

Rother District Council
Regulation 18 Consultation

Catesby Strategic Land Limited and Rurban Estates Limited

Policy Reference WS2: Land east of Beaney's Lane, Hastings

MWB/HM/37611
March 2026



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CONTENTS

1	INTRODUCTION	3
1.1	OVERVIEW	3
1.2	PLANNING POLICY FRAMEWORK	3
1.3	STRUCTURE OF THE REPRESENTATION	4
1.4	SUPPORTING DOCUMENTS	4
2	DELIVERABILITY OF SITE ALLOCATION WS2	6
2.1	SITE LOCATION AND DESCRIPTION	6
2.2	ACCESS	7
2.3	POLICY DESIGNATIONS AND SITE-SPECIFIC CONSIDERATIONS	8
2.4	AVAILABILITY AND DELIVERABILITY	11
3	RESPONSE TO CONSULTATION	12
3.1	OVERVIEW	12
3.2	RESPONSE TO QUESTIONS	12
	Q1 - Do you have any comments on the amended Rother Local Plan Strategic Spatial Objectives shown in Figure 1?.....	12
	Q2 - Do you have any comments on the Council’s proposed housing target for the Local Plan of 8,427 dwellings over the 17-year plan period, or 495 dwellings annually?	12
	Q7 - Do you have any comments on the preferred approach for housing density shown in Figure 9, or on the updated Density Study (2026)?	15
	Q8 - Do you have any comments on the Council’s proposed Overall Development Strategy?	16
	Q9 - Do you have any comments on the proposed growth opportunities in the sub-areas as shown in Figure 10?	16
	Q11 - Do you have any comments on the proposed Vision and development strategy for Southern Rother and the Hastings Fringes, including the development figures shown in Figures 17 and 18?	17
	Q33 - Do you have any comments on the proposed site allocations in the Hastings Fringes (Westfield Parish), detailed in Policies WS1 and WS2?	17
	Q68 - Do you have any comments on the Interim Sustainability Appraisal in support of the Regulation 18 stage consultation on the Development Strategy and Site Allocations (January 2026)?.....	20
4	CONCLUSION	24
	APPENDIX 1 – Location Plan	
	APPENDIX 2 – Facilities Plan	
	APPENDIX 3 – Constraints and Opportunities Plan	
	APPENDIX 4 – Illustrative Masterplan	
	APPENDIX 5 – Landscape and Visual Appraisal and Representation	
	APPENDIX 6 – Transport Technical Note	

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This representation has been prepared on behalf of Catesby Strategic Land Limited (hereafter referred to as 'Catesby Estates') and Rurban Estates Limited in response to Rother District Council's Regulation 18 consultation on the Draft Local Plan 2025-2042, which runs until 23rd March 2026.
- 1.1.2 Rother District Council ('RDC' or 'the Council') is preparing a new Local Plan to set out a strategy for development across the district for the period to 2042. Once adopted, the new Local Plan will update and replace Rother's Core Strategy (2014) and Development and Site Allocations (2019) Plans.
- 1.1.3 The consultation follows a previous Regulation 18 consultation on the draft Local Plan which took place in April 2024. The consultation sought views on the proposed development strategy, vision and objectives, along with policies on specific topic areas such as housing, economy, the environment, landscape, heritage, design and infrastructure. This Regulation 18 consultation now seeks views on the proposed site allocations which have been identified to deliver the updated spatial strategy and some area specific policies related to the options for strategic growth.
- 1.1.4 The purpose of this representation is to support the strategic growth identified for the Hastings Fringes and the inclusion of 'Land east of Beaney's Lane, Hastings' under draft Policy WS2. It seeks to comment on the scope of the draft policy and on the proposed spatial strategy more generally. Comments are made in respect of the overall developable area of the site, with specific focus on the northern area, supported by landscape evidence, demonstrating that the site can comfortably accommodate approximately 130 new homes within the parts of the site within RDC's administrative area.
- 1.1.5 In light of RDC's significant housing need, land east of Beaney's Lane is well placed to deliver a cohesive and landscape-led residential development opportunity which integrates open space and biodiversity enhancements whilst making a valuable contribution to the delivery of approximately 130 high-quality new homes, with the necessary infrastructure improvements to support it.
- 1.1.6 This representation affirms our client's commitment to developing the site and provides additional evidence to demonstrate that the site is suitable for allocation.

1.2 PLANNING POLICY FRAMEWORK

- 1.2.1 **Paragraph 15** states that the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings.
- 1.2.2 **Paragraph 16** sets out that plans should: -
- (a) be prepared with the objective of contributing to the achievement of sustainable development;
 - (b) be prepared positively in a way that is aspirational but deliverable;

- (c) be shaped by early, proportionate, and effective engagement between plan makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees;
- (d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals;
- (e) be accessible through the use of digital tools to assist public involvement and policy presentation; and
- (f) serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area (including policies in the NPPF where relevant).

1.2.3 **Paragraph 26** states that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy.

1.2.4 In line with **Paragraph 36** for Plans to be found 'sound' final draft plans must be:

***Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*

***Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*

***Effective** – deliverable over the Plan Period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*

***Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework.*

1.3 STRUCTURE OF THE REPRESENTATION

1.3.1 **Section 1** of this report is an introduction to the plan context.

1.3.2 **Section 2** of this report introduces the site and its surrounding and explains why we consider it is a suitable location for planned growth, with reference to additional evidence available.

1.3.3 **Section 3** responds to the draft consultation questions.

1.3.4 **Section 4** concludes the report and sets out why the site should be allocated within the draft local plan.

1.4 SUPPORTING DOCUMENTS

1.4.1 This Representation should be read in conjunction with the following submitted documents:

- 731-L01- Location Plan (EDGE) (**Appendix 1**)
- 731-SL01 – Facilities Plan (EDGE) (**Appendix 2**)

- 731-SK02 – Constraints and Opportunities Plan (EDGE) (**Appendix 3**)
- 869-SK01 – Illustrative Masterplan (EDGE) (**Appendix 4**)
- Landscape and Visual Appraisal (LDA Design) (**Appendix 5**)
- Transport Technical Note (DHA Transport) (**Appendix 6**)

2 DELIVERABILITY OF SITE ALLOCATION WS2

2.1 SITE LOCATION AND DESCRIPTION

- 2.1.1 The proposed site allocation comprises a 7.6 hectare area of land to the east of Beaney's Lane, Hastings, as outlined in red in **Figure 2.1** below. The allocation has been identified following a Call for Sites exercise and assessed under Site Reference HAF0023 in the Rother Housing and Economic Land Availability Assessment (HELAA). It should be noted that the assessment area has been extended from a previous HELAA which considered only the southern part of the field area.
- 2.1.2 The extent of land ownership crosses the boundary of Rother and into the adjacent Borough of Hastings. The majority of the site (90%) falls within Rother; the remaining 10% comprises land to the east and west of the Martha Trust specialist care centre to the south. These pockets of land link the site with The Ridge and the settlement of Hastings.
- 2.1.3 The site principally comprises undeveloped grassland with scattered trees and scrubs, with a pocket of woodland which sits centrally within the western part of the site. The site also includes a residential dwelling that sits to the rear of the Martha Trust centre and centrally on the southern boundary of the allocation.
- 2.1.4 It is bounded by Beaney's Lane to the west; a farm track and additional grassland to the north; Park Wood and the residential / commercial areas around Woodlands Way and Park Wood Road to the west; and to the south by the Martha Trust centre, The Ridge, and Hastings beyond. In close proximity to the site is the Conquest Hospital and the Ark Alexandra Academy, both approximately 100-200m to the west.



FIGURE 2.1: SITE AERIAL SHOWING SURROUNDING CONTEXT (BASE MAP SOURCE: GOOGLE)

2.2 ACCESS

Existing Access

- 2.2.1 The main point of entry into the site is taken from The Ridge, which provides access to Mary's House and the private dwelling. There is also a field access from Beaney's Lane via the north western boundary.
- 2.2.2 Beaney's Lane is a Byway Open to All Traffic (HAS/223/1) which routes north-east towards Stonestile Lane along the boundary of Maplehurst Wood.
- 2.2.3 The site benefits from an existing footway running along the northern side of The Ridge. This footway provides access to the nearest bus stops, which provide access to throughout Hastings (including the Station) and the surrounding area, including school bus services.

Future Access

- 2.2.4 This representation is accompanied by a Transport Technical Note which demonstrates how safe access could be provided for a residential development. Vehicular access to the proposed development is likely to be taken via a new priority junction off The Ridge, located at the far eastern extent of the site's southern boundary. This location has been carefully selected to avoid all Tree Preservation Orders (TPOs) along the southern boundary, thereby ensuring their retention.
- 2.2.5 Visibility splays of 2.4 x 43m can be achieved in both directions from the access, in accordance with the applicable Manual for Streets guidance for the posted 30mph speed limit. The access design will be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any forthcoming planning application.
- 2.2.6 The existing access drive to the existing residential property will be retained and utilised as an emergency access, as well as a further pedestrian and cycle access point. Bollards would be put in place where the existing gates are located so as to avoid misuse and ensure that no conflict is made with the Martha Trust centre.
- 2.2.7 Pedestrian access to the site will be achievable via 2.0m wide footways on both sides of the access road. These footways will tie into the existing pedestrian infrastructure on the northern side of The Ridge and provides access to local shops and services. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving will be provided across the vehicular access, connecting the two footways.
- 2.2.8 In addition, pedestrian and cycle access will be provided via three separate access points along the western boundary of the site. These will connect to the adjacent Byway.
- 2.2.9 As part of the proposals, a new eastbound bus stop would be installed approximately 25m to the north-west of the existing access to the Martha Trust centre. The existing westbound bus stop to the south-east will remain in situ, as will the pedestrian crossing at the junction between The Ridge and Maitland Close.

Accessibility

- 2.2.10 Table 4 of the Technical Note outlines travel times to these services by various modes of transport. The assessment demonstrates that a range of essential services, including a school, nursery and hospital, are accessible within a 15-minute walk, with broader services reachable within a 20-minute bus journey from the site.
- 2.2.11 Hastings Railway Station is located approximately 4.1km from the Site, equating to a 14-minute cycle or a 22-minute journey via the Route 323 bus service. Table 3 of the

Transport Technical Note highlights the station's connectivity to key destinations including London and along the south coast.

- 2.2.12 The site is well-located in relation to public transport infrastructure and local services, supporting a pattern of well-contained growth.

2.3 POLICY DESIGNATIONS AND SITE-SPECIFIC CONSIDERATIONS

Environmental and Spatial Designations

High Weald National Landscape

- 2.3.1 The site falls just within the boundary of the High Weald National Landscape, as shown in **Figure 2.2** below. The National Landscape boundary encompasses the entirety of the site and the nearby Hastings Centre, but it excludes the Ark Alexandra Academy and the residential / commercial development further east which fall within the adopted settlement boundary.
- 2.3.2 Despite its position within the National Landscape, the wider characteristics of the site make it a logical area to extend the settlement boundary without risk of further encroachment or unacceptable landscape impact. The site is located on the northern edge of Hastings, in an area heavily influenced by its proximity to the settlement and existing built form, including the built form that lies to north of The Ridge. Nevertheless, well established landscape features soften the streetscape and offer natural screening to development within and adjacent to the National Landscape.
- 2.3.3 Beyond the southwestern boundary the landscape character becomes more urban with the residential and commercial development around Woodlands Way, Ash Tree Close and Park Wood Road to the north of The Ridge. Here the built form faces directly onto highway with limited tree cover present. The extension of built form and ancillary uses beyond The Ridge continues further to the south west, including but not limited to the Sandhurst Playing Field, residential development in St Helen's, the Hastings Cemetery, the Brook Way Industrial Estate and Sandown Primary School. The same can be said for the land to the west of the site where residential development extends northwards around Baldslow.
- 2.3.4 Within the site, the key landscape features are the strong vegetated boundaries which largely screens the site from adjacent land and offers a sense of enclosure from the wider landscape. These features could be retained as part of a future development and designed into the open space strategy.

Landscape Assessment

- 2.3.5 A Landscape and Visual Assessment (LVA) has been undertaken by LDA Design to evaluate potential landscape and visual effects arising from the future development. The assessment identifies opportunities to mitigate and avoid adverse impacts, while also exploring potential for local landscape enhancements. It builds upon earlier landscape appraisal work to provide further support and justification on the inclusion of land to the north of the original HELAA area and allocation of the whole land parcel as proposed in the emerging Local Plan.
- 2.3.6 The LVA concludes that the site is visually enclosed by a range of natural features, with views generally restricted to its immediate context. Vegetation is a defining characteristic of the urban environment in Hastings, with extensive areas of seminatural ancient woodland forming part of Hastings Country Park to the east. Woodland belts and tree-covered slopes permeate the urban fabric, creating a mosaic of built and natural spaces.

Streets and neighbourhoods are frequently framed or enclosed by wooded backdrops and ridgelines.

- 2.3.7 Given this context, LDA Design recognises that the site presents a valuable opportunity to integrate residential development in a manner that is sympathetic to its surroundings, without adversely affecting the wider landscape character.
- 2.3.8 The LVA further finds that the site has capacity to accommodate a sensitively designed scheme that respects the surrounding character and visual environment, without causing undue harm to existing landscape or visual resources. Should elements of the proposed development be visible in the wider context—either during the day or at night—they would be perceived as part of the broader Hastings settlement. Established vegetation in and around the site will act as natural visual buffers to nearby settlements.
- 2.3.9 The LVA concludes that the site can support a well-considered residential scheme, provided that appropriate mitigation and enhancement measures are implemented. Design recommendations arising from the LVA include:
- Reflect the area’s distinctive character;
 - Preserve and enhance existing vegetation and ancient woodland by applying appropriate offsets;
 - Integrate new green spaces;
 - Protect ‘dark skies’.
- 2.3.10 These recommendations have been incorporated into the design process, ensuring that the proposed development remains visually contained and sympathetic to the character of the High Weald.

Trees and Ecology

- 2.3.11 The pocket of woodland within the site and Park Wood to the east is Ancient Woodland, as shown in **Figure 2.2** below. The submitted Illustrative Masterplan demonstrates how a development can be sensitively designed to accommodate the requisite 15m buffer zone around these areas, in line with Natural England’s Standing Advice.



FIGURE 2.2 –NATIONAL LANDSCAPE (DOTTED AREA) AND ANCIENT OR REPLANTED ANCIENT WOODLAND (GREEN AND OLIVE, RESPECTIVELY) (BASE MAP SOURCE: MAGIC MAPS)

- 2.3.12 Park Wood is covered by a woodland Tree Preservation Order (TPO120-W1) but these trees fall outside the allocation boundary. Some of the trees along the southern boundary are also covered by TPO (Hastings Borough Council TPO no. 113 and 192). These are sited to the east of the existing access and can also be retained as part of the access design.
- 2.3.13 The site is Grade 4 (Poor) Agricultural Land which means that the development would not result in the loss of best and most versatile agricultural land defined by the NPPF (Grade 1, 2 and 3a). The development would achieve Biodiversity Net Gain through on-site enhancements as a priority, with offsite enhanced used for any residual loss and gains.

Heritage

- 2.3.14 There is one designated heritage asset within the vicinity of the site, comprising the Grade II listed Little Ridge Farmhouse (Listing Entry Number 1192034) located to the north of Conquest Hospital, approximately 140m west of the site. There is no intervisibility between the site and this heritage asset, and the proposed development will not affect the importance or setting of the Listed Building.
- 2.3.15 The site does not fall within a Conservation Area, with the nearest being the Ore Place Conservation Area located approximately 800m south east of the site. The site does not fall within an Archaeological Notification Area (ANA) as defined by the East Sussex County Council map for ANAs in East Sussex and Brighton & Hove.

Flood Risk/Drainage

- 2.3.16 The Environment Agency's Flood Map for Planning shows the site within Flood Zone 1, which means that the site is at low risk of flooding from nearby rivers and the sea. There are very limited areas at risk of surface water flooding in the 1 in 30, 1 in 100, and 1 in 1000-year scenario, as shown in **Figure 2.3**. This risk is largely contained within areas of dense vegetation and woodland.
- 2.3.17 Any future application will include a Flood Risk Assessment and Drainage Strategy. The proposed surface water drainage strategy will ensure that all runoff from the development is managed safely and in accordance with the requirements of the Environment Agency (EA) and Lead Local Flood Authority. Runoff rates will be limited to the 1-in-1-year greenfield runoff rate for each development parcel, ensuring there is no increase in downstream flood risk.
- 2.3.18 All development can be sited outside of areas at risk of surface water flooding, as shown on the Constraints and Opportunities Plan.



FIGURE 2.3: EXTRACT OF THE DEFRA FLOOD MAP FOR PLANNING (SOURCE: DEFRA)

2.4 AVAILABILITY AND DELIVERABILITY

- 2.4.1 For the reasons set out in this section, the site is considered suitable for a residential-led development, given its sustainable location adjacent to the settlement of Hastings.
- 2.4.2 To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.
- 2.4.3 The site has no planning history of relevance or a history of unimplemented permissions that would alter the conclusions that it is a deliverable site. There are not considered to be any impediments to the site being phased for potential development commencing within the 0 - 5 year period. There are no physical limitations or problems such as access, infrastructure, flood risk, hazardous risks, pollution or contamination.
- 2.4.4 Availability is essentially about confirming that a site has been made available for development by the landowners, and that it is financially viable to develop. On behalf of the landowner, we can confirm that there are no unexpected financial restrictions that would impact upon the viability of a housing scheme based on current policy, or that would prohibit development coming through within the early stages of the plan period. To the contrary, we consider there to be opportunity to deliver a high-quality residential development.
- 2.4.5 The site is controlled by our client, a strategic land promoter, and is in single ownership. There are no complicated legal agreements or covenants that would prohibit the ability to bring forward the site early in the plan period.

2.5 LAND WITHIN HASTINGS BOROUGH

- 2.5.1 As noted within the draft allocation, the land which connects the site to The Ridge falls within the same ownership but sits within the Borough of Hastings. It should be noted that this land is partially proposed for allocation in the draft Hastings Local Plan which is currently subject to consultation.
- 2.5.2 Draft Policy HS23 sets a minimum capacity for 18-22 dwellings at a density of 45-55 dwellings per hectare. In line with the draft policy, the two sites would be designed as a comprehensive scheme that incorporates the adjoining land within both the RDC and HBC administrative areas. An extract of the draft policy map is shown in **Figure 2.4** below.



FIGURE 2.4: EXTRACT OF DRAFT HASTINGS POLICY MAP (SOURCE: HBC)

3 RESPONSE TO CONSULTATION

3.1 OVERVIEW

- 3.1.1 This section provides a response to the consultation questions contained within the Consultation Document where they are of relevance to our client's interests.

3.2 RESPONSE TO QUESTIONS

Q1 - Do you have any comments on the amended Rother Local Plan Strategic Spatial Objectives shown in Figure 1?

- 3.2.1 We have no specific comments to make on the amendments made; however, we note that Spatial Objective 4 recognises the need to respond to the housing crisis and help facilitate the delivery of housing to meet the needs to different groups. This will be achieved by maximising the potential opportunities for residential development in sustainable and deliverable locations. We strongly support this objective, and it is encouraging that the Council specifically acknowledge the housing situation as a crisis.
- 3.2.2 As outlined within the consultation document, there is a need to identify enough sites to deliver a minimum of 912 homes per year. This target is not an arbitrary Government top-down target, and instead is based on the Government's standard methodology and directly corresponds to the district's established population, affordability, and future needs. Accordingly, creating a place where the range of housing needs are being met in full, and improved, should be clearly explained to be a minimum requirement – it is the way it is achieved that should be subject to more open questions to the public.
- 3.2.3 We would suggest some minor modification to clarify that the plan is positively prepared and fully aligned with the provisions of the NPPF to make it clear that the plan as a minimum, seeks to meet the area's objectively assessed needs:
- "Respond to the housing crisis and help facilitate the delivery of housing to meet the needs of different groups in the community in full [...]"*
- 3.2.4 Spatial Objective 5 states that the Council will deliver sustainable growth and regeneration in Bexhill and its edges along with the Hastings Fringes. The objective seeks to locate development in the most sustainable and least environmentally constrained areas of the district. We strongly support this Spatial Objective, which recognises the strategic role that Hastings plays and the opportunities that it presents for sustainable growth, despite its location outside of the District.
- 3.2.5 Similarly, we are supportive of Spatial Objective 7 which seeks to focus growth in sustainable locations, or places that can be made sustainable through supporting infrastructure and community facilities.

Q2 - Do you have any comments on the Council's proposed housing target for the Local Plan of 8,427 dwellings over the 17-year plan period, or 495 dwellings annually?

- 3.2.6 The Council's housing supply components are consolidated in the table below. It is noted that the categories of supply have been revised since the 2024 consultation which make it clearer how sources of supply have been factored into the overall calculations. It is also noted that the number of homes identified as new and updated draft allocations has

increased considerably since the April 2024 consultation, rising from 2,129 homes to 5,051 new homes. This brings the total housing figure for the Plan period accounting for all sources of supply to 8,427 homes over the 17-year Plan period, equating to a target of 495 homes annually.

SOURCE OF HOUSING SUPPLY	2026
Completions	To be included from 1 st April 2026
Committed Sites – Planning permissions (including resolutions to grant), permitted site allocations, permitted large windfall (non-allocated sites for 5 + dwellings), prior approval for 5 + dwellings, existing site allocations without planning consent	2,830
Windfall Sites - Small site allowance of 39 units annually, starting Year 4 of plan period	546
New / Updated Allocations – Existing site allocations without planning consent with revised capacity (residual figure), new site allocations without planning consent (as of 1 st April 2025).	5,051
Unmet need accommodated outside of Rother	0

- 3.2.7 This is recognised to be a considerable increase in potential housing supply when compared to the adopted Core Strategy figure (355 homes per year), which our client welcomes. However at the time of writing, the Government’s standard method figure for Rother sets a minimum target of 912 homes per annum, equating to a Plan period need of 15,504 homes. The Framework is clear that the standard method figure should be used to determine the minimum number of homes needed, along with any needs that cannot be met within neighbouring areas which should also be taken into account in establishing the amount of housing to be planned for.
- 3.2.8 In this regard, the Hastings & Rother Housing and Economic Development Needs Assessment (February 2024) identifies close ties with the neighbouring authorities of Wealden, Tunbridge Wells, Eastbourne and in particular, Hastings which is on the basis of comparatively strong links. They are concluded to form a self-contained housing and functional economic market area with Rother. All four neighbouring authorities are subject to significant constraints and have historically underdelivered on housing.
- 3.2.9 Notably, Hastings Borough Council is currently undertaking consultation on a new Local Plan Preferred Options Regulation 18 consultation which closes in April 2026. This consultation, following the undertaking of housing land availability evidence, indicates a new housing target of 3,141 to 3,373 homes for the Plan period based on land availability. By comparison, the standard method target equates to 12,546 homes.
- 3.2.10 Elsewhere, both the Eastbourne and Wealden Local Plans to 2042 are undergoing simultaneous Regulation 18 consultations within which the challenges associated with sustainably delivering 14,280 and 16,609 homes respectively are stated from the outset.
- 3.2.11 The Eastbourne Regulation 18 Plan proposes just 301 homes per year, compared to a target of 714 homes (approximately 42% of the standard method target), whilst the Wealden Regulation 18 Plan states that the Council does not currently consider that they can meet all of their development needs due to a lack of deliverable sites in sustainable locations.

- 3.2.12 In addition, the recently adopted Tunbridge Wells Local Plan 2038 fails to deliver its housing need in full, containing land only sufficient for the first 10 years of the Plan and is subject to an immediate review to identify housing for the remainder of the Plan period.
- 3.2.13 On account of the deeply concerning regional context, within which all four neighbouring authorities are struggling to meet even half of their housing requirement, it is vital that RDC explores whether it can accommodate the unmet need of neighbouring authorities and in particular Hastings, to which Rother shares its housing and functional economic market area, in addition to meeting its own needs.
- 3.2.14 However, even without accounting for unmet needs from neighbouring authorities, at this stage the Local Plan would underdeliver annually by 417 homes, resulting in a shortfall of some 7,077 homes across the Plan period. This is even before a suggested minimum buffer of 5% for non-implementation is included, which would add a further 775 homes to the shortfall.
- 3.2.15 The Framework is clear that in order to be found sound, Plans should be 'positively prepared'. This means providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and wherever possible, the unmet need from neighbouring areas.
- 3.2.16 The constraints within the District are fully acknowledged, however they are not unique to Rother and comprises principally the designation of much of the local authority area (83%) within the High Weald National Landscape. As the Council will be aware, whilst this invariably place additional expectations on new and particularly major developments, it is not prohibitive. The NPPF makes provision for major development (which itself is subjective and not necessarily development of more than 10 dwellings in accordance with the Town & Country Planning Act definition) in exceptional circumstances and where development is in the public interest. In this the context, the scale of the housing need and by the Council's own admission, the limited capacity of the non-National Landscape areas to accommodate the development needs, it is considered likely that exceptional circumstances exist to justify major development proposals within the National Landscape.
- 3.2.17 Such is the projected shortfall in the District, alongside the simultaneous shortfalls within the neighbouring authorities of Hastings, Wealden, Eastbourne and Tunbridge Wells, there is the potential for the major under-delivery of circa 50% in the housing market area for the foreseeable time horizons of the emerging Local Plans (circa fifteen years).
- 3.2.18 It cannot be underestimated the potential soundness risks that submitting the Plan with such a significant shortfall would present and we would cite the recent examination in Wiltshire, Horsham and Oxford in the last 24 months as examples of the challenges associated with submitting a Plan to examination that proposes to significantly under deliver against the standard method local housing need. Indeed, despite the Written Ministerial Statement (WMS) of 27 November 2025 effectively abolishing the Duty to Co-operate, Mid Sussex District Council has been pressed by the Inspector overseeing the Examination in Public to identify a significant number of additional sites to cater for unmet needs largely arising from Crawley and Brighton & Hove, on the basis that the WMS confirms that LPA's should "*continue to collaborate across their boundaries, including on unmet development needs from neighbouring areas,*"
- 3.2.19 Even should the Plan be found sound and successfully adopted, under the current Framework, Rother would be subject to a 20% buffer (effective six year supply) by virtue of paragraph 78(c) of the Framework, which is required for Plans whose annual average housing requirement is 80% or less of the most up to date local housing need figure using the standard method. At the time of writing, the Plan proposes just 54% of the standard method figure and in all likelihood would be subject to a 20% buffer on adoption.
- 3.2.20 At this stage of the process, the housing trajectory has not yet been published, however given historic supply and delivery in the District, it is in our view unlikely that the

maintenance of a six year supply would be achievable and RDC's subsequent capability to resist speculative development, including in the National Landscape which the Council are rightly seeking to protect, would be severely diminished.

- 3.2.21 On account of all of the above, we strongly support our client's allocation, which must form a valuable component of RDC's deliverable supply. However, in the interests of ensuring a sound Plan, we strongly suggest that all draft allocation sites are appropriately considered and in addition, further suitable sites are sourced as part of the relaunched and ongoing 'Call for Sites' exercise to ensure the submission of a sound Plan.

Q7 - Do you have any comments on the preferred approach for housing density shown in Figure 9, or on the updated Density Study (2026)?

- 3.2.22 The NPPF states that "*where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site*" (emphasis added). While there should be greater emphasis on efficient use of land in the district, this must not compromise the need to deliver context-appropriate development or development that respond to local market demands.
- 3.2.23 The 2024 consultation sought to divide Rother into five area types, each tailored with density expectations as defined by the Density Study (2024). Since the 2024 consultation, RDC has further examined whether these density expectations are appropriate, having regard to the need to optimise the use of land and maximise housing delivery, with reference to an updated Density Study (2026). Within this context, the 2026 consultation presents three options (Options A-C) for housing density, framed as:
- a) Option A - 'Business as Usual' - reflects density levels based on the adopted Development and Site Allocation Local Plan.
 - b) Option B - 'Higher Density' - higher density with a significant uplift in development density (compared to the baseline). Live Well Locally areas are given a density of 40dph, comprising 'low-rise development at the mid-range of medium density, located on the urban edge.'
 - c) Option C - 'Higher Density Plus' - higher density with a significant uplift in development density (compared to the baseline). Live Well Locally areas are given a density of 50dph, comprising 'low-rise development at the higher range of medium density, located on the urban edge.'
- 3.2.24 RDC's preferred approach is Option B, with the recommended target density range of 45-75 dph for suburban areas in the Hastings Fringes (amongst others). Whilst we support the efficient use of land and higher densities where appropriate, the policy wording should not be overly prescriptive to ensure that individual site characteristics are appropriately considered, as noted in paragraph 5.25 of the consultation document. It is recognised that there will be opportunities where higher densities will be appropriate but equally it can be necessary to incorporate lower densities at settlement edges to provide a sensitive transition to the open countryside beyond.
- 3.2.25 In recognition of this, we urge the Council to note that target densities may differ for individual site allocations, an example of this being draft Policy WS2 which sets a lower target density for land east of Beaney's Lane of 40 dph.

Q8 - Do you have any comments on the Council's proposed Overall Development Strategy?

- 3.2.26 Our client is supportive in principle of the overall development strategy, which recognises the unavoidable need to utilise land within the High Weald National Landscape to deliver the quantum of homes required across the Plan period. This is further demonstrated by the recognised shortfall of housing land in consultation document, even with the identified site allocations and the potential need to accommodate some of the unmet needs of neighbouring districts.
- 3.2.27 The NPPF states that development should only be permitted in National Landscapes in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined. A similar assessment is contained within the emerging NPPF.
- 3.2.28 It is recognised that while the proposed site allocations have been assessed against their impact on the National Landscape through the HELAA, which is supported and necessary to identify the potential land supply, further assessment will be required to inform the final site allocations and policy requirements. Given the high bar of protection placed up on the National Landscape, in balance with the considerable and demonstrable need for new housing on land within the National Landscape over the Plan period, it is vital that a dedicated topic paper is produced at the earliest opportunity to demonstrate alignment with the NPPF and, importantly, the exceptional circumstances that justifies the allocation of sites within the National Landscape boundary.
- 3.2.29 For the reasons set out in section 2, and with reference to the submitted Landscape Appraisal, it is clear that there are opportunities for the development of land within the boundaries of the National Landscape, in such a way that is both appropriate to its designation and in locations that are influenced to a degree by existing settlement.
- 3.2.30 We also welcome the inclusion of the "Hastings Fringes" in the settlement hierarchy, which acknowledges the role of Hastings as a sustainable location for development despite its location outside of the district. The development of land within Rother, adjacent to the boundary of Hastings, will contribute to the district's own housing need but aligns with the recognition that there are inherent linkages in the housing market in this area, as set out in the joint Housing and Economic Development Assessment (HEDNA) prepared jointly by the Council and Hastings Borough Council.
- 3.2.31 For the reasons set out in relation to Question 2, we have residual concerns that it is not a sufficiently ambitious strategy that will be effective in delivery a positively prepared plan. We do question the validity of the Interim Sustainability Appraisal Report (January 2026) which scores the proposed development strategy the highest score '++' against objective 8 for the delivery of homes. This appears generous given the proposed strategy would deliver just 52% of the housing need.
- 3.2.32 By way of remedy and to ensure the safe passage of the Plan through examination, we would strongly suggest that the development strategy is revisited to further emphasise the intensification of existing urban opportunities and expand the scope for development within the National Landscapes which is inevitably going to be required if RDC are to more closely align with the standard method local housing need.

Q9 - Do you have any comments on the proposed growth opportunities in the sub-areas as shown in Figure 10?

- 3.2.33 Notwithstanding our comments on housing need, we are supportive of the overall strategy of allocating a portion of homes to Hastings. This is appropriate to the settlement's function

as a regionally important town, whilst recognising the need for sensitive development within the boundaries of the High Weald National Landscape.

Q11 - Do you have any comments on the proposed Vision and development strategy for Southern Rother and the Hastings Fringes, including the development figures shown in Figures 17 and 18?

3.2.34 We support the overarching vision for Southern Rother and the Hastings Fringes.

Q33 - Do you have any comments on the proposed site allocations in the Hastings Fringes (Westfield Parish), detailed in Policies WS1 and WS2?

3.2.35 We strongly support the inclusion of Policy WS2 relating to the development of land east of Beaney's Lane, Hastings, for the reasons outlined in Section 2. We also support extension of the allocation area from the original site assessment extent which was limited to the southern half of the field, however this wider red line area is not reflected within the allocation policy which sets out an indicative developable area of 2.30ha and a capacity of 70 dwellings.

3.2.36 The site promoters have undertaken initial technical due diligence to determine the site's opportunities and constraints and potential development capacity. The process identified a developable area of 3.42ha and a potential capacity of some 130 dwellings. This is higher than the capacity identified in the draft policy, despite having an approximately density of 38 dwellings per hectare (similar to the draft policy target of 40 dpa).

3.2.37 The difference between Rurban and Catesby's conclusions and the draft Policy WS2 appears to relate to the acceptability of the northern part of the site being considered part of the developable area. The northern part of the site is part and parcel of the rest of the site and benefits from the same natural boundaries which visually encloses the site from the wider area. Indeed, due to the nature of the site, including the topography and form of the site boundaries, the northern field is even more contained than the southern parts of the site, and development in this location would have limited landscape impact. It also offers opportunity for a more meaningful area of open space and a physical transition to the countryside beyond.

3.2.38 The submission evidence demonstrates that the concerns relating to the Ancient Woodland and Priority Habitat can be suitably addressed with an appropriate layout. The comments relating to the proximity to the Maplehurst Wood SSSI would be addressed through further surveys on ecology and hydrology at application stage. Given the 130m buffer, in addition to the considerable area of open space shown within the site, this is not deemed a constraint to development in the northern parcel.

3.2.39 We request that the policy is revised accordingly, in light of the considerable need for housing and the landscape evidence which demonstrates that the design approach taken is appropriate to the High Weald. The site capacity should be revised to reflect a greater capacity of approximately 130 dwellings, reflecting the suitability of the northern field to accommodate development. In combination with the circa 20 homes planned on the adjacent land in Hastings, the whole development site could deliver 150 dwellings for the local market area.



FIGURE 2.5: IMAGES SHOWING EXTENT OF ORIGINAL HELAA AREA (LEFT) (DEMARKED IN ORANGE) AND LANDSCAPE CHARACTERISTICS (RIGHT)

3.2.40 The development proposal is based around the following principles:

- (1) The proposed development will deliver a policy compliant provision of affordable housing, comprising 40% within the Hastings demise (in accordance with Policy H3 of the Hastings Local Plan 2014), and 30% within the RDC part of the site, in accordance with the requirement set out for the Hastings Fringes under Policy LHN2 of Rother District Council's Core Strategy 2014;
- (2) Significant landscape buffers are to be provided to the ancient woodland within the site and the eastern boundary. The residential development will be setback, providing at least a 15m buffer from the ancient woodland boundary;
- (3) Retention of existing landscaping, including TPOs to The Ridge frontage, boundary feature hedgerows and trees on site.
- (4) Vehicular access to be achieved by way of a new priority junction with The Ridge;
- (5) Pedestrian access will be provided to the site via 2.0m wide footways on both sides of the new access road;
- (6) New eastbound bus stop, which will be installed approximately 25m to the north-west of the existing access to the Martha Trust centre, to enhance the accessibility of the site.
- (7) 3 proposed pedestrian/cycle access points into the site from the Public Right of Way;
- (8) Additional infrastructure such as significant open space allowing for an attenuation basin and two proposed play areas (LEAPs) and recreational routes, and enhanced woodland expansion;

3.2.41 A review of the draft policy wording has been undertaken in the table below.

DRAFT POLICY WORDING	RESPONSE
<i>i. Provide a policy-compliant amount of on-site affordable housing in line with policy HOU2 of the Rother Local Plan.</i>	No comment. This can be achieved as outlined above.
<i>ii. Include a significant area of green infrastructure, to include public open space and biodiversity net gain, across the northern two-thirds of the site.</i>	For the reasons outlined above we request that the following wording is removed from this policy requirement:

DRAFT POLICY WORDING	RESPONSE
	<p>“...across the northern two-thirds of the site.</p> <p>The illustrative layout demonstrates that a significant area of open space can be accommodated whilst delivering additional homes sensitively in the context of the High Weald National Landscape.</p>
<p><i>iii. Be informed by a landscape sensitivity assessment to determine an appropriate layout, form and detailed design to ensure the conservation and enhancement of the landscape and character of the High Weald National Landscape.</i></p>	<p>The illustrative masterplan has been informed by specialist landscape advice from the outset. Further technical work will be undertaken as part of a future planning application.</p> <p>While it is possible to deliver a landscape-led development for this site, there will inevitably be a localised impact on the National Landscape. As such we request that the wording is revised to state:</p> <p><i><u>“...Be informed by a landscape sensitivity assessment to determine an appropriate layout, form and detailed design in recognition of the site’s location within the High Weald National Landscape.”</u></i></p>
<p><i>iv. Be informed by traffic modelling which demonstrates no unacceptable cumulative effects on the local highway network, including from other development in Hastings borough.</i></p>	<p>Support, this information would accompany a future application and would inform access design. The Transport Technical Notes raises no concerns about the future impacts of this development on the local road network.</p>
<p><i>v. Include a vehicular access from The Ridge (within Hastings borough) in the east of the site.</i></p>	<p>Support, although reference to ‘east’ should be changed to ‘south’.</p>
<p><i>vi. Include appropriate pedestrian infrastructure inside and outside the site to link to footways on the northern side of The Ridge.</i></p>	<p>Support. These links will be required to support active travel movements into the local area.</p>
<p><i>vii. Include no built development in the parts of the site to the north and west which are shown to be at risk of surface water flooding.</i></p>	<p>Given the location and extent of the limited surface water flood risk within the site, and in the wider allocation, it is likely that the homes can be positioned away from these areas of risk. This is demonstrated in the Illustrative Masterplan.</p>
<p><i>viii. Be informed by ecological and hydrological survey work which demonstrates development will have no</i></p>	<p>No comment. These surveys would be carried out to inform the development proposal and</p>

DRAFT POLICY WORDING	RESPONSE
<i>adverse impact on the integrity of the Maplehurst Wood Site of Special Scientific Interest.</i>	identify necessary mitigation where required.
<i>ix. Include provision for the retention and future management of a buffer zone of semi natural habitat, at least 15 metres wide within the northeastern and western areas with the ancient woodland.</i>	This policy must continue to be aligned with Natural England’s Standing Advice of 15m.
<i>x. Retain and enhance the existing trees on the boundaries of the site.</i>	<p>We are supportive of this policy requirement in principle. These boundary trees form an important landscape feature of the site and offer a considerable level of visual containment from adjacent land.</p> <p>We request that the policy is revised to include:</p> <p><i>“...Other than removals required in association with the creation of the access (vehicular and pedestrian) and/or those recommended for removal due to their condition.”</i></p>
<i>xi. Retain and protect the existing ponds in the site and provide an appropriate buffer to any built development including roadways, as informed by an ecological survey to be completed.</i>	<p>There are no ponds that would be barrier to development. Any ponds will be suitably assessed at application stage through an ecological assessment and designed into the development where possible. We request that this policy wording is revised to the following:</p> <p><i>“Retain and protect the existing ponds in the site where possible and seek to design the ponds into the development layout, as informed by an ecological survey”</i></p>
<i>xii. Include any necessary off-site highway works necessary to make the development acceptable.</i>	The proposal would include offsite enhancements including the introduction of an east bound bus stop and pedestrian crossing to facilitate non car travel.
<i>xiii. Be informed by agreed land stability and geotechnical reports.</i>	There are no known issues with land stability, however a ground investigation report can form part of the future planning application.

Q68 - Do you have any comments on the Interim Sustainability Appraisal in support of the Regulation 18 stage consultation on the Development Strategy and Site Allocations (January 2026)?

3.2.42 The Interim Sustainability Appraisal (SA) provides an assessment of the proposed options for growth, including the sites identified for allocation. The SA scores the proposed

allocations against the objectives of the emerging Local Plan, with reference to SA indicators for more specific assessment under each objective.

3.2.43 The following scoring metric is used in the assessment of these indicators:

++	Significant Positive
+	Minor Positive
0	Neutral or Uncertain
-	Minor Negative
--	Significant Negative

3.2.44 We make the following general observations on the assessment methodology, where it relates to matters that can be addressed through detailed design. We urge the council to consider revising the assessment methodology to ensure that suitable sites are not prematurely discounted given the considerable need for housing in the district.

- **2b** scores any site within Ancient Woodland as having a 'significant adverse' effect. This disproportionately affects the assessment of sites that can suitably accommodate the required ancient woodland buffer within a development proposal. Similar comments can be made on **2d** which refers to priority habitat.
- **2c** scores any site with a TPO as 'minor negative'. The development of a site can avoid any impacts on trees with a TPO.
- **5b** scores any site with land at high risk of surface water flooding as having a 'significant adverse' effect. As above, it is possible design around, and in many cases improve, this risk through technical drainage design. Similar comments can be made on **5c** which refers to ground water risk.
- **15a** gives a 'significant adverse effect' to any development in the National Landscape, however it is clear that the level of effects will vary depending on the characteristics of the site. We request that the 'minor negative' scoring is also given to sites in the National Landscape that could be sensitively developed.

3.2.45 The table below provides our assessment of Site WS2 with reference to the sustainability indicators and assessment criteria.

3.2.46 Please also refer to Question 8 for our comments on the scoring for the proposed development strategy.

INDICATORS	SI RESPONSE	OUR RESPONSE
SA1 - Air Pollution		
1a		The site is in a sustainable, or at least 'moderately sustainable' location, given its proximity to the settlement and existing services and non-car travel links. This is demonstrated with the enclosed Transport Technical Note.
SA2 - Biodiversity		
2a	No comment.	

INDICATORS	SI RESPONSE	OUR RESPONSE
2b		It is demonstrated that Ancient Woodland within or adjacent to the site can be retained and sensitively designed into the proposal in line with Natural England's Standing Advice. As such the development would not have a 'significant negative' effect. For the reasons above the methodology for this assessment criteria should be revised.
2c		No comment. The TPOs along the southern boundary do not fall within the allocation, but can be retained and sensitively designed into any future access proposal.
2d		Priority habitat within the site (namely the woodland cluster) will be retained. As such it cannot be concluded that the effect would be 'significant negative'.
SA3 - Climate Change		
3a		No comment.
3b		The site is in a sustainable, or at least 'moderately sustainable' location, given its proximity to the settlement and existing services and non-car travel links. This is demonstrated with the enclosed Transport Technical Note.
SA5 - Flood Risk		
5a		No comment.
5b		The areas of surface water flood risk within the site are limited. The future development of the site can avoid these areas and improve the drainage capabilities of the site as part of the drainage design.
5c		This is not considered a constraint to development and can be appropriately considered at application stage.
SA6 - Coastal Erosion		
6a		No comment.
SA7 - Health and Wellbeing		
7a		The site is in a location with good access to essential services. This is demonstrated with the enclosed Transport Technical Note.
7b		No comment.
7c		No comment.
SA9 - Access to Services		
9a		As noted, the site is in a sustainable, or at least 'moderately sustainable' location, given its proximity to the settlement and existing services and non-car travel links. This is demonstrated with the enclosed Transport Technical Note.
SA11 - Heritage		
11a		No comment.
11b		No comment.
SA12 - Land and Soil		
12a		No comment.
SA14 - Water Quality		
14a		No comment.

INDICATORS	SI RESPONSE	OUR RESPONSE
SA15 - Parks and Countryside		
15a		In reflection of our comments on the assessment methodology. The development would result in impacts to land within the National Landscape, but this impact would be contained to the site and for the reasons outlined previously this impact is acceptable on balance with the need to consider sites in protected landscapes. This site cannot be compared to more exposed sites in the National Landscape.
15b		No comment as above.
15c	N/A	No comment.
15d		No comment. Greenfield land, or partially greenfield land, will need to be used to meet local housing needs.
SA17 - Employment		
17a		No comment.
17b	N/A	No comment.
SA20 - Roads and Travel Choice		
20a		No comment.
20b	N/A	No comment.

4 CONCLUSION

- 4.1.1 This representation has been prepared on behalf of Catesby Estates and Rurban Estates Limited in response to Rother District Council's Regulation 18 consultation on the Draft Local Plan 2025-2042.
- 4.1.2 The purpose of this representation is to support the strategic growth identified for the Hastings Fringes and the inclusion of 'Land east of Beaney's Lane, Hastings' under draft Policy WS2. However, the policy should be revised to reflect the masterplanning exercise which demonstrates that the northern part of the site can comfortably accommodate development, and therefore the site should be considered to have a capacity of approximately 130 dwellings across a greater developable area.
- 4.1.3 It is demonstrated in this statement that the site is available and deliverable, and all identified constraints can be overcome through well considered and evidence based design. It is also demonstrated that the site is an appropriate option for development in the High Weald National Landscape, given its landscape characteristics and visual and physical association with the Hastings built up area.
- 4.1.4 In light of RDC's significant housing need, land east of Beaney's Lane is well placed to deliver a cohesive and landscape-led residential development opportunity which integrates open space and biodiversity enhancements whilst making a valuable contribution to the delivery of new homes, for the benefit of both Rother and Hastings, with the necessary infrastructure improvements to support it.

APPENDIX

1





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DISCUSSION

- Site boundary (8.64ha)
- Local authority boundary

Rev.	Date	Description
		Land north of The Ridge HASTINGS
		Location Plan
Job ref: 731	Drawing number: L01	Revision:
Scale: 1:2500 @ A3	Date: September 2025	



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APPENDIX

2





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DISCUSSION

- Site boundary (8.64ha)
- - - Public Right of Way (PRoW)
- Conservation area
- High Weald National Landscape (formally AONB)
- Hastings town centre
- Large parks & gardens
- Bus stop
- School
- Nursery
- GP Surgery
- Community centre
- Convenience store
- Supermarket
- Recreation ground
- Play area
- Park or garden
- Historical landmark
- Cafe
- Library
- Cemetery
- Hotel
- Religious grounds
- Allotment
- Pub
- Petrol station
- Industry/business park
- Leisure centre/gym
- Hospital
- Care home

Rev.	Date	Description
------	------	-------------

Land north of The Ridge
 HASTINGS

Facilities Plan

Job ref: 731	Drawing number: SK01	Revision:	Date:
Scale: 1:15000 @ A3		September 2025	



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APPENDIX

3



APPENDIX

4





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DISCUSSION

- Site boundary (8.64ha)
- - - Public Right of Way (PRoW)
- 1 Proposed primary vehicular access
- 2 Proposed pedestrian/cycle access
- 3 Proposed emergency access
- 4 Proposed primary tree-lined street
- 5 Proposed shared surface street
- 6 Proposed private drive
- 7 Proposed recreational routes
- 8 Proposed enhanced hedgerows and tree belts
- 9 Proposed play area
- 10 Proposed attenuation basin
- 11 Proposed wildflower meadow
- 12 Existing vegetation retained
- 13 Proposed vegetation
- 14 Indicative location of 3-storey dwellings

Rev.	Date	Description
------	------	-------------

Land north of The Ridge
HASTINGS

Illustrative Masterplan

Job ref: 869	Drawing number: SK01	Revision:
Scale: 1:2500 @ A3	Date: March 2026	



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APPENDIX

5



Land east of Beaney's Lane, Hastings

Written Representation to Rother Regulation 18 Local Plan

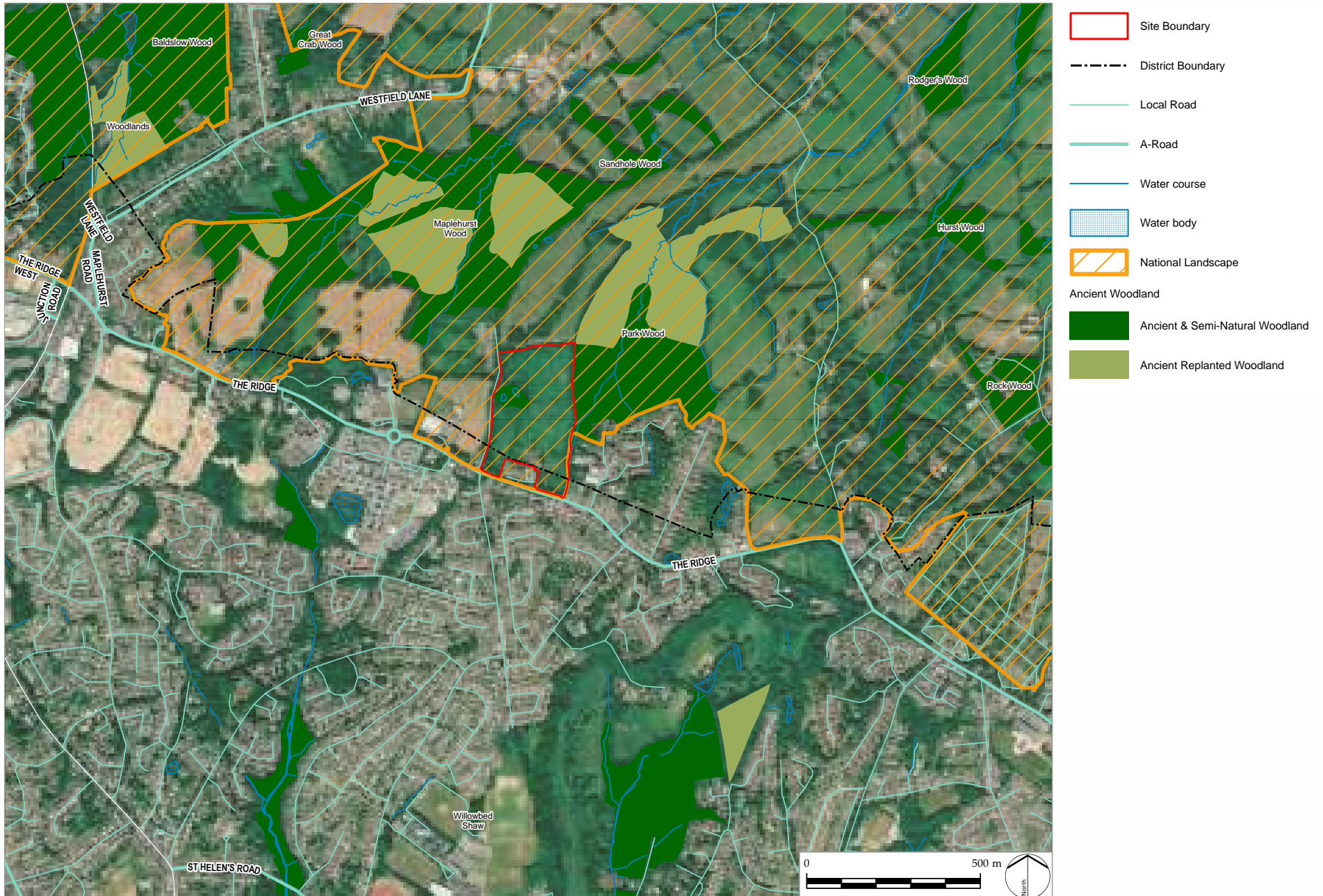
March 2026



RURBAN ESTATES

LDĀDESIGN

Catesby Estates



↑ Figure 1: The Site and Local Context

Introduction

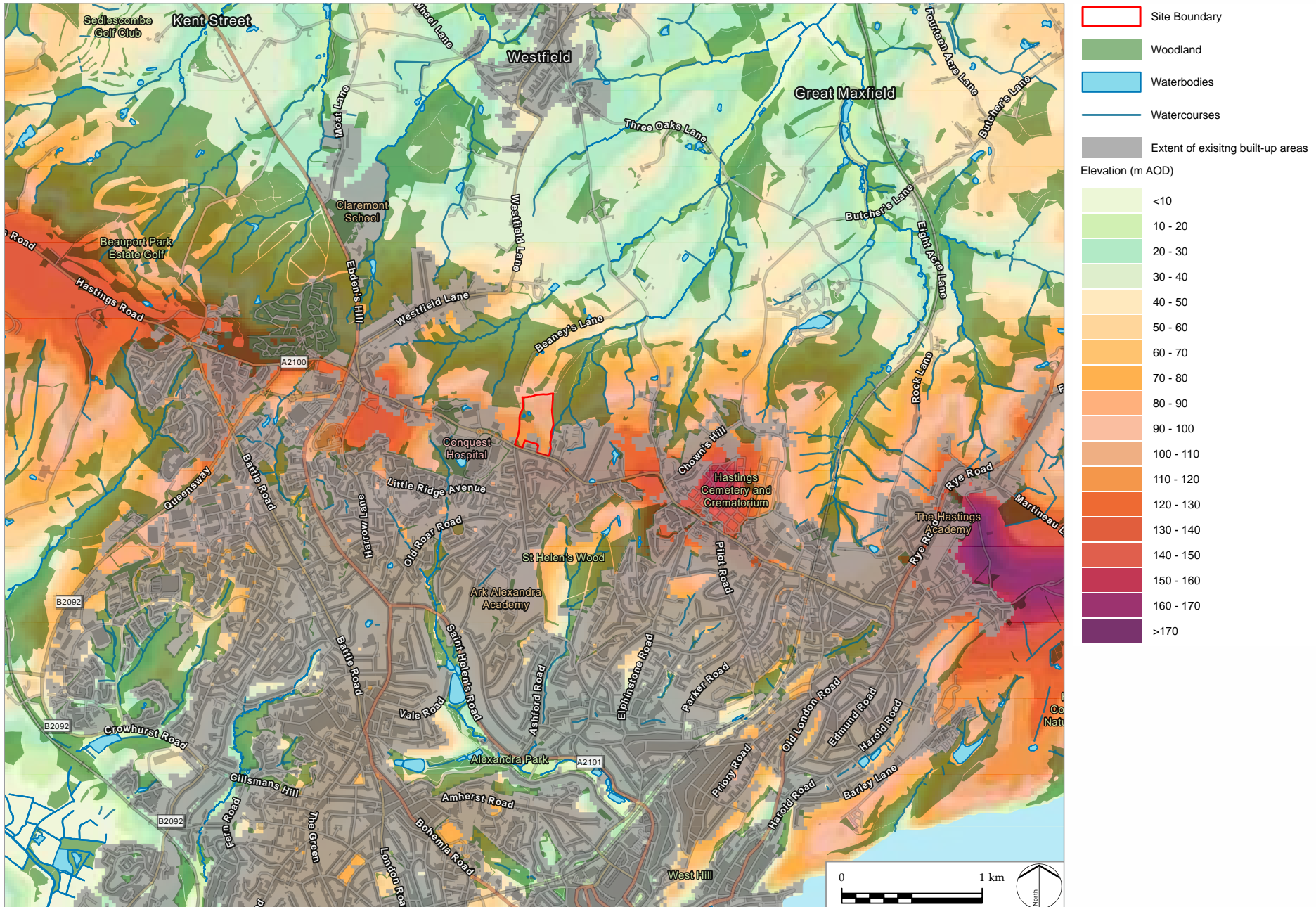
This technical report has been prepared by LDA Design, on behalf of Catesby Estates Limited and Rurban Estates Limited as part of a written representation to Rother District Council in support of Land east of Beaney's Lane, Hastings.

The **Land east of Beaney's Lane** (the 'Site') lies predominantly within the administrative area of Rother District Council ('RDC'), with a small portion extending into Hastings Borough Council ('HBC').

The Site is an allocation within the Rother District Regulation 18 Local Plan (Policy Reference WS2) and Hastings Borough Regulation 18 Local Plan (Policy Hs23). The extent of the Site within Rother District is proposed for residential development of around 70 homes. The extent of the Site within Hastings Borough (which comprises a relatively small area closest to The Ridge) is proposed for residential development of around 18 – 22 homes.

The allocation indicates that the northern part of the Site should be proposed as an area of green infrastructure, to include public open space and biodiversity net gain, across the northern two-thirds of the site.

The purpose of this report is to consider, through a proportionate and evidence-based landscape appraisal, the ability of the Site to accommodate residential development as part of a comprehensive, landscape-led masterplan. This includes specific consideration of development capacity of the northern field parcel, which is currently identified (within the Local Plan allocation) as primarily most suitable for green infrastructure.



↑ Figure 2: Landform, Land Cover and Settlement Pattern

The Site and its Context

The Site extends to approximately 8.6 hectares. It is located on the northern fringe of Hastings, and also falls within the southern extent of the High Weald National Landscape. **Figure 1** shows the Site in its local context.

The Site comprises a series of small-scale field parcels enclosed by established vegetation, including mature trees and dense native understorey. The Site and its immediate context reflects the characteristic mosaic of irregular-shaped pastoral fields, species-rich hedgerows and woodland blocks which are typical of the wider landscape.

The Site occupies elevated ground to the north of Hastings, where the settlement gives way to steeply sloping, wooded valleys, as shown on **Figure 2**.

To the north-east / north-west of the Site, Maplehurst Wood, Park Wood and other belts of woodland contribute to the pronounced wooded character of the valley sides.

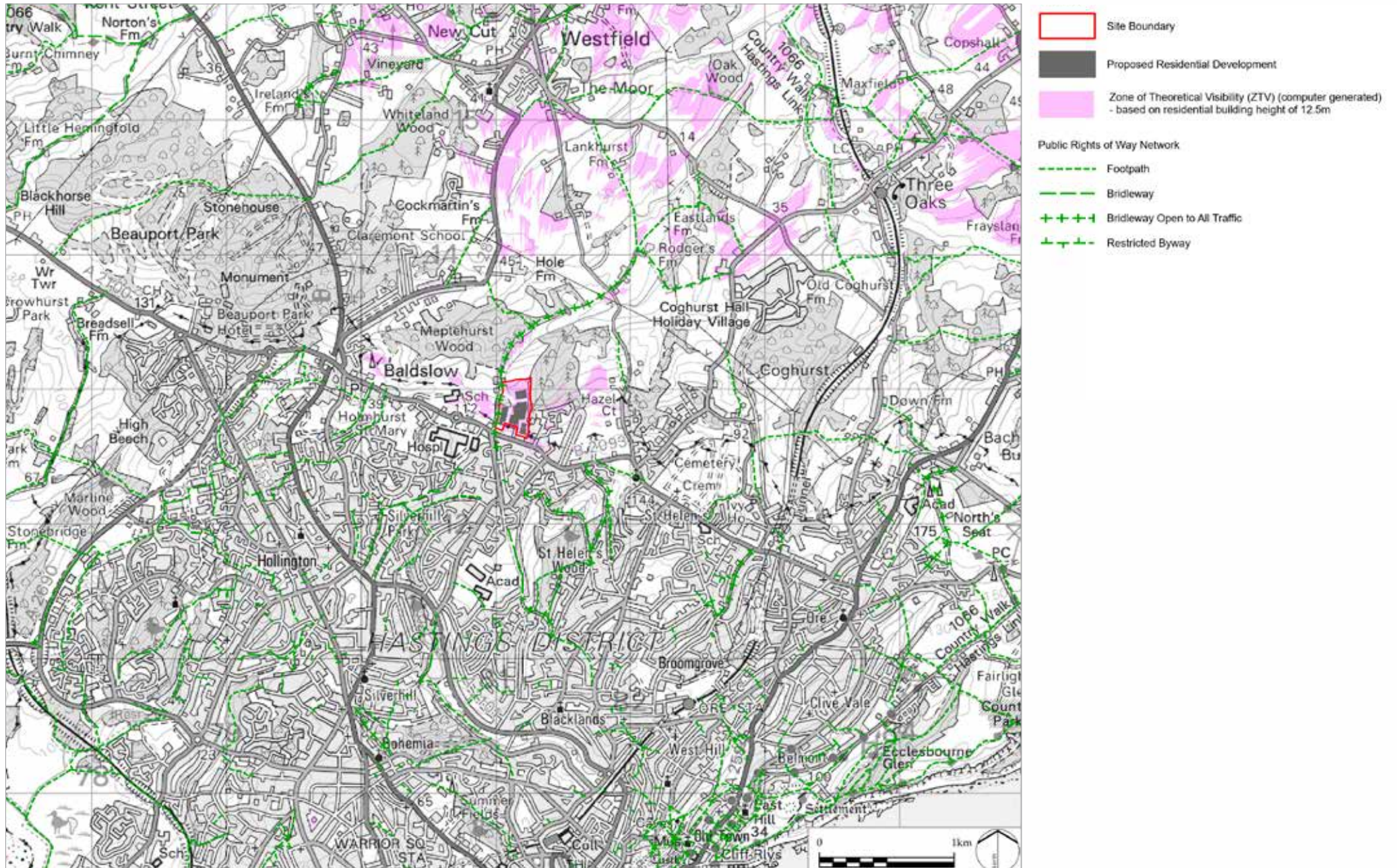
Maplehurst Wood and Park Wood are both classified as Ancient Woodland. There is also a small pocket of Ancient Woodland within the eastern part of the site.

Park Wood extends to the east of the Site and mature vegetation separates the Site from adjoining commercial, industrial and residential development along Woodland Way.

To the south, vegetation and built development along The Ridge defines the boundary, including the Martha Trust nursing home (to the north side of The Ridge) and predominantly terrace housing (to the south side of The Ridge).

The western Site boundary adjoins Beaney's Lane, a Public Byway bordered by established vegetation. Beyond this lies the Hastings Driving Test Centre.

Overall, the Site is visually well contained by landform and mature vegetation. Despite its elevated position, it does not appear isolated or prominent in the wider landscape but rather forms part of the transitional fringe between the built form of Hastings and the wooded valley slopes beyond.



↑ Figure 3: Zone of Theoretical Visibility (ZTV) Study

Theoretical Visibility and Visual Containmentment

A Zone of Theoretical Visibility ('ZTV') was prepared to inform understanding of potential visibility, see **Figure 3**. The ZTV is based on assumed development parcels across the Site and with building heights of up to 12.5m above existing ground levels. This includes development within the northern Site parcel.

The ZTV confirms that, whilst the Site occupies elevated ground, theoretical visibility is largely limited to its immediate context.

To the east, south and west, visibility is constrained by the combined influence of intervening built form, woodland blocks, tree belts and hedgerows. In these directions, any perception of development would be experienced within the context of the established Hastings settlement.

To the north, fragmented visibility is theoretically possible from elevated land within the broad valley beyond. Fieldwork confirms that potential visibility from areas around Westfield, Three Oaks and Buckhurst would be minimal, as a result of the undulating landform and extensive woodland cover that substantially limits long-range intervisibility.

Photographs from a number of viewpoints (A to E) are presented overleaf, illustrating the degree to which the Site is presently visible and annotating key features in each view.

As can be seen by the photographs, the Site — including the northernmost field — is characterised by a high degree of visual enclosure from the wider landscape.

Whilst localised visual effects would inevitably arise, particularly at the immediate settlement edge, these would reduce rapidly with distance and would not extend to significant adverse effects from the wider landscape.

Stonestile Lane

Approximate location of the Site (beyond intervening vegetation)



↑ Viewpoint A: Beaney's Lane

Approximate location of the Site



↑ Viewpoint B: Public footpath between Church Road and Stonestile Lane, Westfield

Approximate location of the Site

Stonestile Lane



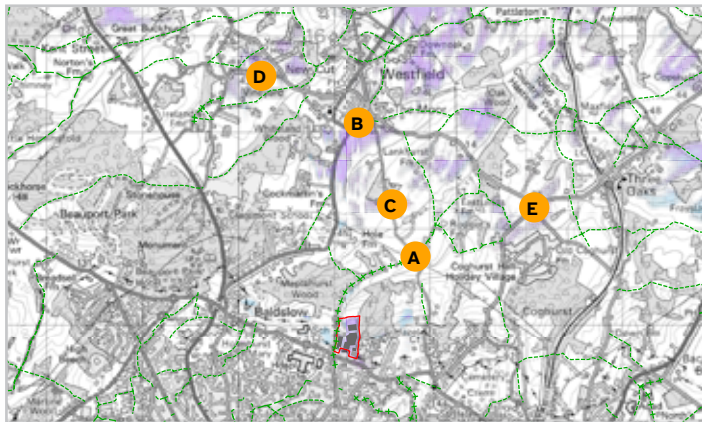
↑ Viewpoint C: Stonestile Lane



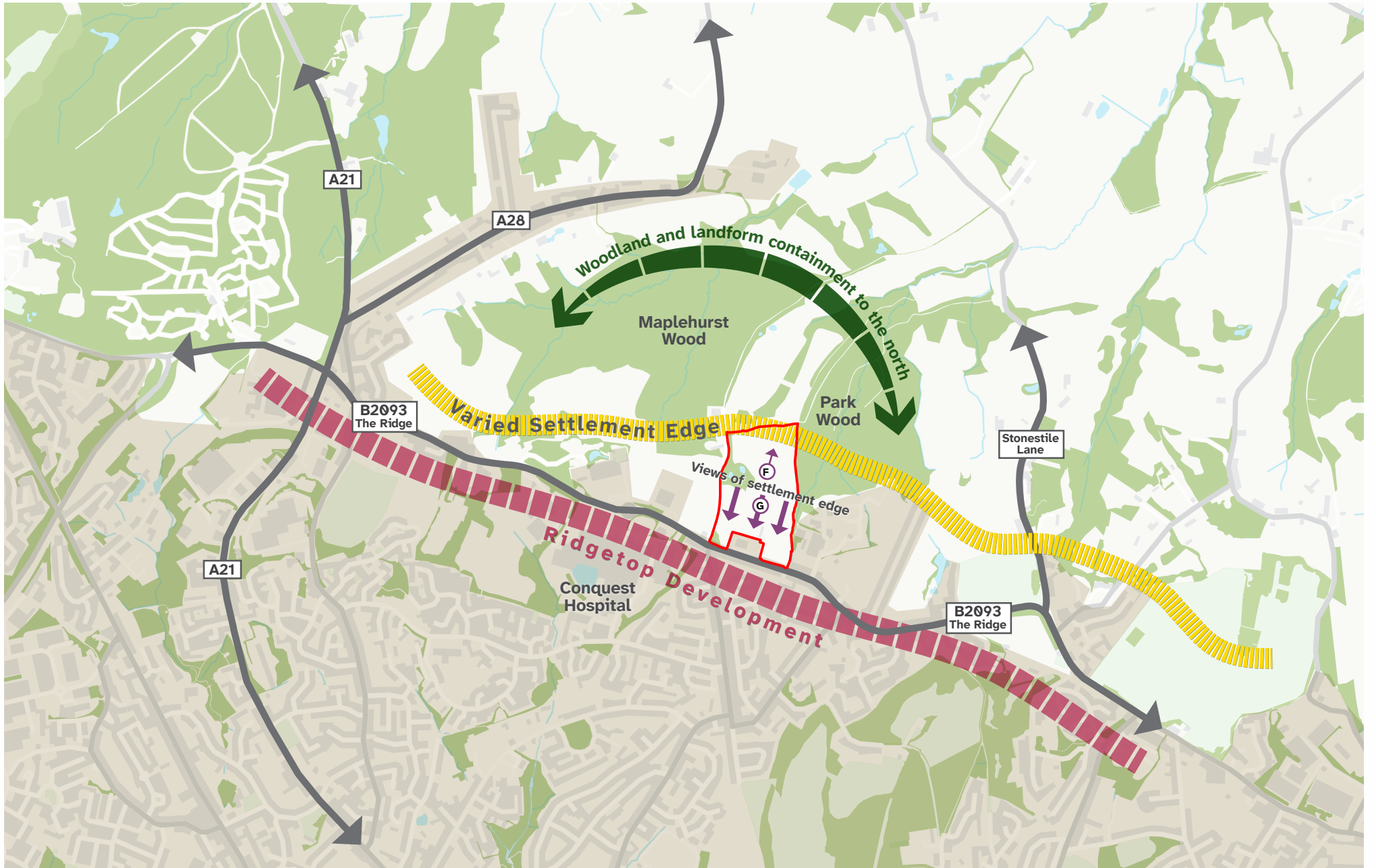
↑ Viewpoint D: Parsonage Lane



↑ Viewpoint E: Rock Lane



← Viewpoint locations



↑ Figure 4

The Northern Field

The northernmost field itself is located on the wooded slope that forms part of the broad valley to the north of Hastings.

This field is enclosed by established hedgerows and tree belts. As shown on the photograph below (Viewpoint F), although there is a degree of visibility across the broad valley to the rising landform in the distance, outward views are generally filtered or screened by boundary vegetation.

It is also judged that the field is closely associated with the built up area of Hastings, with development located to the east, south and west. As shown on the photograph below (Viewpoint G), development along The Ridge is clearly visible.

Indeed, the existing urban edge already occupies higher ground and extends to the north of the The Ridge. In this location the settlement edge is varied and typically extends out towards the southern edge of the existing woodland.

The Site, and the northernmost field, also does not function as a strategic gap between settlements, nor does it form part of a more open countryside beyond the woodland.



↑ Viewpoint F: Looking north across the northern field



↑ Viewpoint G: Looking north from northern field towards The Ridge

Retained and strengthened northern boundary

Sensitive development typology & settlement edge

Ancient Woodland protected with appropriate buffers

Proposed tree planting within public realm

Retained and enhanced boundary vegetation



Proposed open space and planting

Retained and strengthened internal hedgerow

Ancient Woodland protected with appropriate buffers

Retained and enhanced boundary vegetation

A Landscape-Led Design Response

Based on the proceeding analysis, it is judged that the northernmost field can successfully accommodate development. It will not give rise to any discernible additional landscape and visual effects beyond that on the main allocated area, and the prevailing characteristics of the wider landscape and/or the natural beauty of the National Landscape can be maintained.

Any development within the northern field will be part of a comprehensive, landscape-led masterplan for the entire allocated Site, which will include suitable provision of green infrastructure to meet necessary standards and requirements for amenity, open space and biodiversity. This will also include appropriate tree planting throughout the public realm in order to reflect the wooded character.

Accordingly, the landscape strategy for the Site will accord with the principles of the **High Weald Housing Design Guide**, ensuring that development is genuinely “of the place” and well integrated into the environment.

Specifically, the northernmost field presents an opportunity to strengthen the urban-rural transition through appropriately designed housing and landscape. Built form within this field will be set back from its outer boundary to allow for new planting and open space. This proposal will contain development; reinforce the wooded valley character; and create a transition between settlement edge and surrounding countryside. The existing outer field boundary will also be strengthened.

The existing hedgerow boundary to the south of the northern field (within the Site) will also be strengthened in order to intermediate provide screening and promote wooded character.

Existing areas of Ancient Woodland to the east and west of the northern field parcel will be protected through appropriate buffers. The strengthened hedgerow boundaries will better connect the existing areas of woodland and provide new habitat.

Building heights in this location will respond to landform and not exceed the prevailing height of adjacent woodland or nearby dwellings. A graduated density and variations in typology will also be adopted in the northern field parcel, reducing massing toward the countryside and avoiding rigid or overly suburban edge.

Lighting design should also respect the dark skies characteristic of National Landscapes, with luminaires specified and located to minimise skyglow and light spill.

The illustrative masterplan opposite indicates the potential layout and character of development, and key landscape design principles are highlighted.



Conclusion

The purpose of this report is to demonstrate, through a proportionate and evidence-based landscape appraisal, that the northernmost field within the allocated Site has the capacity to accommodate residential development as part of a comprehensive, landscape-led and sensitivity-informed masterplan.

The development of greenfield land will inevitably introduce change and potentially result in adverse effects on landscape and visual resources. However, national and local planning policy recognise that such change may be acceptable where proposals are landscape-led and conserve and enhance landscape character.

In this instance, the northernmost field is contiguous with the Hastings settlement boundary and is visually contained by the existing woodland structure and surrounding undulating landform, which would combine to ensure that any new development is perceived as part of the broader Hastings settlement rather than as an isolated incursion into the countryside.

The evidence set out in the preceding sections demonstrates that, through the retention and enhancement of existing vegetation, reinforcement of woodland structure, careful control of building heights and densities, and the delivery of multifunctional green infrastructure, development within the Site (as a whole) can be successfully integrated within its landscape context.

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Land North of The Ridge, Hastings

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Contents

1.0	Introduction.....	1
2.0	The Site and its Landscape Context	2
3.0	Landscape Policy & Designations.....	8
4.0	Landform, Landcover and Settlement Pattern.....	12
5.0	Landscape Character	14
6.0	Visual Environment.....	17
7.0	Responding to the Site and its landscape context.....	20
8.0	Conclusion.....	23
9.0	Appendix 1 Figures.....	24
10.0	Appendix 2 Relevant Local Planning Policies.....	28
11.0	Appendix 3: Emerging Proposals.....	33

Figures

Figure 1: The Site and its Local Context.....	2
Figure 2: Landform, Landcover and Settlement Pattern	12
Figure 3: Preliminary Zone of Theoretical Visibility Study.....	17

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This document has been prepared and checked in accordance with ISO 9001:2015.

1.0 Introduction

This document sets out the preliminary findings and recommendations of the **Landscape and Visual Appraisal** ('LVA') that has been undertaken in support of the promotion of the proposed residential development at the *Land North of The Ridge, Hastings* ('the Site').

The purpose of this document is to consider the ability of the Site and its context to accommodate new residential development; identify the potential landscape and visual effects arising from the Proposed Development; and highlight opportunities to mitigate and avoid potential adverse effects; and bring forward local landscape enhancements where possible.

The LVA has been undertaken by *LDA Design*, the appointed landscape architects for *Rurban Estates* (who are the promoter of the Site).

The LVA has been prepared to support a call for sites submission and representations to the Regulation 18 Local Plan consultation to Rother District Council ('RDC') and will form the basis of subsequent Landscape and Visual Impact Assessment ('LVIA'), should a planning application be submitted in the future.

Full-size copies of all figures in this document are appended in **Appendix 1**.

2.0 The Site and its Landscape Context

The Site is located immediately north of the B2093 ('The Ridge'), within the northern extent of the town of Hastings. It is located predominantly within the local planning authority of RDC, partially extending into the adjoining local planning authority of Hastings Borough Council ('HBC').

Hastings is a large coastal settlement on the south coast of East Sussex, characterised by a distinctive topography that has strongly influenced its urban form and character. The settlement occupies a series of steep, wooded valleys separated by prominent ridges. **Figure 1** places the Site within its local context.

The Site itself comprises a series of small-scale field parcels, encompassing approximately 8.6 hectares ('ha'). It is enclosed by established vegetation comprising a variety of British native species, including mature trees and a dense shrub understory. No watercourses or Public Rights of Way ('PRoW') are located within it, although the Public Byway that follows Beaney's Lane adjoins the Site's western boundary.



Figure 1: The Site and its Local Context

The **Site's northern boundary** comprises established vegetation, including mature trees and a dense shrub understory. Northward views from within the Site offer visibility to the rising landform on the far side of the broad valley.

Plates 1 illustrate this relationship between the Site and its surrounding landscape to the north.



Plate 1: The Site's northern boundary

The landscape beyond the Site, to its north, comprises wooded slopes extending beyond the Site and the settled area of Hastings. Woodland and tree belts are characteristic of the local landscape, forming a distinctive pattern. Maplehurst Wood and Sandhole Wood are notable for their extensive woodland cover on the sloping landform, contributing to the visual and ecological character of the area.

Plate 2 depicts the character to the north of the Site in views looking southwards towards the northern extent of Hastings and the Site.



Plate 2: The landscape to the north of the Site (Westfield)

The **Site's western boundary** comprises established vegetation, including mature trees with a dense shrub understory, and an area of Ancient Woodland. Westward views, from within the Site, are limited by the established vegetation that screen views further afield.

Plate 3 shows the nature of this boundary.



Plate 3: The Site's western boundary

To the west, the Site adjoins Beaney's Lane, which is flanked on both sides by established, self-seeded vegetation, the eastern side of which forms the Site's western boundary. A single dwelling is located on the western side of Beaney's Lane, where it joins The Ridge. The *Hastings Centre* and the *Beaulieu Farm Campsite* lie immediately west of Beaney's Lane.

Plate 4 shows the existing view from the Hastings Centre towards the western boundary of the Site.



Plate 4: The landscape to the west of the Site (Hastings Centre)

The **Site's southern boundary** is defined by established vegetation, except where it borders the Martha Trust property, where close-board fencing is present. Mature trees within the Martha Trust's curtilage contribute to the boundary's enclosure. This boundary runs along the northern side of The Ridge, a single carriageway spanning north-west to south-east within the northern extent of Hastings' settled area.

Plate 5 illustrates the Site's south-eastern corner, where its southern boundary adjoins The Ridge and border the adjacent commercial / industrial / residential development along Woodlands Way to the east.



Plate 5: The Site's southern boundary

Immediately south of The Ridge lies a row of two-storey terrace housing facing northwards towards the Site, with the Martha Trust property centrally located within this view.

Plate 6 shows the view from The Ridge, south of the Site's south-eastern corner.



Plate 6: The landscape to the south of the Site (The Ridge)

The **Site's eastern boundary** is delineated by established vegetation, comprising mature trees and a dense shrub understory, which separates the Site from the adjacent developed area along Woodland Way.

As **Plate 7** shows Park Wood forms an extensive woodland that characterises the landscape beyond the Site's eastern edge, contributing to the local pattern of wooded areas.



Plate 7: The Site's eastern boundary

Beyond the Site's boundary lies the commercial / industrial / residential development along Woodlands Way, as shown by **Plate 8**. There is little to no visibility between this area and the Site, due to the screening effect of the existing development.



Plate 8: The landscape to the east of the Site (Woodlands Way)

Overall, the Site is visually enclosed by several natural features, and views to it are generally confined to its local context. Some views are available from further afield, where views to the ridge, upon which Hastings is located, is visible. However, such opportunities are limited.

The Site is contiguous with the defined settlement boundary of Hastings and is influenced by both the adjoining urban and rural areas.

An analysis of the Site and its surroundings is presented in more detail in **Sections 4.0 to 6.0.**

3.0 Landscape Policy & Designations

3.1. Landscape Planning Policy

The Site is predominantly located within the local planning authority of RDC, with a small portion (of the Site's southern extent) extending into the adjoining authority of HBC.

This section therefore reports on the current adopted development plans for each authority and identifies the policies relevant to the Site.

RDC is currently preparing a new Local Plan and undertook a high-level Regulation 18 consultation in the first quarter of 2024/25. A focused consultation on specific sites is anticipated in the fourth quarter of 2025/26. In accordance with the *National Planning Policy Framework* ('NPPF') (February 2025), the Local Plan must address the Local Housing Need, as informed by the standard methodology, which for Rother equates to 908 dwellings per annum.

The current adopted development plans for the area comprise the following:

- **Rother Local Plan Core Strategy** (adopted 29th September 2014);
- **Development and Site Allocations Development Plan Document** (adopted December 2019);
- **The Hastings Planning Strategy 2011 – 2028** (adopted February 2014);
and
- **Hastings Local Plan: Development Management Plan** (adopted September 2015)

The policies within these documents that are pertinent to the purpose of this LVA are listed below for reference. **Appendix 2 Relevant Local Planning Policies** outlines with more detail policies that has been consider in this report.

- **Rother Local Plan Core Strategy (2014)**
 - Policy OSS2: Use of Development Boundaries
 - Policy OSS3 Location of Development
 - Policy OSS4 General Development Considerations
 - Policy EN1 Landscape Stewardship
 - Policy EN3 Design Quality

- Policy EN5 Biodiversity and Green Space
- **Development and Site Allocations Development Plan Document (2019)**
 - Policy DEN1 Maintaining Landscape Character
 - Policy DEN2 The High Weald Area of Outstanding Natural Beauty (AONB)
- **The Hastings Planning Strategy 2011 – 2028 (2014)**
 - Policy EN2: Green Infrastructure Network
 - Policy EN4 Ancient Woodland
 - Policy EN7 Conservation and Enhancement of Landscape
 - Policy H1 Housing Density
 - Policy H2 Housing Mix
- **Hastings Local Plan: Development Management Plan (2015)**
 - Policy DM1 Design Principles
 - Policy HN7 Green Infrastructure in New Developments
 - Policy HN9 Areas of Landscape Value

3.2. Landscape Designations

The Site is located within the **High Weald National Landscape**, a nationally protected landscape recognised for its unique and historic character.

The settled area of Hastings lies outside of the National Landscape. The **Rother Local Plan Core Strategy** reports that the National Landscape covers 82% of the district.

RDC and HBC, along with other public bodies and statutory undertakers, have a legal duty under Section 85 of the Countryside and Rights of Way Act 2000 to seek to further the purposes (to conserve and enhance the natural beauty) of the National Landscape.

The **High Weald AONB Management Plan 2024-2029**¹ defines what is meant by ‘natural beauty’ in the High Weald, setting objectives for the management of the area. The Plan is adopted by all 15 councils with land in the High Weald (including RDC and HBC) and is a ‘material consideration’ in

¹ *The High Weald AONB Management Plan 2024 – 2029*. Accessed 23 May 2025. Available online at: <https://highweald.org/document-library/aonb-management-plan/high-weald-aonb-management-plan-2024-2029/?layout=default>

all planning applications. Several supporting publications provide guidance on how to conserve and enhance the landscape of the National Landscape; help understanding its 'natural beauty' and how proposals can respond to their surroundings.

The Natural Beauty Indicators of the High Weald, for the Site, are summarised below.

- **Natural Systems (Geology, Soils, Water and Climate):** The High Weald National Landscape is characterised by a deeply incised, ridged and faulted landform of clays and sandstone creating soils which are highly variable over short distances. The ridges tend east-west, and from them spring numerous gill streams that form the headwaters of rivers. Wide river valleys dominate the eastern part of the National Landscape. The landform and water systems are subject to, and influence, a local variant of the British sub oceanic climate.
- **Settlement:** The High Weald National Landscape is characterised by dispersed historic settlements of farmsteads, hamlets, and late medieval villages and market towns founded on trade and non-agricultural rural industries. The landscape setting of these settlements underpins the distinct and picturesque small-scale landscape character, with rolling pastures and small ancient woodlands of the countryside interspersed with the rich clay-tiled roofscapes of historic buildings.
- **Routeways:** The High Weald National Landscape is characterised by historic routeways (now roads, tracks, bridleways and paths), the oldest being in the form of ridge-top roads and a dense system of radiating droveways. These are often narrow, deeply sunken and edged with trees, hedges, wildflower-rich verges and boundary banks. These locally distinctive lanes and rights of way often display quietness and rurality in their visual and perceptual character, and they are valuable green infrastructure, creating high public accessibility within the National Landscape and good connections between settlements.
- **Woodland:** The High Weald National Landscape is characterised by the great extent of woodland including ancient woods, gills and shaws, the product of traditional long-term management. The nationally important assemblage of ancient woodland in the High Weald has immense wildlife, landscape and historical value, while the wider cumulative visual character of trees and hedgerows dividing small irregular fields is fundamental to the verdant nature and appearance of the landscape.

- **Fieldscape and Heath:** The High Weald National Landscape is characterised by an intricate and scenic mosaic of small, irregularly shaped and productive fields often bounded by hedgerows, shaws and small woodlands and in-field trees, and typically used for livestock grazing and small-scale horticulture; within which can be found distinctive zones of lowland heath and inned / reclaimed river valleys. Predominantly undisturbed and highly productive Grade 3 good agricultural grazing land, reflecting the typical and historic agricultural practices of the area, and as such is intrinsically valuable to the landscape character.
- **Dark Skies:** The High Weald National Landscape is characterised by having some of the darkest skies in the south-east of England. This gives the National Landscape a sense of remoteness and peacefulness and connects the natural environment to the cultural and historic landscape.
- **Aesthetic and Perceptual Qualities:** Aesthetic and perceptual qualities are sense based and are experienced as a result of people's interaction with natural beauty and their immersion in it, within the High Weald's landscape.
- **Land-based Economy and Rural Living:** The High Weald National Landscape is characterised by a broad-based economy but with a significant land-based sector and related community life focused on mixed farming (particularly family farms and smaller holdings), woodland management and rural crafts.

Key considerations for housing development in the National Landscape are set out in **Section 7.0 Responding to the Site and its landscape context.**

No other statutory or non-statutory designated landscapes, protected at a local district level, have been identified within or near the Site.

4.0 Landform, Landcover and Settlement Pattern

Figure 2 illustrates the Site in its local settlement context, showing the landform of the area.

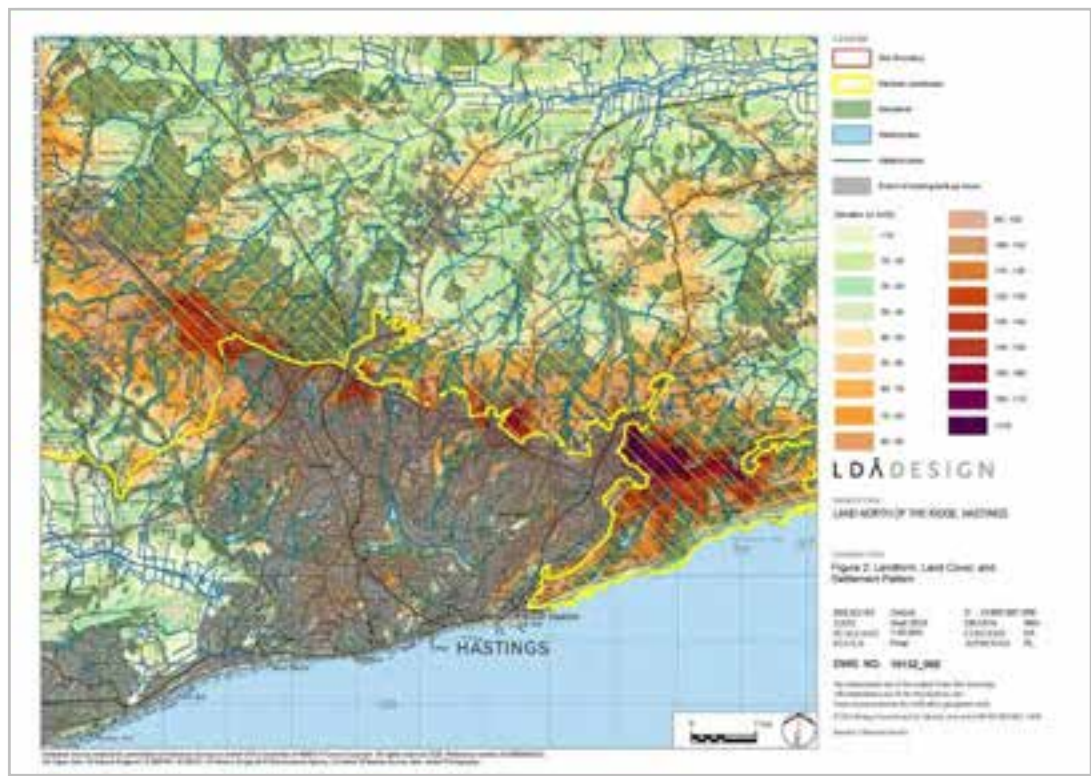


Figure 2: Landform, Landcover and Settlement Pattern

Hastings is a large coastal settlement situated on the south coast of East Sussex, exhibiting a complex form shaped by its distinctive topography and historical development. The historic core is concentrated at the mouth of the Bourne Valley, where the Old Town developed around the fishing beach known as The Stade. Historic expansion extended the town westwards along the seafront and inland onto the ridge slopes, giving rise to the more formal Regency and Victorian townscape around St Leonards. Later housing growth subsequently spread across the ridges and into the adjoining valleys, resulting in a settlement of considerable topographic variety, where built form is interspersed with areas of dense woodland and open green space.

Principal transport routes, including the A259 coastal road and the A21 northwards to London, as well as the east-west railway line with inland connections, structure the town's connectivity.

Vegetation cover is a defining characteristic of the urban environment, with extensive tracts of semi-natural ancient woodland forming part of Hastings

Country Park to the east. Woodland belts and tree-covered slopes penetrate the urban fabric, producing a patchwork of built and natural areas in which streets and neighbourhoods are frequently framed or enclosed by wooded backdrops and ridgelines.

The surrounding landscape strongly influences the town's character. To the east, the rugged cliffs and rolling plateaux of Hastings Country Park form a transition to open coastal heath and grassland, providing both a dramatic natural setting and a valuable recreational resource. To the north and west, the settlement is contained by the undulating farmland and wooded ridges of the High Weald National Landscape, where enclosed fields, hedgerows, and scattered farmsteads define a strongly rural landscape. The combination of coastal frontage, steep valley topography, historic core, and wooded hinterland produces a settlement with a rich sense of place, in which natural features and historic layers remain deeply embedded in the town's form and identity.

The Site is situated within Hastings' northern extent, to the west and east of incremental development that extends beyond the current defined settlement boundary. The Site naturally lies within these nearby extensions beyond the settlement edge, located on elevated land that forms part of the wider ridgeline landform. In Hastings, as in comparable towns and villages across East Sussex, settlement and the primary road network are typically aligned along ridge lines, reflecting the influence of topography on urban form.

5.0 Landscape Character

The **East Sussex County Landscape Assessment** (2016) ('ESLCA) provides a consistent, county-wide framework for understanding and evaluating the unique combination of landscape, biodiversity, geological, cultural, and economic features that define each character area. Its objectives are to identify the distinct qualities of the county's landscapes, highlight pressures and challenges, formulate a vision for each area, and establish landscape action priorities to guide future management.

The LCA also includes guidelines for managing landscape change, linking the vision and strategy for each character area to planning and development decisions. These guidelines summarise the key attributes, management priorities, and opportunities to enhance multiple benefits through landscape management. Where character areas overlap with designated landscapes, such as the *South Downs National Park* or the *High Weald National Landscape*, reference is made to their statutory management plans to ensure consistency and protection.

The Site falls within *11 Brede Valley*, the condition of which is reported as follows:

Landscape Evaluation: This is a largely unspoilt and tranquil rural landscape with few intrusive features. The landscape is in generally good condition and well managed as farmland with a strong historic structure. Orchards have declined and many disappeared so that associated Oast houses have been converted to residential uses. Agricultural change has led to some gentrification of the rural landscape and villages. As with most of the High Weald landscape the historic field patterns of small fields and significant hedgerows remain intact.

Moreover, the key Landscape Characteristics and positive landscape attributes, of relevance to the locality of the Site, are documented as follows:

Key Landscape Characteristics and positive Landscape Attributes

- *The broad valley of the River Brede with a flat valley floor enclosed by relatively steep slopes.*
- *A sense of tranquillity away from the main settlements and roads.*
- *Wide vistas from the enclosing ridges across the river valley floodplain.*

- *Few detracting elements.*
- *Well wooded sides slopes with scattered farmsteads and orchards.*
- *Scattered areas of Semi natural ancient woodland on the valley slopes, many of which are ghyll woodlands, a key characteristic of the High Weald.*
- *To the south west of the main valley a belt of undulating countryside extends to the Battle to Hastings ridge.*
- *Lines of Italian poplars planted as wind breaks are an introduced and characteristic feature.*
- *Indigenous characteristic tree species are Oak and ash with sweet chestnut on drier slopes. Beech and pine also feature locally and other exotic specimens are found in gardens and villages.*
- *Urban fringe intrusions around the edges of Battle and Hastings including pylons, industrial units, housing and horticultural developments.*
- *Much of the open valley is free of roads and traffic, but four A roads cross the valley A2100, A21, A28 and the A259.*
- *These are linked by the B roads which traverse the enclosing ridges and link the villages.*
- *Winding and very narrow sunken country lanes with steep gradients.*
- *The south coast railway cuts across the south east part of the valley.*

The ESLCA provides guidance for managing change within each character area, including consideration of development pressures such as housing. In particular, the *High Weald Management Plan* should be referenced to ensure that development proposals respect the capacity of the landscape to accommodate change. Pressures arising from the expansion of Hastings may affect areas of the character area adjacent to the towns, and priority should be given to identifying opportunities to enhance degraded or poorly managed parts of the landscape, particularly on the urban fringes of Hastings. Any new development should respond positively to the key attributes of the landscape, as outlined in the ESLCA, and proactively contribute to the aims of the *Landscape Change Strategy* for this character area.

LDA Design recognises that the Site and its existing features present an opportunity to integrate residential development sympathetically within its surroundings, without adversely affecting the wider landscape character. It is essential to preserve and enhance existing on-site features, including field boundaries, which should be reinforced through additional planting. The adjacent ancient woodlands should be carefully protected and further enhanced through targeted planting within the Site, thereby supporting and strengthening the prevailing woodland character that defines this part of Hastings' landscape.

This approach aligns with the vision for the Brede Valley, which seeks to protect *"A tranquil landscape centred on the unspoilt river valley, with long open views from surrounding ridges across the valley. The river winds through remote levels set within a rolling and spacious countryside of extensive woodlands, farms, and traditional orchards, with the distinctive historic character of this High Wealden landscape conserved and enhanced."*

Where relevant, proposals within the Site could also respond to the *Brede Valley Landscape Strategy* by:

- Planning for the creation of multifunctional green infrastructure to enhance biodiversity and recreational opportunities within the extensive woodland.
- Considering potential recreational access while protecting areas of high wildlife conservation value.
- Ensuring the design and layout of new development respects the character and form of the landscape and existing settlements.
- Selecting appropriate planting species to maintain landscape character, enhance biodiversity, and allow adaptation to climate change.

6.0 Visual Environment

A preliminary Zone of Theoretical Visibility ('ZTV'), illustrated in **Figure 3**, indicates that while the Site is positioned on elevated ground and could potentially be visible from surrounding areas, it is generally well-contained visually. This containment is attributed to the prevalent wooded character of the landscape and its undulating topography which help screen intervisibility in all directions.

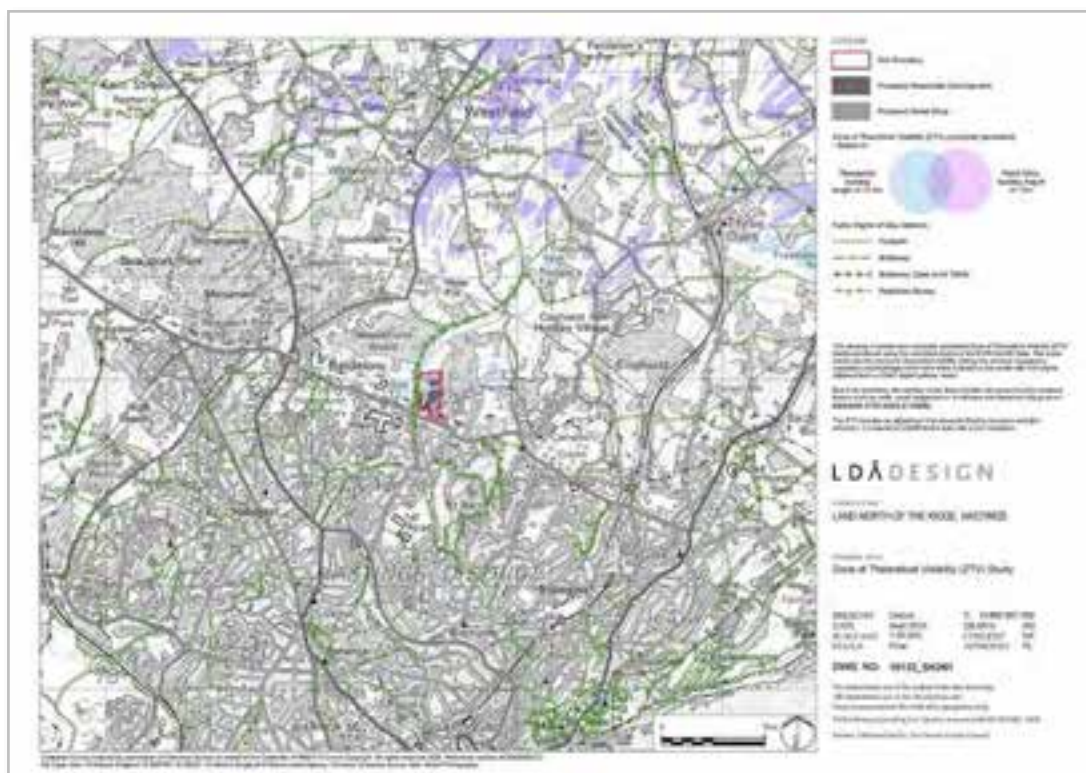


Figure 3: Preliminary Zone of Theoretical Visibility Study

Theoretical visibility of the Site and its proposals are described as follows:

- **To the Site's east, south and west:** Visibility is limited to the Site and its immediate surroundings. This limitation arises from screening effects of existing dwellings that comprise the settlement of Hastings, in combination with prevalent and established vegetation - notably the tree belts and woodland - that surround the Site. Beyond, in these directions, there is little to no visibility of the Site. Should views be possible, proposals in the Site would be seen in the context of Hastings.

Plates 9 and **10** show the limited visibility towards the Site from the residential area along Woodlands Way and the junction of The Ridge with Hillside Road. From both localities, views to the Site are limited by existing vegetation and/or development in the intervening landscape.



Plate 9: Views west from Woodlands Way towards the Site



Plate 10: Views north from The Ridge / Hillside Road.

- **To the Site's north:** Fragmented visibility would be possible from several places to the Site's north from elevated landform that forms part of the broad valley to the north of Hastings. Analysis from the ZTV confirms that potential visibility from the landscape beyond Westfield, Three Oaks and Buckhurst would be minimal. This is primarily due to the combined screening effect of intervening vegetation and the undulating landform, which significantly obscure long-range views toward the Site.

Plate 11 shows the view from the public rights of way ("Westfield 44") on the southern edge of Westfield, directly north of the Site.



Plate 11: View from south from the southern edge of Westfield

It should be borne in mind that the ZTVs represents a theoretical model of the Proposed Development's potential visibility, which at this stage of the Project is based on assumed building heights of 12.5m above existing ground levels. Therefore, the ZTV only gives an impression of the potential scheme's extent of the visibility. In reality, due to the resolution of the digital surface model used in the ZTV, some localised features (such as walls, low hedgerows and small trees) are not captured within the dataset used at the time of this appraisal. Consequently, the extent of visibility experienced on-the-ground would be less than suggested by the ZTV as these unaccounted localised features combine to screen the Proposed Development to a greater degree.

Overall, despite the Site's elevated position on the slopes of a valley, established natural features, such as woodlands, tree belts, hedgerows and shrubs, combined with an undulating landform, would limit the Proposed Development's visual impact on the wider landscape as a consequence of the high degree of visual enclosure.

LDA Design identifies opportunities to preserve and enhance the existing landscape features within the Site and its surroundings. This approach ensures that any development on the Site is well integrated into its surroundings and effectively screened from the wider landscape.

7.0 Responding to the Site and its landscape context

The Proposed Development will inevitably transform the Site from an open field into a built environment, altering its land use and character. This change could initially be perceived as adversely affecting sensitive parts of the landscape.

Currently, the Site and its surroundings are characterised by a mosaic of ancient woodland, species-rich hedgerows, and small- to medium-scale irregular pastoral fields. This pattern is typical of the medieval field systems that are characteristic of the Wealden landscape.

The Site adjoins the existing settlement of Hastings and is visually enclosed from the surrounding settlements / landscape by several natural features. Additionally, the Site – as is most of the district – is situated in a nationally protected landscape recognised for its unique and historic character.

Visually, it is anticipated that any visual effects on views and surroundings would primarily affect the Site and its immediate surroundings, reducing with distance from the Site's extents, with consideration of the emerging concept layout and landscape strategy.

Therefore, with consideration to the existing character of Hastings and its surrounding landscape, it is considered that the Site has capacity to accommodate a scheme that is sensitively designed and sympathetic to its surrounding character and visual environment, without any undue effects on existing landscape and / or visual resources. Should the Proposed Development be visible in the wider context during the day and/or night, it will be perceived as part of the broader Hastings settlement, with established vegetation in and around the Site acting as natural visual buffers to nearby settlements.

Nonetheless, it remains important for the design of the Proposed Development to carefully address landscape and visual considerations to mitigate potential impacts. This sensitive integration will reinforce the distinct identity of surrounding communities while safeguarding the rural landscape character and broader settlement pattern of the locality.

7.1.1. Design Recommendations for a Landscape-led scheme

The Site presents an opportunity to deliver a landscape-led scheme that would positively contribute to the local area without undue impact on landscape character, visual amenity, and/or the High Weald National Landscape.

The design and consideration of landscape and visual resources is an iterative process, ensuring that all necessary measures to mitigate adverse effects are incorporated into the proposals from the outset. This approach places the environment at the forefront of the design process, aiming to preserve and enhance existing assets while sensitively integrating new development within its surroundings.

A thorough understanding of the Site and its context has informed the identification of opportunities and constraints, shaping the emerging development. A series of **Landscape Design Principles**, outlined below, support the overarching vision for the Site, creating a strong sense of place and ensuring that any future masterplan is guided by the Site's inherent qualities.

These principles should be read in conjunction with the plans prepared by the Project's masterplanners, *Edge Urban Design*, which have also considered highways, ecology, arboriculture and heritage as part of the consideration of the Site's opportunities and constraints. **Appendix 3: Emerging Proposals** appends copies of *Edge Urban Design's* proposals, presenting their *Constraints and Opportunities Plan* and *Illustrative Masterplan* for the Site and how it could be developed.

The **Landscape Design Principles** seek to achieve the sensitive integration of new development with the existing landscape and local community. The final masterplan will prioritise the preservation and enhancement of on-site vegetation, supporting the incorporation of the new development into its context. The **High Weald Housing Design Guide** emphasises the importance of creating developments that are “truly ‘of the place’, a genuine and integrated part of the existing settlement, rather than a generic ‘added on’ estate”.

Any future proposals should therefore:

- **Reflect the area's distinctive character**, considering the vernacular architecture of the High Weald alongside the Site's nearest architecture. New dwellings should complement the Site's rising landform; respect the

current visual environment of the area; and do not exceed the height of the adjoining woodland and/or houses. Rear boundaries onto open space or overly rigid frontages should be avoided and **development densities should be carefully considered**, especially within the northern extent of the Site. This approach will create a masterplan that provides opportunities for new open spaces and green infrastructure, which can be carefully designed to contain the visibility of new buildings within the Site and its immediate vicinity. Consequently, long-range views across the landscape will remain largely unaffected. Particular attention should be paid to areas of the Site that are more visible from the wider landscape, notably the Site's northern and southern extents. Should 'key views' be identified during the ongoing design process, measures will be taken to protect and maintain them, as far as practicable.

- **Integrate new green spaces** that connect with the surrounding landscape, using existing natural features to foster an attractive, biodiverse environment that encourages positive visual connections to and from the Site. Opportunities exist to provide a distinctive, **multifunctional green infrastructure at the heart of the development** and through it, contributing positively to overall landscape character. New natural play areas and recreational trails could be integrated into the northern extents of the Site, forming part of a **coherent recreational and accessible network** in and through the development that connects to the wider Public Rights of Way network and the settled area of Hastings.
- **Apply appropriate offsets** from the Site's boundaries and key on-site features to ensure their preservation and strengthen the landscape framework. The adjoining **ancient woodland is to be safeguarded**, ensuring its preservation as a vital natural resource. Additionally, prevailing characteristics of the existing landscape that contribute positively to the rural character of nearby settlements, should be conserved and enhanced wherever possible, including through the incorporation of additional native and local species to support pollinators and birdlife.
- **Protect 'dark skies'**, as a recognised and important feature of National Landscapes, and accordingly design any necessary street lighting to minimise and avoid potential 'skyglow'.

8.0 Conclusion

It is acknowledged that there would be inevitable changes to the Site's landscape character and to views would be available to new buildings within the Site's local context.

However, *LDA Design* considers that the Site and its proposals have the capacity to accommodate a sensitively designed scheme, which is sympathetic to the prevailing characteristics of the surrounding landscape; provided the outlined design recommendations for a landscape-led scheme are followed and appropriate mitigation and enhancement measures are incorporated into its final design to address potential landscape and visual effects. The emerging proposals drawn by *Edge Urban Design* presently adhere to a landscape-led approach and the considerations of this LVA.

9.0 Appendix 1 Figures

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LEGEND

- Site Boundary
- District Boundary
- Local Road
- A-Road
- Local Nature Reserve
- Local Open Spaces
- Water course
- Water body

LDĀ DESIGN

PROJECT TITLE
LAND NORTH OF THE RIDGE, HASTINGS

DRAWING TITLE
Figure 1: The Site and Its Local Context

ISSUED BY	Oxford	T:	01865 887 050
DATE	Sept 2025	DRAWN	SMc
SCALE @A3	1:10,000	CHECKED	NA
STATUS	Final	APPROVED	PL

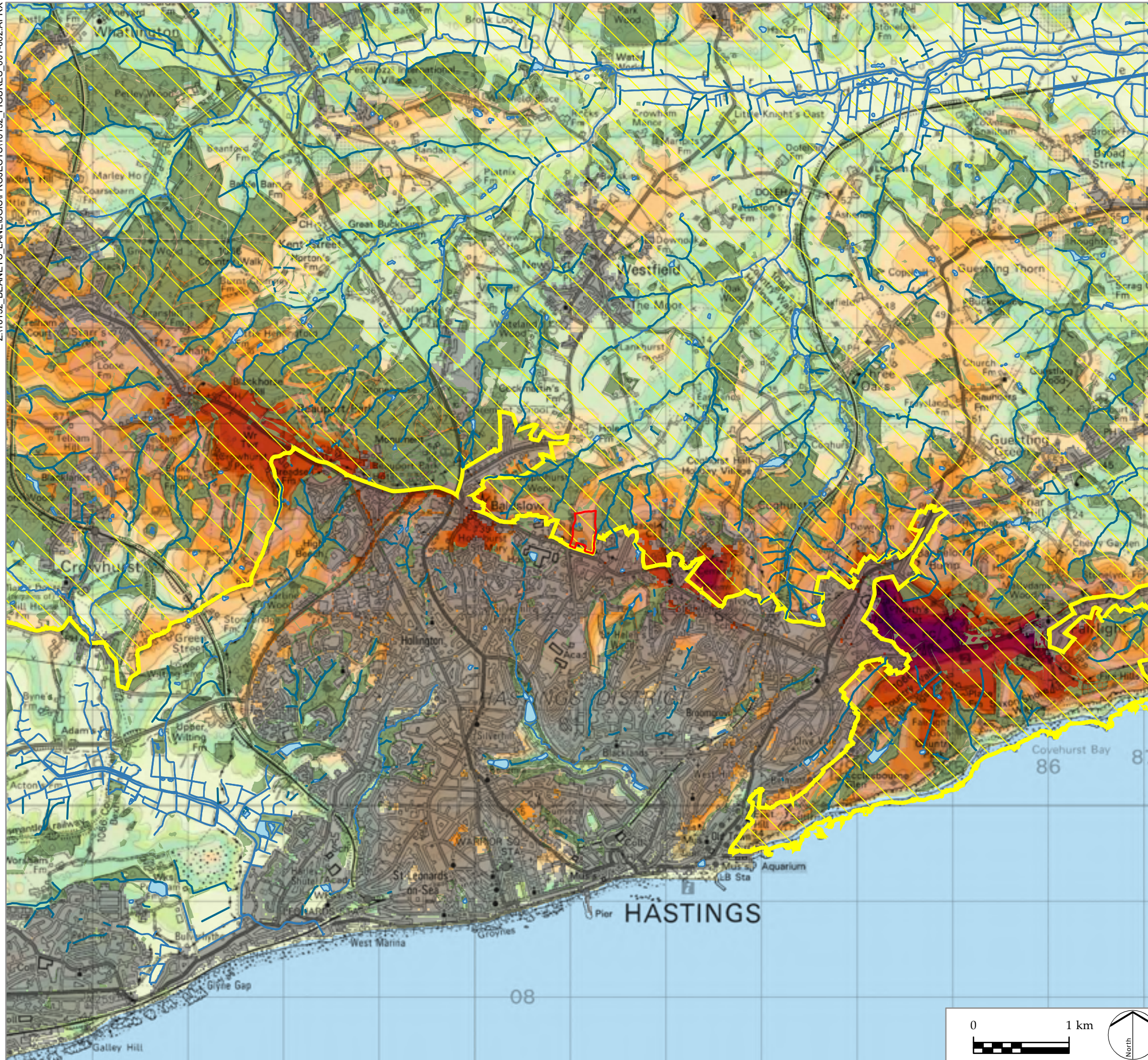
DWG. NO. 10132_001

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.







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Sources: Ordnance Survey, East Sussex County Council, Natural England

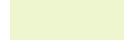

















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LEGEND

-  Site Boundary
-  National Landscape
-  Woodland
-  Waterbodies
-  Watercourses
-  Extent of existing built-up areas

Elevation (m AOD)

- | | | | |
|---|---------|---|-----------|
|  | <10 |  | 90 - 100 |
|  | 10 - 20 |  | 100 - 110 |
|  | 20 - 30 |  | 110 - 120 |
|  | 30 - 40 |  | 120 - 130 |
|  | 40 - 50 |  | 130 - 140 |
|  | 50 - 60 |  | 140 - 150 |
|  | 60 - 70 |  | 150 - 160 |
|  | 70 - 80 |  | 160 - 170 |
|  | 80 - 90 |  | >170 |

LD A DESIGN

PROJECT TITLE

LAND NORTH OF THE RIDGE, HASTINGS

DRAWING TITLE

Figure 2: Landform, Land Cover, and Settlement Pattern

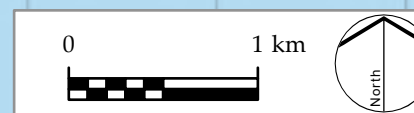
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DATE	Sept 2025	DRAWN SMc
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STATUS	Final	APPROVED PL

DWG. NO. 10132_002

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Sources: Ordnance Survey

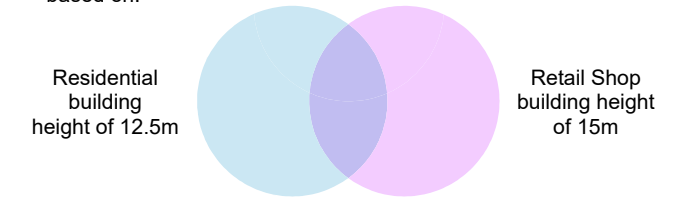








LEGEND

-  Site Boundary
-  Proposed Residential Development
-  Proposed Retail Shop

Zone of Theoretical Visibility (ZTV) (computer generated)
- based on:



Public Rights of Way Network

-  Footpath
-  Bridleway
-  Bridleway Open to All Traffic
-  Restricted Byway

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the viewshed routine in the ESRI ArcGIS Suite. The areas shown are the maximum theoretical visibility, taking into account topography, vegetation and buildings which have been included in the model with the heights obtained from a LiDAR digital surface model.

Due to its resolution, the surface model does not take into account every localised feature such as walls, small hedgerows or small trees and therefore only gives an impression of the extent of visibility.

The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on LiDAR terrain data with a 2m² resolution.

LDĀ DESIGN

PROJECT TITLE

LAND NORTH OF THE RIDGE, HASTINGS

DRAWING TITLE

Zone of Theoretical Visibility (ZTV) Study

ISSUED BY	Oxford	T: 01865 887 050
DATE	Sept 2025	DRAWN SG
SCALE @A3	1:25,000	CHECKED NA
STATUS	Final	APPROVED PL

DWG. NO. 10132_SK001

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Area measurements for indicative purposes only.

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Sources: Ordnance Survey, East Sussex County Council

10.0 Appendix 2 Relevant Local Planning Policies

Local policies pertinent to the purpose of this LVA are outlined below.

10.1.1. Rother Local Plan Core Strategy (2014)

Policy OSS2 Use of Development Boundaries outlines how *“Development Boundaries around settlements will continue to differentiate between areas where most forms of new development would be acceptable and where they would not.”* However, this policy makes clear that existing boundaries will be reviewed in the Development and Site Allocations DPD (‘DaSA’), considering different factors, such as [inter alia]:

- *Existing pattern, form and function of settlements, including of closely ‘linked’ settlements and important ‘gaps’ of countryside between them*
- *Character and settings of individual towns and villages*
- *Sensitivity to further development both within the main built up confines and in more rural fringes*
- *The amount of land needed to fulfil development needs and requirements*
- *Environmental considerations, including the need to conserve designated areas of national and local landscape, archaeological, geological, ecological or historical importance*
- *Following physical features, unless this may suggest a potential for development that is inappropriate*

Policy OSS3 Location of Development outlines the criteria for assessing the suitability of a particular location for development, when both allocating land for development and determining planning applications, sites and/or proposals, making clear that it should accord with the relevant policies of the Core Strategy. The criteria are to be considered in the context of the following [inter alia]:

- *The spatial strategy for the particular settlement or area, and its distinct character*
- *Making effective use of land within the main built-up confines of towns and villages, especially previously developed land, consistent with maintaining their character*
- *The deliverability of development, including consideration of land ownership patterns and the viability of development*

Policy OSS4 General Development Considerations outlines the additional criteria for new development, in support of Policies OSS2 and OSS3, which is as follows [inter alia]:

- *It does not unreasonably harm the amenities of adjoining properties*
- *It respects and does not detract from the character and appearance of the locality*
- *It is compatible with both the existing and planned use of adjacent land, and takes full account of previous use of the site*
- *In respect of residential development, is of a density appropriate to its context, having due regard to the key design principles*

Policy EN1 Landscape Stewardship states how the management of the high quality historic, built and natural landscape character of the district is to be achieved by ensuring the protection, and wherever possible enhancement, of the district's nationally designated and locally distinctive landscapes and landscape features. This policy identifies the distinctive identified landscape character, ecological features, and settlement pattern of the High Weald National Landscape, in which the Site is located (see **Section 3.3** above).

Furthermore, the policy identifies key assets of the district, including:

- *Open landscape between clearly defined settlements, including the visual character of settlements, settlement edges and their rural fringes; [...]*
- *Ancient woodlands;*
- *Tranquil and remote areas, including the dark night sky;*
- *Other key landscape features across the district, including native hedgerows, copses, field patterns, ancient routeways, ditches and barrows, and ponds and water courses.*

Policy EN3 Design Quality sets out the requirements for new development to satisfy and be considered of a high design quality. Those requirements relevant to landscape and visual resources are considered by this LVA, and set out below for reference [inter alia]:

- *Contributing positively to the character of the site and surroundings, including taking opportunities to improve areas of poor visual character or with poor townscape qualities, and*

- *Demonstrating robust design solutions tested against the following Key Design Principles as appropriate (expanded in Appendix 4), tailored to a thorough and empathetic understanding of the particular site and context.*

Policy EN5 Biodiversity and Green Space outlines how the new development is firstly required to protect and enhance the biodiversity, geodiversity and green spaces of its site, taking due consideration of the district-wide network of green infrastructure and the international, national and locally designated sites within the district. It also sets out how the development should seek to ensure that development retains, protects and enhances habitats of ecological interest; and that developers are to integrate biodiversity into development schemes by avoiding adverse impacts from development on biodiversity or habitat, or where wholly unavoidable, provide appropriate mitigation against or compensation for any losses.

10.1.2. Development and Site Allocations Development Plan Document (2019)

Policy DEN1 Maintaining Landscape Character outlines how the siting, layout and design of development should maintain and reinforce the natural and built landscape character of the area in which it is to be located, based on a clear understanding of the distinctive local landscape characteristics, in accordance with Core Strategy Policy EN1. The policy emphasizes the need to maintain the sense of tranquillity of more remote areas, including through maintaining ‘dark skies’ in accordance with *Policy DEN7 Environmental Pollution*.

Policy DEN2 The High Weald Area of Outstanding Natural Beauty (AONB) sets out how all development within or affecting the setting of the High Weald National Landscape (formerly called AONB) shall conserve and seek to enhance its landscape and scenic beauty, having particular regard to the impacts on its character components, as set out in the *High Weald AONB Management Plan*. Development within the High Weald National Landscape should be small-scale, in keeping with the landscape and settlement pattern; major development will be inappropriate except in exceptional circumstances.

10.1.3. The Hastings Planning Strategy 2011 – 2028 (2014)

Policy EN2 Green Infrastructure Network seeks to establish and protect a comprehensive green network comprising open spaces and nature conservation areas. The network aims to conserve and enhance priority

natural areas and maintain the connections between them, ensuring that everyone has access to natural, semi-natural, and managed open space. It also promotes opportunities to conserve and enhance biodiversity. New development is expected to contribute to this network.

Policy EN4 Ancient Woodland makes clear that development near, or adjacent to, areas of ancient woodland will only be permitted if it can be demonstrated that there will be no adverse impact on the woodland and that the need for development outweighs the importance of its protection. The layout of development must consider the designation and minimise potential effects. The Council may impose conditions or enter into legal agreements to secure the protection, enhancement, and management of ancient woodland, whether affected directly or indirectly.

Policy EN7 Conservation and Enhancement of Landscape seeks to protect and enhance the town's distinctive landscape, including ancient gill woodlands, open spaces, the unspoilt coastline of Hastings Country Park Nature Reserve, surrounding countryside, and the built-up area. It also covers the High Weald Area of Outstanding Natural Beauty (AONB) – now called the 'High Weald National Landscape' – and the undeveloped coast. The Council will reference the *High Weald AONB Management Plan* to guide protection and enhancement and will collaborate with Rother District Council to improve access to and management of urban fringe areas, reflecting the shared vision for Hastings and Bexhill.

Policy H1 Housing Density outlines how residential developments should make full and effective use of land by achieving specified densities. In sustainable locations with good access to services, facilities, and public transport, development should achieve at least 40 dwellings per hectare. In other locations, a minimum of 30 dwellings per hectare is expected unless special local circumstances justify otherwise. Individual site assessments through the Development Management Plan may identify where variations to minimum densities are appropriate.

Policy H2 Housing Mix states that planning permission will be granted for residential development that delivers a balanced mix of housing, both within each site and across Hastings. Proposals should contribute to a well-integrated mix of housing types and tenures, supporting a range of household sizes, ages, and incomes. Local housing tenure, household characteristics, and the need to diversify housing types will be considered. Developments should provide a proportion of homes to *Lifetime Homes standards*, and

schemes of 50 or more dwellings in suitable locations must include at least 2% fully adapted dwellings for wheelchair users.

10.2. Development Management Plan (2015)

Policy DM1 Design Principles requires all development proposals to achieve a high standard of design, incorporating efficient use of resources. Development should protect and enhance local character and demonstrate sensitivity to the historic context of the surrounding neighbourhood, including street patterns, plot layouts and boundaries, block sizes, scale, height, massing, and materials. Proposals should perform well against nationally recognised guidance on sustainability, urban design, place-making, architectural quality, and distinctiveness. The layout and siting of buildings should make efficient use of land, orient frontages to create attractive streetscapes, and optimise solar gain. Visual impacts, particularly in relation to height, scale, and form, should be appropriate to the location, taking account of the Borough's complex topography and potential effects on areas of heritage or landscape value, with landscape assessments prepared where necessary. Further detail is provided in relevant Supplementary Planning Documents.

Policy HN7 Green Infrastructure in New Developments encourages the integration of high-quality green infrastructure into new developments where appropriate. Development will be permitted when opportunities for landscaping and green infrastructure have been incorporated. New green infrastructure should provide safe community links and enhance biodiversity connectivity, aligning with the existing Green Infrastructure Network wherever practicable.

Policy HN9 Areas of Landscape Value states that areas of landscape value, including the High Weald National Landscape and the Combe Valley Countryside Park, are identified on the Policies Map. Their inherent visual qualities and distinctive character will be protected. Development will only be permitted if it does not harm the character, scenic quality, or visual benefits of these areas. Where development could affect an area of landscape value, a landscape assessment is required, and proposals should incorporate the recommendations of that assessment.

APPENDIX

6



TRANSPORT TECHNICAL NOTE

JOB REF. **PL/JM/LC/35872** CLIENT **Ridgeland Ltd**

SITE **Land North of The Ridge, Hastings**

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared in support of a call for sites submission to Rother District Council (RDC) and Hastings Borough Council (HBC) by Rurban Estates in relation to Land North of The Ridge, in Hastings, East Sussex, which is being promoted for residential-led development.
- 1.1.2 The current proposals are for the development of up to 145 dwellings and a small convenience store. This TTN outlines the proposed multi-modal access strategy, considers the accessibility of the site, quantifies the likely vehicular trip generation of the potential development and identifies appropriate and proportionate mitigation measures.

1.2 PROPOSAL SITE

- 1.2.1 The site is located to the north of The Ridge (B2093), approximately 3.4km to the north of the centre of Hastings 'as the crow flies'. The location of the site within a local context is shown in Figure 1 overleaf.



FIGURE 1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

1.2.2 The site currently comprises of undeveloped greenfield land and a single dwelling. It is accessible from the access road to the adjacent Martha Trust nursing home. It is bound to the north by a line of trees, to the east by woodland, to the south by The Ridge and the Martha Trust nursing home, and to the west by Beaneys Lane.

1.3 DEVELOPMENT PROPOSALS

1.3.1 The proposals comprise the construction of up to 145 dwellings and a small convenience store, along with associated access, landscaping and open space. An indicative layout plan is included at **Appendix A**.

1.3.2 It is proposed that vehicular access to the development would be achieved by way of a new priority junction with the B2093 The Ridge. An indicative design is included at **Appendix B**. The access design will be subject to an independent Stage 1 Road Safety Audit as part of the preparation of any forthcoming planning application. Visibility splays of 2.4 x 43m can be achieved in both directions from the access, in accordance with the applicable Manual for Streets (MfS) guidance for the posted 30mph speed limit. The vehicular access will measure 6.0m in width before narrowing within the site confines.

- 1.3.3 It is noted that the existing access drive to The Ridge could be retained and utilised as an emergency access as well as a further pedestrian and cycle access point. Bollards would be put in place where the existing gates are located so as to avoid misuse and ensure that no conflict is made with the Martha Trust nursing home.
- 1.3.4 As part of the proposals, a new eastbound bus stop will be installed approximately 25m to the north-west of the existing access to the Martha Trust nursing home. The existing westbound bus stop to the south-east will remain in situ, as will the pedestrian crossing at the junction between The Ridge and Maitland Close.
- 1.3.5 Pedestrian access to the site will be achievable via 2.0m wide footways on both sides of the access road. These footways will tie into the existing pedestrian infrastructure on the northern side of The Ridge. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving will be provided across the vehicular access, connecting the two footways.
- 1.3.6 The site access and internal layout will give consideration to Local Transport Note 1/20, Manual for Streets and the East Sussex County Council (ESCC) Local Design Guide for Residential Development with respect to pedestrian and cycle infrastructure.

1.4 PEDESTRIAN AND CYCLE ACCESSIBILITY

- 1.4.1 A footway measuring approximately 1.5m in width is located on the northern side of The Ridge, with a second footway measuring approximately 1.7m in width commencing on the southern side at the junction with Maitland Close. All crossings are equipped with dropped kerbs and tactile paving, and the footways are subject to street lighting. These footways provide onward accessibility to the local services and facilities described below.
- 1.4.2 Figure 2 overleaf displays the local Public Rights of Way (PRoW) network in the site vicinity, where purple lines indicate Footpaths, green lines indicate Bridleways, and brown lines indicate Byways.

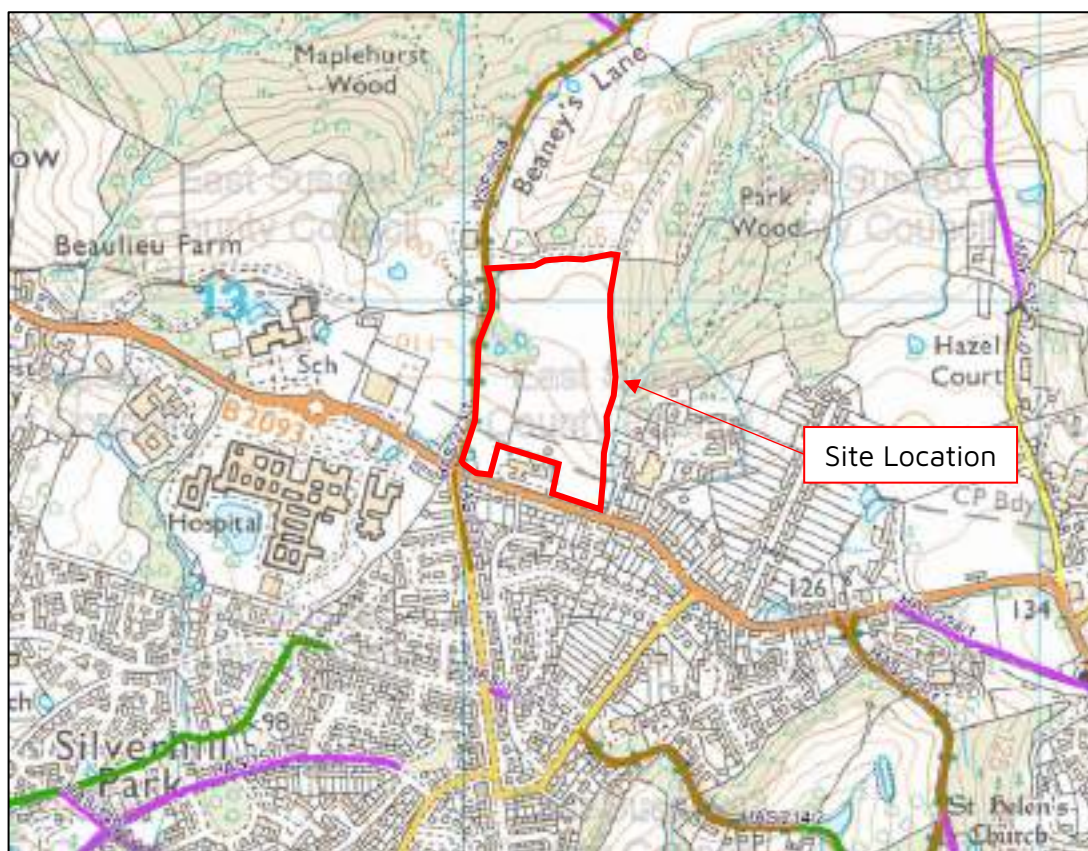


FIGURE 2: PROW NETWORK LOCAL TO SITE (COURTESY OF ESCC)

- 1.4.3 Byway HAS/223/1 bounds the site to the west and is accessible from the junction between The Ridge and Beaneys Lane. This byway routes north-east towards Stonestile Lane along the boundary of Maplehurst Wood.
- 1.4.4 There is currently no formal cycling infrastructure local to the site; however much of the local highway network within Hastings is considered suitable for on-carriageway cycling by competent individuals in view of its predominantly low-speed nature.

1.5 PUBLIC TRANSPORT ACCESSIBILITY

- 1.5.1 A pair of bus stops is currently located on The Ridge, approximately 90m (representing a one-minute walk time) and 140m (representing a two-minute walk time) to the east of the access to the Martha Trust nursing home. These bus stops are provided with flag and post arrangements, timetable information and clearway markings.
- 1.5.2 Table 1 overleaf lists the bus services that are accessible from these stops.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			
		WEEKDAY PEAK	WEEKDAY OFF-PEAK	SATURDAY	SUNDAY
73	Hastings Old Town – Ark Alexandra Academy	School service	No services	No services	No services
323	St Helens Conquest Hospital – Harley Shute Field Way	One per hour	One per hour	One per hour	One per hour
328	Hastings – Conquest Hotel	One per hour	One per hour	One per hour	One per hour
359	West Hill – Bexhill St Richard’s	School service	No services	No services	No services
384	Ashdown House – Robertsbridge College	School service	No service	No service	No service

TABLE 1: BUS SERVICES ACCESSIBLE FROM THE RIDGE

1.5.3 Additional services can be accessed at the Conquest Hospital, approximately 450m (or a six-minute walk) to the north-west of the existing access to the Martha Trust nursing home. The hospital stop is equipped with shelters, a flag and post arrangement and timetable information.

1.5.4 Table 2 overleaf lists the additional services that are accessible from this bus stop.

SERVICE NO.	ROUTE	SERVICE FREQUENCY			
		WEEKDAY PEAK	WEEKDAY OFF-PEAK	SATURDAY	SUNDAY
94	St Helens Conquest Hospital – Bexhill The Harp	No services	Three per day	One every two hours	No services
94A	St Helens Conquest Hospital – Bexhill The Harp	School service	No services	No services	No services
95	St Helens Conquest Hospital – Little Common	One per hour	One every two hours	One every two hours	No services
100	St Helens Conquest Hospital – Rye – Lydd – New Romney	One per hour	One per hour	One per hour	One every two hours
101	St Helens Conquest Hospital – Rye	No services	One per day	One per day	One every two hours
321	St Helens Conquest Hospital – Ore Crowborough Road	Two per hour	Two per hour	To per hour	One per hour
323B	St Helens Conquest Hospital – Harley Shute	One per hour	No services	No services	No services
329	Hastings Railway Station – Tenterden The Vine	One every two hours	One every two hours	One every two hours	One every two hours
329A	St Helens Conquest Hospital – Hastings Railway Station	Two per hour	One per hour	One-to-two per hour	One every two hours

TABLE 2: BUS SERVICES ACCESSIBLE FROM CONQUEST HOSPITAL

1.5.5 Utilising the Urban Access tool designed by Spatial Design Hub, Figure 3 overleaf provides a graphical illustration of these bus routes, with each red dot denoting a bus stop located on the above routes.

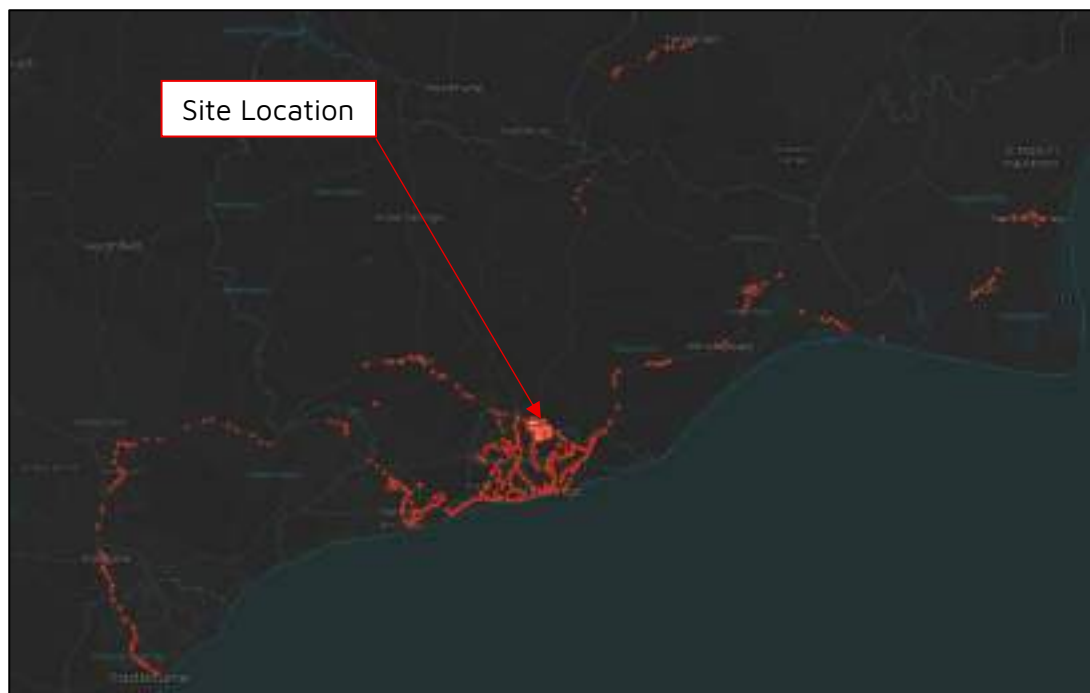


FIGURE 3: BUS ROUTES FROM B2093 THE RIDGE (COURTESY OF SPATIAL DESIGN HUB)

- 1.5.6 Hastings Railway Station is located approximately 4.1km (representing a 14-minute cycle or 22-minute journey via the Route 323 bus service) to the south-east of the site. This station is afforded 75 car parking spaces (including four accessible bays), 50 sheltered cycle parking spaces subject to CCTV, a seating area, ticket machine and ticket office, and step-free access to all platforms.
- 1.5.7 Table 3 overleaf details the direct train services that are accessible from this station.

SERVICE	SERVICE FREQUENCY			
	WEEKDAY PEAK	WEEKDAY OFF-PEAK	SATURDAY	SUNDAY
London Charing Cross via Tonbridge	Two per hour	Two per hour	Two per hour	Two per hour
Ore	Four per hour	Three per hour	Two-to-three per hour	Two per hour
Brighton	Two per hour	One per hour	One per hour	Three per day
Eastbourne	Four per hour	Three per hour	Three per hour	Two per hour
Ashford International	One per hour	One per hour	One per hour	One per hour
London Victoria	One per hour	One per hour	One per hour	One per hour

TABLE 3: TRAIN SERVICES ACCESSIBLE FROM HASTINGS RAILWAY STATION

- 1.5.8 It is evident that the site benefits from ready access to frequent public transport services, which would enable future residents to access an extensive range of services and facilities within the Hastings and St Leonards conurbation and further afield throughout the week.

1.6 SITE ACCESSIBILITY

- 1.6.1 A wide range of everyday services and facilities is available with Hastings, which can be accessed via the aforementioned pedestrian and public transport routes. Table 4 overleaf lists a selection of these, along with their approximate distances, walking and cycle times, and public transport routes from the existing site access.

SERVICE / FACILITY	DISTANCE	WALK TIME	CYCLE TIME	PUBLIC TRANSPORT TIME (ROUTE)
Secondary School – Ark Alexandra Academy	600m	8 minutes	2 minutes	N/A
Convenience Store – SPAR	650m	8 minutes	2 minutes	3 minutes (323 / 328)
Nursery – First Steps Nursery	850m	11 minutes	3 minutes	N/A
Hairdressers – Unique Hair Studio	900m	11 minutes	3 minutes	9 minutes (329 / 329A)
Public House – Conquerors March	1.1km	14 minutes	4 minutes	4 minutes (73/323/328/359)
Pharmacy – Laycock Chemists	1.2km	15 minutes	4 minutes	N/A
Convenience Store – Tesco Express	1.2km	15 minutes	4 minutes	N/A
Primary School – Ark Little Ridge Primary School	1.3km	16 minutes	5 minutes	16 minutes (94A / 100 / 321)
Dentist – Harrow Lane Dental Practice	1.7km	21 minutes	7 minutes	12 minutes (94A / 100 / 321)
Supermarket – Sainsbury’s	2.0km	25 minutes	10 minutes	16 minutes (329)
Opticians – Specsavers Opticians and Audiologists	2.0km	25 minutes	10 minutes	19 minutes (94A / 100 / 321)
Restaurant – McDonalds	2.1km	26 minutes	10 minutes	21 minutes (94A / 100 / 321)
GP Surgery – High Glades Medical Centre	2.4km	30 minutes	9 minutes	19 minutes (94A / 100 / 321)
Barbers – Battle Road Barbers	2.5km	31 minutes	8 minutes	19 minutes (94A)

TABLE 4: SERVICES AND FACILITIES LOCAL TO PROPOSAL SITE

1.6.2 The walk times quoted above are based on a walk speed of 80m per minute, a figure which is widely used to estimate walk times and used within the London-based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes five minutes to walk 400m, ten minutes to walk 800m and so on.

- 1.6.3 The cycle times quoted are based on those provided by the Google Maps tool, which assumes a standard moving speed of 16km per hour for cyclists and takes into account such elements as elevation change and number of junctions crossed on a given route.

1.7 TRIP GENERATION AND ATTRACTION ASSESSMENT

- 1.7.1 The potential vehicular trip generation and attraction of the proposed development has been forecast with reference to the national TRICS trip rate database. To ensure a robust initial assessment of the site, surveys in the categories '01 – RETAIL, 0 – CONVENIENCE STORE', '03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED' and '03 – RESIDENTIAL, B – AFFORDABLE / LOCAL AUTHORITY HOUSING' have been selected. Survey sites in England (outside of Greater London), Scotland and Wales have been considered in 'Edge of Town' and 'Suburban Area' locations. Surveys undertaken during the period of Covid-19 travel restrictions have been excluded. The resulting average TRICS trip rates are shown in Table 5 below, with the full TRICS reports included at **Appendix C**.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
HOUSES PRIVATELY OWNED (TRIPS / DWELLING)			
AM Peak (08:00-09:00)	0.145	0.362	0.507
PM Peak (17:00-18:00)	0.342	0.169	0.511
Daily (07:00-19:00)	2.283	2.293	4.576
AFFORDABLE / LOCAL AUTHORITY HOUSES (TRIPS / DWELLING)			
AM Peak (08:00-09:00)	0.149	0.273	0.422
PM Peak (17:00-18:00)	0.211	0.173	0.384
Daily (07:00-19:00)	1.925	1.937	3.862
CONVENIENCE STORE (TRIPS / 100SQM)			
AM Peak (08:00-09:00)	5.593	5.593	11.186
PM Peak (17:00-18:00)	6.199	6.671	12.870
Daily (07:00-19:00)	68.328	67.789	136.117

TABLE 5: TRICS TRIP RATES

1.7.2 These rates have subsequently been multiplied by the upper limit of 145 dwellings proposed – at a policy-compliant split of 58 units of affordable housing and 87 units of privately-owned housing, as well as the proposed Gross Floor Area of the convenience store – to provide the forecast vehicle trip generation and attraction in Table 6 below. Please note that any inaccuracies are the result of rounding MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
HOUSES PRIVATELY OWNED (87 UNITS)			
AM Peak (08:00-09:00)	13	31	44
PM Peak (17:00-18:00)	30	15	44
Daily (07:00-19:00)	199	199	398
AFFORDABLE / LOCAL AUTHORITY HOUSES (58 UNITS)			
AM Peak (08:00-09:00)	9	16	24
PM Peak (17:00-18:00)	12	10	22
Daily (07:00-19:00)	112	112	224
CONVENIENCE STORE (500SQM)			
AM Peak (08:00-09:00)	28	28	56
PM Peak (17:00-18:00)	31	33	64
Daily (07:00-19:00)	342	339	681
TOTAL			
AM Peak (08:00-09:00)	49	75	125
PM Peak (17:00-18:00)	73	58	131
Daily (07:00-19:00)	652	651	1,303

TABLE 6: TOTAL DEVELOPMENT TRIP GENERATION AND ATTRACTION

1.7.3 It is noted that the proposed development has the potential to generate and attract approximately 125 vehicle movements during the weekday AM peak hour and 131 movements during the PM peak hour, with 1,303 movements forecast across the

12-hour daytime period (07:00-19:00). This equates to approximately 109 movements per hour – or two movements per minute – on average.

- 1.7.4 It is noted that a significant proportion of trips to the proposed convenience store will be pass-by or divert in nature, as opposed to 'new' trips occurring on the highway network.

1.8 TRIP DISTRIBUTION AND ASSIGNMENT

- 1.8.1 An initial vehicular trip distribution and assignment exercise has been completed using '*Location of usual residence and place of work by method of travel to work*' data from the 2011 Census for Middle-Layer Super Output Area (MSOA) '*Hastings 002*', in which the site is located.
- 1.8.2 It is noted that whilst equivalent data from the 2021 Census has subsequently been released, this was obtained during the Covid-19 pandemic when travel demand was suppressed. The 2011 data has therefore been used in the interest of robustness.
- 1.8.3 On this basis, the total vehicular trip generation and attraction set out in Table 6 has been distributed and assigned to the local highway network as summarised in Table 7 overleaf.

JUNCTION	PERCENTAGE DISTRIBUTION	AM PEAK TRIPS	PM PEAK TRIPS
B2093 The Ridge / Hillside Road / Beaney's Lane	76%	95	100
B2093 The Ridge / Harrow Lane / A2100	50%	62	65
A2100 / Maplehurst Road	34%	43	45
A2100 The Ridge West / Junction Road	34%	43	45
B2093 The Ridge / Grange Road	24%	30	31
B2093 The Ridge / Stonestile Lane	24%	30	31
B2093 The Ridge / Chowns Hill	20%	25	27
B2093 The Ridge / Elphinstone Road	18%	22	24
Junction Road / A21 Sedlescombe Road North	14%	17	18
B2093 The Ridge / Pilot Road	5%	6	6

TABLE 7: FORECAST VEHICLE TRIP DISTRIBUTION

1.8.4 It is not considered that the proposed development will have a material adverse impact on the operation of off-site junctions, particularly when the non-primary trips associated with the convenience store are fully account for; however it is likely that capacity assessments will be undertaken of the site access junction and the B2093 The Ridge / Harrow Lane / A2100 junction as part of any forthcoming planning application.

1.9 TRANSPORT STRATEGY

1.9.1 The design of the internal site layout is critical to the uptake of active and sustainable travel modes. To this end, the street network will prioritise non-car modes at every opportunity, with wide, direct, landscaped and well-surveillanced walking and cycling routes to provide along principal route corridors and shared surfaces and 'home zones' within lightly trafficked areas.

1.9.2 The implementation of cycle-to-work schemes by both employers and local authorities has achieved an increase in the number of people who are opting to

cycle either their full commute or part of it. This will be facilitated by the provision of secure cycle storage facilities for every dwelling.

- 1.9.3 Where the use of a car remains necessary, the increased uptake of electric and low-emission vehicles will progressively reduce their environmental impact, and these will be promoted through the installation of 'active' charging infrastructure for every dwelling.
- 1.9.4 As has been detailed, the site is located within close proximity to a frequently-serviced bus stops. Measures to promote the use of local bus services will be explored, including timetable information being provided to new residents through the distribution of Travel Information Packs and the provision of discounted bus tickets and passes.

1.10 SUMMARY AND CONCLUSION

- 1.10.1 This Transport Technical Note (TTN) has been prepared in support of a call for sites submission by Ridgeland Ltd in relation to Land North of The Ridge, in Hastings, East Sussex, which is being promoted for residential-led development.
- 1.10.2 The proposals comprise the construction of up to 145 residential dwellings and a convenience store, along with associated access, landscaping and open space.
- 1.10.3 Vehicular access to the site will be achievable via a new priority junction with the B2093 The Ridge, with the access road measuring 6.0m in width before narrowing within the site. The access will be provided with 2.4 x 43m visibility splays in both directions in accordance with Manual for Streets guidance for a 30mph design speed, and a new bus stop will be installed approximately 25m to the north-west of the existing access to the Martha Trust nursing home.
- 1.10.4 Pedestrian access to the site will be achievable via 2.0m footways on both sides of the vehicular access, which will tie in with the existing pedestrian infrastructure on The Ridge. An uncontrolled pedestrian crossing equipped with dropped kerbs and tactile paving will enable movements across the access road.
- 1.10.5 A review of the existing local pedestrian, cycle and public transport infrastructure has demonstrated that the site is afforded the opportunity for many everyday journeys to take place by active and sustainable travel modes, with a range of local services and facilities located within a reasonable distance and accessible via short journeys on public transport.
- 1.10.6 The proposed development has the potential to generate approximately 125 vehicle movements during the average weekday AM peak hour, 131 movements during the PM peak hour, and 1,303 movements across the 12-hour working day (07:00-19:00). This equates to approximately 109 movements per hour – or two movements per minute – on average. As noted above, a significant portion of the

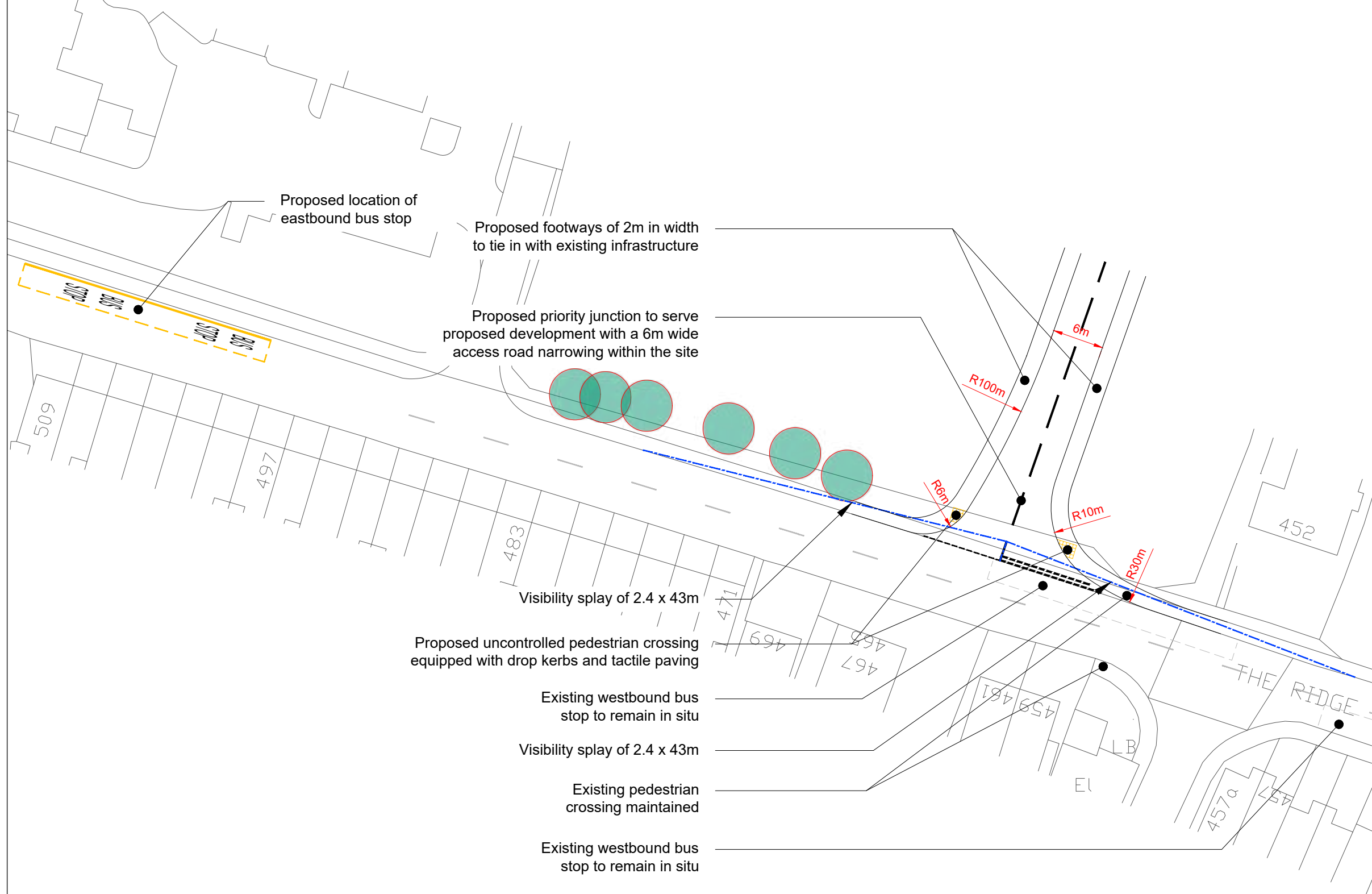
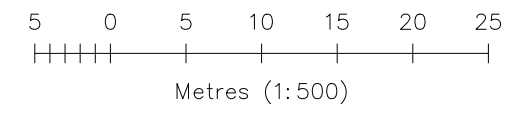
trips attracted to the convenience store will be pass-by or divert in nature rather than 'new' movements on the local network.

1.10.7 These vehicle trips have been distributed and assigned to the local highway network using 2011 Census data. This has demonstrated that the residual impact the proposed development would have on local junctions and links is not expected to be 'severe'. Nevertheless, measures will be put in place to promote the use of sustainable modes of transport, such as the distribution of Travel Information Packs to new residents that will highlight the availability of local public transport services.

1.10.8 In summary, it has been demonstrated that the site represents a viable and sustainable location for development in transport planning terms.

APPENDIX
B





ONLY SCALE FOR PLANNING PURPOSES

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Approximate location of Protected Trees (TPOs)

P1	15.07.25	JM	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client
RIDGELAND LIMITED

project
LAND NORTH OF THE RIDGE, HASTINGS

title
PROPOSED ACCESS ARRANGEMENT

project	drwg	rev
35872	H-01	P1

Drawn	Checked	Approved	scale @ A3	date
JM	JM	JM	1:500	15.07.2025

status	FOR INFORMATION	P
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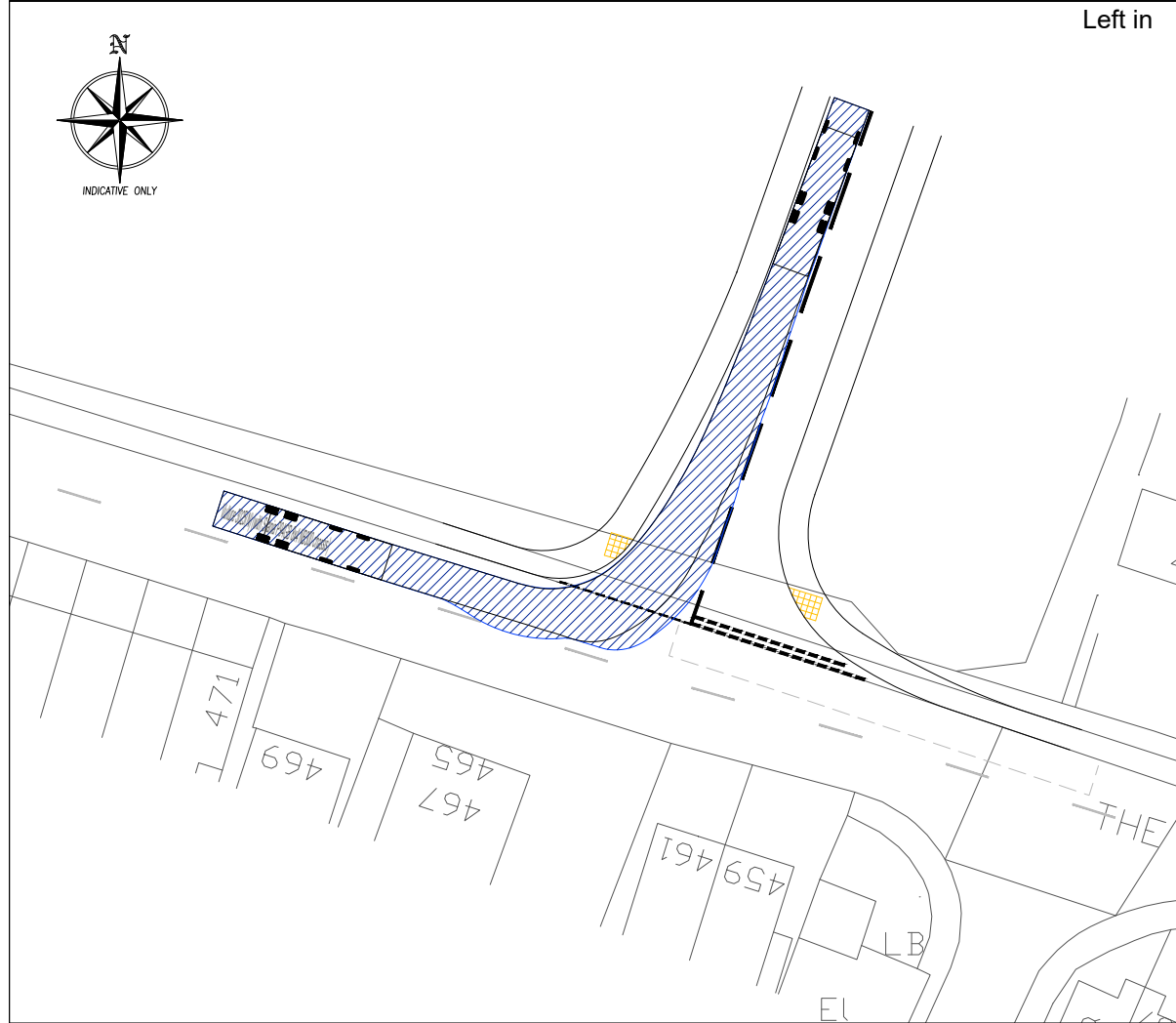


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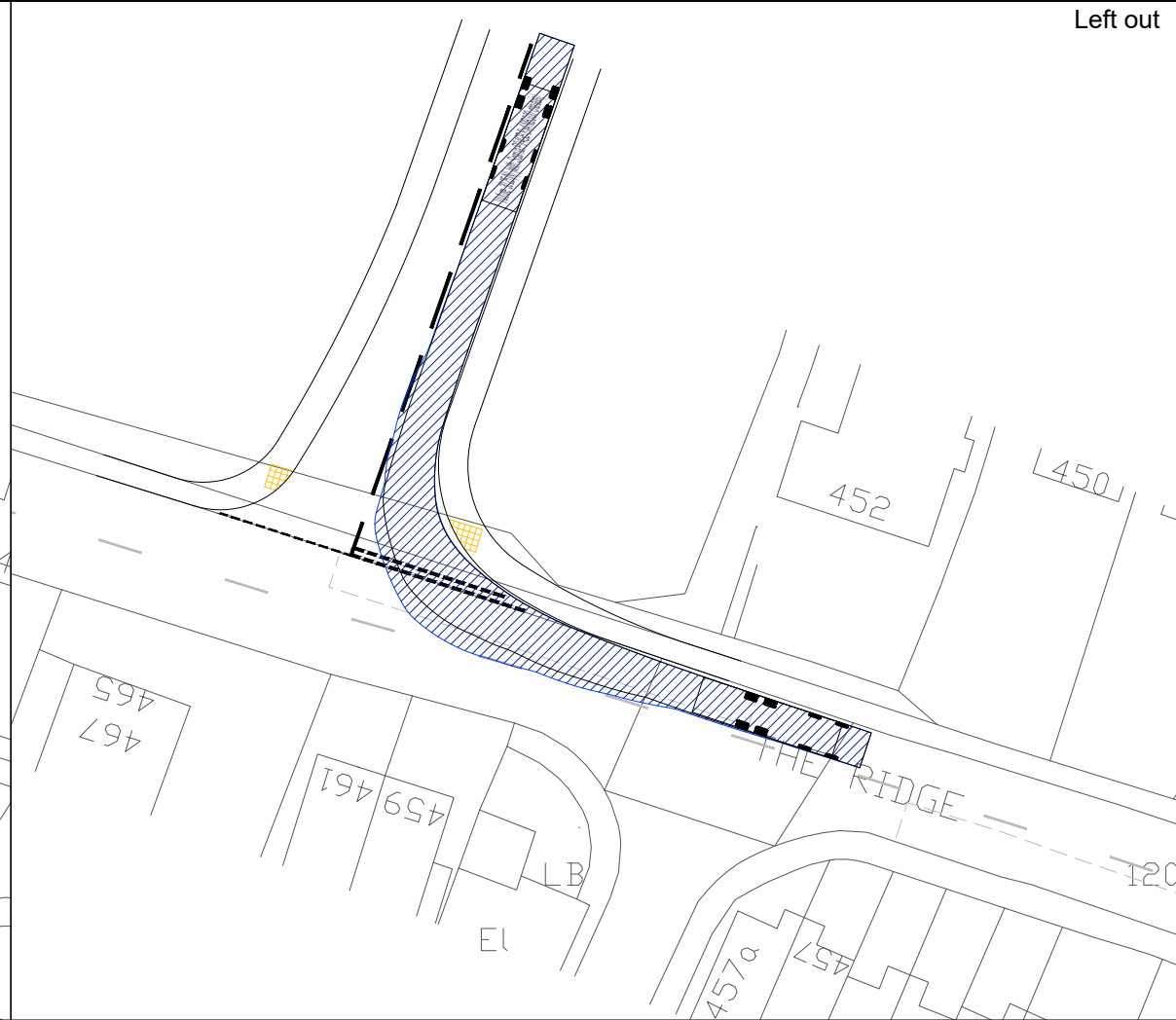
CAD Reference: **A3**



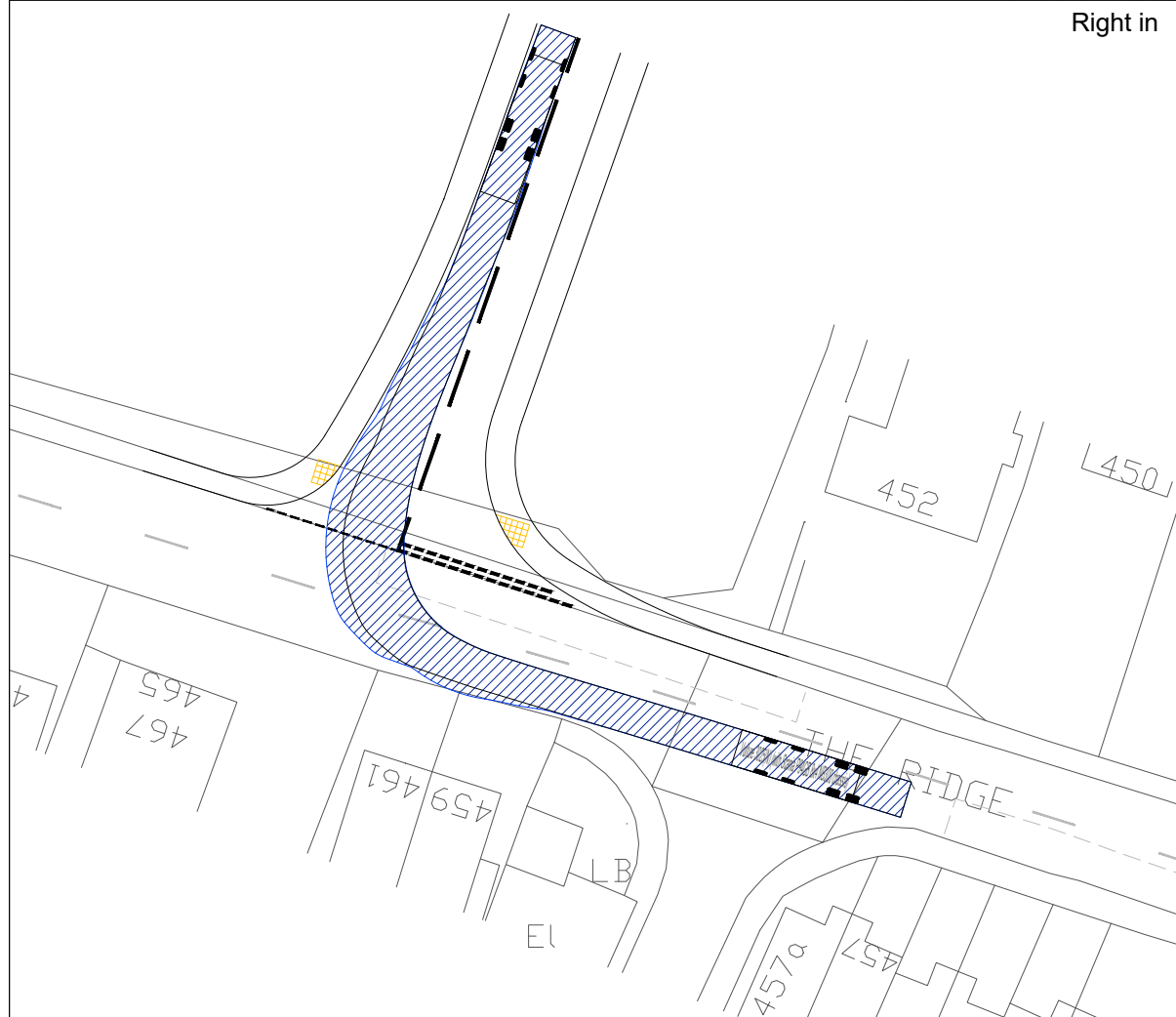
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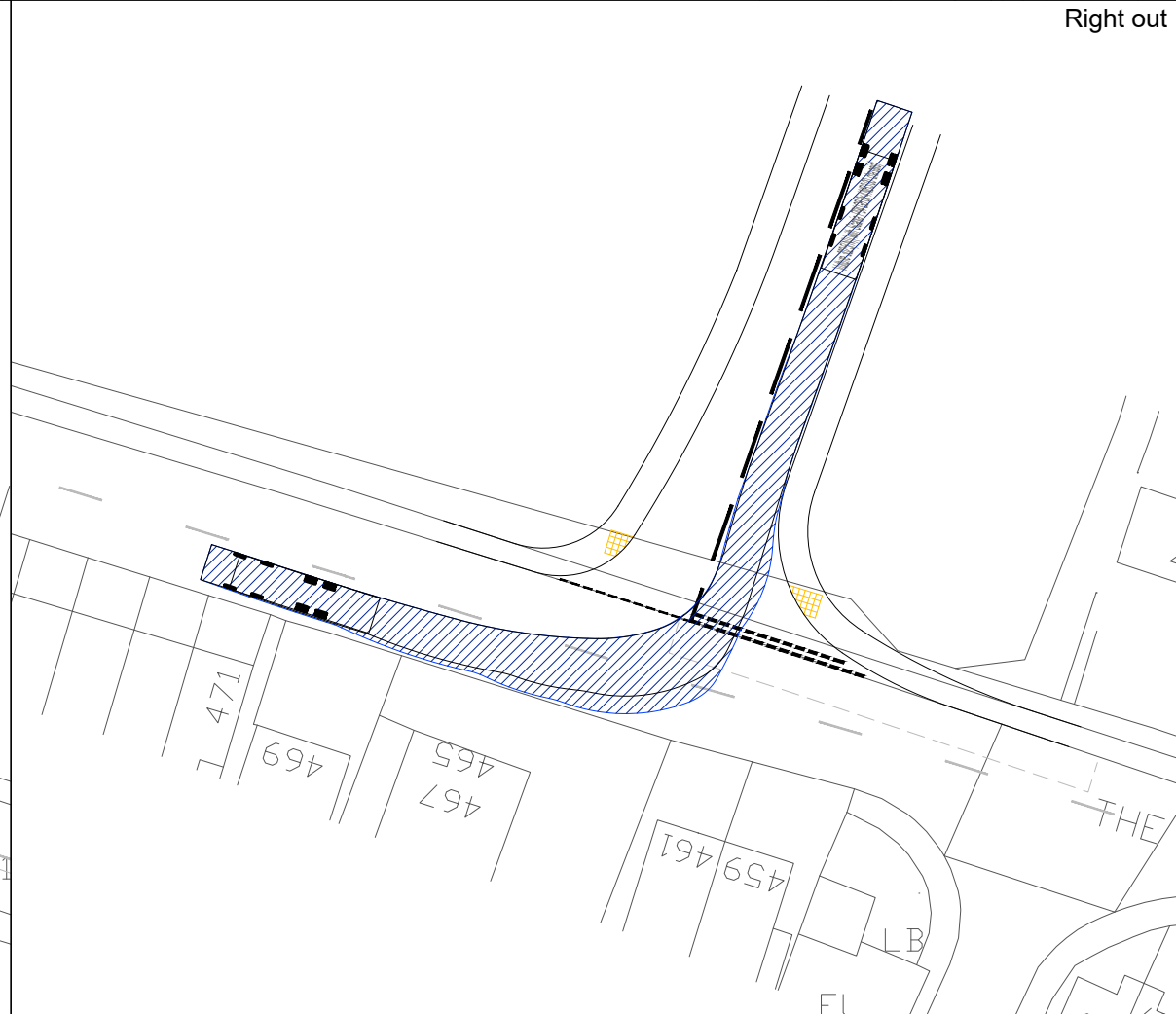
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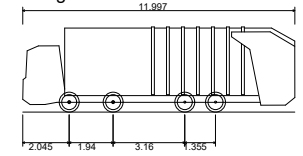
Right out



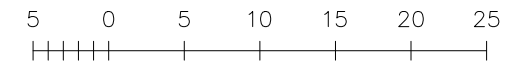
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Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)
 Overall Length 11.997m
 Overall Width 2.500m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 10.800m



Metres (1:500)

P1	15.07.25	JM	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client
RIDGELAND LIMITED

project
LAND NORTH OF THE RIDGE, HASTINGS

title
**VEHICLE SWEEP PATH ANALYSIS
 12M REFUSE VEHICLE**

project	drwg	rev
35872	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
JM	JM	JM	1:250	15.07.2025

status	P
FOR INFORMATION	



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CAD Reference: **A3**

APPENDIX
C



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	8 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	IM ISLE OF MAN	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 17 to 248 (units:)
Range Selected by User: 5 to 250 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	4 days
Tuesday	10 days
Wednesday	6 days
Thursday	7 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	25 days
Directional ATC Count	3 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	26

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	24
Out of Town	2
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	20 days - Selected
Servicing vehicles Excluded	86 days - Selected

Secondary Filtering selection:

Use Class:

C3 28 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	6 days
5,001 to 10,000	13 days
10,001 to 15,000	9 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	10 days
25,001 to 50,000	8 days
50,001 to 75,000	6 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	22 days
1.6 to 2.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	21 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	28 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		131	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		141	
	<i>Survey date: TUESDAY</i>		<i>31/10/23</i>	<i>Survey Type: MANUAL</i>
4	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
5	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		47	
	<i>Survey date: MONDAY</i>		<i>13/03/23</i>	<i>Survey Type: MANUAL</i>
6	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		139	
	<i>Survey date: THURSDAY</i>		<i>28/09/23</i>	<i>Survey Type: MANUAL</i>
7	ES-03-A-13 A265 HEATHFIELD	DETACHED HOUSES		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/03/24</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>	HOUSES & FLATS MIXED HOUSES	HAMPSHIRE HAMPSHIRE
9	HC-03-A-27 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>	MIXED HOUSES & FLATS	HAMPSHIRE HAMPSHIRE
10	HC-03-A-31 KILN ROAD LIPHOOK Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: FRIDAY 07/10/22</i>	MIXED HOUSES & FLATS	HAMPSHIRE HAMPSHIRE
11	HC-03-A-38 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: WEDNESDAY 26/06/24</i>	MIXED HOUSES & FLATS	HAMPSHIRE HAMPSHIRE
12	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: 160 <i>Survey date: MONDAY 08/07/19</i>	MIXED HOUSES	HERTFORDSHIRE HERTFORDSHIRE
13	IM-03-A-04 NEW CASTLETOWN ROAD DOUGLAS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 73 <i>Survey date: MONDAY 20/05/24</i>	MIXED HOUSES	ISLE OF MAN ISLE OF MAN
14	IM-03-A-05 SCARLETT ROAD CASTLETOWN Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: TUESDAY 21/05/24</i>	MIXED HOUSES	ISLE OF MAN ISLE OF MAN

LIST OF SITES relevant to selection parameters (Cont.)

15	IM-03-A-06 MOORAGH PROMENADE RAMSEY	MIXED HOUSES	ISLE OF MAN
	Edge of Town Residential Zone Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
16	KC-03-A-10 HEADCORN ROAD STAPLEHURST	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
17	NF-03-A-15 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	235	
	Survey date: THURSDAY	20/09/18	Survey Type: DIRECTIONAL ATC COUNT
18	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	164	
	Survey date: WEDNESDAY	21/09/22	Survey Type: DIRECTIONAL ATC COUNT
19	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
20	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Out of Town Total No of Dwellings:	80	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL
21	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES	NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:	75	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
22	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	44	
	Survey date: TUESDAY	27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: <i>TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
24	NF-03-A-48 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		181	
	Survey date: <i>THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
25	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: <i>WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
26	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	Survey date: <i>WEDNESDAY</i>		<i>22/11/17</i>	<i>Survey Type: MANUAL</i>
27	WS-03-A-22 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		129	
	Survey date: <i>TUESDAY</i>		<i>19/03/24</i>	<i>Survey Type: MANUAL</i>
28	WS-03-A-23 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		197	
	Survey date: <i>TUESDAY</i>		<i>14/05/24</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-04	06/06/19	N/A
DC-03-A-10	09/11/22	N/A
DH-03-A-01	28/03/17	N/A
HF-03-A-06	28/11/23	N/A
KC-03-A-12	19/09/23	N/A
NF-03-A-10	12/09/18	N/A
WS-03-A-12	16/06/21	Covid-19

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	117	0.093	28	117	0.289	28	117	0.382
08:00 - 09:00	28	117	0.145	28	117	0.362	28	117	0.507
09:00 - 10:00	28	117	0.150	28	117	0.177	28	117	0.327
10:00 - 11:00	28	117	0.131	28	117	0.161	28	117	0.292
11:00 - 12:00	28	117	0.148	28	117	0.142	28	117	0.290
12:00 - 13:00	28	117	0.168	28	117	0.158	28	117	0.326
13:00 - 14:00	28	117	0.156	28	117	0.159	28	117	0.315
14:00 - 15:00	28	117	0.167	28	117	0.179	28	117	0.346
15:00 - 16:00	28	117	0.250	28	117	0.180	28	117	0.430
16:00 - 17:00	28	117	0.274	28	117	0.178	28	117	0.452
17:00 - 18:00	28	117	0.342	28	117	0.169	28	117	0.511
18:00 - 19:00	28	117	0.259	28	117	0.139	28	117	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.283			2.293			4.576

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	17 - 248 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	39
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	21
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	MS MERSEYSIDE	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 16 to 80 (units:)
Range Selected by User: 10 to 516 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/09/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
Tuesday 3 days
Friday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 12 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-B-01 WORDS WORTH CRES. CHESTER BLACON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	HOUSES & FLATS 80 17/11/14	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	DU-03-B-01 307-441 BALUNIE DRIVE DUNDEE DOUGLAS & ANGUS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	TERRACED BUNGALOWS 68 21/04/17	DUNDEE CITY <i>Survey Type: MANUAL</i>
3	KS-03-B-01 WHITEACRE STREET HUDDERSFIELD DEIGHTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 54 17/09/13	KIRKLEES <i>Survey Type: MANUAL</i>
4	KS-03-B-02 SYKES CLOSE BATLEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	TERRACED HOUSES 17 19/10/18	KIRKLEES <i>Survey Type: MANUAL</i>
5	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED 16 18/06/13	MERSEYSIDE <i>Survey Type: MANUAL</i>
6	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED HOUSES 54 18/09/18	WILTSHIRE <i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	48	0.073	6	48	0.152	6	48	0.225
08:00 - 09:00	6	48	0.149	6	48	0.273	6	48	0.422
09:00 - 10:00	6	48	0.170	6	48	0.246	6	48	0.416
10:00 - 11:00	6	48	0.149	6	48	0.166	6	48	0.315
11:00 - 12:00	6	48	0.138	6	48	0.118	6	48	0.256
12:00 - 13:00	6	48	0.173	6	48	0.121	6	48	0.294
13:00 - 14:00	6	48	0.135	6	48	0.135	6	48	0.270
14:00 - 15:00	6	48	0.163	6	48	0.170	6	48	0.333
15:00 - 16:00	6	48	0.211	6	48	0.131	6	48	0.342
16:00 - 17:00	6	48	0.201	6	48	0.121	6	48	0.322
17:00 - 18:00	6	48	0.211	6	48	0.173	6	48	0.384
18:00 - 19:00	6	48	0.152	6	48	0.131	6	48	0.283
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.925			1.937			3.862

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 16 - 80 (units:)
Survey date range: 01/01/13 - 06/09/23
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-704001-250703-0734

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : 0 - CONVENIENCE STORE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 275 to 574 (units: sqm)
Range Selected by User: 50 to 1056 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/03/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	3 days
F2(a)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AS-01-O-01 REDCLOAK DRIVE STONEHAVEN	CO-OP		ABERDEENSHIRE
	Edge of Town Residential Zone Total Gross floor area:		275 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>20/04/22</i>	<i>Survey Type: MANUAL</i>
2	ES-01-O-02 VICTORIA DRIVE EASTBOURNE	SAINSBURY'S LOCAL		EAST SUSSEX
	Edge of Town Residential Zone Total Gross floor area:		574 sqm	
	<i>Survey date: TUESDAY</i>		<i>19/03/24</i>	<i>Survey Type: MANUAL</i>
3	NY-01-O-03 FOREST ROAD NORTHALLERTON	CO-OPERATIVE		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		305 sqm	
	<i>Survey date: MONDAY</i>		<i>19/09/16</i>	<i>Survey Type: MANUAL</i>
4	TW-01-O-02 ETHEL TERRACE SUNDERLAND CASTLETOWN	CO-OPERATIVE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		330 sqm	
	<i>Survey date: FRIDAY</i>		<i>07/04/17</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	440	2.389	2	440	2.048	2	440	4.437
07:00 - 08:00	4	371	4.515	4	371	3.908	4	371	8.423
08:00 - 09:00	4	371	5.593	4	371	5.593	4	371	11.186
09:00 - 10:00	4	371	5.121	4	371	5.189	4	371	10.310
10:00 - 11:00	4	371	5.323	4	371	5.323	4	371	10.646
11:00 - 12:00	4	371	4.919	4	371	5.054	4	371	9.973
12:00 - 13:00	4	371	6.267	4	371	5.930	4	371	12.197
13:00 - 14:00	4	371	6.065	4	371	5.526	4	371	11.591
14:00 - 15:00	4	371	6.806	4	371	7.008	4	371	13.814
15:00 - 16:00	4	371	5.795	4	371	5.997	4	371	11.792
16:00 - 17:00	4	371	6.536	4	371	6.334	4	371	12.870
17:00 - 18:00	4	371	6.199	4	371	6.671	4	371	12.870
18:00 - 19:00	4	371	5.189	4	371	5.256	4	371	10.445
19:00 - 20:00	4	371	3.706	4	371	3.908	4	371	7.614
20:00 - 21:00	4	371	2.830	4	371	2.965	4	371	5.795
21:00 - 22:00	3	403	1.985	3	403	2.233	3	403	4.218
22:00 - 23:00	1	574	0.000	1	574	0.697	1	574	0.697
23:00 - 24:00									
Total Rates:			79.238			79.640			158.878

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	275 - 574 (units: sqm)
Survey date range:	01/01/14 - 19/03/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.