

Part Four – Theme based policies

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Chapter 6:

Developing Sustainable Communities

Managing change

- 6.1 The Government is committed to the creation of sustainable communities – that is, creating and maintaining places where people want to live and stay. To achieve this, and realise the vision of the Planning Strategy, we have prepared an overall framework for managing change in the town up to 2028, supported by more detailed policies dealing with different aspects of change.

POLICY SC1: Overall Strategy for Managing Change in a Sustainable Way

Growth and change will be managed so that development meets sustainability objectives, avoids significant vulnerability to the impacts of climate change, improves the quality of the natural environment, supports the diverse needs of communities and provides vibrant, safe, healthy and inclusive places where existing and future residents want to live and work. This will be achieved through:

- a) endeavouring to meet housing needs of all sectors of the community, including the provision of affordable housing
- b) providing access to education, training and jobs and supporting the creation of new enterprises to bring economic prosperity and greater self-sufficiency
- c) improving access and ease of mobility for all in new and existing developments, but especially for sensory and physically impaired or disabled people
- d) supporting the social, economic and environmental regeneration of disadvantaged areas and communities
- e) enhancing the cohesion and vitality of communities, providing neighbourhoods with a vibrant and accessible mix of flexible and compatible uses, services and community facilities
- f) requiring new development to make provision for fibre-based broadband infrastructure
- g) managing flood risk and reducing the potential effects of climate change on existing and future communities
- h) providing accessible forms of development that reduce the need to travel by car and are integrated with public transport and other sustainable modes of travel, allow for ease of movement and provide safe environments
- i) requiring high quality distinctive architecture and urban design which adds to local character and sense of place
- j) reducing opportunities for crime and disorder through innovative design and the clear distinction of public and private space
- k) providing an accessible greenspace network and protection and enhancement of biodiversity
- l) protecting against light, air, water, land and noise pollution.
- m) supporting the move to a low carbon economy
- n) providing everyone with access to a good quality natural environment

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POLICY SC2: Design and access statements

Design and access statements accompanying planning applications should demonstrate the evolution of the design prior to submission, the rationale behind the scheme, and how it meets the criteria of policy SC1. Place specific design briefs may also be appropriate depending on circumstances, suitability and timing.

Developments should follow the waste hierarchy, as set out in the prevailing Department for Environment, Food and Rural Affairs (Defra) guidance¹⁶, in the choice of building materials and construction methods used, and include this in the Design and Access Statement

6.2 This policy will be supported by more detailed design policies in the Development Management Plan.

Addressing climate change

- 6.3 Climate change is likely to result in wetter, warmer winters and drier, hotter summers, along with a rise in sea levels. Summer rainfall in the South East is projected to decrease by 8 % in the 2020s, 19 % in the 2050s and by 23 % in the 2080s¹⁷.
- 6.4 The planning system is able to ensure that the design and location of development proposals take into account the need to adapt to future climate change through both its ability to grant planning permission and the allocation of suitable development sites in plans. In particular, planning has a role in:
- ensuring inappropriate development does not take place in areas at high risk of river or sea flooding;
 - ensuring development does not make water shortages and drought worse;
 - helping to manage high temperatures, particularly in urban areas through protection and management of urban greenspace; and
 - controlling the spatial design of new development, such as its layout and orientation.
- 6.5 In Hastings, we intend to take a pro-active approach to reducing the town's carbon emissions, and ensuring sustainable development and high quality design are at the heart of our approach to plan making and development management. It may be appropriate in the longer term to look beyond the Borough boundary to meet our energy requirements, and consider the potential for water-based energy from the sea such as wave and tidal power. We also recognise that existing buildings too, can add to the town's overall carbon emissions and therefore these should be considered in any strategy towards dealing with climate change. Private and community energy generation or water harvesting also has the potential to reduce utility bills and fuel poverty. We will encourage the installation of renewable energy and micro-generation technologies and energy and water efficiency measures within existing development
- 6.6 We are committed to providing an additional 3,400 homes and significant levels of commercial development up to 2028. We therefore need to reduce our carbon dioxide (CO₂) and other greenhouse gas emissions, in line with the targets set in the Climate Change Act 2008, and to offset the additional (approximate) 3,000 tonnes projected to result from the planned development in the town over the next 15 years¹⁸.
- 6.7 Climate change mitigation and adaptation measures such as micro-generation, green roofs and walls, sustainable drainage systems, networks of green spaces, the protection and enhancement of biodiversity, waste reduction and recycling, and flood risk management are all now essential components of good planning and design along with the more traditional concerns such as sense of place, local distinctiveness and designing out crime.

¹⁶ Defra, 2011 Guidance on applying the Waste Hierarchy <http://www.defra.gov.uk/publications/2011/06/15/pb13530-waste-hierarchy-guidance/> or as superseded

¹⁷ source: UK Climate Change projections 2009 South East central estimate based on medium emissions scenario

¹⁸ source: Hastings Renewable and Low Carbon Energy Study 2009

POLICY SC3: Promoting Sustainable and Green Design

All development must be designed to:

- a) incorporate appropriate climate change mitigation and adaptation measures such as green roofs and walls, sustainable drainage systems, multi-functional green space, protecting and enhancing biodiversity, waste reduction and recycling facilities, water efficiency, flood risk management, and the use of recycled materials in new development
- b) enable a low carbon future in a changing climate

Innovative design proposals that enhance and attractively contrast local surroundings will be supported.

Working towards zero carbon development

6.8 Whilst we recognise the importance of micro-generation technologies in reducing harmful gas emissions, this overall strategy seeks to implement an energy hierarchy by achieving energy efficiency first, before looking at implementation of other forms of renewable energy generation on a larger scale. The Hastings Renewable and Low Carbon Energy Study (2009)¹⁹ did not identify any sites as being suitable for exceeding national standards for sustainable building set by either the Building Regulations or the Code for Sustainable Homes. Our policy therefore concentrates on how best to achieve low carbon development in line with the requirements set by the Code for Sustainable Homes and the step-by-step tightening of the Building Regulations. The national timetable for this is as follows:

Year	Target	Private Sector	Public Sector
2008	The Code became mandatory 1 May 2008	Rating now mandatory	Level 3 mandatory
2010	Code Level 3 - A 25 % improvement in energy efficiency compared to Part L of the Building Regulations 2006	Level 3 mandatory	Level 4 mandatory
2013	Code Level 4 – A 44 % improvement in energy efficiency compared to Part L of the Building Regulations 2006	Level 4 mandatory	Level 6 mandatory
2016	Code Level 6 – Zero Carbon homes	Level 6 mandatory	Level 6 mandatory

Table 6: Timetable for introduction of changes to building regulations

POLICY SC4: Working Towards Zero Carbon Development

The energy hierarchy below sets out the most suitable and cost effective method of achieving low carbon development. Developers are required to follow the hierarchical approach in achieving the energy and carbon dioxide emission requirements of the Building Regulations, for all new residential development. New non-residential development is encouraged to follow the same approach²⁰.

1. to improve energy efficiency through thermal and fabric performance improvement measures, then:-
2. provide on-site renewable energy generation or on-site connected heating, or Combined Heat and Power (CHP) technologies, or Combined Cooling, Heat and Power (CCHP) systems then:-
3. the remainder of the CO₂ reduction targets to meet the Building Regulations targets should be met through suitable additional measures such as larger CHP or district heating systems or Mega Watt (MW) scale wind offsetting.

¹⁹ www.hastings.gov.uk/evidencebase

²⁰ Developers are referred to the Government timetable for non-domestic zero carbon development, and are encouraged to follow the same hierarchical approach <http://www.communities.gov.uk/publications/planningandbuilding/newnon domesticconsult>

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Developers are encouraged to meet higher standards than those required nationally, and pursue additional low carbon or renewable energy generation measures where practicable. Compliance with this policy approach is required to be demonstrated through design and access statements submitted with a planning application.

Heat density opportunity areas

- 6.9 Although it is intended that zero carbon homes and carbon reduction in other non-residential buildings will be delivered through national building regulations, it is critical that the local planning system helps to direct the shift needed towards low carbon development and communities.
- 6.10 Through heat mapping, the Hastings Renewable and Low Carbon Energy Study (2009) identified two high heat demand areas of the town:
- Conquest Hospital
 - Summerfields Sports Centre
- 6.11 Development in these areas could present opportunities for the introduction and expansion of Combined Heat and Power (CHP) systems and district heating networks into the existing build stock.
- 6.12 There may also be a further opportunity to support the introduction of district heating in the town centre. We will continue to explore options for further heat density opportunity areas, and these will be identified in the Development Management Plan.

POLICY SC5 – District Heating Networks and Combined Heat and Power Systems

To facilitate compliance with the Government's timetable to deliver zero carbon homes and buildings, Hastings Borough Council will explore opportunities for Combined Heat and Power systems connected to district heating networks in the vicinity of the Conquest Hospital, Summerfields Sports Centre, and Hastings town centre. Opportunity areas will be identified in the Development Management Plan.

Renewable energy schemes

- 6.13 The Hastings Renewable and Low Carbon Energy Study (2009) assessed the town's potential to provide large scale renewable energy.
- 6.14 The study concluded that approximately 4-5MWe (Megawatts electricity) of large scale wind power will be required to offset the carbon emissions resulting from planned development in the town, taking account of the strengthening of the government's sustainable building standards.
- 6.15 In response to this, the study identified potential for wind energy in both Combe Valley Countryside Park (within both the Hastings and Rother areas) and at Hastings Country Park. This is in addition to the planned 2MW (megawatt) turbine at the Queensway Employment Corridor.
- 6.16 Reliability on the local biomass resource (conifer, non-coniferous, mixed and coppice woodland resources) is limited due to inaccessibility within the borough boundary, and competition in the surrounding area, for example, surrounding rural areas have much more available woodland.
- 6.17 The Council will therefore take a positive approach to delivering renewable energy developments within the town, and will work in partnership with Rother District Council in considering and identifying sites in urban fringe areas.

POLICY SC6: Renewable Energy Developments

Proposals for renewable energy developments, including any ancillary infrastructure or building will be supported unless:

- a) their scale, form, design, material and cumulative impacts is unacceptable to the local landscape or built environment; and
- b) they would adversely impact on the local community, economy, biodiversity or historic interests
- c) the scale and impact of developments in nationally recognised designations, such as the High Weald Area of Outstanding Natural Beauty, Sites of Special Scientific Interest, Scheduled Monuments, Conservation Areas, Listed Buildings or Registered Parks and Gardens, is not compatible with the purpose of their designation

The Council will investigate the town's potential for accommodating renewable and low carbon energy sources and supporting infrastructure. Suitable sites will be identified through the Development Management Plan.

Flood risk and water quality

- 6.18 The 2008 Strategic Flood Risk Assessment (SFRA)²¹ identifies that flood risk in Hastings is attributed to several sources. These include tidal and river flooding, groundwater and sewer flooding, and surface water run off. The most significant flood risk problem exists towards the west of the town around the Bulverhythe area, where groundwater, surface water run-off and tide locking combine to create high levels of flood risk. Higher flood risk areas are also mostly apparent along the Seafront, and around the Hollington Stream and Combe Haven River.
- 6.19 The SFRA identifies the areas that are affected by groundwater flooding risk, and the extent of the minor aquifers. As this covers a significant area of the town, it is important that these resources are protected from the risks posed by any new large scale commercial development, particularly in West St Leonards and central parts of the town. The Development Management Plan will set out potential development sites in vulnerable areas that could impact on water quality, and consider the measures that need to be taken.
- 6.20 The Cuckmere and Sussex Havens Catchment Flood Management Plan (2009) and the Hastings Surface Water Management Plan (2011) both highlight that surface water flooding is likely to increase, with further action in the future required to reduce the impacts of climate change. Without future reductions in the amount of surface water generated, the economic and physical development of the town could be compromised. Sustainable Drainage Systems should therefore be designed to provide additional capacity to store run off.

POLICY SC7: Flood Risk

The Council will support development proposals that avoid areas of current or future flood risk, and those that do not increase the risk of flooding elsewhere.

The Council will adopt a risk-based sequential approach to determining the suitability of land for development, in accordance with the principles set out in national planning policy relating to Flood Risk and the Hastings Strategic Flood Risk Assessment 2008.

Following application of the sequential and exception tests where necessary, development proposals will need to:

- be of flood resistant or resilient design
- ensure the most vulnerable land uses are directed away from the areas at highest flood risk on a site where there is more than one flood zone.
- manage surface water run-off appropriately, particularly in the Combe Haven Catchment Area, in accordance with the Council's adopted Surface Water Management Plan and its standing advice

²¹ www.hastings.gov.uk/evidencebase

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Developers will particularly need to address flood risk in areas at the highest risk, such as Bulverhythe, Combe Valley Countryside Park and Hastings Town Centre.

Adaptation of all developments to reduce the risk of flooding will be sought through a variety of suitable measures, including the use of Sustainable Drainage Systems. Proposals for the long-term management of these should be submitted to the Council at or before the planning application stage.

- 6.21 It is acknowledged that Hastings is within an area of ‘water stress’ as defined by the Environment Agency, and that we must continue to work towards reducing water consumption in the town. Compulsory water metering and changes to the Building Regulations will restrict water usage and assist in reducing current demand. Measures within Policy SC2 also seek to ensure that all new development is designed to incorporate water efficiency measure to reduce demand on water supply.

Coastal change

- 6.22 The South Foreland to Beachy Head Shoreline Management Plan First Review (2006)²² explores how climate change and natural processes will shape the shoreline over the next 100 years, and the implications this will have on coastal management. For the coastal strip along Hastings Seafront to Bulverhythe and Glyne Gap, the long term policy is to ‘hold the line’ to prevent flooding and erosion of the seafront, and protect economic, tourism and residential assets.
- 6.23 For the section of the coast from Fairlight Cove to Hastings, the policy is ‘no active intervention’, allowing natural cliff retreat. There is no existing or planned development within this area.
- 6.24 In view of the above, the Council does not consider it necessary to identify a Coastal Change Management Area in addition to the work undertaken on the Shoreline Management Plan.

²² South East Coastal Group website at www.se-coastalgroup.org.uk

Chapter 7: Protecting our environment

i) The Built Environment

Historic environment

- 7.1 Hastings has a very rich and varied historic environment. Historic interest exists in our buildings, our landscape and below ground level. In all, there are 6 scheduled monuments, over 900 listed buildings, 18 conservation areas, two registered historic parks, 300 archaeological sites/monuments/finds locations, and 17 archaeological notification areas within the town. The many historic buildings and spaces combine with the town's stunning topography to deliver a uniquely attractive and high quality historic townscape. The character of these historic areas contributes to a strong sense of place and local distinctiveness, and contributes significantly to our distinctive and rich cultural heritage, which is highly valued by many local people. The high quality historic townscapes in Hastings and St. Leonards provide attractive living and working conditions for the town's residents, and have the potential to draw in incoming investors and new residents, both now, and in the future. The town's rich history and historic areas contribute strongly to our tourism offer, an important sector of the local economy.
- 7.2 There has been a sustained programme of Council investment in the historic environment, over the last 20 years, in order to overcome problems of long-term neglect and decay in many historic buildings. Numerous historic buildings have now been repaired, and had original architectural features reinstated, through the sustained use of conservation grant schemes, supported with external funding from organisations like English Heritage and the Heritage Lottery Fund. This combined long-term investment means that the historic built environment in Hastings is now in a much better condition than in previous years. More recently, unsightly building frontages have also been improved, through the Council's highly successful Grotbusters scheme, raising the general quality of key street frontages.
- 7.3 Although significant progress has been made in terms of improving building condition, the historic environment is still vulnerable to loss and inappropriate change. It is critical that its significance of these special historic buildings and areas is protected, now and in the future. Active management of our historic environment will be required, to ensure that its significance is protected, enabling future generations the opportunity to experience and enjoy these special places.
- 7.4 Not all locally important features of historic or architectural interest are listed or part of a Conservation Area. However, they can still provide a valuable contribution to the local historic environment and can make an important contribution to creating a sense of place and local identity. This could include buildings and other structures and features, archaeological remains, historic open spaces and the wider historic landscape or townscape. Building and structures of local importance will be identified in a Local List.
- 7.5 The Council is committed to using its statutory planning powers, where necessary, to preserve and enhance the town's unique built heritage. The Historic Environment Record (HER) held by East Sussex County Council provides important evidence about the historic environment in Hastings. In order to comply with Government policy, over coming years, the Council will add further to this evidence base so that we can fully assess the significance of heritage assets and the contribution they make to their environment.

POLICY EN1: Built and Historic Environment

To promote understanding and appreciation of the historic environment the Council will, during the course of the Plan period, develop a historic environment strategy for the conservation of the historic environment, including those heritage assets identified as being most at risk through neglect, decay or other threats. This will reinforce the historic environment record for the borough, a key information source in assessing the impact of future development on the historic environment.

Importance will be placed on new development making a positive contribution to the quality, character, local distinctiveness and sense of place of historic buildings and areas.

Particular care will be given to protecting the significance and setting of the following heritage assets:

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- a) Listed buildings;
- b) Conservation areas;
- c) locally listed heritage assets
- d) historic parks and gardens;
- e) scheduled monument sites; and
- f) areas of archaeological potential and known archaeological find sites

There is a presumption in favour of the conservation of heritage assets and their settings. The more important the asset, the greater the weight that will be given to the need to conserve it. As heritage assets are irreplaceable, any harm or loss will require clear and convincing justification.

Development which sustains and enhances the significance of heritage assets and/or their setting will be encouraged. The Council will look for opportunities to enhance or better reveal the significance of the designated heritage assets, such as listed buildings and Conservation Areas, in the town. Investment in the appropriate repair and restoration of heritage assets, where works will enhance their significance, will be encouraged and supported by the Council.

There are many areas of the Borough where there is high archaeological potential, but where the extent of the likely finds is, as of yet, unknown. Great care needs to be taken to protect this archaeological resource through the planning process.

Detailed design policies to protect the town's heritage assets will be set out in the Development Management Plan.

ii) The Natural Environment

Green Infrastructure

- 7.6 A healthy natural environment is essential to our economic prosperity, health and well being; it helps conserve and reverse the decline in biodiversity and is fundamental to minimising the extent of future climate change.
- 7.7 The following planning policies support the Council's Environmental Policy Statement (March 2010)²³, particularly in relation to the key areas of protecting the natural environment and tackling and adapting to climate change.

The green infrastructure network

- 7.8 The network of green spaces (also known as the green infrastructure network) includes open spaces, woodlands, wildlife habitats, parks, recreation areas and other natural areas that provide multiple social, economic and environmental benefits. The protection, management and enhancement of this network is especially important in a dense urban area like Hastings.
- 7.9 Identifying a green infrastructure network is not only about protecting green space, but also has an important role in mitigating the effects of climate change, making Hastings attractive to firms and businesses, fostering community activity and improving physical and mental health and well being.
- 7.10 The green infrastructure network has a number of functions including:
- enhancement and protection of biodiversity, including opportunities to mitigate the potential impacts of new development
 - provision of a natural cooling effect to mitigate the 'urban' heat island' effect. This should reduce the need for energy hungry cooling systems and increase comfort levels in outdoor spaces

²³ South East Coastal Group website at www.se-coastalgroup.org.uk

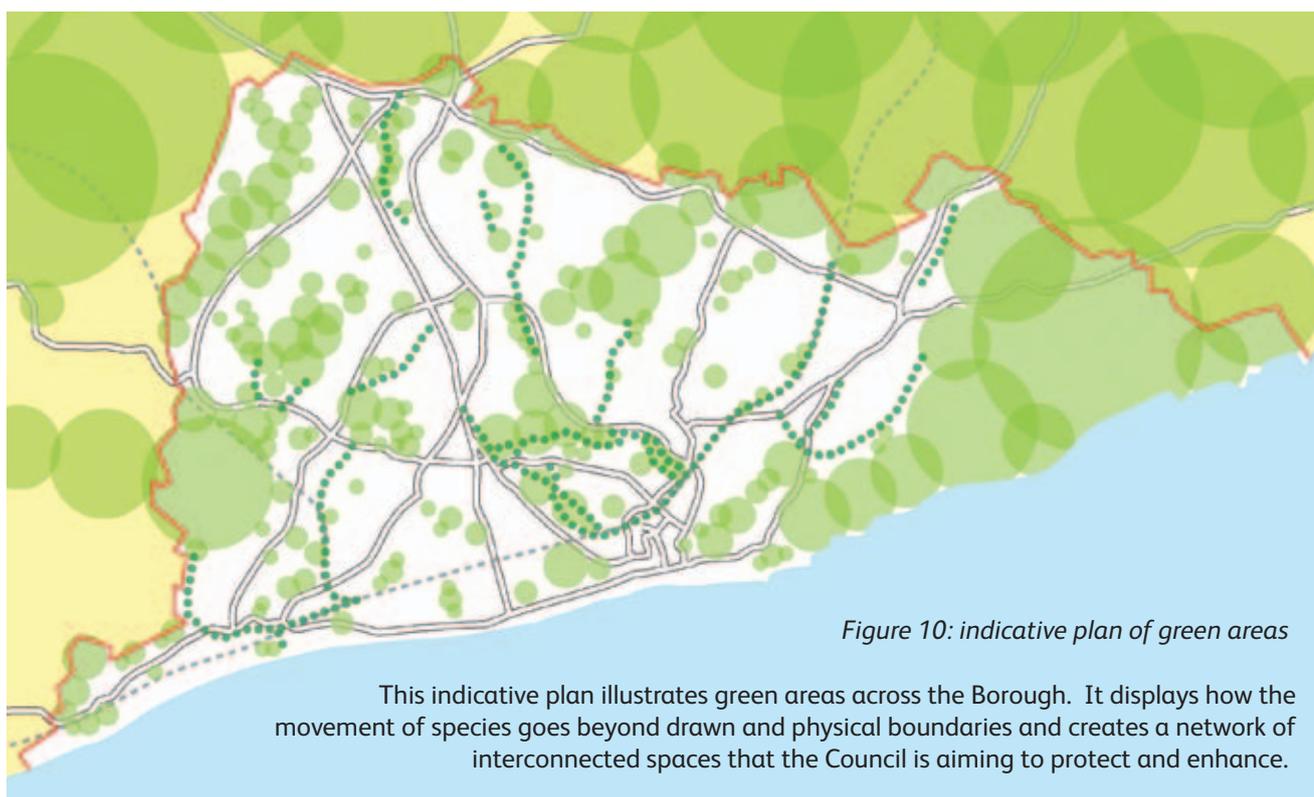
- providing space for sustainable drainage to absorb excess rainfall. Green spaces can provide an efficient and cost-effective 'soakaway' for rainwater and a reservoir for grey water storage
- providing local access to shady outdoor space
- increasing opportunities for healthy living e.g. allotments for food growing and spaces for recreation and exercise
- supporting regeneration by making Hastings an attractive place to live and work in
- protecting historic landscapes, archaeological and built heritage assets
- providing sustainable transport routes
- delivery of ecosystem function benefits such as air purification, storm water drainage and reduced atmospheric carbon dioxide
- providing a barrier to, and absorbing, noise
- contributing to social inclusion by providing places and spaces for community activities
- to provide young people with opportunities for creative and challenging play in a natural setting
- allowing for species movement, particularly in the face of climate change
- providing a network of footpaths and Rights of Way, and strengthened links between nature reserves and greenspaces.

POLICY EN2: Green Infrastructure Network

By properly valuing nature and the benefits that arise from our natural environment and green spaces, we will establish and protect a green network comprising open space and nature conservation areas, to conserve and enhance priority natural areas, and the connections between them.

The green network will ensure that everyone has access to natural, semi-natural and managed open space, and will maximise opportunities to conserve and enhance biodiversity. New development will contribute to this network.

The extent of the network will be established in the Development Management Plan, and will be clearly shown on the Local Plan Proposals Map.



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- 7.11 The green infrastructure network will be delivered through:
- financial contributions from developers (eventually as part of the proposed Community Infrastructure Levy should this be the approach adopted by the Council)
 - how the Council manages its own land
 - working with East Sussex County Council to provide footpaths and cycle ways across the town.

Biodiversity and the natural environment

- 7.12 The town boasts a European designated Special Area of Conservation (SAC) at Hastings Cliffs, 3 nationally designated Sites of Special Scientific Interest (SSSI) at Combe Haven Valley, Marline Valley and Hastings Cliffs to Pett Beach, 7 Local Nature Reserves (LNR) and 25 Local Wildlife Sites. These are the priority natural areas, and together with the coast, rivers, woods, streams, fields, parks and open spaces, are the assets that make up the natural fabric of the town.
- 7.13 We have a responsibility to ensure biodiversity is not lost and that the green infrastructure network is protected from development and, where possible, strengthened to provide the widest range of linked environmental and social benefits for the town, its wildlife and its citizens. In line with Government policy, we will move from net biodiversity loss to net gain, by supporting healthy, functioning ecosystems and coherent ecological networks.
- 7.14 All the wildlife sites and key open spaces in the town support a healthy functioning ecosystem that contributes to a better quality of life and to people's sense of well-being. It is important this ecosystem is protected from development and where possible, strengthened as part of the wider green infrastructure network.
- 7.15 The Hastings Local Biodiversity Action Plan (BAP) identifies all of the town's national priority habitats, including a description of the habitat and its location along with national targets and objectives relating to the habitat. The BAP shows that the majority of areas of high biodiversity importance in the town occur in the designated sites mentioned above. The Council's BAP strategy is to enhance biodiversity by focusing on the management and protection of this green network of designated sites, which are in themselves ecologically diverse and contain priority species and habitats.
- 7.16 Biodiversity Opportunity Areas (BOAs) have been identified by Sussex Biodiversity Partnership at Combe Haven and Marline Valley, Hastings Fringe and Romney Marsh (includes Hastings Country Park). These are part of a Sussex wide network of BOAs and identify where the greatest opportunities for habitat creation and restoration lie.
- 7.17 Further information on these BOAs is available from the Sussex Biodiversity Partnership website at <http://www.biodiversitysussex.org/publications/biodiversity-opportunity-areas>

POLICY EN3: Nature Conservation and Improvement of Biodiversity

The town's biodiversity and geological resources will be protected and enhanced. Priority will be given to:

- a) protecting, managing and enhancing the Hastings Cliffs Special Area of Conservation, and other protected biodiversity and geodiversity sites and features including Sites of Special Scientific Interest, Local Nature Reserves and Local Wildlife Sites around the town
- b) ensuring development contribute to the national objective of no net loss of biodiversity by requiring developers to show how their proposals will contribute positively to the natural environment, avoid harm to biodiversity, adequately mitigate for unavoidable damage, or as a last resort, compensate for unavoidable damage.
- c) ensuring proposals for development comply with national and local planning policies relating to biodiversity, and with national Standing Advice published by Natural England.
- d) improving the integrity and biodiversity of the green infrastructure network,
- e) minimising potential negative impacts of new development on the Hastings Cliffs Special Area of Conservation through the delivery of new greenspace across the Borough and through appropriate recreation management of Hastings Country Park and other key natural green spaces around the town

- f) meet our obligations to halting the loss of biodiversity and work with our partners to create opportunities for enhancing biodiversity both in and outside the town
- g) protecting woodland, particularly ancient woodland and veteran trees
- h) strengthening populations of protected and target species
- i) improving site management and increasing public access to areas of nature conservation importance
- j) influencing and applying agri-environment schemes, woodland grant schemes, flood defence and other land management practices to deliver biodiversity targets

Potential adverse effects on the Hastings Cliffs Special Area of Conservation arising from levels of new development set out in the Planning Strategy will be mitigated through improvements to the existing Broomgrove Local Wildlife Site, Combe Valley Countryside Park and the green spaces network as a whole.

- 7.18 Recreational activity within the Hastings Country Park will continue to be managed to avoid adverse effects on the Special Area of Conservation as a result of any increased recreational demand. Enhanced measures will be introduced if and when necessary, to ensure continued avoidance of adverse effects. Collectively, these measures will spread the recreational load and ensure adverse effects on the Special Area of Conservation will be avoided.
- 7.19 The details of these measures are set out in the Appropriate Assessment of The Hastings Planning Strategy (May 2010), and Update in March 2012 available at www.hastings.gov.uk/localplan/resources.aspx
- 7.20 Further information on Ancient Woodland is also set out in background document “Ancient Woodland Inventory of Hastings” (2010), available on the our website at https://www.hastings.gov.uk/planning/policy/adoptedlocalplan/supportingdocs_evidencebase/evidencebasedocuments/#woodland

Conservation and enhancement of landscape

- 7.21 The overall strategic approach to landscape protection will support the action priorities as far as possible, for the Come Haven Valley and High Weald Coast Landscape Character Areas, as set out in East Sussex County Council’s Landscape Character Assessment. Of particular significance to the town, is the High Weald Area of Outstanding Natural Beauty (AONB), which is a key asset of Hastings’ landscape and the surrounding areas. It runs from East Grinstead and Tunbridge Wells in the north, down to Hastings and Rye on the Coast.
- 7.22 The AONB is designated for its rolling hills, small, irregular fields, abundant woods and hedges, scattered farmsteads and sunken lanes. The protection of these special quality landscapes is becoming increasingly important, particularly given increasing pressure for development to support the town’s regeneration.
- 7.23 Potential for joint urban fringe management with Rother District Council exists in particular in the area to the north of Hastings, with Rock Lane to the east and Ivyhouse Lane to the west. The area lies within the AONB and could be improved to provide a valuable amenity for the surrounding areas.
- 7.24 The overall strategic approach to landscape protection will be supported by further detailed policies in the Development Management Plan. The following policy will be implemented through decisions on planning applications and the land management practices of the Council and its partners.

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POLICY EN4: Conservation and Enhancement of Landscape

The Council will protect and enhance the town's landscape including:

- the distinctive landscape setting of the town, particularly the structure of ancient gill woodlands, open spaces and the relationship and clear division between the unspoilt coastline of Hastings Country Park Nature Reserve, the surrounding countryside and the built-up area
- the High Weald Area of Outstanding Natural Beauty
- the undeveloped coast

The Council will have regard to the High Weald Area of Outstanding Natural Beauty Management Plan 2004 as a method of protecting and enhancing the Area of Outstanding Natural Beauty, and will work with Rother District Council to improve access to and management of urban fringe areas, in line with the shared vision for Hastings and Bexhill.

Open spaces

7.25 We need to make best use of our open spaces to promote healthy recreation, community safety, accessibility, urban regeneration and adaptation to climate change.

7.26 The 2006 Parks and Open Spaces Strategy specifies that the focus for the future will be to improve the quality and value of existing open spaces, rather than establish new ones.

POLICY EN5: Open Spaces – Enhancement, Provision and Protection

The strategic policy direction for the provision and management of the town's open spaces is set out in the Parks and Open Spaces Strategy (2006). The Planning Strategy supports implementation of the Parks and Open Spaces Strategy by:

- a) the progressive enhancement of existing open space provision rather than the creation of new provision, with priority for sites within or adjacent to the most deprived neighbourhoods. The development process will be one means of funding this enhancement through the pro-active use of planning agreements. However, where major new development is proposed in areas with no access to open space, the Council will ensure demand generated by the development is met through new provision.
- b) the Development Management Plan will identify development sites where the provision of new, or enhancement of existing open space will be required. The open space contribution from 'windfall' development sites will be assessed in relation to need identified through the open spaces audit of 2006 and its subsequent updates. All provision will need to be in accordance with the Council's Quality Standard for Open Spaces.
- c) the protection and enhancement of existing open spaces that are of town wide significance through the green infrastructure network (see Policy EN2). These are: Alexandra Park, BOS Field, Church Wood, Gensing Gardens, Hastings Cemetery, Hastings Country Park, Old Roar Gill (part of Alexandra Park), Ponds Wood, St Leonards Gardens, St Helen's Wood, Warrior Square, West Hill, Ore Valley, Summerfields Woods, Tilekiln Playing Fields, Combe Valley Countryside Park, all pedestrian-only streets, the Seafront, Bexhill Road recreation ground, Horntye Park, William Parker Sports College, Sandhurst Recreation Ground and the beach.

Private open spaces and allotments will be identified in the Development Management Plan as part of the green spaces network and will be protected from development which would lead to loss of their open character, biodiversity or accessibility.

Open space provision will be monitored in line with the Natural England Accessible Natural Greenspace (ANGst) standards, and results will be published each year in the Annual Monitoring Report.

Chapter 8: Housing



The overarching strategy for housing provision during the plan period is set out in Chapter 4: Development Strategy and includes Policy DS1, which sets out the overall housing target to 2028. The Development Management Plan will include further policies relating to housing development, together with site allocations.

Housing density

- 8.1 Density is a measure of the number of dwellings that can be accommodated on a site or in an area. Higher residential densities are required in the interests of achieving more sustainable forms of development, and reducing the use of greenfield land. This is especially important in Hastings where there are relatively few opportunities for identification of land for housing.
- 8.2 Densities should generally be set at 30 dwellings per hectare (dph) across the town and potentially higher densities of 40dph and above in sustainable locations including Hastings Town Centre, where access to a good range of services and public transport, warrant a higher density development. It is recognised however, that there may be instances where particular environmental or historic issues may justify a lower density.

POLICY H1: Housing Density

Residential developments should make the best use of land by achieving the following densities:

- a) at least 40 dwellings per hectare in sustainable locations close to a good range of existing or potential services and facilities and where there is, or there is potential for good public transport. This includes Hastings and St Leonards town centres, and the district centres of Silverhill and Ore
- b) at least 30 dwellings per hectare in all other locations unless there are special local circumstances that require a different treatment

Different densities may be justified where there are particular site circumstances which require consideration. Further individual site assessment work to be carried out through the Development Management Plan, will explore in more detail where it will be appropriate to vary minimum density requirements.

Housing mix

- 8.3 The Hastings & Rother Strategic Housing Market Assessment (SHMA) shows that Hastings has a significantly higher proportion of smaller dwellings and flats/maisonettes when compared to the profile of the stock in the South East as a whole.
- 8.4 Addressing imbalances in the housing stock is important both in terms of improving housing choice, and in terms of the contribution it can make to delivering long term policy objectives around economic regeneration. New housing can help to change the image of an area and the perceived quality of life to help foster in-migration of skilled workers. The cumulative impact of new housing development over the lifetime of the Plan will be significant in terms of influencing the make-up of the housing stock.
- 8.5 Influencing the mix of dwellings will be important where there are gaps in the choice of dwellings available to local residents within the broader housing market area, or where there are problems with particular neighbourhoods, which might be tackled through changes to the types of dwellings available.
- 8.6 Some areas of the town have large concentrations of one type of tenure. Central St Leonards for example, has a concentration of poor quality private rented sector accommodation which has encouraged a transient population. Similarly, the Ore Valley has high concentrations of social rented housing which has contributed to similar issues associated with deprivation.

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- 8.7 The Council wishes to encourage a greater variety of provision in terms of dwelling types and sizes. In particular, the development of larger homes (3 or more bedrooms) given the bias in the stock towards smaller dwellings and flats, will be encouraged. It is likely that developments within the existing suburban areas will provide the best opportunities to deliver larger homes where relatively lower density development will be appropriate.
- 8.8 The policy will be delivered through more detailed site level planning regarding dwelling types and densities within the Development Management Plan and through the assessment of planning applications. The Development Management Plan offers an opportunity to examine more detailed area based approaches where the predominance of one particular type or tenure exists.

POLICY H2: Housing Mix

Planning permission will be granted for residential development that delivers a balanced mix of housing both within each site, and across Hastings as a whole. The Council will seek to ensure a genuine mix of housing types within existing and future communities by encouraging proposals for housing development in terms of the extent to which they:

- a) contribute to a well integrated mix of housing types and tenures to support a range of household sizes, ages and incomes to meet both current and projected housing needs
- b) address local tenure mix and whether there is a concentration of a particular tenure of housing that would benefit from diversification or greater choice
- c) take account of existing local household characteristics and whether there is a bias towards younger or older households, families or sharers and how the new development will fit into this context
- d) provide a proportion of homes to Lifetime Homes Standard
- e) in suitable and accessible locations, residential schemes of 50 or more dwellings will need to include at least 2% fully adapted dwellings for wheelchair users

Affordable housing

- 8.9 Affordable housing is defined as housing available to those who are unable to access accommodation suitable for their families' needs, at a price that they can reasonably afford on the open market, whether for rent or home ownership. It should be available at a cost low enough to be afforded by eligible households, and is determined with regard to local incomes and house prices. Affordable housing is usually subsidised in some way to make it affordable through private sector contributions via the planning system, and not public funding. However, in certain circumstances public funding may be available.
- 8.10 There are a number of different types of affordable housing, including social and affordable rented housing. Low cost market housing is not included.
- 8.11 Demand for suitable and affordable housing in Hastings far outweighs supply. The most recent research shows that there is a shortfall of 596 affordable homes per annum, which significantly exceeds what has been delivered in previous years. Many people are living in unsuitable accommodation, such as properties which are overcrowded or in a state of disrepair. Although house prices in Hastings are lower than many areas within the South East region, the affordability of housing is about the relationship between income and house prices. In Hastings this ratio is on a par with many areas in the South East because of our low wage economy.
- 8.12 Taking these issues into account, we will consider the characteristics of the neighbourhood in determining whether as part of new development, affordable housing provision should be made on site, or a commuted payment made to permit off-site provision elsewhere in the town. In addition, the size and form of affordable housing provided in connection with new development will take account of:
- analysis of the characteristics of those households in housing need;
 - include those that the local authority has a duty to house; and
 - the existing pattern of re-lets

- 8.13 These factors will be regularly monitored and the implications fed into discussions with developers and housing associations. The proportion, size and form of affordable housing will, where appropriate, be indicated for each housing site proposed in the Development Management Plan.
- 8.14 With regard to affordable housing tenure, our evidence strongly supports a policy that plans for a continuing high level of demand for rented housing²⁴. Demand for other forms of affordable housing, such as shared ownership, has grown in recent years as the gap between local incomes and house prices has widened. However, affordable housing tenure mix should be related to evidenced needs, and site specific circumstances.
- 8.15 The main opportunity to deliver affordable housing numbers is through open market schemes delivering a proportion of affordable housing. Provision of affordable housing will be primarily through Registered Providers.
- 8.16 Detailed implementation will be through site specific negotiations, taking account of needs evidence, and deliverability aspects. The level of affordable housing contributions will be tested by economic viability analysis provided by the developer and assessed by the Council or an independent surveyor. The developer will be responsible for all reasonable costs associated with its production. The Council will co-ordinate the approach through its housing and planning functions, and through partnership working. Detailed guidance will be set out in a Supplementary Planning Document (SPD).

POLICY H3: Provision of Affordable Housing

- a) Housing developments on previously developed land (Brownfield) should make the following provision for affordable housing:

Site size range (number of net dwellings)	Percentage requirement	On-site provision required? Yes/No	Or, financial contribution in lieu of on-site provision? Yes/No
1-4	10 % financial contribution	No	Yes
5-14	20 %	Yes	Yes
15+ or 0.5 ha or more in size (irrespective of the number of dwellings)	25 %	Yes	No

Table 7: provision for affordable housing on previously developed land

- b) Housing developments on Greenfield land should make the following provision for affordable housing:

Site size range (number of net dwellings)	Percentage requirement	On-site provision required? Yes/No	Or, financial contribution in lieu of on-site provision? Yes/No
1-4	20 % financial contribution	No	Yes
5-9	20 %	Yes	Yes
10-14	40 %	Yes	Yes
15+	40 %	Yes	No

Table 8: provision for affordable housing on Greenfield land

- c) Affordable housing will be provided on the application site, except where the development involves 4 or less units, where a financial contribution will be required. However, where the Council determines that off-site provision can provide an equivalent or better housing solution, off-site provision or a financial contribution in lieu of on-site provision (of at least equivalent

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- value) may be invited. This will only be done where the agreed approach contributes to the creation of mixed communities elsewhere in Hastings. This may be particularly relevant in situations referred to in paragraph (d) where a better tenure or housing mix can be achieved.
- d) The type and level of provision on individual sites will be determined through negotiations – taking into account market conditions. The Council’s preferred approach is for the greater part of affordable housing to be for affordable rent, although other forms may be acceptable where they would complement wider strategic priorities for tenure diversification. Schemes should enable the provision of different forms of affordable housing where necessary, avoiding the over concentration of any one tenure.
 - e) The Council will work with the private sector and registered social providers to achieve the required level of affordable housing. If it can be demonstrated, by transparent financial evidence, that the full affordable housing contribution makes a site unviable, developers and the Council will work through a cascade²⁵ approach until a site is made viable, whilst still retaining an element of affordable housing.
 - f) Due to the on-going level of need in the Borough, affordable housing will normally take precedence over other types of planning contributions.
 - g) If an allocated site comes forward as two or more separate development schemes, the Council will seek a level of affordable housing on each part to match, in total, the provision that would have been required for the site as a whole.
 - h) Affordable homes must be well integrated within the development scheme and be indistinguishable from other tenures in terms of style, location and build quality, small clusters of affordable housing would be preferred.
 - i) Homes should remain at an affordable price for future eligible households, or if these restrictions are lifted, for the development subsidy to be recycled for alternative affordable housing provision.
 - j) Reflecting the targets in a) and b) as a guide, the proportion, size and form of affordable housing will, where appropriate, be indicated for each housing site proposed in the Development Management Plan.
 - k) Windfall sites²⁶ will also be subject to this policy, as will planning applications for conversions and/or change of use which result in additional units of accommodation.
- This policy will be supported by a Supplementary Planning Document giving further information together with details of Section 106 requirements.

Houses in multiple occupation (HMOs)

8.17 National planning policy guidance provides the context for ensuring that future housing delivery leads to the creation of sustainable, inclusive and mixed communities and to avoid situations where existing neighbourhoods become dominated by a particular housing type, such as shared houses (HMOs). Policy H4 provides guidance for developers and landlords regarding future schemes for HMOs.

What is a HMO?

- 8.18 There are already high numbers of HMOs in the town, and whilst we recognise that shared housing is important in meeting the needs of certain residents, including those on low incomes and young people starting out on their careers, we also recognise the negative effects that high concentrations of this type of housing may have on local communities.
- 8.19 It is likely that the number of HMOs in the town as a whole will increase, driven by increasing student numbers as a result of the new University campus, changes to housing benefit and the increasing need for smaller affordable units of accommodation. If we are to continue to accommodate the need and demand for HMOs, we need to ensure that local communities are mixed and balanced in terms of both housing tenure, and the people that live there.

²⁴ Housing Needs Survey 2005 https://www.hastings.gov.uk/planning/policy/adoptedlocalplan/supportingdocs_evidencebase/evidencebasedocuments

- 8.20 The National HMO lobby has identified a 'tipping point' in respect of concentrations of HMOs. This tipping point is described as a threshold beyond which a deviation departs so far from the 'norm' that a community can 'tip' from balance to un-balance. The HMO tipping point, largely based on the impacts of associated demographic change, is considered to occur when HMOs exceed 10% of properties.
- 8.21 Planning Use Class C4 (Houses in Multiple Occupation) covers small shared houses or flats occupied by between three and six unrelated individuals who share basic amenities such as a bathroom and/or kitchen. Larger shared properties occupied by 7 or more unrelated people are unclassified by the Use Classes Order and are therefore considered to be "sui-generis".

POLICY H4: Houses in Multiple Occupation

In order to support mixed and balanced communities and maintain an appropriate housing mix within the Borough, applications for changes of use from:

- i) a Class C3 (dwelling house) to a Class C4 (House in Multiple Occupation), or;
- ii) a Class C3 (dwelling house) to a House in Multiple Occupation in a sui generis use (more than six people sharing)

will not be permitted where more than 10% of the total numbers of properties²⁷ within a 100m radius of the application property are already in use as either Class C4, or other types of HMO in a sui generis use.

This policy will not apply to social housing, care homes, children's homes, bail hostels and properties occupied by students which are managed by an educational establishment²⁸.

This policy will not apply to households who have foreign students staying as guests for a set period of time.

Accommodation for travelling communities

- 8.22 Increasingly, as traditional seasonal work has declined, Gypsies and Travellers have adapted to permanent residential sites where they can more easily access health care, schools and other services and employment while maintaining the cultural traditions of being a Gypsy or Traveller. Permanent authorised pitches can also help to promote integration and social inclusion with settled communities.
- 8.23 Although there is an increasing need for permanent pitches, the Government also recognises the need to provide transit sites to facilitate the travel undertaken by these groups to maintain their traditional way of life. National planning guidance states that Local Planning Authorities should set pitch and plot targets that address the likely permanent and transit site accommodation needs of travellers in the light of historic demand and through consultation with travellers and their representative bodies. We will undertake this type of assessment and set any targets as part of the preparation of the Development Management Plan.
- 8.24 Policy H5 will be used to assess any proposals for residential developments for Gypsies, Travellers and Travelling Showpeople.

²⁵ Through reductions in other planning contributions, changes to the mix, tenure or number of affordable dwellings or by the payment of commuted sums in lieu of provision, the site becomes viable.

²⁶ Windfall sites are those that have not previously been identified as available for development.

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POLICY H5: Accommodation for Travelling Communities

In assessing the suitability of sites for allocation for permanent residential sites for Gypsies and Travellers, and for the purposes of considering planning applications for sites for Gypsies, Travellers and Travelling Showpeople, proposals will be supported where the following criteria are met, the site should:

- a) respect areas of high conservation or ecological value
- b) be acceptable in respect of vehicular access and parking
- c) achieve a reasonable level of visual and acoustic privacy for both people living on the site and for those living nearby
- d) be accessible to local shops, services, schools and healthcare facilities
- e) avoid locations where there is a risk of flooding

In the case of sites for Travelling Showpeople, site suitability assessment will also take account of the nature and scale of the Showpeople's business in terms of the land required for storage and/or the exercising of animals.

²⁷ Defined as self contained accommodation with its own separate address

²⁸ Communities & Local Government Circular 08/2010: These uses are excluded from the definition of C4. Some of these uses will be C3, others will be in other use classes or fall to be treated as *sui generis*.

Chapter 9: The Local Economy



The overarching strategy for employment during the Plan period is set out Chapter 4: Development Strategy and includes Policy DS2: Employment Growth, which sets out the overall employment floorspace target for the period to 2028

The Development Management Plan will include further policies relating to employment development, together with site allocations.

Employment

Effective use of existing employment areas

- 9.1 There are five established industrial estates in Hastings the Castleham, Churchfields, Ponswood, Ivyhouse Lane and West Ridge/Ashdown estates. New floorspace has also recently been developed along the Queensway Employment Corridor with more planned.
- 9.2 Office accommodation is set to grow in Hastings Town Centre, with new floorspace already successfully let in the Priory Quarter area – in One Priory Square and Lacuna Place. There are smaller concentrations of floorspace in employment related uses, located outside of the main five estates and Hastings town centre, throughout the town. All of these areas play an important role in providing business locations and employment opportunities for local firms and are sustainable in overall terms, being within the built up area, and offer the opportunity for local people to work close to where they live. Our strategy is to maintain and where possible, grow these areas as locations for new businesses and those needing to expand. However, as explained in the Development Strategy chapter, there will be a need for more employment space beyond this, which will be met through the planned development outside the borough boundary at North East Bexhill.
- 9.3 Within Hastings, allocated sites in the main employment areas (primarily at Churchfields) have the scope to add some 17,500m² of new floorspace up to 2028. This could accommodate higher quality unit development, ranging from small start-up to larger units. We envisage that these sites will be brought forward by the private sector over the lifetime of the plan.
- 9.4 There is also scope to provide new floorspace through the redevelopment of outdated industrial premises. To encourage renewal and attract commercial investment (with better returns), a higher density of development (intensification) in employment areas (e.g. 2 or 3 storey buildings) will be encouraged. Where the continued use of sites/premises solely for employment (planning use class B)²⁹ purposes is demonstrated to be unviable, the Council will expect mixed use enabling schemes to be considered as a way of maximising the employment potential of the site or premises.
- 9.5 In the absence of a demonstrably viable mixed use approach, incorporating employment space, the extent to which any alternative use proposed can generate employment will be a consideration. The forthcoming Development Management Plan will explore these options and, if appropriate, identify locations where this approach will be suitable.
- 9.6 With changing work and lifestyle patterns, home-based working is increasing. Generally, this does not involve the need for planning permission but if proposals such as live/work units as part of a residential development are put forward, they will be supported wherever possible.

Chapter 9: Local Economy

POLICY E1: Existing Employment Land and Premises

Effective use of employment land and premises will be secured by the following:

- a) land and premises currently, or last used for employment purposes – including B1, B2 & B8 or any of a use of a similar character not falling within a specified use class, will be retained in such use unless it is demonstrated that there is no reasonable prospect of its continued use for employment purposes or it would cause serious harm to local amenities;
- b) where continued employment use of a site/premises is demonstrated to be unviable permitting a mixed use enabling development which incorporates employment space will be considered first; if a mixed use scheme is not viable the extent to which any proposed new use generates new employment will be taken into account.
- c) permitting intensification, conversion, redevelopment and/or extension having regard to other policies of the Plan;

The Employment Land Retention Supplementary Planning Document gives further details of how parts a) and b) of the policy will be implemented.

Proposals for development of live/work units will be supported subject to normal planning considerations.

Skills and access to jobs

Educational attainment

- 9.7 A key part of the intense regeneration activity in Hastings over the last few years has been directed towards enhancing the ability of local people to engage in economic activity and take up any jobs that have been introduced to the area. It was recognised that local educational performance needed to be raised significantly both to encourage inward investment and to reduce social exclusion with its consequent problems of poverty and reliance on benefits.
- 9.8 The public investment has resulted in:
- The establishment of higher education in Hastings town centre with the University Centre first phase (now: University of Brighton in Hastings) in 2003 and the second phase opening in 2012. Currently, there are 700 students rising to well over 1,000 with the second phase. The courses are commercially focused, designed in partnership with local employers to cover subjects from computing to business management, accounting, broadcast media and a range of adult education and Open University programmes.
 - A £105m complete overhaul of further and sixth form education in Hastings with the new Sussex Coast College on its two campuses at Station Plaza in the town centre and at Parker Road. The college provides a range of academic and vocational courses for 2,500 students to help to bring about education-led social and economic regeneration by improving skills levels, addressing inequalities and encouraging partnership working. It is engaged with over 700 local businesses that either receive training or feed their ideas and experience into curriculum development, and is working with industry to extend its current range of relevant and effective training provision.
 - Major improvements are underway in secondary education, firstly through progress by the local education authority in uplifting GCSE performance, and secondly, through the establishment of two new academies in the town.
- 9.9 Although the major investment needed to improve education provision has already been made or committed, it is expected that further related investment will continue; for example, in provision of student accommodation. Where proposals of this kind come forward for planning permission, they will be supported subject to other policies in the Plan.

²⁹ Business uses are those essentially within Class B of the Use Classes Order, including offices, research and development uses, light manufacturing, general industry, warehousing/storage and similar *Sui Generis* uses.

Access to jobs

- 9.10 Skills development is not something that only happens between the ages of 14 and 21. In addition to formal educational institutions, skills development also takes place in the home and community.
- 9.11 The development of industrial, office, retail, leisure and even residential space will be important in the future not only in terms of creating new employment opportunities and construction jobs, but also for the opportunities that will arise for training, apprenticeships and work placements.
- 9.12 There are a range of measures which can enhance ‘access’ to jobs. These include life-long learning; apprenticeships; advice to help apply for jobs; guaranteed interviews; transport arrangements; childcare provision; training/work experience placements; and financial contributions towards such measures. The Council will work with developers, businesses, skilled trades people and new generations of trainees to ensure local people and firms benefit from the increase in training and employment opportunities future development will bring. Measures will be “tailor made” to be appropriate to specific development and will take the form of a training and employment plan, which could be included within a planning (s106) agreement.

POLICY E2: Skills and Access to Jobs

Proposals directly or indirectly related to the enhancement of higher further or secondary education, especially in Hastings town centre, will be supported subject to other policies in the Plan.

Measures will be sought from major employment generating development to promote access to the jobs it creates amongst those residents of Hastings who can have difficulty entering or returning to the labour market.

Major employment generating developments includes industrial, office, retail, leisure and any other development likely to generate 50 full time equivalent jobs or more. The policy will also apply to construction jobs related to such major developments and to major residential developments.

Town, District and Local Centres



The overarching strategy for shopping during the Plan period is set out in Chapter 4: Development Strategy, and includes Policy DS3: Location of Retail Development, which sets out the targets for further retail development up to 2028.

The Development Management Plan will include further policies relating to shopping and development, together with site allocations.

- 9.13 The town, district and local centres are a core part of the local economy. As well as places for shopping, they offer a sustainable location for employment and other activities including leisure, education and community activities. Hastings town centre is by far the most important and also the most accessible being served by all rail services and virtually all bus routes. In recent years, Hastings town centre has been the focus for regeneration investment with a new station, construction of the university centre and further education college, and establishment of the new Priory Quarter business area. It will continue to be the focus for economic development.
- 9.14 The established district and local centres perform an essential complimentary function which will continue to be protected and supported.
- 9.15 Maintaining and enhancing the vitality and viability of existing centres in the town is therefore a key part of our planning strategy. The hierarchy of centres in Hastings is set out in Policy E3 below.

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POLICY E3: Town, District and Local Centres

The hierarchy of town, district and local centres in Hastings is:

Town Centre: Hastings (the principal centre in the town)

District Centre³⁰: The Old Town, St Leonards centre, Ore Village, Silverhill

Local Centre³¹: Bohemia

Development proposals for town centre uses will be focused within the town and district centres. The scale and type of development will reflect the centre's existing and proposed function and its capacity for new development. A proposal for a town centre use will be required to follow the assessment approach set out in national planning policy in terms of need, scale, sequential approach to site selection, impact on other centres, including those beyond the Borough boundary, and accessibility.

The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. Measures will include:

- a) safeguarding the retail character and function of the centre;
- b) enhancing the appearance, safety and environmental quality of the centre;
- c) Encouraging diversity of uses within the centre and the provision of a wide range of retail, leisure, social, education, arts, cultural, office, residential and commercial uses;
- d) Promoting the reuse of vacant buildings; and
- e) Maintaining and enhancing access to the centre by sustainable modes of transport, and encouraging multi-purpose trips.

In partnership with other agencies, the Council will protect and enhance local centres to better service the local community as far as possible. If a local centre or part of it ceases to function, the Council will consider rationalisation of its role as a centre, or promotion of other uses.

Neighbourhood shops located outside the Hastings' town, district and local centres will be protected where they are important to the day-to-day needs of local communities.

Tourism and visitors

Types of visitor

- 9.16 The tourism industry is vital to the economy of Hastings, and is key to meeting our overall regeneration objectives. It contributes £211m to the local economy, and supports an estimated 4,850 jobs (3,550 FTE). This is divided between:
- Summer day visitors - An estimated 2.6m day visitors spend around £82m in total, or just £31.70 per head. However, spend per head is low compared with some of our south coast competitors.
 - Staying visitors - who spend much more per head during their break. 426,000 staying visitors, spending an estimated £167 per visitor.
- 9.17 Language schools also play a major role in the local economy, with an annual visitor spend of £35m, from approximately 35,000 students, mostly staying for short periods with local host families thus putting money very directly into the local economy. We need to consider the potential for future language schools in the town. Language schools generally need large buildings to operate and changes of use away from these limits the potential for future schools to locate here.

Tourism based employment

- 9.18 Although the tourism sector remains extremely important to the economy of Hastings, it has not grown in recent times and remains concentrated on the summer and bank holiday periods. It therefore provides employment that is seasonal in nature. The Council's efforts have been directed towards extending the visitor

seasons by supporting events such as Jack-in-the-Green (Mayday), the seafood and wine festival (September), and Hastings Day (October).

- 9.19 Tourism provides a range of ‘entry-level jobs’ such as cook, chamber maid, and shop and attraction staff, which are often seasonal, supported by a smaller number of professionals, which will remain important to the local economy. However, it must be recognised that it is unlikely to generate enough of the higher value-added jobs that, combined with a higher skilled workforce, will bring about sustainable regeneration on its own.

Visitor accommodation

- 9.20 One problem is a lack of quality visitor accommodation. The town currently has 1,000 serviced visitor bed spaces, which are not all good quality, compared to a total of 8,000 in 1951 (excluding camping and caravans). However, some very good quality boutique hotels have developed in the past 5 years, a number of which have been pump primed through the “Space To Stay Scheme”, and investment from the private sector. Visitor accommodation at the top end of the market is doing very well, whereas poorer quality accommodation is not as popular. Planning policy will continue to protect visitor accommodation wherever it is viable.
- 9.21 The efforts to establish a more thriving business sector in the town are seen as helpful in this respect as “business tourism” (visitors staying in the town for business purposes) is an all year round activity and provides custom for hotels outside the normal holiday season.
- 9.22 Self-catering accommodation, mainly caravans and camping, actually provides more spaces than the traditional hotels and guest houses. Most is located on several large sites including the Combe Haven and Shearbar. There has been no recent evidence of demand for further caravan and camping accommodation in the town. However, maintaining and where possible improving, the quality of what is there is important. Therefore, any proposals to upgrade the facilities will be supported wherever possible – in order to support jobs growth and encourage continued visitor spend.

Visitor attractions

- 9.23 Visitor attractions take many forms and do not need to be in any particular location so any proposals which come forward will be looked on positively wherever they happen to be. However, whereas, in the heyday of English seaside holidays, the active resort extended along the whole length of the Hastings & St Leonards seafront, the core of activity is now concentrated in the Stade/Old Town area and beaches nearby. The recent major investment in the Jerwood Gallery and related facilities is serving to consolidate the tourist role of the area and broaden its appeal to a different sector of the visitor market.
- 9.24 The pier itself is now some way to the west of the main tourist area. However, with positive actions underway to renovate the pier following the fire, the White Rock Hotel and the Theatre nearby, and the opportunity offered by the former White Rock Baths, the planning strategy looks to support opportunities for tourist activity along all parts of the seafront.

Priorities for tourism

- Working towards an all year round tourist season is a key aim for the town.
- We need to encourage more short-stay visitors with a higher spending power,
- We need to retain and support improved accommodation
- Key to this is the need to retain and improve visitor attractions, whenever opportunities occur but particularly along the seafront.
- Continue to recognize the economic importance of language schools to the town.

³⁰ Groups of shops often containing at least a supermarket and a range of non-retail services such as banks, building societies, restaurants, as well as public facilities such as a library.

³¹ A range of small shops of a local nature, serving a small catchment – could include a small supermarket, a newsagent, sub post office, launderette etc.

Chapter 9: Local Economy

9.25 This will lead towards the provision of more permanent good quality jobs in the tourism sector.

POLICY E4: Tourism and Visitors

The Council will work to promote and secure sustainable tourism development in the town. A more diverse and high quality tourism offer will be encouraged that seeks to lengthen the tourism season, increase the number of visitors, provide job opportunities and sustain the tourism economy.

Visitor Attractions:

New visitor attractions will be encouraged and those that already exist will be protected, unless it can be demonstrated they are no longer economically viable either in existing or adapted form. The upgrading of provision will be encouraged where it increases the range and/or quality of tourist facilities.

Proposals for new visitor attractions will be considered sympathetically anywhere within the Borough subject to other policies. The seafront is seen as the core resort area and particular support will be given to measures and proposals which are well related to the seafront.

Visitor Accommodation:

New visitor accommodation will be directed to the Seafront, the main arterial routes, and close to other generators of demand. Extension to existing visitor accommodation will also be supported, subject to design and location policies.

The priority areas for retention of visitor accommodation are the Seafront (including Warrior Square), the Old Town and the Town Centre. In these areas, there will be a presumption against a change of use away from existing facilities unless the facility is no longer viable or is incapable of improvement to a good standard. The Visitor Accommodation Supplementary Planning Document supports this policy approach.

Proposals for upgrading caravan and camping facilities will be encouraged where it increases the range and/or quality available to the tourist.

Language Schools:

In recognition of their importance to the local economy, the Council will also support proposals that improve, protect or make new provision for language schools in suitable locations. Proposals for changes of use of language schools to other uses will be resisted unless it can be demonstrated that the use is no longer economically viable.

Chapter 10: Community Infrastructure

- 10.1 The health and social well being of the town's residents and their educational attainment levels are vitally important to the regeneration of the town. Spatial planning policies need to reflect the complementary role of planning in supporting other strategies and initiatives that seek to provide essential services and facilities in the town, and ensuring that new developments provide the infrastructure necessary to meet local community needs they generate.
- 10.2 Hastings must be a town for everyone and it is important that everyone feels they are included and can access the opportunities the town has to offer.
- 10.3 We are required to take account of all community requirements, particularly those relating to age, sex, ethnic background, religion, disability and income.

Infrastructure delivery

- 10.4 An Infrastructure Delivery Plan (IDP) has been prepared in consultation with service providers responsible for infrastructure in Hastings, which will be reviewed as and when appropriate. The IDP will help ensure that the right infrastructure is in place at the right time to provide additional capacity required to support development proposed by this Strategy, and also to enable the determination and co-ordination of investment plans. It will do this by identifying:
- the infrastructure needed to support planned development
 - the lead agencies responsible for providing key infrastructure
 - timescales, relative to the planned development, for providing key infrastructure
- 10.5 It is likely that future contributions towards the infrastructure required to support development proposed by this Strategy will be made through the introduction of an area-wide Community Infrastructure Levy (CIL) plus appropriate Section 106 contributions for site specific needs. Until such time as an area-wide CIL is introduced all contributions will be made through Section 106 in line with current legislation and national policy, including the pooling of contributions.
- 10.6 The IDP and associated Schedule showing the infrastructure schemes required to support this Strategy, is available to view or download from our website at [No longer available online]. Where appropriate, sites to accommodate identified infrastructure needs will be identified in the Development Management Plan.

Development contributions

- 10.7 Community facilities and essential infrastructure can be achieved by requiring developers to enter into legal agreements under Section 106 of the Town and Country planning Act 1991 (planning obligations) to meet the needs arising from their development.
- 10.8 One of the problems Hastings faces is that land values are relatively low and the amount that individual developments can contribute is low compared with other parts of the South East, particularly when the need to provide affordable housing is taken into account. Our adopted Supplementary Planning Guidance note (SPG) sets out a priority order for contributions:
1. Essential on-site infrastructure
 2. Essential off-site infrastructure or mitigation
 3. Sustainable transport
 4. Education
 5. Off-site community facilities, youth, public art, libraries, social services, waste, countryside management and economic development

Chapter 10: Community Infrastructure

- 10.9 A potential tariff approach to infrastructure provision will be explored as part of the Development Management Plan, in consultation with East Sussex County Council. The existing Developer Contributions Supplementary Planning Document (SPD) will be updated or superseded as necessary, once a decision has been made about whether to seek development contributions through CIL.

POLICY CI1: Infrastructure and Development Contributions

The Council will seek to ensure that the right infrastructure is in place at the right time to provide the additional infrastructure capacity required to support new development. This will be achieved through the following:

- a) Preparing, regularly updating and facilitating the implementation of an Infrastructure Delivery Plan, setting out the infrastructure to be provided by the Council, other public sector bodies and the utility companies to support new development and meet future needs.
- b) Mitigating inadequacies in infrastructure arising from proposed development through development contributions that will provide towards sufficient and appropriate improvement through upgrade, enhancement or new infrastructure.
- c) Contributions will relate to all aspects of land use, community infrastructure and services that may be directly related to the development proposed, and accord with the council's identified local priorities and objectives for delivering sustainable communities. Development will be required to contribute towards providing all infrastructure that will be needed to support future development in Hastings.

Sports and leisure facilities

- 10.10 Inclusive sport and leisure facilities play an important role in addressing inequalities, improving quality of life and enhancing community interaction. We recognise that it is essential for all residents to have access to a range of leisure opportunities and the importance of maintaining a geographical distribution of facilities to meet local community needs. The Hastings & Rother Leisure Facilities Strategy 2009-2020 provides a current and projected level of supply and demand for sports facilities in Hastings which will help inform any future developments. Non traditional sporting partners will also be encouraged to be involved in future developments, helping to widen access and increase participation in physical activity.
- 10.11 The programme of refurbishment to Summerfields Leisure Centre and Falaise Fitness Centre has been completed, giving these facilities an additional 15 year life span. Freedom Leisure currently manages these facilities, although the situation will be reviewed in 2016 when the contract expires. There is a clear aspiration to build a new leisure centre but no funding has been identified at present. We also anticipate further changes to the leisure facilities at White Rock Gardens up to 2015, including an expansion of the Skate Park. We recognise the need for a reassessment of the range and standard of facilities in the area and will be undertaking this during the Planning Strategy period.
- 10.12 Protecting the existing stock of playing fields and sports pitches is also important to maintain the health and well being of local people, and in light of increasing pressures for development. We therefore seek to protect the existing provision, and encourage the development of new facilities in central locations.

POLICY CI2: Sports and Leisure Facilities

Major sports and leisure facilities should be centrally located, or easily accessible to all of the community. Provision for casual recreation, such as multi-use games areas should be locally based within communities and where possible, built in school partnership developments, which can maximise daytime use as well as community use outside school hours.

Playing fields and sports pitches will be identified as part of the green infrastructure network (see Policy EN2), and planning permission for the reduction in size or number of playing fields or sports pitches will only be granted where:

- a) existing facilities are of a poor and unsustainable quality and surplus to requirements; or
- b) the proposal would serve to upgrade the sports facilities, or reinstate them elsewhere on the site; or
- c) the proposed development is necessary to meet an important national, regional or local need and alternative provision is made that enhances, or is equivalent to, existing recreational facilities; or
- d) in the case of an operating school site, the proposal is for educational purposes that are essential and cannot be satisfactorily accommodated elsewhere.

Children's play provision

10.13 Play is vital to a child's healthy development and the Council recognises that it is essential for every child to have access to quality play spaces. Formal equipped play areas offer essential play opportunities, but it is important to recognise the value of informal play opportunities in the shared public domain also. This relies on sensitive design in areas such as landscaping, public art and street design.

10.14 The Open Spaces Audit, undertaken in 2006, found that the Council's policy to provide fully equipped formal children's play areas was not working as well as it should, and that play areas were often underused and expensive to maintain and manage.

10.15 As the principle providers of publicly accessibly equipped play sites in Hastings, AmicusHorizon Ltd and Hastings Borough Council have been working together to prepare a Play Space Strategy (August 2011) for future play space provision. This strategy favours the improvement of existing play facilities in the local area of any new development using off-site developer contributions, but will require play facilities in a new development where there are no other sites nearby.

POLICY CI3: Children's Play Provision

The Council will require developers to design housing environments in which children have space to play informally and safely and where they have priority over vehicles, and where such spaces contribute to the provision of open space. Developer contributions will be sought to improve existing provision in proximity to the proposed development, but where no good playgrounds exist within 600 metres or a 15-20 minute walking distance, new play facilities will be required.

In some neighbourhoods where it is not appropriate or viable to provide further equipped play areas, developers may be required to enhance Community green spaces as an alternative.

Chapter 11: Transport & Accessibility

Chapter 11: Transport & Accessibility

- 11.1 With Hastings being located on the periphery of the South East region and having limited strategic transport infrastructure, connectivity is a key issue. This combined with local accessibility issues to services including healthcare, education and jobs is a key contributory factor in hampering economic recovery and contributes to the level of deprivation that is experienced in the town.
- 11.2 The transport priority is to improve strategic access by road and rail to reduce the town's relative isolation and open up areas for housing and business development. This needs to be complemented with measures that efficiently manage movement within the town as well as supporting local access by walking, cycling and public transport, to move Hastings towards a more sustainable transport future.
- 11.3 The East Sussex Local Transport Plan (LTP3) 2011-2026 forms the transport policy framework for Hastings and the other districts and boroughs in East Sussex. It identifies Hastings and Bexhill together as a priority area, recognising that greater investment is needed for transport measures to support regeneration and further development.
- 11.4 The high level objectives of the Local Transport Plan are to:
- improve economic competitiveness and growth
 - improve safety, health and security
 - tackle climate change
 - improve accessibility and enhance social inclusion
 - improve quality of life

Strategic Road and Rail Schemes

- 11.5 There are a number of road and rail improvement schemes that are essential to improve accessibility to and from Hastings.

Strategic road schemes

- 11.6 The main priority for the town is the delivery of the Bexhill to Hastings Link Road. This is a central part of the strategy in order to achieve successful local regeneration and growth in Hastings and Bexhill. Planning permission was approved for The Link Road in 2009, and a public inquiry into the compulsory purchase order was held towards the end of the same year. With the Secretary of State's announcement in March 2012, which confirmed provisional funding approval, the last major remaining hurdle to be overcome before construction could go ahead was passed. The expected date for commencement of main construction is beginning of 2013 with the road opening end of 2014.
- 11.7 The other strategic priority for road improvement is the A21 trunk road – it being the direct link between Hastings and London/M25. Trunk roads are the responsibility of the Highways Agency. It has been acknowledged by previous strategic studies that a material reduction in the journey time between Hastings and the M25 would contribute significantly to the economic well-being of the town.
- 11.8 Following the Government Spending Review in 2010, opportunities for improving the A21 are more limited than before. The A21 Tonbridge to Pembury scheme has been retained and is currently expected to be constructed in the post 2015 period although Kent and East Sussex partners are working with the Government to see if it can be delivered to an earlier timescale.

Rail Schemes

- 11.9 The East Sussex LTP3 acknowledges the existing shortcomings in the rail network between Hastings and London, as well as the opportunity to improve rail links between Hastings and Ashford. As a result of its own studies Network Rail, supported by East Sussex County Council and Kent County Council, has concluded that

a series of line speed improvements are possible which will be introduced during the next few years. These are expected to reduce journey times to Ashford and offer more flexibility in timetabling which can be important in, for example, harmonising connections with the High Speed One services to London.

11.10 As identified in the East Sussex LTP3, the following rail schemes and improvements to a number of rail services are required to support development in the town up to 2028.

Schemes:

- Upgrading of Ore Station
- Hastings to Tonbridge capacity and power supply improvements

Services:

- Retention of the Hastings to City of London services – direct trains from Hastings to Cannon Street
- Improvements to services from Ashford International rail station to the continent.

11.11 Whilst there is no certainty of delivery of these at this stage we will continue to lobby and influence Network Rail and train operating companies, in partnership with East Sussex County Council, to maintain and enhance rail capacity and services to accommodate growth.

POLICY T1: Strategic Road and Rail Schemes

The Council will seek the earliest possible implementation of the following road and rail schemes that will reduce peripheralities, and support the regeneration of Hastings:

- Bexhill to Hastings Link Road
- Wider improvements to the A21 and A259 corridor
- Ashford to Hastings line – capacity and journey time improvements
- Hastings to Tonbridge capacity and power supply improvements

Local road improvements

11.12 Within Hastings itself the priority is to make efficient and effective use of the existing road network – through traffic management and through encouraging the optimum use of the roads. However, there is some scope for limited local improvements as well.

11.13 East Sussex County Council has undertaken an initial assessment of proposed locations for development in Hastings and their potential impact on the highway network. Further assessment is being undertaken in order to assist in identifying appropriate highway improvements to mitigate potential capacity problems at a number of locations on the network. Developers will be expected to contribute towards these improvements in order to facilitate the development of housing and employment growth.

11.14 The Link Road will also require a number of complementary measures to support its introduction. These include:

- The Ridge junction improvements
- A259 Bexhill Road Bus Corridor

Chapter 11: Transport & Accessibility

POLICY T2: Local Road Improvements

The Council will safeguard land required for highway improvements, in particular:

- any land required to implement complementary measures for the Hastings and Bexhill Link Road,
- any land required to implement highway improvements required as a result of the proposals in the Planning Strategy.

The Council's role in both strategic and local road improvements is to work with partners, particularly the Highways Agency and East Sussex County Council to secure the timely delivery of these schemes.

Sustainable transport

11.15 Making the most of the existing transport network requires a number of measures to encourage sustainable travel. To support this, the delivery of complementary sustainable transport infrastructure improvements, including improvements to public transport, walking and cycling routes will be required. We recognise the impact that this could have in the town by offering more travel choices for local people to access the services that the town provides.

Quality Bus Partnership

11.16 Delivering increased bus use by maintaining and improving the quality of commercial services will be achieved through the Quality Bus Partnership in Hastings. This is a partnership between East Sussex County Council, Hastings Borough Council and Stagecoach, which aims to deliver better bus services and facilities in the town, through the Quality Bus Partnership Action Plan³². This focuses on improving services and infrastructure to deliver improved punctuality on a number of key bus corridors that provide access to key services including the Conquest Hospital and Sussex Coast College. Improvements could potentially include the implementation of bus priority and/or bus lanes on these key corridors along with 'Real Time Passenger Information', but considerable investment in appropriate infrastructure to support the delivery of this would be required.

11.17 New development will be required to provide a transport contribution to help support this infrastructure, providing local transport improvements aimed at supporting access to development by sustainable modes of travel. The level of contribution is determined by development type its location and existing accessibility levels.

Strategic network of cycle routes

11.18 A strategic network of cycle routes has been identified that will link local communities with key services in the town, including employment, healthcare and education, together with green spaces. This will be achieved in the plan period by a combination of development contributions being secured and public investment through the delivery of East Sussex County Council's LTP3 to support the delivery of access to existing services and new development by walking and cycling.

11.19 We have been working with partners to help extend the existing National Cycleway Network along the Seafront, which now forms part of this strategic network. Sustrans and East Sussex County Council worked to bring forward the section between Bulverhythe and Glyne Gap; with Hastings Borough Council bringing forward the section between Robertson Street and the Old Town. These were opened in 2012.

11.20 East Sussex County Council is currently working in partnership with a range of organisations to develop a bid to apply for funding from the Department of Transport's Local Sustainable Transport Fund (LSTF). The LSTF has been set up by the Government as part of the new Local Transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'. The purpose of the fund is to enable local authorities

³²No longer available online

to deliver transport solutions that support economic growth while reducing carbon emissions. The LSTF provides £560 million of additional funding available for local transport authorities over the period 2011/12 to 2014/15.

- 11.21 As part of the LSTF bid referred to as East Sussex Coastal Towns – ‘Sustainable access, delivering growth and cutting carbon’, transport measures and initiatives will be included for Hastings that focus on improving access to employment, education, healthcare and positive activities for young people in their town centres by improving walking and cycle routes and access to reliable and accessible public transport.

POLICY T3: Sustainable Transport

The Council will work with East Sussex County Council using the Local Transport Plan 3 policy framework and other partners to achieve a more sustainable transport future for Hastings. Particular priority will be given to:

- improving bus routes, through support for the provision and improvement of bus priority lanes and junction approaches, services and passenger facilities,
- supporting the provision of new and enhanced cycle routes in the town, and in particular, supporting the implementation of the strategic cycle network as identified on the key diagram,
- improving walking routes for pedestrians,
- ensuring that new development is located close to existing public transport provision where possible,
- requiring developers to consider the needs of pedestrians and cyclists in developments and deliver appropriate measures,
- improving the safety of the highway network,
- improving air quality and the environment generally,
- examining the potential for adopting other “smarter choices” measures, including workplace and school travel plans; travel awareness campaigns, car clubs/car sharing schemes, teleworking and home shopping

Travel plans

- 11.22 Major developments and those generating significant amounts of traffic will need to be located in areas that are accessible to a range of sustainable travel options in order to reduce car dependency. In support of this, developments will be required to produce travel plans, which provide a framework for the development and delivery of targeted travel information and initiatives.

POLICY T4: Travel Plans

Major developments³³ will be required to produce a travel plan, in line with guidance from East Sussex County Council, and will be expected to contribute to improved transport infrastructure, particularly for pedestrians, cyclists and public transport.

Car parking

- 11.23 Regeneration of the town centre is a key focus area of the strategy and this can, alongside other measures, be achieved by ensuring local people and tourists can access the services and attractions that the town provides.

³³ Major development is that which falls within the thresholds set out in the East Sussex County Council ‘Guidance on Travel Plans for New developments (2008)’. <http://www.eastsussex.gov.uk/environment/planning/applications/developmentcontrol/guidance.htm>

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- 11.24 Taxing private parking space in the town centre, or road charging, is not considered to be appropriate for Hastings at this time. We do however, recognise the importance of striking a balance between providing car parking provision in the town centre, alongside the provision of sustainable transport options.
- 11.25 Where appropriate the provision of sustainable transport infrastructure will be fully exploited before consideration is given to limit any car parking. This will ensure that the economic regeneration of Hastings is not prejudiced, and it will place the town in a prime position to compete with other South Coast centres.
- 11.26 East Sussex County Council and the East Sussex districts have adopted parking standards for individual developments. These are based on the concept of maximum provision and allow for reduced standards in locations more accessible by public transport, including town centres.
- 11.27 East Sussex County Council is working in partnership with the district and borough councils to develop revised guidance on parking standards for residential development. The Development Management Plan will include a provision that supports the application of these standards for new developments.

Park and ride

- 11.28 Park and Ride schemes need to be able to generate a significant cost and/or time advantage to users and generally work well where there is a 360 degree catchment area, limited town centre parking, and where car parking pricing discourages accessing town centres by car. These criteria do not apply in the case of Hastings and therefore this Plan does not include any provision for Park and Ride. Any future proposals would be dependent on:
- the capacity and use of parking in the town centre
 - the cost of parking in the town centre
 - site location
 - whether setting up a Park and Ride would be financially viable
 - an assessment on the capacity of the road network
 - demand management

