link    X – Incompatible

		Core Strategy Objectives													
Sustainability Objectives		1	2	3	4	5	6	7	8	9	10	11	12	13	
	1			✓										✓	
	2			✓					✓		✓	✓	✓		
	3	✓		✓	✓		✓	✓			✓	✓	✓	✓	
	4	✓			✓										
	5	✓			✓		✓	✓			✓	✓	✓	✓	✓
	6							✓			✓			✓	
	7	✓		✓	✓		✓	✓			✓		✓	✓	✓
	8					✓	✓	✓		✓	✓			✓	✓
	9					✓							✓	✓	✓
	10			X	X						✓			✓	
	11					✓					✓	✓	✓	✓	✓
	12	X		X	X						X			✓	
	13			X	X						X			✓	
	14			X	X						✓			✓	
	15			X	X			X						✓	
	16			X				X						✓	
	17	X		X	X		✓		X	✓	X			✓	
	18	✓			✓		✓	✓			✓				
	19	✓		✓	✓		✓	✓			✓				✓
	20	✓		✓	✓				✓		✓				✓
21	✓			✓		✓		✓		✓			✓		

**Table 6: Testing the Core Strategy “preferred” objectives against the sustainability objectives**

## **Are the sustainability objectives compatible with Core Strategy “preferred” objectives?**

The appraisal of the preferred objectives presented much better compatibility with the sustainability objectives than those previously appraised. This demonstrates that the potential sustainability effects were taken into account, where possible, in the refinement process.

The following preferred objectives raised the most potential for negative effects, in the absence of mitigation:

**Objective 2:** Provide additional homes that give a range of housing options for existing and future residents, including the provision of affordable housing.

**Objective 3:** Identify sufficient land and floor space that will support the needs and opportunities for business, retail, education and skills sectors, to strengthen the local economy and enable increases in economic activity rates, employment rates, and average wages.

The development of new homes and floorspace for commercial uses as proposed in both objectives will be likely to result in an increase of car use, which will have potential for negative impacts on sustainability objectives 12 and 17 relating to air pollution, and reducing congestion. Neither of the objectives state that the developments will be sustainably designed or constructed, which again raises potential for negative effects in terms of mitigating against, and adapting to climate change, flooding, reducing water consumption, improving energy efficiency and reducing energy demand. The provision of additional housing is also likely to have significant effect in terms of increasing the amount of household waste produced, unless mitigated against.

Overall, the likely negative effects of these objectives are able to be mitigated against, if the principles of good and sustainable design and construction are fully integrated into their implementation – using the Code for Sustainable Homes or BREEAM standards where appropriate.

### **Detailed appraisal of the preferred Core Strategy objectives**

The detailed assessment of the appraisal is provided below (for objectives with likely negative effects), along with recommendations for mitigation measures.

**Plan Objective 1** – performs negatively against:

SA objective 12 – new office/employment development likely to result in an increase in road traffic, which will impact on air quality

SA objective 17 – new development likely to encourage more cars into the town, resulting in increased road congestion

**Recommendation** – need to ensure developments are sustainably designed, providing alternative modes of travel

**Plan Objective 2** – performs negatively against/uncertain about

SA objective 10 – new housing may be situated in areas at risk of flooding, or could be directed to areas of lower risk

SA objective 12 – Likely to result in increase in road traffic, subsequent impact on air quality

SA objective 13 – Potential impact on climate change – will they be built to high standards?

SA objective 14 – New homes will increase levels of water consumption

SA objective 15 – Potential impact in terms of energy efficiency – will these measures be incorporated into the design?

SA objective 16 – New homes will increase waste arisings

SA objective 17 - Likely to result in increase in road traffic, which will have a subsequent impact on road congestion.

**Recommendation** – Allocation/planning applications to take account of the Strategic Flood Risk Assessment and apply the sequential test, and exception test where necessary. Housing to be sustainably designed and constructed to mitigate against climate change, use measures to reduce water consumption and increase energy efficiency. Housing to be directed to areas served well by public transport, to increase accessibility and use travel plans where appropriate.

**Plan objective 3** – performs negatively against

SA objective 10 – New floorspace may be situated in areas at risk of flooding, or could be directed to areas of lower risk

SA objective 12 – Likely to result in increase in road traffic, subsequent impact on air quality

SA objective 13 – Potential impact on climate change – will they be built to high sustainability standards?

SA objective 14 – New commercial development likely to increase water consumption

SA objective 15 – Potential impact in terms of energy efficiency – will these measures be incorporated into the design?

SA objective 17 –Likely to result in increase in road traffic, which will have a subsequent impact on road congestion

**Recommendation** – Allocation/planning applications to take account of the Strategic Flood Risk Assessment and apply the sequential test, and exception test where necessary. Housing to be sustainably designed and constructed to mitigate against climate change, use measures to reduce water consumption and increase energy efficiency. Housing to be directed to areas served well by public transport, to increase accessibility and use travel plans where appropriate.

**Plan objective 7** – performs negatively against

SA objective 12 – There is a potential impact for increased traffic generation resulting from the new road schemes identified, resulting in increases to air pollution.

However, new road schemes are aimed at directing traffic away from areas suffering from poor air quality, resulting in a positive effect in these areas. Improvements to public transport infrastructure are also proposed, resulting in a reduction in the need to travel by car

SA objective 13 – Impacts as above – increase in emissions will contribute to the effects of climate change, although improvements to public transport infrastructure help to alleviate this.

SA objective 17 – Impacts as above – new roads may encourage increased car use, although should also direct traffic away from suffering from congestion.

Improvements to public transport infrastructure will help to alleviate this and should contribute positively to the objective.

**Recommendation** – The effective implementation of the draft Local Area Transport Strategy (LATs) should mitigate against these effects, and recognises the need to

take forward these proposals to support the regeneration of the town. Whilst negative effects have been recorded, the improvements to the existing public transport infrastructure will help to address the negative sustainability effects proposed.

**Plan objective 9** – performs negatively against

SA objective 12 – Likely to result in increase in road traffic from increased visitor numbers, subsequent impact on air quality

SA objective 13 – Increased car emissions resulting from increase in traffic generated – subsequent impact on climate change

SA objective 17 – Increase in road traffic and congestion from increased visitor numbers, although sustainable transport improvements also proposed.

**Recommendation** - The effective implementation of the draft Local Area Transport Strategy (LATs) should mitigate against these effects. Whilst negative effects have been recorded, the addition of cycle ways and other sustainable transport improvements will help to address the negative sustainability effects proposed.

## **Developing the Core Strategy Options**

### **Core Strategy Issues and Options (Task B2)**

The SEA Directive requires the Environmental Report to consider “reasonable alternatives, taking into account the objectives and geographical scope of the plan or programme and gives an outline of the reasons for selecting alternatives dealt with” (Article 5.1).

There are various ways and means of meeting the needs of the people who live and work in the town. For this reason, a wide range of options was put forward in the Core Strategy Issues and Options document, published in October 2006. The options presented aimed to guide future development in the town, identify for what purpose, and how the environment can be best protected. The document covered a wide range of topics to be considered in the LDF including:

- The Image of the Town
- Housing and Scenarios for Growth
- Locations for Change
- The Local Economy
- Transport and Accessibility
- Community Infrastructure and Quality of Life
- Biodiversity, Green Space and Urban renaissance, and
- Environmental and Sustainability Issues

The Core Strategy Issues and Options document was mailed out to a wide range of statutory consultees, organisation, local voluntary groups and residents. In addition, approximately 300 people were contacted explaining about the consultation. The Core Strategy Issues and Options consultation was also further promoted by 5 local newspaper advertisements, a radio interview, leaflets and briefing events.

161 completed response forms were received, and comments have been used to inform the development of the preferred approaches for the Core Strategy. Various meetings were also set up with key stakeholders to further discuss the development of the preferred approaches.

### **Stage B – Developing and refining options and assessing effects**

The sustainability objectives as shown above were refined following comments made during the scoping process, and have been used as a framework for the initial appraisal of the Core Strategy issues and options. In accordance with the SEA Directive, the options presented in the Core Strategy Issues and Options document were scored according to their impact on the sustainability of the town. Commentary has also been provided to give a brief summary of the reasoning behind the assessment scores, as well as helping to guide mitigation measures.

For this appraisal, the following assessment criteria was used: