

North East Bexhill

Supplementary Planning Document



This Supplementary Planning Document was adopted by Rother District Council on 29th June 2009.

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VISION



1. VISION

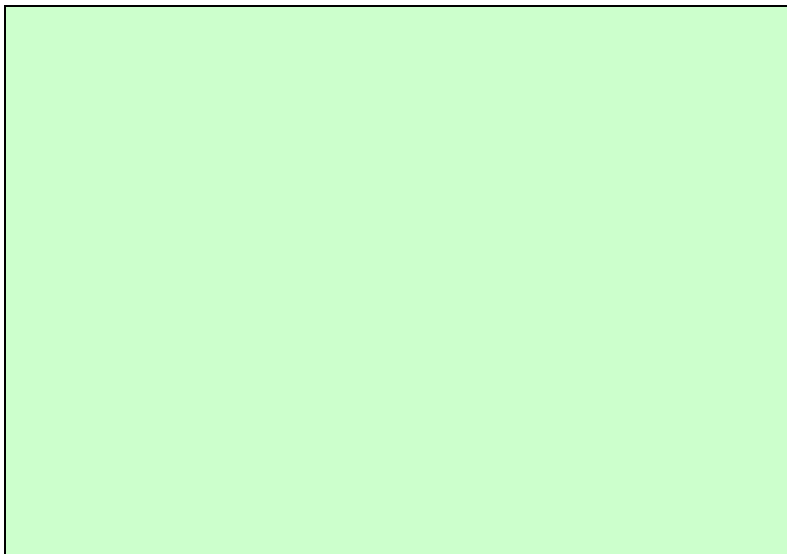
Vision

1.1 Rother District Council has identified some 100 hectares of land for a major extension to the north east of Bexhill. This mixed-use development, comprising homes, business space, community facilities, open spaces and associated local services and infrastructure, will play a major part in the regeneration of the Hastings and Bexhill area.

1.2 The Rother District Local Plan (2006) describes the **vision** for the sites as:

'a high quality sustainable urban extension to Bexhill, which enhances the attractiveness of the town as a place to live, work and invest.'

1.3 Looking forward to when this development is fully completed and the vision is realised, an observer should comment:



1.4 The **objectives** for the overall site to achieve the above vision, are:

- *to contribute to meeting the social and economic needs of the town and its existing and future residents*
- *to integrate physically, economically and socially with the town and its wider environment*
- *to protect and enhance the environmental quality of the town and its environment*
- *to develop a clear, highly sustainable character and strong 'sense of place' consistent with the above*

These objectives are described in more detail in Section 5.

2. INTRODUCTION

Purpose and scope

- 2.1 The Rother District Local Plan (July 2006) identifies some 100 hectares of land for a major urban extension to the north east of Bexhill. This is provided for through two mixed-use development allocations - Policies BX2 and BX3, and the associated 'Inset Map' (see Appendix 1 and Figure 1).
- 2.2 These policies have established the principle of development, and the overall scale, mix and general disposition of uses. They provide for in excess of 1,100 homes (and associated local services) and some 48,000sq.m of business space.
- 2.3 This Supplementary Planning Document (SPD) refines and elaborates on these allocations. It covers the nature and layout of respective land uses, their relationship with each other and their surroundings, the provision of supporting infrastructure and the programme for achieving development.
- 2.4 Perhaps most critically, it sets out how development should be planned comprehensively, both to be as sustainable as possible and to contribute effectively to meeting town-wide needs in terms of new job opportunities, affordable housing and in setting high standards of urban design.
- 2.7 Several specialist studies were also commissioned, which have informed the formulation of development proposals. Specific studies included a 'Transport and Access Strategy', an 'Ecological Habitat Survey and Assessment', a 'Design Study', a 'Housing Market Assessment', a 'Business Land Market Assessment', a 'Drainage Study' and 'A review of potential sustainable energy measures'. Copies of these can be viewed at the Council's Community Help Point in Bexhill.
- 2.8 Public consultation was carried out in mid 2007. The draft SPD was made available to a wide range of local interest groups as well as agencies. Public exhibitions were staged at Sidley and Pebsham. Press notices were placed and attention drawn to the consultation on the Council's website. 64 representations were received. A summary of these and the Council's responses is contained in a separate Consultation Statement.
- 2.9 The SPD has been subject to a Sustainability Appraisal (SA). The SA on the Draft SPD, together with an Addendum that assesses the changes made in response to representations, is also published as a related document on the Council's website.
- 2.10 This document first presents an overall vision for the area and the key objectives for the development. Subsequently, the policy framework and the circumstances of the site are presented. The objectives for achieving the vision are described in more detail, and related development principles are established. More specific proposals for each policy area, including indicative layouts, follow. Guidelines for implementation, and meeting associated infrastructure requirements, as well as the anticipated development timetable, are laid out in the last section.

Status and Background

- 2.5 This SPD was 'adopted' by the Council on the 29th June 2009. It will be used in determining planning applications for development in the area. It also provides a vital reference for developers and service providers, as well as for local businesses and residents, all of whom have a stake in the success of this significant development for the town.
- 2.6 In preparing this SPD, the Council has been assisted by a "Development Group" of landowners, key public agencies and local community associations, as well as by the Government's Advisory Team for Large Applications (ATLAS).

Figure 1 (right) identifies Policies BX2 and BX3, the proposed Countryside Park and the Bexhill to Hastings Link Road.

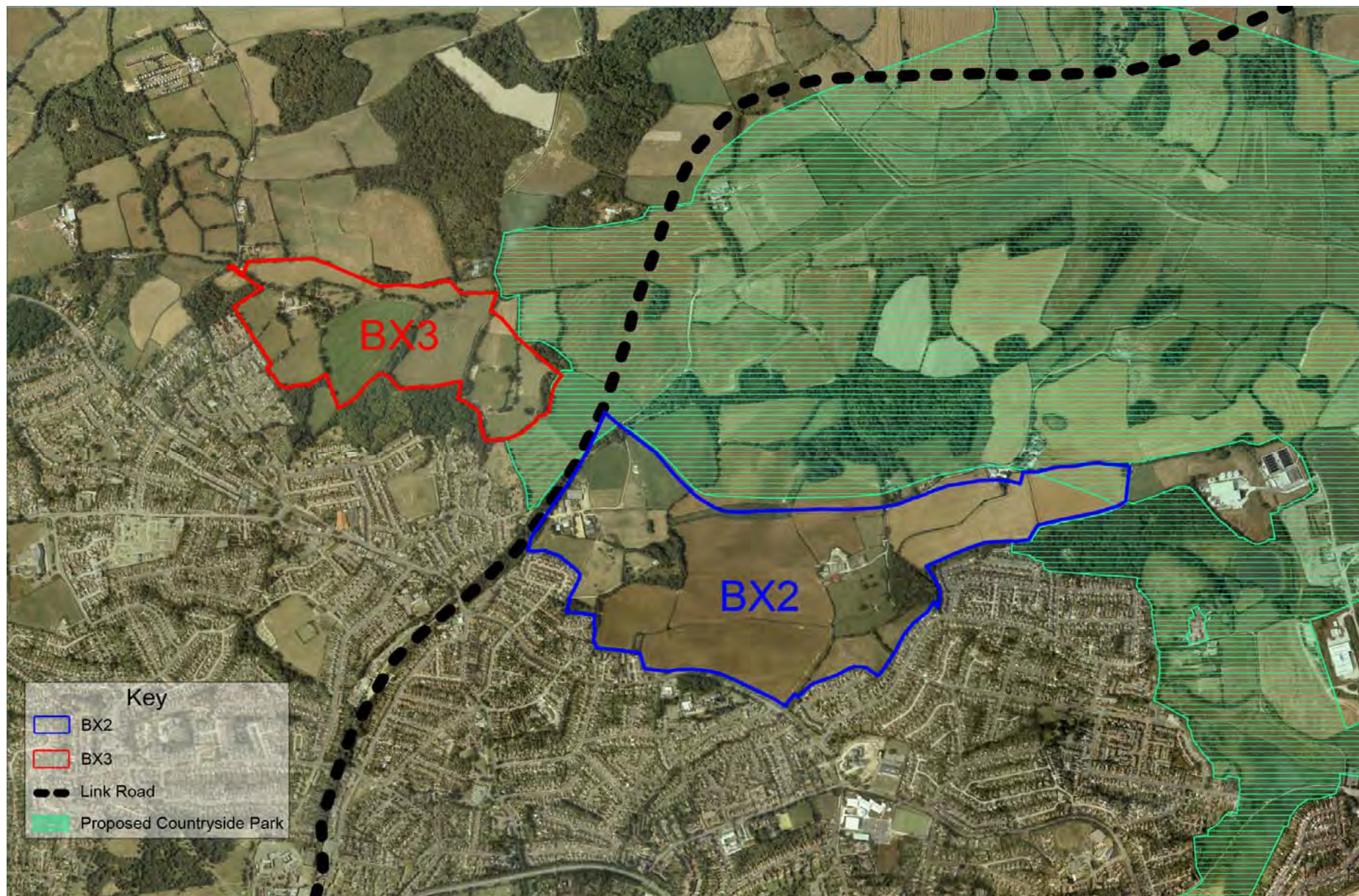


Figure 1: Aerial Photograph

3. POLICY BACKGROUND

Development history

- 3.1 The intention of major development to the north-east of Bexhill has been long-standing.
- 3.2 The County Structure Plan (1980) which favoured north east Bexhill for growth as *'its proximity to the Hastings Town Development Scheme offers a good opportunity of linking homes and jobs'*, and *'is also convenient for the provision of a new road linking Bexhill and Hastings and improving the access to facilities between the two towns'*.
- 3.3 In July 1985, the Bexhill Local Plan identified the Worsham area for a new community of up to 3,600 people together with associated facilities, including jobs, to follow completion of the Hastings Town Development Scheme and linked to new jobs and infrastructure.
- 3.4 It is notable that such growth was intended *'to give local young people a significantly better opportunity than at present to remain in Bexhill and contribute to its well-being'*.
- 3.5 The later 1991 Structure Plan also proposed a major allocation of land for a "flagship" Business Park to the north of Bexhill. This and the "new community" were carried forward through the 'North Bexhill Strategic Framework' in 1993. This envisaged the new residential community of 1,000–1,500 dwellings at Worsham and a Business Park of some 40 hectares, providing about 2,000 jobs to the north of Sidley.
- 3.6 These proposals were subsequently reviewed in the light of more recent circumstances, including the Government's decision to axe Bypass schemes, as part of preparing the current Local Plan.

Regional Spatial Strategy Policies

- 3.7 The Rother District Local Plan conformed with Regional Planning Guidance (RPG9), while the SPD is also regarded as compatible with the new provisions of the South East Plan, most notably in respect of its policy for 'Development Design for Energy Efficiency and Renewable Energy'.

Local Plan Policies

- 3.8 The adopted Rother District Local Plan (July 2006) Policies BX2 and BX3 are reproduced in Appendix 1.
- 3.9 Policy BX2 primarily allocates land for housing (and associated facilities), although also with significant provision for business land closer to the Link Road. The land north of Sidley is covered by Policy BX3 and is allocated predominantly for employment development, with a smaller area of housing in its south-western corner.
- 3.10 North East Bexhill is by far the most significant area for housing and is regarded as having a key role in fulfilling the housing supply requirements of the emerging South East Plan.
- 3.11 Similarly, the employment land, well related to the Link Road, will provide the main location for business development in the medium to long term.
- 3.12 The Local Plan recognises that business development must be a priority in the development of land at North East Bexhill. Also, if carefully planned, it can provide the focus for sustainable growth based on the long-term advantages of providing modern, high quality accommodation with good connections to the transport network.
- 3.13 The Plan also highlights the need to protect the rural landscape setting of the town by the creation of a robust, long-term urban edge, with development contained from the wider countryside by well-defined topographical and landscape features.
- 3.14 Policy BX4 allocates the open land between Bexhill and St. Leonards as a 'Countryside Park', as elaborated upon below.
- 3.15 Other relevant Local Plan policies include HG1, HG3 and HG4, which relate generically to housing developments in the District, and advise on housing mix, affordable housing, layout, design and access, and GD1, which relates to design generally, and the impact of development on natural features and resources.
- 3.16 In addition, land for the proposed Link Road, (the progress of which is reviewed below), is safeguarded by Policy TR1 of the Local Plan.

3. POLICY BACKGROUND

Link Road

- 3.17 The existing road network, and specifically the A259 between Bexhill and Hastings, is already over-capacity and the relevant Highway Authorities advise that it could not accommodate the further traffic generated by the development. Therefore, as both Policies BX2 and BX3 indicate, it is essentially dependent upon the proposed Link Road to create that capacity.
- 3.18 The Link Road has been accepted in principle by Government and is included in the Regional Transport Strategy and the programme for funding in 2010/11 to 2012/13.
- 3.19 Planning permission for the Link Road has recently been granted (subject to a Planning Obligation). Compulsory Purchase Orders are currently being progressed; the Public Inquiry which started on the 10 November 2009 and lasted 4 weeks has now closed. The decision of the inquiry should be made in spring 2010. Assuming this is successfully concluded, work is due to start in late 2010 and be completed around the end of 2012.
- 3.20 The relationship between the development and the Link Road is discussed under 'Access and Movement' principles in Section 5.



Figure 2: Route of link Road

Countryside Park

- 3.21 Policy BX4 of the Local Plan (see Appendix 1) identifies a large area – approximately 600 hectares – between Bexhill and Hastings as a 'Countryside Park'. It extends from the coast into the Combe Haven valley, including the current landfill site, a SSSI and areas of farmland, up to the northern edge of Pebsham and the BX2 area. A tongue of land also extends up to the edge of the existing built-up area of Sidley just west of the Link Road.
- 3.22 The Countryside Park will be developed for recreational activities and nature conservation alongside continuing agriculture, whilst remaining mainly open. It will also serve to provide a permanent "green gap" between the urban areas of the two towns.
- 3.23 Since 2003, the three local authorities concerned with the area – East Sussex, Hastings and Rother – have been working together to make the 'Park' a reality. To date, a 'Development Strategy', including an Access Strategy, has been prepared in outline form and approved by the member Councils. The Access Strategy from this is reproduced below as Figure 3.

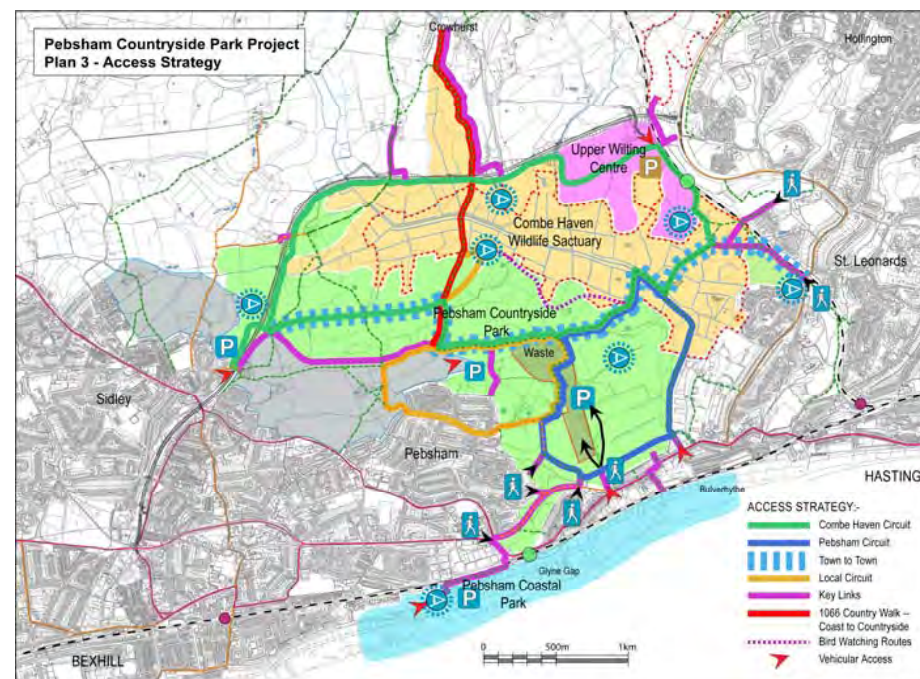


Figure 3: Access Strategy from Pebsham Countryside Park Development Strategy
North East Bexhill Supplementary Planning Document – June 2009

4. SITES AND LOCALITY

General location

- 4.1 The land forms an arc of countryside on the urban fringe of Bexhill extending from Pebsham in the east, westwards to the north of Sidley. Figure 5 highlights its landscape features and relationship with the built-up area of the town.
- 4.2 The overriding landscape character of the area is of a rolling and well-wooded countryside fringe defined by a distinctive east-west ridge. Much of the allocated land is currently in agricultural use, with Upper Worsham Farm and Glovers Farm in the east, and Preston Hall Farm to the west. There is also an equestrian business and associated paddock land at Oaktree Farm.
- 4.3 The area will be bisected by the proposed Bexhill Hastings Link Road, the route of which is shown on Figure 2. It will run along the former railway line from the A259 near Bexhill town centre, as far as Glovers Farm, from where it curves around the Lower Combe Valley towards Hastings, crossing the Hastings-London railway just north of Upper Wilting Farm and connecting to the B2092 Queensway in west Hastings.
- 4.4 The overall development area is split by the Link Road into two sites – ‘*land north of Pebsham*’ and ‘*land north of Sidley*’. These are the subject of Policies BX2 and BX3 respectively.
- 4.8 It is framed by areas of dense woodland, with Combe Wood to the north, Roundacre Wood and Pebsham Wood to the east and the woodland at The Mount to the west.
- 4.9 The area incorporates the group of buildings at Upper Worsham Farm, and smaller historic barns to the north east on the ridge. On Worsham Lane to the south is the Grade II Listed stone and flint Boulder Cottage. The area is well overlooked from existing housing, most notably on the Pebsham residential estate.
- 4.10 **Area 2 – Glovers Farm** is north-facing sloping land, rising up from former railway towards Glovers Farmhouse and The Mount. It is highly visible from parts of the Combe Haven and the facing slopes of the Battle-Hastings ridge to the north. It has an open character, although the woodland around The Mount provides a significant backdrop. The Mount contains an underground reservoir as well as a prominent telecommunications mast. Glovers Farmhouse, though not listed, is an historic building of some architectural interest and visual merit.
- 4.11 **Area 3 – Levetts Wood and Oaktree Farm** is a landscape of gently rolling, enclosed, well-wooded countryside and tall hedgerows. Levetts Wood, an ancient woodland provides a buffer to existing housing development at Sidley. The grazed fields create an impression of a woodland clearing. The land slopes gently down to the north, towards Combe Haven. The sunken Buckholt Lane, with its species-rich hedges and fringing trees, cuts through the area. The only buildings are those at Oaktree Farm.

Landscape Character

- 4.5 Not only are the two areas distinguished by the line of the Link Road, they have differing relationships with their surroundings. The Policy BX2 Area extends well into the built-up area with a sizeable frontage to Wrestwood Road, while the Policy BX3 Area has a closer relationship with the countryside.
- 4.6 There are discreet sub-areas within the respective policy areas, with a distinct landform, visual connectivity and landscape characteristics (see Figure 4).
- 4.7 **Area 1 – Upper Worsham Farm** extends from Wrestwood Road to the ridgeline. The ground is undulating, affording distant views towards the High Weald to the north. It is primarily an open arable farmed landscape defined by low hedges.
- 4.12 **Area 4 – Preston Hall Farm** is agricultural land around the Farm complex. It is bounded by the small but significant Redgrove Wood and adjoining hedgerow to the north-west, a private lane (also a public footpath in part) to the Grade II Listed Preston Hall and Preston Hall Cottage to the north, and a strong hedgerow separating it from the public open space to the east. The area adjoins and is overlooked by a relatively recent housing development off Watermill Lane to the south. The land slopes generally down to the north-east, but is also bisected by a ditch. A small pond occupies a central position just west of Preston Hall Farm.

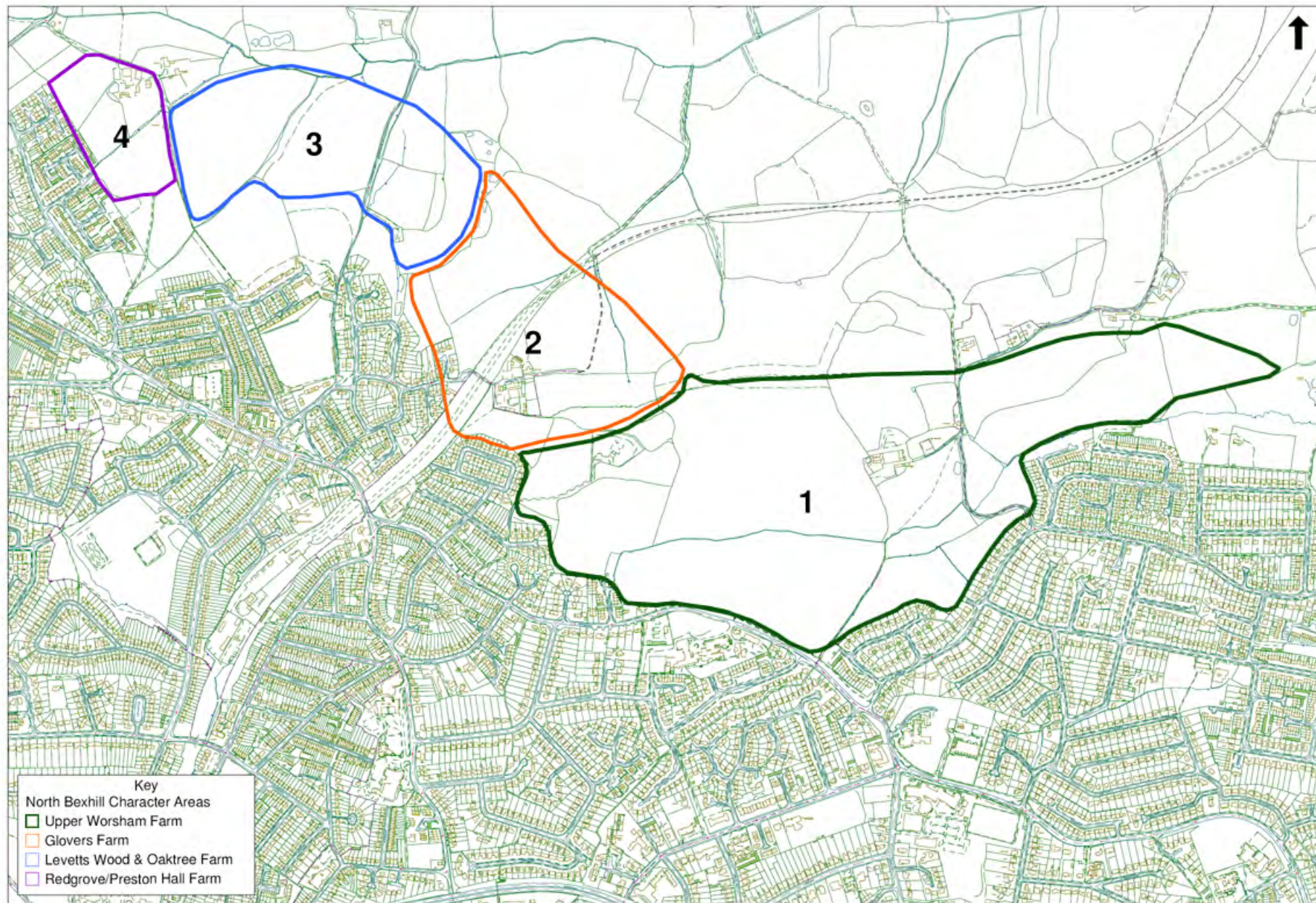


Figure 4: Landscape character areas

SITES AND LOCALITY

Ecology

- 4.13 The various landscape features of woodland, hedgerows, copses, ponds and ditches form part of an important local habitat mosaic.
- 4.14 In particular, the abundance of ancient species-rich hedgerows, some with specimen trees, provide habitats for a wide range of birds, small mammals and invertebrates, as well as flight lines and feeding routes for bats. They also host a variety of significant plant species. North to south running hedgerows, which link to the landscape beyond, are most important.
- 4.15 As well as bats, there are other protected species, notably badgers, as well as dormice in the area.

Drainage

- 4.16 Character Areas 2, 3 and 4 drain into the Combe Haven to the north, while Area 1 – Upper Worsham Farm drains into the Pebsham Stream (which joins the Combe Haven nearer the coast). The latter extends through the middle of the area in a prominent fold in the land running roughly parallel with Wrestwood Road to the south. There are also smaller streams feeding into the Combe Haven in the west.

Archaeology and historic buildings

- 4.17 There are no significant archaeological areas within the site boundary. However there is a possibility there may be evidence of prehistoric and Roman activity in the area.
- 4.18 The area has historically been in agricultural use. Field patterns largely follow those established in the 19th century. Historic data indicates that many of the farmsteads, such as Middle Worsham have all but disappeared other than remaining barns.
- 4.19 There are very few buildings on the site, and, with a few exceptions, are largely modern agricultural structures of little value. There are however three grade II listed buildings: Preston Hall Farm, Preston Farm Cottage and Boulder Cottage, as well as the historic farmhouse at Glovers Farm and a few traditional barns including the fine example at Little Worsham Farm.

Adjacent land uses

- 4.20 The site forms a buffer between the residential neighbourhoods of Pebsham and Sidley and the farmed countryside to the north.
- 4.21 Sidley began as a medieval settlement, and remained a village in its own right until it became absorbed within Bexhill. It is an active community with a district centre with shops and community facilities along the spine of its high street.
- 4.22 Sidley has grown with the incremental addition of residential streets from Victorian times through inter and post-war to more recent housing of the 1980s and 90s. There is a high concentration of social housing. Some areas have been protected from development and form recreation space and allotments.
- 4.23 The urban form of Pebsham is more representative of a large suburban estate, springing from its Victorian roots. The majority of properties date from the 1960s and 70s.
- 4.24 The location of existing community facilities in the locality is shown on Figure 5.

Movement routes

- 4.25 Being largely farmland, there is very limited vehicular access into either site at the current time, other than at Worsham Lane off Pebsham Lane and Buckholt Lane off Glovers Lane. Buckholt Lane is an attractive lane that predominantly serves as a footway and bridleway as well as serving sporadic development, while Worsham Lane again has a strong and attractive rural character, and also provides access to the countryside to the north as well as to frontage properties.
- 4.26 There is a network of Public Rights of Way across the sites (see Figure 5), but there is little direct access from existing adjacent residential areas. The '1066 Country Walk' crosses the Policy BX2 area, roughly south to north. There are several potential connections for vehicular or pedestrian only access to maximize connectivity to both existing Pebsham and Sidley communities, and provide a strong network of movement routes.

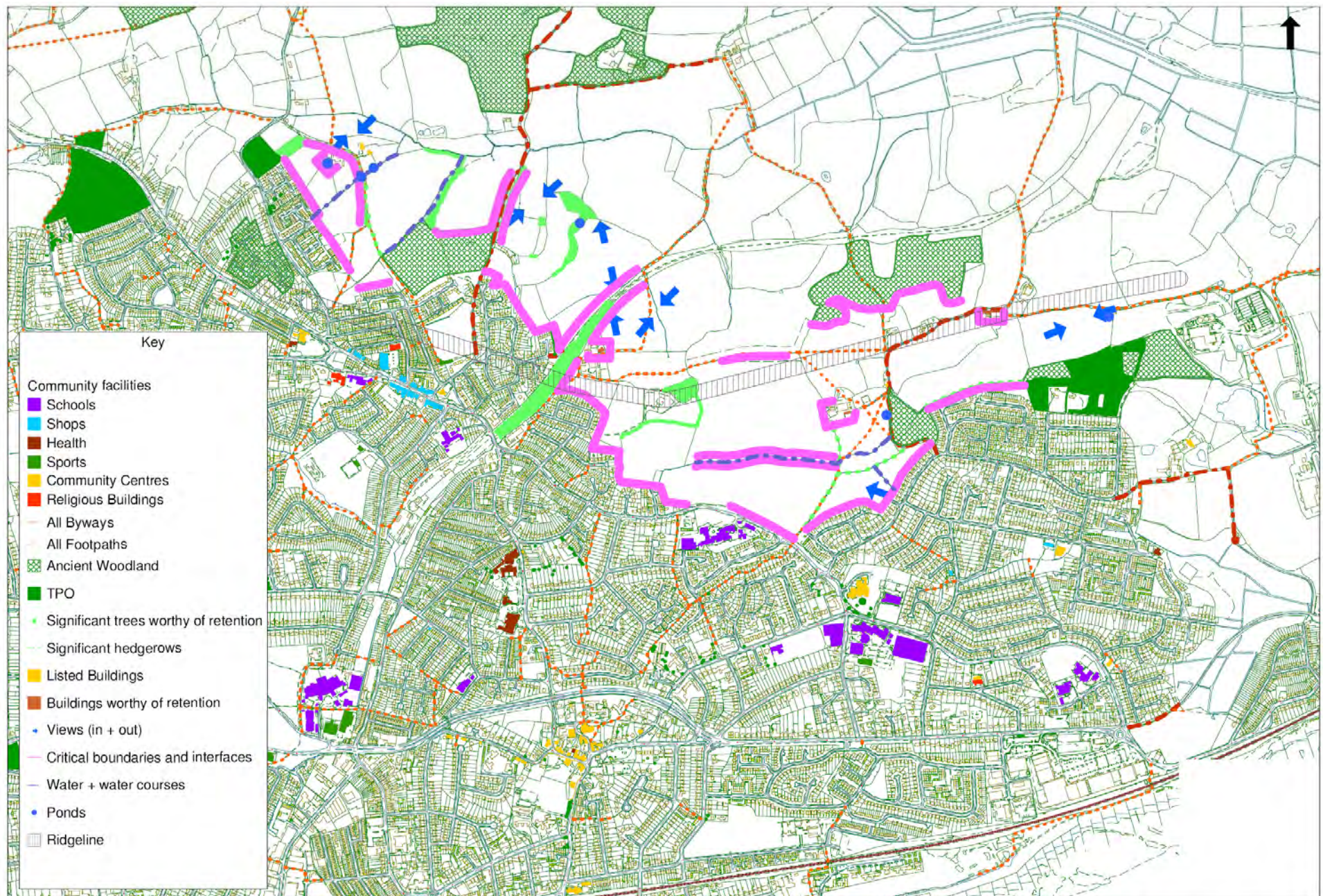


Figure 5: Landscape features, rights of way and local facilities

SITES AND LOCALITY

Buildings on the site



Adjoining areas



Landscape



5. OBJECTIVES AND DEVELOPMENT PRINCIPLES

- 5.1 The development has a strategic objective of providing for the housing and employment needs of the area in line with planned targets. Indeed, its delivery is a critical element of both the existing and emerging longer term development strategy of the District.
- 5.2 Such a significant scale of development and change has the ability to have an impact much wider than its immediate environment. It will contribute to meeting the social and economic needs of the town as a whole and will play a major part in the regeneration of the Hastings/Bexhill area. It should also impact on the perception of Bexhill as a place to live and do business, as well as on its physical environment and social structure.
- 5.3 The development should both integrate physically, socially and economically with the town and its environment and set a new standard for sustainable development with its own "sense of place".
- 5.4 The **objectives** for the overall site to achieve the above vision, are:
- ▷ *to contribute to meeting the social and economic needs of the town and its existing and future residents*
 - ▷ *to integrate physically, economically and socially with the town and its wider environment*
 - ▷ *to protect and enhance the environmental quality of the town and its environment*
 - ▷ *to develop a clear, highly sustainable character and strong 'sense of place' consistent with the above*
- 5.5 The objectives were refined through the Sustainability Appraisal, which particularly highlighted the importance of providing for the needs not only of the residents and businesses, but of ensuring that it is integrated within the existing fabric of the town to be sustainable. This is reflected in the second objective.

- 5.6 Also, the SA has drawn out that there is scope to address a number of sustainability issues if the form and design of development were to accord with high standards of energy efficiency. This is reflected in the fourth objective.
- 5.7 The following '**development principles**' interpret the vision and the relevant Local Plan policies in providing guidelines for the development of the area as a whole, to help ensure the objectives are met. They relate to:

- (a) land uses
- (b) sustainable energy
- (c) employment
- (d) housing
- (e) infrastructure and community facilities
- (f) access and movement
- (g) design

DEVELOPMENT PRINCIPLES – A: LAND USES

- 5.8 In accordance with the Local Plan, housing and business uses (offices, manufacturing, and warehouses) will be the main land uses.
- 5.9 There will also be commercial and community uses to support the sustainability of the major housing area to the east. Large-scale retailing is not being provided for. That will be directed to the existing town and district centres.
- 5.10 The general scale and location of the land uses have largely been determined through the Local Plan process.
- 5.11 **Policy BX2 states that the area to the east of the Link Road should provide:**
- at least 980 dwellings
 - some 22,000sq.m of business floorspace
 - a neighbourhood centre
- 5.12 **To the west of the Link Road, Policy BX3 provides for:**
- some 26,000sq.m of business floorspace
 - at least 130 dwellings
 - structural open spaces, landscape and woodland belts

- 5.13 ***The main principles for the mix of land uses are:***

- *a comprehensive approach to the development of both residential and business elements in each Policy Area*
- *providing for significant business investment and job creation at the earliest opportunity*
- *locating business development to maximise overall accessibility as well as minimising commercial traffic on residential roads and, by linking it with housing development, to make it commercially viable*
- *promoting major new housing with a well-defined identity*
- *linking development closely with the establishment of the proposed adjoining Countryside Park*

These principles are applied specifically to the BX2 and BX3 Areas in Sections 6 and 7. Although the principles are separated out for clarity, they are closely related and should be viewed as a whole.

- 5.14 A 'Concept Diagram' is presented at Figure 6, right, while indicative layouts for each policy area are subsequently presented, although they do not rule out variations in interpretation of the principles in this Section.

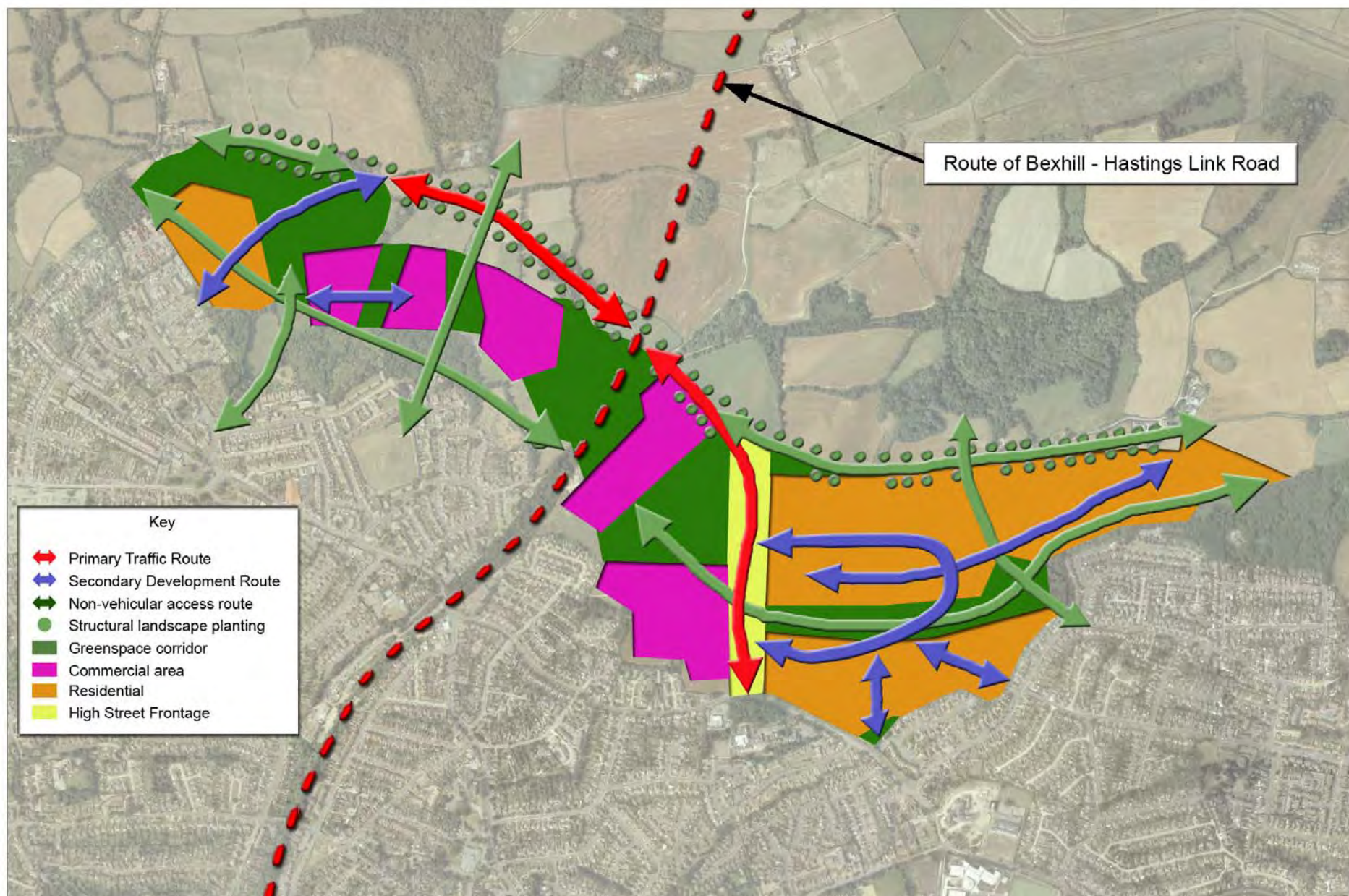


Figure 6: North East Bexhill Concept Plan

DEVELOPMENT PRINCIPLES – B: SUSTAINABLE ENERGY

- 5.15 Government and regional policies place sustainability at the heart of development planning. This major development, incorporating a mix of land uses, offers tremendous potential to achieve a high level of sustainability.
- 5.16 While the Local Plan does not specifically advocate particular energy ratings for this (or any) site, it does note the Council's desire *'to encourage, wherever appropriate, the harnessing of renewable energy sources and the development of renewable energy schemes.'*
- 5.17 More recently, national energy standards and policies, notably in PPS1 Supplement: Planning and Climate Change, as well as the new South East Plan, strongly encourage greater use of renewable energy (RE) and improving the energy efficiency of buildings.
- 5.18 Attention is drawn to Policy NRM11 of the South East Plan which requires that larger developments *'secure, in advance of local targets being set, at least 10% of their energy from decentralised and renewable or low-carbon sources unless, having regard to the type of development involved and its design, this is not feasible or viable.'* It adds that SPDs should promote development design for energy efficiency, low carbon and renewable energy.
- 5.19 A review of potential sustainable energy measures, commissioned by the Council, advises that the development offers considerable potential for the use of sustainable energy measures because it is being planned comprehensively, the mix of land uses offering a balanced energy demand, scope for centralised generation facilities in industrial areas, its distinct east-west axis and elevated coastal position.

Sustainable energy principles

- 5.20 *A key principle is for the development to be an exemplar of sustainable design, construction and energy generation.*
- 5.21 *The SPD is not prescriptive in the measures to be employed, but specific consideration should be given to the range of potential energy efficiency and renewable energy generation options indicated below.*

- *the use of solar heat, daylight and natural ventilation should be optimised by some 90% of dwellings having a principal glazed elevation facing to within 25% of south*
- *the potential for a centralised combined heat and power (CHP) facility run on gas or renewable biomass fuels should be specifically investigated as part of an overall assessment and report on sustainable energy measures proposed for the development*
- *if a CHP facility is feasible, its siting should be provided for within an employment allocation*
- *the potential for wind energy should be exploited provided established standards concerning noise, shadow flicker and telecommunications interference can be met*
- *if wind energy is feasible, its siting should be on the edge of the development areas*
- *the use of modern methods of construction, including modular building systems, will be encouraged where it can be demonstrated that such systems are of sustainable high quality manufacture and are consistent with urban design objectives*

- 5.22 The above should enable housing development to achieve Code Level 4 of the Government's Code for Sustainable Homes.

DEVELOPMENT PRINCIPLES – SUSTAINABLE ENERGY

Related matters

- 5.23 It is important to look holistically at energy, water and waste management systems when considering more global issues of CO2 emissions and climate change.
- 5.24 **Other development principles of the SPD contribute to energy efficiency through:**
- securing accessible jobs, and a balance between jobs and housing
 - achieving “balanced communities”, with affordable housing
 - reducing the need for use of the car
 - fostering bio-diversity
- 5.25 Waste reduction is also a vital aspect of promoting sustainable development. There will inevitably be some movement of earth for the built development and for the creation of roads and ponds/swales. To minimise transport off-site, an over-arching waste management strategy will be necessary to reducing excavation, construction and demolition waste, in accordance with East Sussex County Council’s Construction and Demolition Waste SPD.
- 5.26 In addition to sustainable drainage measures required in E – Infrastructure and Community Facilities below, the development should incorporate measures to reduce water consumption, such as water-saving devices, rainwater “harvesting” and grey water recycling. This will also contribute to meeting Code for Sustainable Homes standards.
- 5.27 Landscape and movement strategies should dovetail with that for energy conservation; for example, in developing ‘greenways’ to reduce car journeys, and retaining and increasing woodland, recognising that it acts as a ‘carbon sink’ and means of “urban cooling”.
- 5.28 The other considerations highlighted at Paragraph 5.24 are fully reflected in other development principles, as well as in the allocations themselves, to make this development a highly sustainable urban extension.



DEVELOPMENT PRINCIPLES – C: EMPLOYMENT

- 5.29 This development should create significant job growth in Bexhill, which is regarded as vital to improve job opportunities and to increase the quality of life and future prosperity of local people.
- 5.30 Average household income in Rother is currently only about 80% of the region, while Bexhill is well below the district average. Many people have to commute out of Bexhill for work, while the limited supply of business sites and premises constrains the growth of local firms.
- 5.31 An evaluation of the market potential of the business land within the allocations indicates that there is pent-up local demand. Also, high quality, modern business sites, which the town currently lacks, may help attract investment into the area.
- 5.32 Increasing job opportunities is a clear priority in the Local Plan. This is reinforced by the South East Plan's strategy for employment-led growth in the Sussex Coast.
- 5.33 The identification of mixed-use allocations in the Local Plan is geared to ensuring that housing and business land are provided in tandem, with much shared infrastructure and services.
- 5.34 However, merely providing new business land will not necessarily be sufficient to attract new jobs to the area. This requires a coordinated approach, linking to skills development and training, improved communications and marketing.
- 5.35 Such an approach to economic regeneration is being actively fostered by the Hastings and Bexhill Task Force. Its executive agency, Seaspaces, views the North East Bexhill area as having a strategic role to play in providing for business investment, and may assist in securing business development.
- 5.36 The size of the allocations means that a range of business uses and sizes may be catered for. The majority are likely to be light manufacturing, although the location also suits office activities.
- 5.37 While the topography and other sensitivities of particular areas may limit very large buildings, plots should be capable of providing a range of accommodation, from start-up units and managed workspace to prestige headquarters, in order to meet local needs and encourage new firms.

5.38 Economic studies indicate that a key factor in achieving a good take-up of employment sites is having serviced plots. The mixed use allocations offer the opportunity to provide these.

5.39 Given the emphasis on sustainability principles in the previous section, particular encouragement will be given to firms in the "eco-industries" sector. This would complement the environmental aspirations of the development, as well as other developments by Sea Space in the "Enviro21" corridor.

Employment Principles

5.40 ***Employment principles for the development are:***

- *The business land should be developed as early as possible*
- *The release of business land should parallel that for housing*
- *Business land should be serviced*
- *Plots should (through combination) allow a broad range of unit types and sizes of 200sq.m up to at least 1,000sq.m*
- *Within the overall mix of business (Class B) uses, there will be flexibility in the types of activity allowed, subject to locational factors, although the majority of floorspace should be for light industry, with a significant office element*
- *Office areas should be distinct from general industrial areas*
- *Development should accord with the sustainability objectives for the area*
- *The form and appearance of new development should be of a high quality, with only the highest standards allowed at the northern "gateway" to the town*
- *Flexibility in building design to suit a range of uses is encouraged*
- *Commercial uses benefitting from passing trade may be accommodated on primary traffic route frontages, subject to siting and design considerations*

DEVELOPMENT PRINCIPLES – D: HOUSING

5.41 Housing can support the overall vision in several ways:

- (a) **Housing mix-** a broad choice of dwelling types and sizes will enable a balanced community to develop as well as help revitalise the town and support adjacent employment sites
- (b) **Housing density-** higher densities support the efficient use of land and local services, accessible by foot, cycle or bus, while a range of densities enable alternative layout/design approaches
- (c) **Housing design-** layout and design helps develop a strong identity and character, as well as setting a new standard in terms of a sustainable and attractive living environment

5.42 Housing density and design are discussed fully in Sections 6 and 7 for each Policy Area.



5.43 New housing is expected to primarily serve a local market. It also offers the potential to attract in-movers from a wider area by virtue of its scale, location and range of housing, as well as by the new job opportunities being provided on adjoining land.

5.44 Although projected growth in households over the next 20 years will be mainly from single person households, with many elderly people, this does not mean that the majority of provision should be for 1 or 2 bed properties. Many small households have a need for larger dwellings.

5.45 At the same time, in line with the economic strategy for Bexhill, there is a desire to curb the drift of younger people who currently move away from the area, both to rebalance the demographic profile by being more socially inclusive and to contribute to the future economic “health” of the area. Regard is also had to the nature of the existing dwelling stock and market demand.

5.46 Housing principles should also dovetail with those for employment that support improved local incomes, skills and job opportunities.

Housing principles

5.47 **Residential development at North East Bexhill should:**

- *provide a broad range of dwelling types and sizes*
- *foster a broader and more economically active population*
- *encourage young adults and families to live locally*
- *take account of and complement the housing stock in adjacent neighbourhoods*
- *engender diversity and a “balanced community” through housing types and sizes, for people of different ages, incomes and household characteristics*
- *promote social cohesion and healthy lifestyles, including access to education, health, community and open space facilities*
- *normally meet ‘lifetime homes’ (wheelchair/mobility) standards to ensure that the needs of a wide range of household types may be met*
- *achieve a high standard of living environment through high quality design of building and the public realm*
- *represent best practice in sustainable design, as promoted through the ‘Code for Sustainable Homes’*
- *support a relatively high rate of development*

DEVELOPMENT PRINCIPLES – HOUSING

Housing Mix

- 5.48 While the exact housing mix will be for determination at the planning application stage in the context of prevailing circumstances, the following composition is expected, reflecting the balance of considerations – housing need, demand and future economic and social “health” of Bexhill:

Dwelling size	%
1 bed	10 - 15
2 bed	20 – 25
3 bed	35 – 40
4 bed	25 – 30
5+ bed	4 -5

- 5.49 This applies for the combined Policy Areas. It does not distinguish between open market and affordable housing.
- 5.50 Some specialist homes tailored to the needs of elderly people is anticipated as part of both the open market and affordable housing. This will include an ‘extra care’ scheme, being one which offers people independent living with services such as social support and some meals on hand, but distinct from residential care. Construction to ‘lifetime homes’ standards will also help provide suitable housing.

Affordable housing

- 5.51 The Local Plan requires that 40% of all housing is “affordable”. For local people, this means either ‘social rented’ or ‘shared ownership’ housing. The former will generally prevail in order to help those in greatest housing need.
- 5.52 The district-wide approach to affordable housing is contained in the Council’s ‘Affordable Housing Supplementary Planning Document’ adopted in October 2006. This includes full details on the provision of affordable housing, including the presumption of dispersing provision through developments
- 5.53 Given the specific vision and objectives for this site, the Council’s expectations for affordable housing are set out below. This should also cater for a variety of age groups and economic status and mobility levels.

- 5.54 The nature of the mix of affordable housing is proposed to vary across the development areas to avoid an undue concentration of one form of tenure in one locality.
- 5.55 Specifically, regard shall be had to improving the distribution of affordable housing across the town, recognising that there is an existing concentration of social rented and other low cost rented properties in Sidley.

Affordable Housing Principles

- 5.56 ***The affordable housing requirement should be met as follows:***

- *a total of 40% of all housing should be affordable in line with the Council’s Local Plan.*
- *this will be a combination of social rented and shared ownership housing, the exact balance within each Policy Area to reflect individual site circumstances at the time*
- *in the western Policy Area, a substantial proportion of affordable housing should be through shared equity arrangements to encourage low cost home ownership and re-balance the housing mix rather than reinforce a prevalence of low earning households*
- *in the eastern Policy Area, an even split between social rented and shared ownership housing is envisaged*
- *in this unique situation, a small proportion of the requirement may be met off-site, in the form of direct provision or via an in-lieu payment, to meet strategic needs elsewhere in the district. This applies particularly to the western site, and to the eastern site if higher housing numbers are achieved.*

- 5.57 To support young economically active people on local incomes to get on the housing ladder, an entry level to shared equity housing is expected to be around 25%, with time limitations imposed on “staircasing” up to higher ownership levels.

DEVELOPMENT PRINCIPLES – E: INFRASTRUCTURE & COMMUNITY FACILITIES

5.58 The infrastructure – roads and footpaths, drainage, utilities, open space, school and other community buildings, etc. - associated with such a major development is significant.

5.59 This section covers the general principles for provision and identifies infrastructure and community facilities relevant to the development area as a whole. Specific provisions for the respective policy areas are elaborated in the following sections.

5.60 **The principles for infrastructure and community provision are effectively set by Policy GD2 of the Local Plan, which states:**

'Development will only be permitted when it is satisfactorily demonstrated that the infrastructure and facilities required to service the development are available or will be provided.'

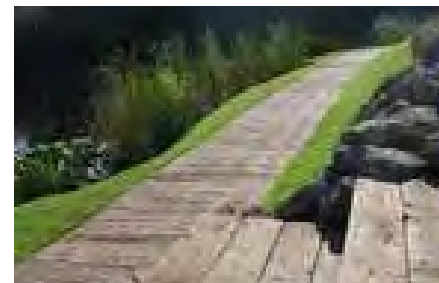
Such provision may require funding contributions, off-site works the provision of land or phasing, which will be secured normally by legal agreements.

Where a site, either defined in the Local Plan or otherwise proposed for development, comprises land in separate ownerships, it must be demonstrated that proposals will secure the provision of necessary infrastructure to serve the whole site.'

5.61 In accordance with the final paragraph of the Policy, to ensure a co-ordinated approach to infrastructure provision, it will be necessary that any proposal for development of just one of the policy areas (or part thereof) clearly plans for – and provides for – infrastructure to serve the overall BX2 and BX3 Area.

5.62 Physical infrastructure required for both Policy Areas will include construction of the junction with the Link Road, including arms both to east and west, and the design of a foul water drainage system to accommodate the likely capacity needed for all development, and consequent over-sizing of pipes.

5.63 Development must be co-ordinated with the provision of both physical and community infrastructure.



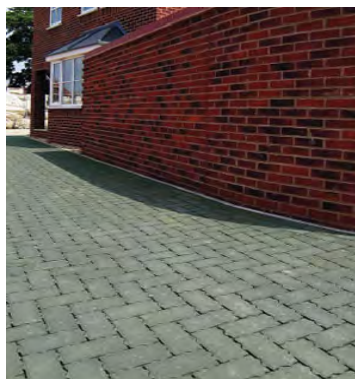
DEVELOPMENT PRINCIPLES – INFRASTRUCTURE & COMMUNITY FACILITIES

Surface water drainage

- 5.64 A drainage strategy will be developed for the whole site. This shall:
- support a diverse ecological interest
 - seek to maximise management close to the source
 - not increase flow rates off-site
- 5.65 The details of water storage requirements will need to be refined in relation to specific proposals, but it is anticipated that this can be achieved by use of a variety of sustainable drainage systems (SUDS) to achieve the following capacities:

Water management mechanism	Likely capacity
Ponds/wetlands	15,000 cu.m
Swales/trenches	5,000 cu.m
Permeable pavement	1,000 cu.m
Rainwater re-use	500 cu.m
TOTAL	21,500 cu.m

- 5.66 In addition, the amount of water used in residential properties should be managed to be efficient in line with the Code for Sustainable Homes.



Utilities

- 5.67 A new foul drainage system will be required for the development as there is presently only very limited capacity, this being in the Pebsham area. Pumping will be required from both areas to carry waste water to the new treatment works east of Pebsham.
- 5.68 There are gas mains in existing roads adjoining the development areas, with a medium pressure main along Wrestwood Road.
- 5.69 The water supply company's current 'resources plan' takes account of this development, although it may require upgrading of the distribution mains.
- 5.70 There is a need to increase the capacity of the electricity network to serve the site. The extent of this "reinforcement" will depend upon the energy demand. (see Section B 'Sustainable Energy').

Community development

- 5.71 Community facilities have a vital part to play in creating a heart to the new community and allowing the non-physical attributes of community spirit and vitality, integral to successful places, to develop.
- 5.72 Early development of community facilities such as meeting places, school, nursery, shops and play spaces, will help engender a communal spirit and identity.
- 5.73 The Local Plan already identifies the need for a '*primary school, nursery school, community hall, shops and services to meet local day-to-day needs and an amenity/recreation area*' as part of the major housing area in the east. This is elaborated upon in Section 6.
- 5.74 The whole development (both residential and in some cases business areas) will impact on local facilities and services such as:
- provision of open space
 - school places
 - library facilities
 - health and social services
 - the adjacent Countryside Park

DEVELOPMENT PRINCIPLES – INFRASTRUCTURE & COMMUNITY FACILITIES

Play and open space

- 5.75 In terms of children's play, Local Plan Policy CF4 requires 0.1 hectare per 50 dwellings, while a recent audit of provision proposes that equipped play areas for younger children should be provided within 10 minutes walking time, with larger areas for older children in a 15 minute walk of all dwellings.
- 5.76 The Council has also undertaken an Open Space, Sport and Recreation Study, the findings of which also inform local standards for other forms of open space provision, including sports pitches and amenity open space. The scale of housing development triggers a need for such areas, while the latter is also required to serve employment areas.
- 5.77 Effective open spaces should normally be "multi-functional" and form part of a 'greenspace network'. They will range from equipped areas for play to more formal playing fields, village greens, natural open space corridors and parkland. They should contribute to the visual amenity of the area as well as recreational and ecological needs, and be part of the sustainable drainage strategy for the area where practicable. They may also serve as buffers to sensitive areas, such as ancient woodlands or business sites.
- 5.78 Provision as part of the development, if conveniently located, may also help overcome open space deficits in adjoining areas, as well as in retaining and enhancing links to the countryside.



Education and libraries

- 5.79 East Sussex County Council has prepared a guide to the development contributions it will be seeking towards its own services, including, education, libraries and social services.
- 5.80 It is expected that there will be a new school in the large housing development in the east, with contributions sought from both residential developments towards secondary school places.
- 5.81 Bexhill Library is recognised as inadequate for the town and the County Council will seek contributions towards a better facility.

Health

- 5.82 The Primary Care Trust has advised that the new doctors' surgery at Pebsham will be capable of accommodating increased local need arising from the new housing in the east, while a new surgery has recently been built at Sidley.
- 5.83 There is forecast need for further dental provision which could be accommodated as part of the commercial area.
- 5.84 The design of new development, including opportunities for exercise, should also contribute to a "healthy" community.

Countryside Park

- 5.85 The Local Plan highlights the key role the Countryside Park is expected to play in providing amenities and a recreational resource for Bexhill and for the new development in particular. Policies BX2 and BX3 identify a consequent need for development to incorporate links to the Countryside Park, as well as contribute to its creation.



DEVELOPMENT PRINCIPLES F: ACCESS & MOVEMENT

- 5.86 “Good connectivity” to the rest of Bexhill (and to Hastings), to adjacent established residential and commercial areas (including the town centre) and to the Countryside Park, as well as between and within the sites, is a key aspect of this development.
- 5.87 This reflects Local Plan Policy TR2 and the relevant criteria of Policies BX2 and BX3, which give particular priority to walking, cycling and bus accessibility.
- 5.88 At present, traffic generated by the development cannot be accommodated on the highway network. The Highways Agency advises that the level of congestion on the A259 at Glyne Gap roundabout and its approaches is such that any significant increase in traffic would be unacceptable. Similarly, there are capacity issues at a number of junctions on local roads, which would be compounded by the development, most notably the A269 London Road/A2035 Wrestwood Road junction.
- 5.89 The fundamental capacity constraint on the A259, and the consequent highways objections, will be addressed by construction of the Bexhill Hastings Link Road. The following principles reflect the findings of a Strategic Transport Assessment. This looked at likely traffic generation, off-site junction improvements that would be required, the potential for development in advance of the Link Road and the transport framework for pedestrians, cyclists, buses, commercial vehicles and cars.



Connections to Wrestwood Road and Pebsham

Access and movement principles

- 5.90 ***The over-arching accessibility principles for the development are:***

- *plan for and provide the junction with the Link Road and the connecting spur road to Wrestwood Road as early as possible and for it to function as the main route from the Link Road to northern parts of Bexhill*
- *the spur from the Link Road (alone) will function as an arterial road catering for through traffic movements from outside this part of Bexhill*
- *streets should be laid out as part of a highly “permeable” loose grid conducive to ease of movement by walking and cycling, in line with the Government’s ‘Manual for Streets’*
- *occupation of development – residential and business – will be tied to the opening of the Link Road*
- *a transport case for a very limited amount of development in advance of the Link Road opening (but once final approval has been gained) would have to be based on a range of on-site and off-site measures to off-set the effect of development traffic on overall traffic flows at Glyne Gap.*
- *there should be bus penetration into both development areas and development should support much-improved bus services, including a service along the Link Road from Bexhill town centre into Hastings, and into the adjoining Pebsham and Sidley areas, to effectively reduce reliance on the car*
- *the existing public rights of way network should be retained and enhanced to meet additional demands*
- *both on-site and off-site cycle routes should be provided to connect with the Link Road ‘greenway’, local services and employment areas, (including Bexhill College, the High School, Sidley centre and the Town Centre) and routes in the Countryside Park*
- *car-parking should be provided at prevailing standards and designed to be fully integrated into the design of the residential developments, with the changing character and density of the development demanding a range of different parking solutions for residential areas, notably rear courtyards and on-street squares*

DEVELOPMENT PRINCIPLES – ACCESS & MOVEMENT

Eastern site

- traffic should have alternative routes to connect to Wrestwood Road, with the arterial road adjacent to the business areas being for all non-residential area traffic

Western site

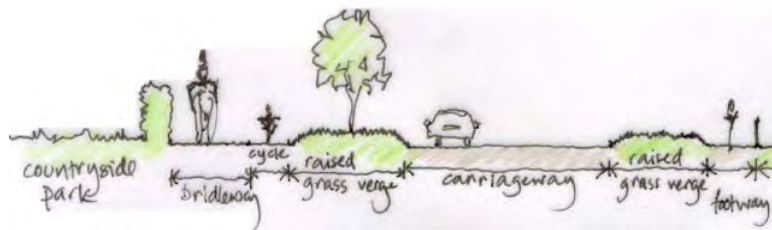
- employment areas should be connected to each other directly, where practicable
- high profile pedestrian and cycle links made to Sidley
- the possibility of vehicular access to the housing area from Watermill Lane should be allowed for, to improve integration with existing development and access to services



Indicative car-parking squares and courtyards



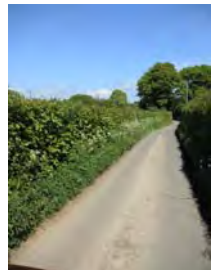
Country Avenue Indicative Section



Green movement network for cyclists



Indicative range of treatment of highway design to reflect clear hierarchy of roads, streets, mews, courts and lanes as the character of the development moves from urban to rural across the site (see also 6.23 –6.28)

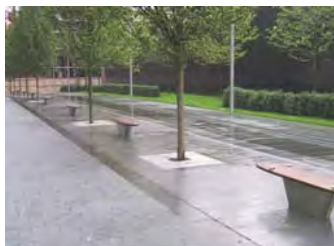


DEVELOPMENT PRINCIPLES – G: DESIGN

- 5.91 Guidance on successful urban design has been interpreted for this site, through a Design Study, to generate design principles relevant to all areas and development options.
- 5.92 A successful development will be, firstly, an attractive place to live. This should be for all sections of the community, and especially for families and young adults that will help bring an economic dynamism to Bexhill.
- 5.93 A contemporary and sustainable design approach, drawing on the area's cultural heritage and site potentials, will identify that this is a "community of the future". Buildings should provide flexibility for alternative uses and future adaptation.
- 5.94 The varying site conditions described in Section 4 suggest potentially different design approaches to development in each area. At the same time, the overall development will need to be viewed as a whole to ensure that landscape structure, access, movement and the relationship between uses is fully considered.
- 5.95 Design is discussed more fully in Sections 6 and 7 for each Policy Area.



Flexibility in architectural style – indicative images of high quality architecture with strong place-making character



Indicative high quality public realm relating to development of urban and rural character

DEVELOPMENT PRINCIPLES – DESIGN

Design principles

5.96 **Key Design Principles for the development are:**

A) To create an identifiable sense of place

- *Respond to site topography, retaining long public views*
- *Protect and add to the significant pockets of woodland, especially in elevated, ridge locations*
- *Retain hedges/tree lines, particularly north-south ones, as movement corridors, and to frame development areas, along with winding lanes and historic pathways*
- *Provide a clear structure with identifiable public spaces and landmarks defined by enveloping development*
- *Incorporate significant distinctive “green space”*
- *Plan as a neighbourhood, with accessible community facilities as its “heart”*
- *Allow easy movement within the development but treat streets not just as movement routes, but as spaces, defined by built form, in accordance with ‘Manual for Streets’*
- *Create a well defined, landscaped northern urban edge*
- *Develop the arterial route as an active ‘High Street’ with a mix of uses that merges into housing to the east and business zones to the west*
- *Align buildings to exploit the sloping site to create interesting internal views and variety*
- *Utilise the ‘percent for art’ requirement under Rother District Local Plan Policy CF6 to emphasise local character and/or sustainability in the design of the public realm*

B) To integrate with its wider environment

- *Maximise opportunities to strengthen the pedestrian and cycle movement network across north Bexhill*
- *Maintain and improve access to the countryside in conjunction with development of the Countryside Park*
- *Use the readily available links to Pebsham, and further develop those to Sidley, to improve accessibility to jobs, services and the countryside*
- *Use drainage and water management measures positively*
- *Retain unimproved grassland north of Oaktree Farm*
- *Enhance Pebsham Stream*
- *Recognise the sensitivity of settings of listed buildings and historic value of other vernacular buildings*
- *Maintain a ‘watching brief’ on archaeological interest*

C) To develop a contemporary, sustainable and safe place

- *Encourage innovative developments, continuing Bexhill’s legacy of cutting-edge design of public buildings and spaces*
- *Build an energy efficient development with a low “carbon footprint”*
- *Provide for protected species and seize opportunities to enhance existing habitats, notably ecologically rich woods, hedgerows and ponds*
- *Have a mix of activities, especially around the High Street, to assist vitality*
- *Encourage flexibility of future use in design of buildings*
- *Ensure that public areas are well defined, always overlooked by the fronts of buildings and suitably lit*
- *Assess design approaches in terms of: character, landscape design, security, ownership, servicing and facilities for refuse/recycling storage*

6. SPATIAL STRATEGY - Land North of Pebsham

- 6.1 The BX2 Policy Area will provide the bulk of new housing, integrated with a significant amount of business accommodation.
- 6.2 An indicative layout for Policy BX2 Area, which defines the broad spatial hierarchy and pattern of principal streets and development blocks in accordance with the development principles, is described below and illustrated on Figure 7.

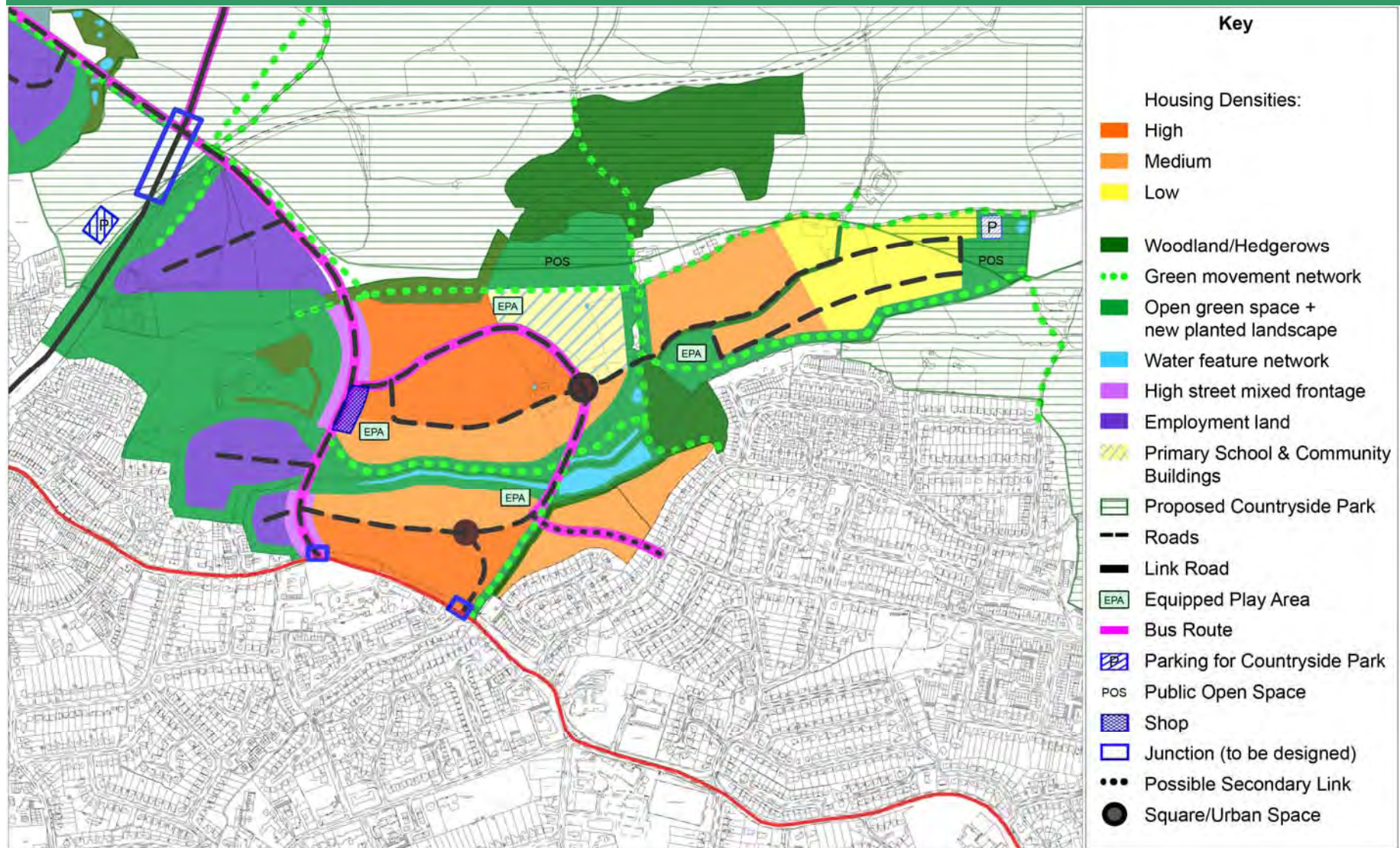
Access framework

- 6.3 Central to the proposals for this area is a highly “legible” street structure. The road connecting the Link Road to Wrestwood Road is for all traffic. It will provide access to the employment and residential areas, as well as access to the northern parts of the town from the Link Road.
- 6.4 This road should take on a “High Street” character, providing for a mix of commercial and residential uses and strengthening the links between the uses on either side.
- 6.5 The design of the junction of the High Street with the Link Road will need to be coordinated with the Link Road scheme design to ensure an efficient and cohesive approach.
- 6.6 The exact position and form of junctions are yet to be determined but will be in the areas shown on Figure 7.
- 6.7 Access into the residential area from the High Street will be in the form of a loop road. A spur off it will connect to Wrestwood Road. Access to the residential development at the eastern end of the site, and to the Countryside Park, will be via a central street off the loop road.
- 6.8 The other key linkage is that created through the residential land accessible from the ‘stub’ opposite Seabourne Road and the loop road. This will enable connectivity to local services at least for buses, cyclists and pedestrians. Car access may be allowed, but this is subject to measures for ensuring low traffic speeds through street design being able to effectively deter rat-running, as per the advice in ‘Manual for Streets’.

High Street area

- 6.9 The arterial road from the Link Road to Wrestwood Road will be the location for commercial uses, as part of a mixed-use “active” High Street.
- 6.10 The form of the street must recognise the high traffic levels along it. This will warrant segregated pedestrian and cycle routes with formal crossing places. Wider pavements areas should be provided for seating, cycle stands, display areas, etc.
- 6.11 A wide, grass-verged, tree-lined street will provide environmental and visual quality, as well as acting as a buffer to pedestrian routes and accommodation along it.
- 6.12 Behind these verges and pavements, the core of the High Street should have a continuous building line, particularly in the more urban central and southern sections with private space and parking to the rear.
- 6.13 Buildings should be of a sufficient height to create a sense of enclosure. Wedges of open green space along the street will act as a foil to the denser development.
- 6.14 Parking should be shared wherever possible between facilities, and should be located largely to the rear of buildings, with limited on-street parking.
- 6.15 The retail ‘core’ of the High Street should be close to the northern junction of the residential loop road. No quantum for retail provision has been set at this stage, as this will depend on the housing numbers and type/scale of employment that comes forward. As a minimum, a small food store and space for small businesses such as a pharmacy, newsagents, hairdressers, restaurants/cafes and hot food take-away should be provided in a commercial core. Retail units should have offices or flats over. As noted earlier, shopping facilities should be local in scale and not detract from the town or district centres.
- 6.16 To allow retail space to be responsive to need as the neighbourhood grows, it is suggested that ground floor units be flexible in design to accommodate alternatives of a shop, small office or house.

SPATIAL STRATEGY - Land North of Pebsham



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Scale: 1:9000

Figure 7: Indicative Layout for the Policy BX2 Area

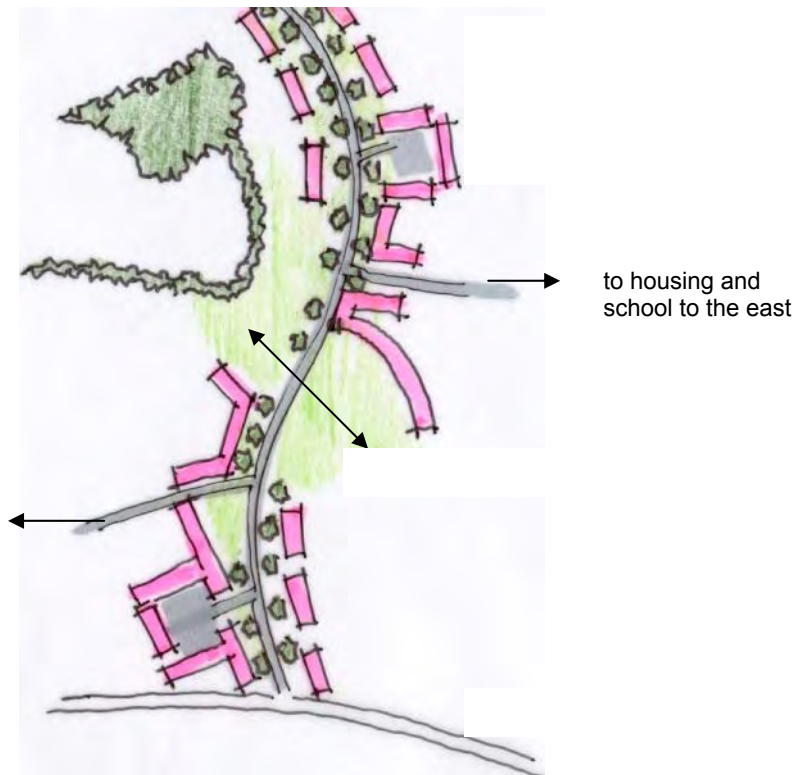
SPATIAL STRATEGY - Land North of Pebsham

- 6.17 Traditionally, pubs have provided a centre of social activity in a community, as well as a physical landmark to orientate visitors. A new pub could provide such a social hub. The optimum location would be at the north end of the High Street, close to the countryside for an attractive outlook but easily accessible to both residential and employment areas.
- 6.18 Other commercial uses that may be allowed along the High Street could include offices, hotel, showroom and petrol filling station, as well as the frontages of business premises within the employment sites.
- 6.19 To encourage both mixed-use activity and economic diversity and vibrancy, live-work units will be welcomed along the High Street. These should have dedicated workspace, the use of which will be appropriately controlled.
- 6.20 There is also expected to be a residential element to the High Street, including flats over commercial units, and some higher density housing, as detailed in Paragraphs 6.39–6.50 below.
- 6.21 Certain community uses as identified in Paragraphs 6.59-6.63 below, should also be provided for along the High Street.



Indicative High Street illustrations showing density and active High Street frontage

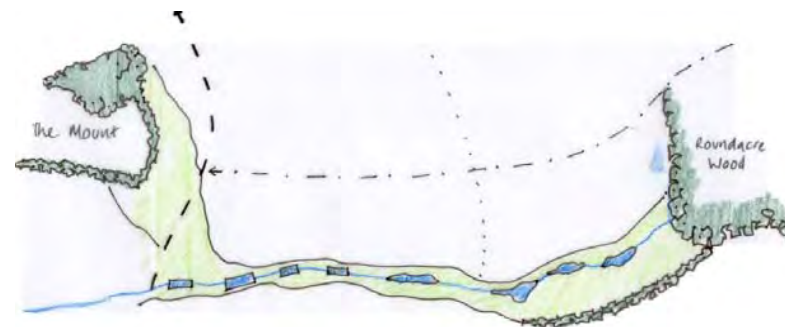
High Street Indicative Plan and Cross-Section



SPATIAL STRATEGY - Land North of Pebsham

Movement and green space

- 6.22 An important design feature of the Link Road junction will be to facilitate east-west pedestrian and cycle as well as vehicle movements. As well as mitigating against a severance effect, this is to enable non-car access to the countryside park and to the new business areas and local services.
- 6.23 The main road through the residential area should be wide to allow easy pedestrian movement and circulation, and be part of the bus route.
- 6.24 It will respect the contours and may have a more urban form near the High Street. It should be designed so as not to provide an alternative to the High Street and Wrestwood Road for through traffic. This will include ensuring low vehicle speeds. Variation in building lines will assist this, as will it being punctuated by well-defined spaces, such as squares, open areas and landmark buildings at key nodes.
- 6.25 The easterly arm off the loop road should have a looser and more rural form east of Worsham Lane/Boulder Cottage, and will extend alongside the existing hedgeline as a rural lane, bounded by flush setts rather than kerbstones.
- 6.26 A variety of residential streets, mews and lanes will be fed by this, again taking advantage of the main east-west axis. They should look to apply 'Home Zone' principles, with 20mph speed limits, including on roads adjacent to the school.
- 6.27 Worsham Lane is not suited to main road use and should carry only limited traffic. Its landscape setting should be enhanced to serve as a strong north-south green corridor from Pebsham to the Countryside Park. This will provide access to the Park and help preserve the setting and habitat value of Roundacre Wood.
- 6.28 The northern section of Worsham Lane also contains built development and extends both towards the Countryside Park and westwards along the southern edge of the proposed playing fields towards the Link Road. This should be essentially a cycling and pedestrian route. Limited frontage residential properties may be appropriate for design and overlooking reasons, but any vehicular sections should be designed to be free of kerbs, with a wide footpath. They will be either unlit or have low level lighting.
- 6.29 Cycle routes and footpaths should be integral to the layout, often defined through green corridors and along lanes or hedgerows. A priority is to retain and enhance the 1066 Walk, which runs from the south eastern edge of the site, connecting with Worsham Lane and thence northwards across the Combe Haven.
- 6.30 Central to the development strategy is the creation of a greenspace corridor along the line of the Pebsham Stream, linking Roundacre Wood to the east with the High Street and The Mount to the west. This will be "multi-functional" in that it will provide:
- a visual amenity and open break in the urban area
 - a landmark to help "read" the layout of the development
 - for several drainage ponds to control surface water run-off and provide fishing opportunities
 - for a range of recreational spaces including sports pitches and children's play areas
 - attractive waterside walks and cycle ways to local facilities and jobs
 - for the movement of wildlife through the site



- 6.31 Where this corridor crosses the High Street, it should create a large, relatively formal green space bounded by shops on one side and residential and offices/employment users on the other, leading up towards The Mount, where this space should become softer and more rural in character. The stream crossing should be by an open-span bridge to accommodate both water flow and wildlife.

SPATIAL STRATEGY - Land North of Pebsham

- 6.32 The woodland areas should all be retained and, in the case of that around The Mount, be supplemented on the elevated slopes. Active management will be required of Roundacre Wood.
- 6.33 Edges of the existing woodland should be protected with a clear green buffer, while new significant areas of woodland could be planted in areas to be identified.
- 6.34 Where movement and other landscape corridors are adjacent to allocated development areas, they should have appropriately designed properties fronting on to them to ensure overlooking and 'ownership'.

Residential development

- 6.35 Within the residential area, advantage should be taken of the combination of landform and site orientation to maximise passive solar gain through a core east-west road layout (see Section 5B).
- 6.36 A mix of accommodation types and sizes is required as set in the Housing principles.
- 6.37 In terms of tenure, the Council will require 40% to be affordable, the balance being open market housing.
- 6.38 Taking into account both the relatively little affordable housing there is in the locality and the vision for the development to help retain young people to support economic activity objectives, and support their aspirations to get "on the housing ladder", it is considered that a broadly even split between social rented and shared ownership affordable housing is appropriate, with at least half being the former. That is:
- social rented = **20%**
 - shared ownership = **20%**
 - open market = **60%**
- 6.39 The movement framework promotes a loose grid urban structure of streets using the natural contours to create interesting internal views and views out to the countryside beyond, rather than a straight imposed grid pattern. Block sizes are proposed to be larger toward the east and of finer grain around the high street.
- 6.40 At the south-eastern edge lies a critical boundary with the existing lower density built form of Pebsham, to which the new development, through building massing, siting, scale and landscape treatment, will need to respond positively.
- 6.41 In terms of scale and height, a minimum three storeys should be achieved along the High Street with some four storey in key landmark locations. Housing along main internal streets should be two and three storey and largely two storeys toward the east.
- 6.42 Property close to the High Street is to be relatively fine grain and compatible with a mixed use/residential area. Development to a larger footprint can be created in courtyards accessed from and located behind the High Street. There should be a variety in design and roofscape to create interesting views.
- 6.43 Density should be greatest at the more urban centres of the development; along the High Street, Wrestwood Road and the loop road (which will also be public transport routes), and will gradually decrease as a response to the more rural character of the fringes of the site. Areas adjacent to the main "Green Corridor" would, more appropriately, be of a medium density.
- 6.44 As a guide, and for statistical purposes, higher densities are regarded as averaging 50 dwellings per hectare (dph), medium densities as 40dph and lower densities as 30dph. Figure 7 illustrates the general areas of the above densities ranges.
- 6.45 At these densities, the amount of housing within the residential "zones" on Figure 7 would be some 1,125 dwellings. It is anticipated that housing as part of the mixed-use High Street frontages may provide for of the order of 40-50 further units.
- 6.46 The design implications of this will be mixes including flats and terrace housing in the higher density areas along and close to the High Street, moving to smaller mews-type terraces and more family housing in the lower density areas. However, each 'zone' within the residential area should provide a mix of house sizes.
- 6.47 It is noted that the densities are only indicative, but are regarded as consistent with the SPD's vision on principles and site circumstances. Any material variation would require a strong justification.

SPATIAL STRATEGY - Land North of Pebsham

- 6.48 The SPD does not seek to prescribe a particular architectural style to new development, rather to define the place-making qualities that the buildings should embody. Indeed, architectural styles may vary within the site as a response to the transition from urban to rural character, or the timed phasing or initiator of different developments.
- 6.49 Fundamentally, residential buildings will be expected to create and contribute to active and legible streetscapes, with well-defined fronts and backs, and public and private curtilages.
- 6.50 Architecturally strong, confident elevations are expected along main movement corridors, with more individualistic designs along the countryside fringes. There is also scope for more innovative design at the eastern end as this is adjacent to the Countryside Park and self-contained.
- 6.51 Development may abut existing bungalows in Alford Way in the south-east corner of the site. To protect their amenities, dwellings should be restricted in height and/or distance to their rear boundaries.
- 6.52 The listed Boulder Cottage should be retained and its setting protected and responded to appropriately within the development in terms of scale and siting of new buildings. This will be achieved in part by extending the main greenspace corridor along Worsham Lane around it. Worsham Lane is identified as a "green route" with only limited, frontage development accessed from it.
- 6.53 Notable existing buildings should be sensitively integrated within the development. A couple of the small barns at Upper Worsham Farm and a fine barn and associated outbuildings at Lower Worsham Farm towards the easternmost end of the site are worth retaining in terms of architectural merit and reflect the long agricultural history of the site.
- 6.54 The scale and siting of development and open space adjacent to these buildings will need to respect their intrinsic character.

Right, indicative residential development ranging through higher density, urban character areas of development (top), through mid-density, down to lower density development of more rural character (bottom row)



SPATIAL STRATEGY - Land North of Pebsham

Community facilities

- 6.55 The development will support a new one-form entry primary school, although the size of site reserves the possibility of a future extension to two-form entry. This would best be situated off the main road and with good footway and cycleway access.
- 6.56 The preferred site for the school is close to the junction of the loop road and the eastern street, on flatter ground extending up to the proposed playing fields. Worsham Lane will provide safe non-vehicular access.
- 6.57 As it will be such a landmark building, it should fully reflect the sustainability credentials of the development. This may best be achieved by an architectural design competition.



- 6.58 A nursery school is also envisaged to support families in the area, which may be linked to the primary school and best sited adjacent to it. Therefore, a generous area is reserved for such community uses in total, which will include actual provision of the community hall, and a community building to incorporate changing facilities for the adjacent playing fields.
- 6.59 Other community buildings may be sought to serve both new and existing residents – youth centre, church, scouts/guides, etc. If it is not practicable or appropriate to accommodate them all in a single community building, separate provision may be made along the High Street. This would be particularly suited to such uses that may draw on a wider catchment.
- 6.60 Figure 7 shows the combined area set aside for the primary school and community centre/pre-school uses.

- 6.61 There is also potential for commercial leisure facilities (e.g. gym, health centre) to be accommodated along the High Street if no suitable sites exist in the town or existing district centres.
- 6.62 There should be easy access on foot between all facilities, with the public realm designed for a safe, secure and attractive environment.
- 6.63 All community buildings should be designed to front on to the street or public space. The school building will need to present a strong public face to the street. Meanwhile its private face should be looser and respond positively to the adjacent green corridor and other ecologically rich areas.

Employment areas

- 6.64 Early release of the business sites in this area is a vital part of the overall strategy for employment-led growth.
- 6.65 As the character assessment showed, there are distinct topographical and landscape differences between the land closer to the proposed Link Road (northern area) and that nearer Wrestwood Road (southern area). Therefore, development in these areas will fulfil somewhat different markets and have varying requirements.

Southern Area

- 6.66 This area is divided into two by an existing hedge line, although there should still be at least footpath connections between them.
- 6.67 Given the proximity of residential areas to the west and south, business uses will be restricted to light manufacturing and offices. Some small-scale distribution activity will be acceptable away from the residential boundaries where hours of operation may be detrimental to residential amenities.
- 6.68 The level ground may accommodate a range of buildings, although building sizes and heights should be limited around the edges (to 2,000sq.m and 7m eaves heights) to avoid presenting an over-bearing presence.

SPATIAL STRATEGY - Land North of Pebsham

- 6.69 The height and mass of buildings should also be compatible with the street scene character of the High Street and may utilise frontage positions.
- 6.70 Significant landscaping belts, planted with indigenous tree species should be created around the development areas to provide a buffer to existing housing, soften the visual impact of commercial buildings, accommodate cycle/footpath links to local services, and provide for the movement of protected animals.

Northern Area

- 6.71 The main characteristics of employment uses in this area will be the overall high quality of development. It is in a pivotal position at the gateway to the town and adjacent to the junction with the new Link Road, and should therefore make a positive statement about the economic vibrancy of Bexhill.
- 6.72 It is expected to attract high quality occupiers wanting a prestige location, well-designed buildings and an attractive environment.
- 6.73 New strategic woodland planting on the higher land will strengthen the green backdrop to development.
- 6.74 This position and north sloping ground means the area is most suited to office uses and clean manufacturing uses, such as technology including "eco-industries". These would have block sizes of 100 – 500 sq.m and be of a form which can most successfully be integrated into the landscape.
- 6.75 A significant proportion of this area is expected to be for office purposes, while large, warehouse-type structures and external storage would be unacceptable because of its potentially wide area of visual impact.
- 6.76 The primary access should be off the northern end of the proposed arterial road. Attractive walking/cycle links through the site should maximise the area's connectivity. Development along the north-eastern boundary of the site should follow a 'High Street' form, and help provide physical and social connections between residential and commercial accommodation.
- 6.77 Parking should be predominantly contained behind buildings and should not be prominent in views into the site from the north.

- 6.78 Design must respond to the prominent gateway location, with particular consideration for the roofline and long views. Buildings on the northern edge of the site must display design excellence and confidence, contemporary in style.



- 6.79 Within the site, buildings may be clustered around hard landscaped spaces, in a contemporary interpretation of farm courtyards. They should be cut in to the slope.
- 6.80 Alignment, orientation and heights of buildings should respond positively to the sloping site to create interesting internal views and variety. Roofs should be dark and present an irregular profile in views from the north.
- 6.81 At the higher end of the site, buildings should be designed around the retained Glovers Farmhouse to create a positive, characterful place here. The farmhouse itself may be suitable for conversion to office or community use.
- 6.82 The highest parts of the site should remain undeveloped and further tree planting undertaken to reinforce the green backdrop and ridgeline.
- 6.83 The indicative layout at Figure 7 is likely to represent a total floorspace of 23,900sq.m for the combined developable employment areas (excluding structural landscape buffer areas) of virtually 8 hectares. It is 9% more than required in the Local Plan. (This assumes an average 30% building:site area, which is considered a reasonable density of development given limiting topographical, visual and other factors, especially in the larger northern area.)

7. SPATIAL STRATEGY - Land North of Sidley

7.1 As discussed earlier, the greater part of this area (Policy Area BX3) is well contained, north-facing ground and largely separated from residential areas to the south by woodlands and open spaces. These factors mean that, with a new road access to the Link Road, the area is well suited to provide for future employment development.

7.2 However, the Local Plan recognises that the south-western area around Preston Hall Farm itself is more related to the fairly recent housing off Watermill Lane and, hence, is allocated for residential purposes.

Movement framework

7.3 Vehicular access is from the Link Road. This route, which will constitute an outer perimeter road around the built-up area, should take the form of a wide, tree-lined "country avenue".

7.4 It should provide for all vehicles, with a single carriageway road set within generous landscaped areas accommodating a segregated cycleway and footpath, as well as equestrian routes.

7.5 The Country Avenue will run from a junction with the Link Road across the lower slopes of the adjacent field, which will remain open land as part of the Countryside Park. It will extend westwards, following the Combe valley towards Preston Hall, curving to keep a little above the valley bottom.

7.6 A road will extend southwards from the Country Avenue, around the larger business site, to give access to the new residential area off Watermill Lane.

7.7 It is noted that the Country Avenue may be extended westwards from this point in the future as part of emerging plans for longer term development to the north of the town.

7.8 The design of the junction of the High Street with the Link Road will be coordinated with East Sussex County Council's proposals. It is anticipated to be signal controlled. Although the exact junction position is yet to be determined but will be in the area shown on Figure 8.

7.9 It should also facilitate the continuation of the east-west pedestrian, cycle and equestrian routes associated with the Country Avenue.

7.10 High quality linkages with facilities and services in Sidley are vital and will be achieved by:

- Improving Buckholt Lane as the main footpath, cycleway and bridleway route from Sidley to employment areas and countryside, consistent with its function in providing access to a number of properties off it
- Upgrading the existing footpaths from Watermill Lane
- Creating an attractive pedestrian/cycle route from Watergate through a linear green space and new housing to the business areas
- Enabling further consideration of new housing gaining access off Watermill Lane
- Creating links between sites

7.11 In addition, bus access serving the employment development will be promoted. Initially, this may be a circular route, as shown on Figure 8.

7.12 The movement framework is shown on the indicative layout at Figure 8, right.

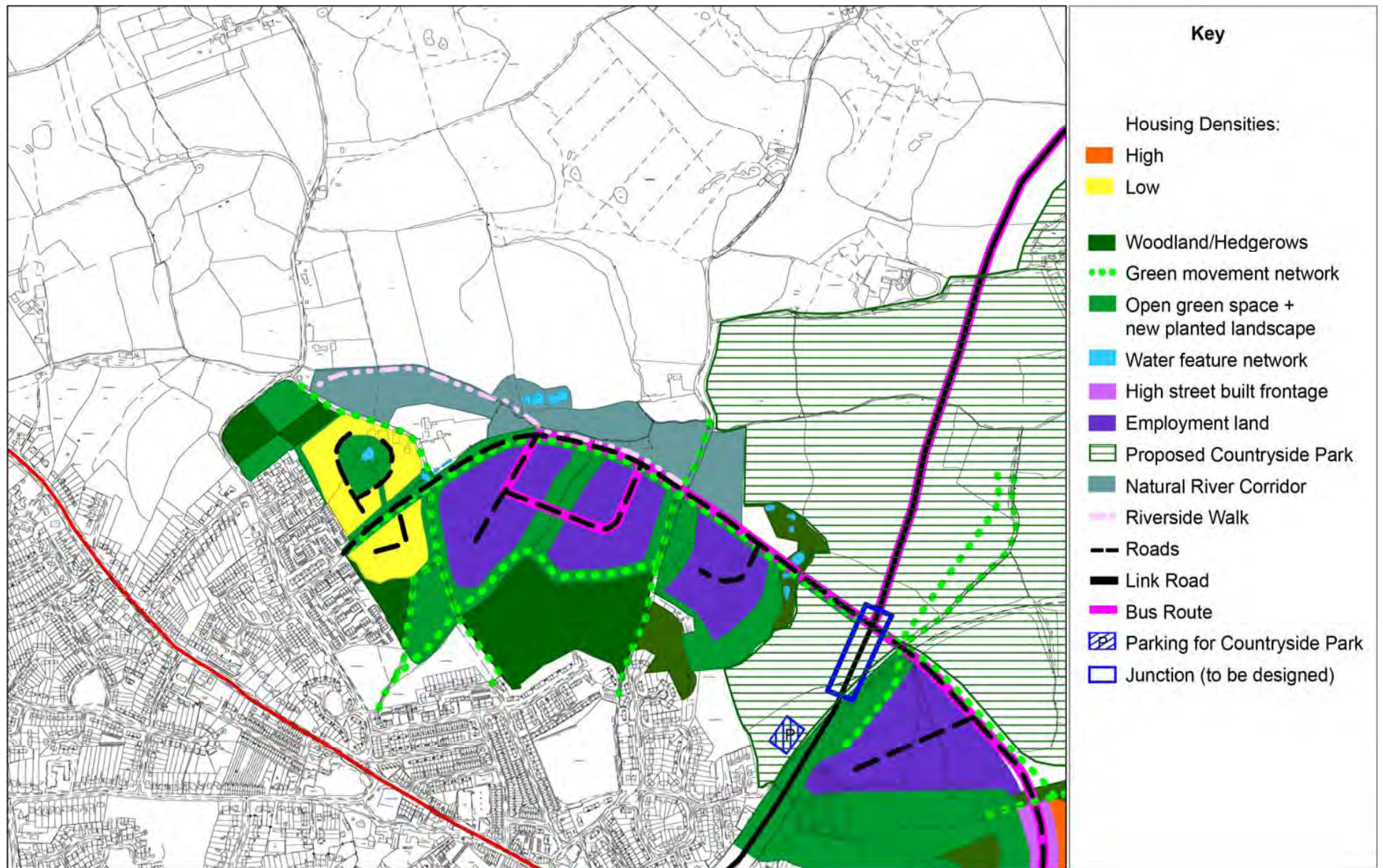


Figure 8: Indicative layout for the Policy BX3 Area

SPATIAL STRATEGY - Land North of Sidley

Green space

- 7.13 Existing landscape structure, features and ecological habitats will be retained and enhanced, with significant “buffer” landscaping belts created around the boundaries, as key features of the area.
- 7.14 The large Levetts Wood and other woodlands will be retained and will form key nodes on the green space network. Strengthening existing tree belts will also provide informal amenity space for the commercial development. They are to be complemented by new green links to provide a series of connected spaces and corridors.
- 7.15 These will soften the visual impact of commercial buildings (both by partial screening and physical separation), preserve generous areas for the movement of wildlife through the site, and accommodate attractive cycle/footpath links.
- 7.16 A high level of grass surface in the employment areas, combined with creation of water features will both “soften” development and, together with ponds, help address drainage issues.
- 7.17 The Countryside Avenue itself will be designed with a strong landscape strategy to reflect its rural location.
- 7.18 Land along the Combe stream to the north of development should be retained as an amenity/wildlife corridor. This includes land around Pebsham Hall and Cottage which extends to Watermill Lane and will connect with the public footpath that heads west from that point.
- 7.19 Beyond the development areas to the east, adjacent to the Link Road, lies a sloping field that will constitute a green “tongue” as part of the Countryside Park. This will remain open, although provision may be made for a small, discretely located and designed car parking area in accordance with the Park’s Access Plan.

Employment areas

- 7.20 The combined area of the business sites is 9.35 hectares. At an average building floorspace:site ratio of 30%, this equates to a total floorspace of 28,000sq.m for the Policy Area. This is marginally more than the 26,000sq.m anticipated in the Local Plan.
- 7.21 There are effectively three discrete employment areas, being defined by substantial separating tree belts. One of these follows Buckholt Lane and the other, to the west, follows the line of a tributary of the Combe stream.

BX3: Indicative Layout Employment Area – Levetts Wood



- 7.22 The high degree of containment of each of the “cells” for business development allows different characters – and uses - to be established in each.

SPATIAL STRATEGY - Land North of Sidley

- 7.23 The mix is not prescribed at this time, but is expected to be mainly light manufacturing. Other industrial and distribution activities may be acceptable subject to the Local Planning Authority being satisfied that they would not have an adverse impact on residential amenities.
- 7.24 Office uses would be entirely acceptable in these areas and the possibility of a large-scale office development should be provided for in developing more detailed layout plans.
- 7.25 The gently sloping ground may still accommodate a range of building sizes, but larger buildings should be cut into the slope to minimise their height and associated visual impact.
- 7.26 Buildings should also be set within a strong landscape structure both through the site and around its perimeter to minimise its visual impact. This would most appropriately take the form of buildings clustered around a predominantly rural natural grassed informal central space to retain 'woodland clearing' site character.

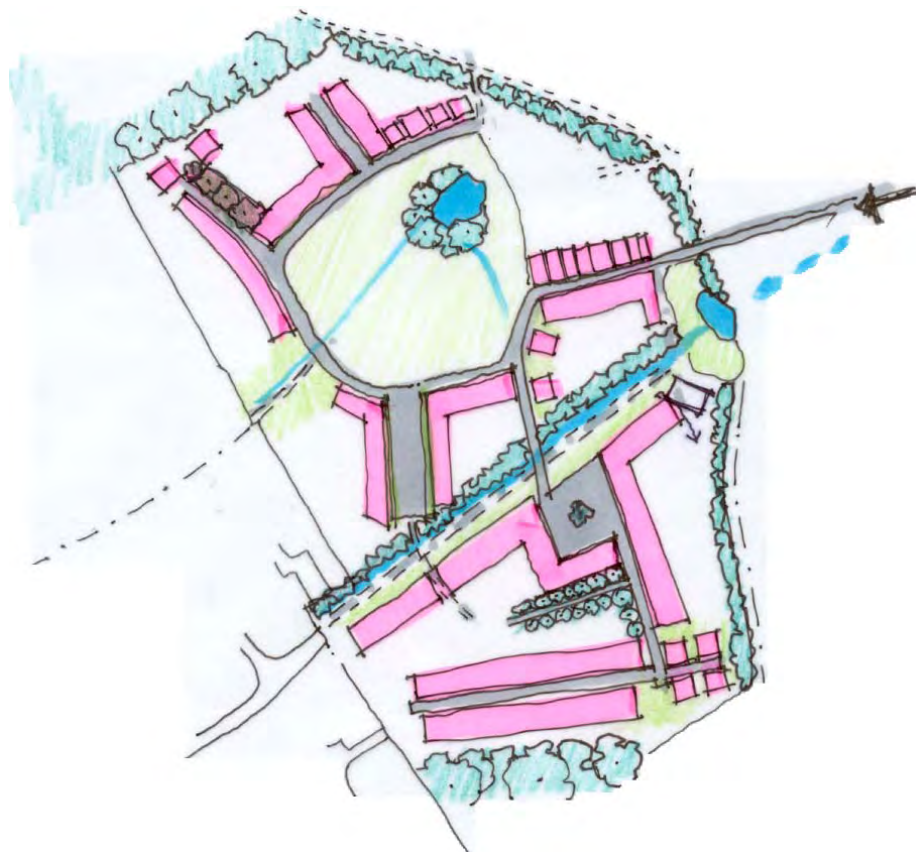


- 7.27 Flexible building design is encouraged, to suit a variety of possible business requirements. Development should be well set back from the Country Avenue.
- 7.28 Each business area will have its own access off the Country Avenue. The central and western areas should also have a connecting road to assist circulation.



Indicative high quality commercial developments set in strong landscape structure

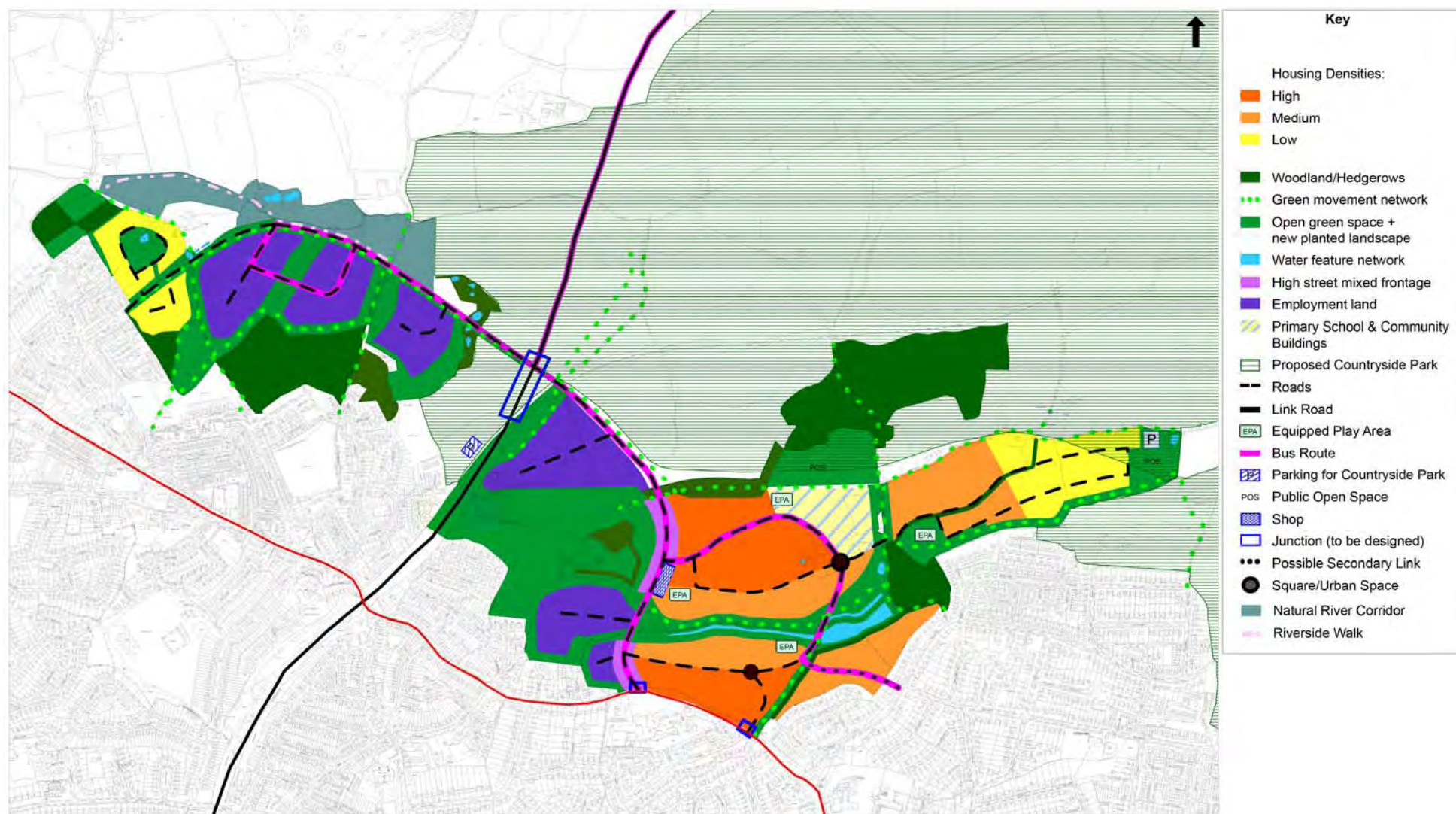
BX3: Housing Indicative Layout



Housing area

- 7.29 This area relates mainly to the adjacent housing off Watermill Lane. Its development will create a small residential enclave drawing on the positive natural characteristics of the site.
- 7.30 The form of development should reflect the transition from the higher density, more suburban character of north Sidley to the countryside beyond, and should bring the countryside into Sidley.
- 7.31 Access will be provided from the County Avenue, although to better connect the development with local services, the possibility of vehicular access from the neighbouring existing residential areas to the west is provided for, subject to detailed transport assessment.
- 7.32 The site naturally divides into two parts, east and west of a pronounced ditch course. This will provide the main access corridor into the housing sub-areas for all modes of transport, as well as a linear green space.
- 7.33 A net density of 35 dwellings per hectare is proposed. For the indicative layout at Figure 8, this would mean some 135 dwellings.
- 7.34 The indicative layout (left) takes full account of existing site features – the pond, (which forms a focus for a “village green”), tree cover around it, the hedgerow and the location of badger setts.
- 7.35 Given the tenure of existing housing in the locality, as well as low levels of economic activity, the affordable housing here should be predominantly shared ownership. This should encourage low cost home ownership and re-balance the housing and social mix.
- 7.36 Older children’s play would most effectively be provided for by upgrading the existing ‘Levetts Field’ adjoining the site to the east, while younger children should benefit from open space in the development.

8. PLAN OF OVERALL SPATIAL SITE STRATEGY



9. IMPLEMENTATION

8.1 The Council is keen that development is both of a high quality and proceeds in a timely manner in accordance with the overall vision. To help achieve this, the SPD provides clear implementation arrangements.

8.2 The anticipated timing of development and critical road infrastructure, the mechanisms for funding and outstanding planning procedures are set out below.

8.3 The Council will continue to work closely with landowners, developers, service agencies and local communities to ensure that the development progresses efficiently, conforms to the overall vision and development principles set out above and adopts a coordinated approach to service provision.

Development timetable

8.4 The timing of development is largely driven by that of the Bexhill Hastings Link Road. Development will be capable of being permitted and started as soon as the Secretary of State approves the Link Road. Subject to the potential for limited early release set out below, occupation is expected to have to await its opening (the construction period being 24 months).

8.5 The Link Road programme and the potential development programme are indicated opposite. Progress will be continuously monitored by the Council in close liaison with East Sussex County Council, (which is promoting the Link Road), the Highways Agency (which is responsible for the A259) and landowning/development interests.

8.6 Furthermore, the Council is working in a broader context to make the town as a whole as well as this site attractive to investment. This includes lobbying for investment in improved train services, support for the Link Road and A21 improvements, being a partner in creating the new 'Pebsham Countryside Park', encouraging and supporting building of a new state-of-the-art High School to complement the recent Bexhill College, its own major investment in building a new business complex in Sidley and in further enhancing the seafront environment, as well as a commitment to a new multi-sports leisure centre for the town.

8.7

Year	Link Road	North East Bexhill Development
2009	Application approved	
		SPD approved
	Public Inquiry	
2010		
	Government decision	Detailed master planning/preparation of planning application begins
	Main construction starts	
2011		
		Outline and phase one Reserved Matters application *
		Outline and phase one Reserved Matters permission granted*
2012		Construction starts*
	Link Road opens	
2013		First occupation*

* see also provision for 'early release' in Section 8, which would facilitate limited occupation from 2011/12.

8.8 Development is expected to take place over many years. The pace of development will be influenced by market factors and, hence, is not prescribed. However, Local Plan Policy DS6 gives priority to the development of the BX2 Policy Area, in part to reflect the need to provide access to the Link Road from the north of the town as soon as possible. Land values associated with creating a large-scale residential community in the east will play a key role in funding key infrastructure and kick starting business development, as set out below.

IMPLEMENTATION

- 8.9 In the light of most up-to-date economic and housing market forecasts, it is assumed that the residential development in the Policy BX2 Area will take place over some 10 years.
- 8.10 The timing of the smaller area of housing in the Policy BX3 Area to the west is assumed to take place around 2014 onwards, subject to the potential for access (including to services) off Watermill Lane and/or progress with the employment development.
- 8.11 Development for employment purposes in the Policy BX2 Area will be facilitated by infrastructure that will also serve the early phases of housing. It is anticipated that business development in the Policy BX3 Area to the west will have a somewhat later start, assisted by improvements in commercial land values as regeneration of the sub-region progresses, as well as by the infrastructure associated with the new Link Road and the BX2 Area.
- 8.12 If necessary in order to stimulate and/or maintain a supply of available business land and premises, the Council will look to work with the local regeneration company, Sea Space, which has recognised this as a strategic employment site.
- 8.13 A phasing plan will need to be agreed for each site. As part of these, successive phases of residential development should reflect the overall housing mix that is to be achieved, including for affordable housing.
- 8.14 The regeneration agenda for the Hastings and Bexhill area, coupled with the limited supply of available high quality business sites, provides the basis for the Local Plan policies for the respective areas requiring that residential and business elements are progressed in parallel. This is taken to mean that:
- o the detailed master-planning for the respective Policy Areas should fully embrace the development of the employment land in them, as well as take account of the implications of such development in the other area
 - o wherever practicable, all the business land should be serviced in concert with the laying out of residential land for development in the same Policy Area (servicing means providing at least a junction and stub road into the site, together with drainage and utilities to this point)
 - o for the Policy BX3 Area, the servicing of the business land may follow the residential development if this is shown to be necessary for viability reasons and there is an agreed phasing plan
 - o within the provisions of agreed phasing plans for each Policy Area, the phased marketing and development of business land is anticipated, but the LPA will expect business accommodation commencements no later than starts on the second phase of housing for the BX2 Policy Area and the final phase of housing for the BX3 Policy Area.
- Early release**
- 8.15 Limited development in advance of the Link Road construction will be permitted, but only when the Link Road is certain. This recognises the advice of the highway authorities and the need to plan comprehensively for the area, but also the priority attached to utilise any available road capacity to progress this major development.
- 8.16 Therefore, a limited development within the Policy BX2 Area will be favourably considered in the following circumstances:
- a) Where the Link Road has received final approval from the Secretary of State, and
 - b) Where it is demonstrated by a Transport Assessment that the development will not, taking into account any sustainable transport improvements and/or management measures proposed, have a material adverse impact on the road network road, and
 - c) Where there is sufficient capacity in the existing foul drainage system and that surface water drainage arrangements are compatible with those envisaged for the whole development, and
 - d) Where any such proposal demonstrates that it will integrate with the development of the overall area and proportionally contribute to the range of infrastructure identified in this SPD as necessary to its success as a sustainable urban extension, and
 - e) In the context of (d) above, any scheme must illustrate how the immediately adjacent land could be developed

IMPLEMENTATION

Infrastructure requirements

- 8.17 Infrastructure needed to serve development – and support the vision for it - has been identified through discussions with stakeholders and is summarised in earlier sections.
- 8.18 The provision of infrastructure (or contributions to enable suitable improvements) will be duly set out in legal obligations under Section 106 of the Town and Country Planning Act. These will be tied to the grant of planning permission.
- 8.19 Connectivity is regarded as of critical importance to the success of the development. The development should contribute to the effective delivery of the Link Road, recognising its direct benefit in enabling the development. This will be through a financial contribution, as well as by early provision of the spur road to Wrestwood Road, support for bus services along and to it, as well as by providing connections to the proposed 'greenway'.
- 8.20 Funding for new public transport services is also vital to a sustainable transport strategy for the area. Planning applications will duly need to take account of the transport strategy for Hastings and Bexhill, which is currently being developed as part of the County Council's Local Transport Plan.
- 8.21 In relation to the provision of affordable housing, which is a local priority, agreements will need to involve providers (normally registered Social Landlords) and the Homes and Communities Agency, as well as developers and the Council. Guidance on this is contained in the Council's 'Affordable Housing SPD'.
- 8.22 There is considerable green space incorporated in the development, and planned at the adjoining Countryside Park. Management and maintenance of these and existing woodlands, must be catered for, as well as being initially laid out in accordance with current standards. Contributions to the Countryside Park may be partly in land in lieu of financial contributions.
- 8.23 A new primary school and community building are regarded as critical components of the large residential area. The full scope of anticipated S106 contributions, based on current knowledge, is presented in Appendix 2.

Delivery

- 8.24 In order to achieve the overall vision, the SPD looks to plan comprehensively, and envisages that the costs associated with infrastructure requirements over and above basic enabling infrastructure (such as sewers and other drainage features, internal roads and open spaces, including playing fields, play and amenity areas) will be apportioned on a 'per dwelling' basis within each Policy Area.
- 8.25 On this basis, and while recognising the inherent uncertainties of such a major development and the timescales involved, the SPD provides for viable schemes to come forward in line with its principles.
- 8.26 Further master-planning to support detailed proposals, as described below, will refine the scale, nature and form of development, and its associated infrastructure requirements.
- 8.27 Appendix 2 sets out the scope, as well as broad costs and relative 'sensitivities', of contributions to infrastructure provision (over and above enabling works). It also highlights the approach to be taken in any negotiations at the time of planning applications.

Key roles

- 8.28 Landowners & Developers: Development of land at North East Bexhill is expected to be led by the private sector.
- 8.29 Rother District Council (RDC): Having published this SPD, it will be responsible for determining future planning applications. Guidance for the preparation of applications, and the further master-planning that will be necessary to support them, is set out in Box 8.31 (right).
- 8.30 As well as Planning, the Council's Regeneration, Housing and Amenities Services will also have critical inputs to elements of the Scheme, including promotion of business opportunities, assisting in securing HCA and RSL involvement, advising on taking on management of open space areas, etc. The Council does not anticipate the use of Compulsory Purchase powers.

8.31

Further master-planning and planning applications

This SPD presents development areas at a 'zonal' level which need to be translated into a more detailed '**masterplan**' for each Policy Area to ensure the delivery of a comprehensive scheme and to enable individual elements to be designed in detail within a clear overall structure. It should carry forward the principles and distribution of uses proposed in this SPD and specifically:

- include proposals for the movement network within the site and linking to adjacent areas
- show the scale and character of streets, squares and open spaces as part of this network
- define the form, height, density and massing of 'blocks' of buildings, with specific regard to the relationship between adjoining blocks

Applications would need to be accompanied by a formal Environmental Impact Statement and be supported by:

- A detailed masterplan for the whole Policy Area
- An infrastructure strategy for both Policy Areas
- A phasing plan, linked to the above
- A detailed biodiversity assessment and strategy
- A landscape management strategy
- A comprehensive landscape and public realm strategy
- A transport assessment and strategy, incorporating 'green travel plans' as appropriate
- A trees and woodland management strategy
- A waste audit and management strategy
- A design and access statement, including three-dimensional illustrative material and design coding as appropriate

Conditions would additionally cover matters including archaeological evaluation measures and methods, floor levels, materials and planting.

8.32 East Sussex County Council (ESCC): In the first instance, the County Council is responsible for the construction of the Bexhill to Hastings Link Road. It is also the provider of key services, such as education, social services, libraries and waste disposal.

8.33 Sea Space: As the local regeneration company, Seaspace's role will be to encourage the take-up of business sites, and may be a development partner if necessary in order to foster investment in growth sectors such as "enviro-industries".

8.34 Registered Social Landlords (RSLs): RSLs are the bodies that both provide and manage affordable housing, both for rent and shared ownership. RSL partners will be responsible for ensuring that the right mix of affordable housing is provided and maintained.

8.35 Homes and Communities Agency (HCA): The HCA has merged the functions of English Partnerships and investment functions of the Housing Corporation. RSLs are subject to regulation by the HCA and grant funding cannot be provided to schemes that do not meet the required design standards of the HCA. Given the high infrastructure costs of this development, the HCA grant will have a key role in securing the significant amount of affordable housing to meet local needs.

8.36 Statutory Environmental Bodies: This is the umbrella term for the Environment Agency, Natural England and English Heritage. They have specific roles in ensuring that development accords with relevant environmental legislation.

Appendix 1 – Local Plan Policies BX2 and BX3

Policy BX2 Land north of Pebsham, Bexhill, including Worsham Farm and Glovers Farm, as defined on the Proposals Map, is allocated for a mix of housing, business and related uses.

Proposals will be permitted where the following criteria are met:

- (i) a comprehensive scheme is put forward, embracing both residential and business elements, to be progressed in parallel and provide for job creation at the earliest opportunity;
- (ii) the residential development shall be developed as a new community around a well-defined neighbourhood centre;
- (iii) at least 980 dwellings should be provided, of which 40% shall be affordable;
- (iv) some 22,000m² of business floorspace shall be provided;
- (v) the new neighbourhood centre shall include a new one-form entry primary school, nursery school, community hall, shops and services to meet local day-to-day needs and an amenity/recreation area;
- (vi) no development shall be occupied until the Link Road is constructed and open, unless demonstrated by a Transport Assessment that the impact upon the main road network is acceptable and in accordance with an agreed phasing plan for the overall development of the Policy BX2 and BX3 policy areas, while the actual location of development will have regard to the approved route;
- (vii) business development will be of a high quality, with high specification, prestige buildings in prominent and "landmark" locations, contained within a generous landscape framework;

- (viii) employment uses will be either offices, research and development or light manufacturing, falling within Class B1 of the Use Classes Order;
- (ix) the layout and design of the new community shall accord with the principles laid out in Policy HG4 and incorporate open spaces and play areas in accordance with Policy CF4 in addition to the strategic "green" spaces and corridors and woodland areas shown;
- (x) access roads shall be from the proposed Link Road with two connections from Wrestwood Road, as shown on the Proposals Map, except that any developments which may be permitted to be brought into use before the opening of the Link Road in accordance with criterion (vi) may be permitted to take temporary access from another road but only until a new access has been established to the Link Road and Wrestwood Road as to be provided for in the North Bexhill Master Plan SPD;
- (xi) a local distributor road shall form the northern edge of built development and shall be laid out as a wide "country avenue", contained to the north by a strong landscape tree belt; this shall incorporate a bus route and segregated cycleway/footway, which connect key destinations within the development and beyond;
- (xii) an overall net housing density of not less than 35 dwellings per hectare with a net housing density for each area or sub area within the development of not less than 30 dwellings per hectare with higher densities of not less than 40 dwellings per hectare close to the neighbourhood centre and public transport routes, the extent and minimum density for each sub area to be defined in the North Bexhill Master Plan SPD;
- (xiii) land to the north of the "avenue" will be incorporated into the Countryside Park and remain undeveloped, with the possible exception of land south of Combe Wood where recreational uses may be permitted if subsequently shown to be warranted by a recreational needs assessment;
- (xiv) land at the eastern end of the "avenue" may be reserved for a small car park to serve the Countryside Park;

	(xv) development contributions are made towards off-site improvements to related community facilities, transport and other supporting infrastructure. Development proposals will be subject to a Transport Assessment and Travel Plan, but may relate to high frequency bus services/facilities to Bexhill town centre and north Hastings, pedestrian and cycle links to Sidley, Bexhill town centre and the Countryside Park. Contributions would also be required towards the Countryside Park, recreational provision, library improvements and secondary school provision.	(v) the layout and design of the residential development shall accord with the principles laid out in Policy HG4 and incorporate open spaces and play areas in accordance with Policy CF4 in addition to the strategic “green” spaces and corridors and woodland areas shown;
		(vi) there shall be no new dwellings in the vicinity of Preston Hall to the north of the allocated housing area;
		(vii) vehicular access shall be from the Link Road via the Country Avenue local distributor road with a loop road to connect the employment areas to the local distributor road;
		(viii) a local distributor road shall form the northern edge of built development and shall be laid out as a wide “country avenue”, contained to the north by a strong landscape tree belt; this shall incorporate a bus route and segregated cycleway/footway, which connect key destinations within the development and beyond, as indicated diagrammatically on the Proposals Map including the “Green Links” along Buckholt Lane and to Watermill Lane;
		(ix) housing development will be accessed by an access road from the western end of northern avenue, with pedestrian/cycle access only to adjoining residential areas;
		(x) development contributions are made towards off-site improvements to related community facilities, transport and other supporting infrastructure. Development proposals will be subject to a Transport Assessment and Travel Plan, but may relate to high frequency bus services/facilities to Bexhill town centre and north Hastings, pedestrian and cycle links to Sidley, Bexhill town centre and the Countryside Park. Contributions would also be required towards the Countryside Park, recreational provision; library improvements and secondary school provision.
Policy BX3	<p>Land north of Sidley, Bexhill, including Oaktree Farm and Preston Hall Farm, as shown on the Proposals Map, is allocated for major business development, together with housing and open space within a generous landscape setting.</p> <p>Proposals will be permitted where the following criteria are met:</p> <ul style="list-style-type: none"> (i) a comprehensive scheme is put forward, embracing both residential and business elements, to be progressed in parallel and provide for job creation at the earliest opportunity; (ii) some 26,000m² of business floorspace shall be provided. This will be mostly light manufacturing and offices, falling within Class B1 of the Use Classes Order; Class B2 (general industry) and Class B8 (storage) uses will only be allowed in visually contained locations away from housing; (iii) at least 130 dwellings shall be developed, of which 40% shall be affordable, with no sub areas to be developed at less than 30 dwellings per hectare; (iv) proposals for structural open spaces, landscape and woodland belts shall be developed and implemented as an integral part of proposals; 	

Appendix 2 – Development Contributions

The scope of anticipated infrastructure requirements for the combined development areas, BX2 and BX3, in addition to the enabling infrastructure referred to in paragraph 8.24, is set in the following table. Contributions will be calculated on the basis of the number of dwellings in a scheme.

Topic	Delivery body	Timescale	Scale of contributions				Sensitivity
			£0.1m to £0.5m	£0.5m to £1.5m	£1.5m to £3.0m	£3.0m to £10m	
Affordable housing	Developers/RSLs/HCA	As part of housing phases	In excess of £10m				High
Primary School	ESCC	Construction at least of first phase by 50% of BX2 housing completions				√	High
Nursery School	Private sector/ESCC	Following construction of Community hall	√				Medium
Secondary School	ESCC	Contributions linked to phasing				√	Medium
Library services	ESCC	Contributions linked to phasing	√				Low
Community hall	Developer/AiRS	Construction by 50% of BX2 housing completions		√			High
Community development	AiRS	Funding for duration of development	√				Medium
Countryside Park	Developers/CP Board	Land at start of development; contributions linked to phasing		√			Medium
Art and public realm features	Developers/RDC	On completion of development	√				Medium
Link Road	ESCC	Contributions linked to phasing				√	High
Bus service along Link Road	Operator	Contributions linked to completion of relevant roads and housing phases		√			Medium
Extension of Pebsham service	Operator	Contributions linked to completion of relevant roads and housing phases	√				High
Subsidised bus travel pass	RDC/Developer/ESCC	Linked to occupation of homes		√			Low
Off-site transport improvements	ESCC	Works as required to ensure highway capacity and sustainable transport capacity			√		Medium
Leisure centre	RDC	Contributions linked to phasing		√			Medium
Youth services	ESCC	Provision of Youth Centre/Local activities following construction of Community hall; Contributions linked to phasing			√		Low
Church	Church group	Land set aside at start of development	√				Medium

It is emphasised that the table is intended to assist prospective developers in understanding the Local Planning Authority's likely requirements and to properly integrate these into their more detailed master-planning work. The form, timing and scale of contributions are given based on currently known deficits and assessments of likely costs of providing new or improved infrastructure. However, it should be recognised that these are not comprehensive and that their scope and cost will be reviewed at the time of planning applications.

At that time, if a developer feels that s106 requirements place an unreasonable burden on a scheme, the Council will expect them to take an 'open book' approach with it. If the Council agrees that the scheme, or an acceptable variation of it, cannot reasonably afford to fully meet the normal requirements, the Council will have regard to the priorities/sensitivities of the respective infrastructure requirements in any negotiation, subject to the development being acceptable in all other respects.

Monitoring and review

It is recognised that forecast general trends of the property market will need to be subject to regular monitoring.

The Council will specifically monitor the need for and cost of infrastructure, as well as the likely development value and availability of funding, and bring forward further guidance as appropriate.

