



The Planning Inspectorate

Report to Eastbourne Borough Council

by Sue Turner RIBA MRTPI IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Date: 9th September 2013

PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO EASTBOURNE TOWN CENTRE

LOCAL PLAN

Document submitted for examination on 31 January 2012

Examination hearings held on 16 and 17 May 2013

File Ref: PINS/T1410/429/6

Abbreviations Used in this Report

| | |
|------|------------------------------------|
| CS | Core Strategy Local Plan |
| DO | Development Opportunity Site |
| ELLP | Employment Land Local Plan |
| LDS | Local Development Scheme |
| MM | Main Modification |
| NPPF | National Planning Policy Framework |
| RS | Regional Strategy |
| SA | Sustainability Appraisal |
| SCI | Statement of Community Involvement |
| SC | Statement of Compliance |
| SCS | Sustainable Community Strategy |

Non-Technical Summary

This report concludes that the Eastbourne Town Centre Local Plan provides an appropriate basis for the planning of the Town Centre over the next 15 years providing a number of modifications are made to the Plan. The Council has specifically requested that I recommend any modifications necessary to enable them to adopt the Plan. Most of the modifications to address this were proposed by the LPA, and I have recommended their inclusion after full consideration of the representations from other parties on these issues

The modifications can be summarised as follows:

- amend references to planning for housing and office space to ensure consistency with the Core Strategy;
- make a range of changes to the development opportunity sites to clarify their status as site allocations, set out a clear programme and strategy for delivery and demonstrate that project planning has commenced;
- make changes to ensure that the public realm projects, including the arts trail, are positively planned and deliverable;
- clarify the methodology and timing for taking forward the potential areas of change;
- update development management policies to take account of recent developments and strategies, especially the cycling strategy;
- re-draft the building heights/ tall buildings policy to ensure that it is justified and coherent; and
- re-draft the implementation and monitoring section to ensure that it is effective and supports delivery of the Plan.

Introduction

1. This report contains my assessment of the Eastbourne Town Centre Local Plan (the Plan) in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the Plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the Plan is sound and whether it is compliant with the legal requirements. Paragraph 182 of the National Planning Policy Framework (NPPF) makes clear that to be sound a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The basis for my examination is the submitted draft plan (January 2012) which is the same as the document published for consultation in July 2011.
3. My report deals with the main modifications that are needed to make the Plan sound and legally compliant and they are identified in bold in the report (**MM**). In accordance with section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the Plan unsound/not legally compliant and thus incapable of being adopted. These main modifications are set out in the Annex.
4. The main modifications that go to soundness have been subject to public consultation and, where necessary, Sustainability Appraisal (SA) and I have taken the consultation responses into account in writing this report.

Assessment of Duty to Co-operate

5. Section s20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the Plan's preparation.
6. The Council has submitted a Statement of Compliance (SC) which details how it has addressed the duty to co-operate. The SC sets out the Eastbourne context and describes the engagement and discussions it has undertaken with Wealden and East Sussex County Council. It details the projects, discussions and working groups in which the Council has participated in preparing both the CS and this Plan and lists the wide range of public bodies with which the Council has collaborated. In particular the Plan has also been prepared in the context of presentations and interactive workshops with key stakeholders, such as the Disability Involvement Group, the Youth Forum, Eastbourne Strategic Partnership and the Town Centre Management Initiative.
7. It is clear from the SC that the Council's approach to preparing the Plan has been underpinned by collaborative working, that it has co-operated with all the relevant bodies and has met the duty to co-operate.

Assessment of Soundness

Preamble

8. The Town Centre Local Plan was prepared in the context of the South East Plan Regional Strategy to 2026 (RS). However the RS was revoked on the 25 March 2013 and the Plan has been considered in the context of Paragraph 182 of the NPPF which sets out the soundness tests for the examination of Local Plans. The Council has proposed changes **MM1** and **MM4** to ensure that the Plan refers to appropriate, up to date national planning policy and to reflect the NPPF presumption in favour of sustainable development.
9. The Plan was prepared concurrently with the Core Strategy Local Plan (CS) and the two documents were submitted at the same time. However the CS examination proceeded in advance of that for the Town Centre Local Plan and the CS was adopted in February 2013. The adopted version of the CS includes a number of modifications that were necessary to ensure soundness. Where this has resulted in inconsistencies between the CS and the submitted Plan these are addressed in the main issues below.

Main Issues

10. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings I have identified seven main issues upon which the soundness of the Plan depends.

Issue 1 – Consistency with the NPPF and the CS

Is the overall type and quantum of development consistent with the CS?

11. The CS recognises the underperformance of the town centre and includes Key Spatial Objective 3: Town Centre Regeneration which aims to strengthen Eastbourne's town centre as a leading sub-regional shopping and leisure destination. The CS also identifies the town centre as one of two centres for sustainable growth, with 1,190 new dwellings to be delivered alongside new employment and community facilities.
12. The Plan identifies five Development Opportunity Sites (DOs) which have been targeted for comprehensive development and redevelopment. These sites are expected to deliver a mix and quantum of retail, residential, employment and supporting community uses. The Plan also identifies Transition Areas, where the established pattern of use is expected to change, and Potential Areas of Change, where alternative uses and patterns of development may emerge. Thus the Plan identifies a range of areas where development is most likely to take place to meet its aims and objectives and those of the CS.

Is the Plan positively prepared to promote employment opportunities in the town centre?

13. The CS identifies that the Town Centre Local Plan will allocate land for new B1 (a) office use and Policy T17, together with the supporting text, carries forward this figure as the quantum of office space sought across the five DOs. However in order to address concerns about the overall approach to employment land, the adopted version of the CS includes a commitment to

undertake an early review of Policy D2 and to prepare an Employment Land Local Plan (ELLP). Work on this document has commenced, but it is not sufficiently advanced to inform the Plan. However it is clear that the Plan needs to be sufficiently flexible to accommodate the results of the review of employment land.

14. To ensure that the Plan is positively prepared and does not conflict with the forthcoming ELLP, references to a specific quantum of office space should be removed, as included in proposed modifications **MM23** and **MM24**. However the removal of a quantifiable objective should not undermine the goal of maximising the economic potential of the town centre. The Council has therefore proposed modifications **MM12** and **MM3**. Modification **MM12** states that the amount of employment space directed towards the town centre will be informed by the ELLP and provides for monitoring changes of use that come forward as a result of the Prior Notification process on the temporary relaxation of Permitted Development Rights. Modification **MM3** extends the commitment in objective 7 of the Plan to protect existing employment space in the town centre. These changes will satisfactorily address the need to ensure that the Plan vigorously promotes employment uses in the town centre.
15. Concerns have been raised that the proposed changes do not go far enough to direct new office development to the town centre. However it is not appropriate to revisit the findings of the CS examination or address the balance of office development between the town centre and Sovereign Harbour in this report. The CS now includes a commitment to carry out a review of employment and the modifications referred to above will ensure that this Plan is sufficiently flexible to allow consistency with the ELLP. The town centre objectives include increasing employment opportunities in high quality jobs in a variety of sectors and each of the DO policies makes specific reference to the inclusion of B1(a) offices as part of the mix of uses. In these circumstances the Plan provides a sound basis for meeting the needs for office space in the town centre and is consistent with the CS.

Does the Plan set out a clear strategy for delivering housing as set out in the CS?

16. During the course of the CS examination the Council updated its schedule of development sites, taking account of developments completed in the 2011/12 monitoring year, new planning permissions and newly identified sites. This exercise led to revisions to housing supply figures, reducing the reliance on windfall sites throughout the borough, including within the town centre. Modification **MM11** is therefore required to ensure accuracy and consistency with the CS and reflect the updated figure of 1,190 dwellings which remain to be provided in the town centre in the period to 2027, with 450 to be provided on the DOs.
17. The Plan seeks to deliver the 450 housing units as part of the mixed use development across the five DOs. Whilst flexible and capable of responding to individual site circumstances, this reactive approach provides little reassurance that the sites will be positively managed to ensure that the CS housing requirement is delivered in the Plan period. A more robust approach is needed and the Council has proposed the inclusion of an additional paragraph to explain how it will manage development on the DOs and monitor housing targets against delivery. This addition is set out in **MM21**.

Issue 2 – The overall approach to the Development Opportunity Sites

Are the DOs clearly identified as allocations?

18. The Council has confirmed that the five DOs are intended to be site allocations. Their locations are identified on Figure 1, but the absence of plans showing site boundaries leads to uncertainty about whether these sites will really come forward. The Council has explained that due to detailed delivery and land ownership issues there may need to be adjustments to site boundaries over the Plan period. However the need for some flexibility should not prevent the identification of clearly defined site boundaries to provide a starting point for taking these sites forward. The Council has proposed modification **MM20**, which introduces an additional plan to show the DOs at a larger scale, as well as explaining the need for some flexibility to allow boundary adjustments. Modification **MM25** will introduce an individual plan for each DO. These changes must be made to ensure that the Plan is positively prepared and effective.

Are the DOs all deliverable? Does the Plan take account of risks to delivering the quantum of development and provide contingency?

19. The Plan takes a reactive approach to managing development on the DOs. It contains no detail or clear strategy to set out the steps that need to be taken to deliver them and provides no clear indication of where responsibility lies for taking the sites forward. There is an absence of detail about implementation including phasing, timescales and managing the mix of uses on the sites. This leaves the reader with serious doubts as to whether any or all of the development proposed will actually take place. As these sites are key to delivering much of the development in the town centre, and crucial to support its regeneration, this is a significant flaw which makes the Plan unsound.
20. During the examination the Council has carried out additional work to address these concerns and proposes a number of modifications to Policy TC17, which sets out the overarching approach to the DOs, to the supporting text that precedes it and to the implementation and monitoring section of the Plan. These modifications and whether they overcome the Plan's weaknesses surrounding deliverability are considered in the following paragraphs.
21. It is clear that the Plan's requirement for applicants to prepare comprehensive masterplans for each site is not realistic, as it is inflexible and takes no account of land ownership or phasing issues. The Council has proposed revised wording to paragraph 5.6 to remove the reference to masterplans, to add a requirement for developers to take a strategic approach and to ensure that where development is phased or in multiple land ownership proposals should not prejudice development of the remainder of a site. The changes to Policy TC17 in proposed modifications **MM22** and **MM24** together provide a realistic starting point for managing development on the DOs.
22. Implementing development on five major town centre sites is an ambitious undertaking and the submitted Plan includes little to demonstrate that project planning has taken place to co ordinate development across the Plan period. To address this concern, the Council has proposed the introduction of an additional diagram to section 6 of the Plan. This diagram, Table 1, sets out

the programme for development on the DOs together with other town centre projects and initiatives. It is included within **MM37**, which is considered in detail later in this report. Table 1 is essential to demonstrate that the Council is able to take a management overview to co ordinate the implementation of all the activity planned for the town centre during the Plan period.

23. Concerns have been raised that Table 1 may represent a fixed policy which could restrict some development coming forward. However the Council has confirmed that the timings in Table 1 are based on discussions with developers and that it is a first estimate of what will happen and when. Table 1 is therefore illustrative and will need to be updated as the Plan progresses.
24. The Council's flexible approach to delivering residential and office development across all five DOs is not clearly stated in the Plan. This creates uncertainty and does not provide a positive strategy for delivering the quantum of development required in the CS. Proposed modification **MM24** adds a statement in Policy TC17 to set out this approach, and is supported by more detailed explanation of how this will operate in additional paragraphs 5.8 – 5.15, introduced through proposed modification **MM23**.
25. The proposed additional text emphasises the need for a clear implementation strategy for each DO. It places the responsibility for addressing phasing and delivery on developers and requires all proposals to comply with the Plan's Implementation Framework, (which has itself been subject to rigorous review, and is amended by **MM37**). It also sets out a firm commitment to monitor and review the Implementation Framework and to monitor the quantum and type of development coming forward against the Plan's objectives.
26. The supporting text introduced through **MM23** also recognises that there may be some difficulty in delivering the required amount of housing and new office space in a challenging economic climate. It introduces a trigger mechanism to take effect if, as the DOs come forward, the residual capacity on the remaining sites is unlikely to deliver sufficient residential or office development. The trigger would lead the Council to seek an uplift in residential and employment floorspace on the remaining sites. Should it become clear that the five DOs are not capable of delivering the required quantum of residential and office development, **MM23** introduces a range of contingency options which include seeking alternative ways of delivering this development or, if other options fail, resorting to an early review of the Plan to seek alternative sites.
27. To conclude on this issue it is clear that a number of significant changes are required to the Plan to ensure that key housing and office development, as well as regeneration, is delivered through the DOs. The changes proposed in this section, together with **MM37** which is considered under issue 7, are capable of effecting these changes to ensure that the Plan is positively prepared and effective in relation to the overall deliverability of the DOs.

Issue 3 – Development Opportunity Sites: site specific matters

DO2 - Does Policy TC19 set out a clear timescale for delivery?

28. The Plan does not provide a clear timescale for the delivery of development on site DO2. However the Council has confirmed that development on this site is expected to come forward in the middle part of the Plan period (2017 – 2022)

and that discussions with the principal site owner will be pursued. Modification **MM26**, which adds new paragraph 5.27 to include this information, is necessary so that the Plan includes an effective and positive strategy to deliver development on DO2.

DO3 – Does Policy TC20 accurately reflect site access and does it set out a clear methodology and timescale for delivery?

29. In response to concerns raised by the owners of part of the site the Council has proposed a modification to identify the potential for an existing vehicular access from Southfields Road to remain in use. This modification, **MM29**, should be made to add flexibility and ensure that the Plan is effective.
30. The Plan provides no clear timescale for delivery of this site, which is made up of land in three separate ownerships. During the examination the Council suggested an outline programme in two broad phases as set out in **MM30**. Concerns have been raised that the requirement for a masterplan for the entire site, as set out in Policy TC17, would hold back development on the former garage site, which could otherwise progress in advance of the Royal Mail site, which depends on a review of accommodation and provision of replacement premises. Removal of the requirement for a masterplan (through **MM22** and **MM24**) will lift this restriction and enable the former garage site to be progressed independently as the first phase of development. However **MM30** also includes a requirement for proposals to demonstrate that development on one part of the site will not prejudice development on the remainder of the site. On this basis **MM30** is necessary to provide an effective and robust strategy for bringing forward phased development on site DO3.

DO4 - Does Policy TC21 provide a clear methodology for exploring a more comprehensive redevelopment scheme and does it provide a timescale for delivery?

31. The supporting text to Policy TC21 makes a tentative reference to the potential to incorporate additional land with DO4 as part of a more comprehensive development scheme. However it includes no proposal to explore this further and identifies no timescale for delivering development on DO4, with or without the additional land. To address these shortcomings the Council has proposed three additional paragraphs of supporting text as modification **MM31**. This identifies site DO4 as being delivered in the latter phase of the Plan period, after 2022, and commits the Council to engage with adjoining landowners to assess the potential for additional sites to be considered. It also sets out proposals to explore the potential for a new public space and identifies two broad phases of development.
32. The proposals for DO4 are more complex but less certain than those for the other DOs. However in the context of its planned delivery at the end of the Plan period the modifications in **MM31** are sufficient to ensure a positively planned approach to secure delivery of this site.

DO5 – Does Policy TC22 provide clear and up to date information?

33. Development on this site is expected to take place early in the Plan period and during the course of the examination planning permission for a hotel has been granted and the Council has agreed with the site owners detailed changes to

the uses and storey heights. These changes, set out in modifications **MM32** and **MM33**, should be made to ensure that the policy is up to date.

Issue 4 – Public Realm enhancements

Policies TC2 and TC13: Are the public realm enhancements clearly defined and does the Plan provide a convincing strategy for planning, funding and implementing the public realm projects?

34. The CS identifies the poor quality urban environment of parts of the town centre and identifies the opportunity to make the environment more attractive for pedestrians and shoppers. The Plan proposes to address this by providing a town centre spatial framework and identifying a range of public realm enhancements. These are listed in Policies TC2: Town Centre Structure and TC13: Public Realm Quality and Priorities. However the information about these projects and how they will be taken forward, funded and co-ordinated with the DOs is vague and unconvincing. There is little to indicate that any project planning has taken place or is anticipated.
35. During the examination the Council has carried out work to produce a robust strategy for delivering these projects. The town centre structure deals with approaches, gateways, streets and spaces and proposed modification **MM8** adds clarity by explaining how the streets and spaces have been identified through the earlier stages of the Plan. Proposed modification **MM6** introduces a new paragraph 3.8, which supports Policy TC2, to explain how key elements of the spatial framework have been identified through the contribution they make towards enhancing legibility, identity and functionality and how they will be taken forward with the Council in the lead role. **MM7** adds to this paragraph to detail the steps that will be taken to prepare a Public Realm Strategy to provide design and preliminary costings, link projects to maximise opportunities, target and secure funding and work with partners.
36. A similar approach is proposed to address the need to plan positively for the delivery of the public realm priorities identified in Policy TC13. Modifications **MM16** and **MM17** are proposed to introduce a commitment to the preparation of the Public Realm Strategy into Policy TC13 and to link the public realm priorities to this strategy. These additions are supported by significant changes to the Implementation Framework, considered later in issue 7.
37. Much of the information included within these modifications was available as supporting evidence but the work that the Council has undertaken to draw it together in the Plan will transform a vague wish list into a firm and realistic commitment to drive the public realm projects forward. It is essential that modifications **MM6**, **MM7**, **MM8**, **MM16** and **MM17** are made to ensure that the Plan is positively planned and deliverable.

Policy TC8 - The Arts Trail: Does the Plan set out a convincing strategy for delivering the Arts Trail?

38. Policy TC8 states that the Council will commission an Arts Trail and it identifies the route which will link key arts, heritage and cultural venues with the station and the seafront. However the supporting text is extremely tentative and includes little to demonstrate that the project is supported by positive planning or that it is likely to be delivered in the Plan period.

39. To address this matter the Council has drawn together the actions needed to progress this project, linked the project to the other public realm projects in Policy TC13 and supported it by funding and programming information in the Implementation Framework. These additions, set out in modification **MM13**, will provide a satisfactory strategy for delivering the Arts Trail.

Issue 5 – Management/ framework policies

Policy TC4 - Primary and secondary retail areas: Is the definition of the Primary Retail Area justified in view of the forthcoming extension to the Arndale Centre?

40. It has been suggested that regeneration and public realm improvements that are planned, together with the planned extension of the Arndale Centre, will enhance the nature of the retail environment along the section of Terminus Road that is currently designated as Secondary Retail (SRA10). In recognition of this the Council has suggested proposed changes **MM9** and **MM10**, to re designate 46-94 Terminus Road as Primary Retail and thus ensure that the Plan is up to date and effective.

Policy TC11 – Building heights, Landmarks and Tall Buildings: Is the approach to building heights justified by robust evidence and does the policy set out a clear and coherent strategy for assessing proposals?

41. Policy TC11 is a prescriptive policy to control building heights in the town centre. The background evidence indicates that some townscape analysis has been undertaken, but the policy does not appear to flow directly from this work. Thus much of the policy and the supporting text lack justification, whilst the terminology and references to locations are imprecise. This policy is therefore unsound.
42. To address this matter the Council has carried out further work and has proposed modifications which add detail and clarity to the policy and effectively re write the supporting text. The result, set out in **MM14** and **MM15**, provides a clear, logical and justified approach to managing building heights. These modifications will ensure that this element of the Plan is justified and effective.

Policy TC16 - Town Centre Streets: Does the policy provide effective and up to date references to the Transport Plan and the Cycling Strategy?

43. During the examination it was confirmed that LTP3 is the up to date Local Transport Plan. In addition the Eastbourne Cycling Strategy has been prepared. The Policy and supporting text should be amended to make reference to both documents, as set out in **MM19**, to ensure that the plan is positively prepared and effective.
44. It has been suggested that additional references to cycling, safe cycling and to the cycling hub at Eastbourne Station should be made throughout the Plan. After careful consideration it is clear that whilst all of these suggestions would improve the Plan none go to soundness and it is therefore not necessary to include them as main modifications. However the Council may wish to include these suggestions as additional modifications which can be made without reference to this report.

Issue 6 – Potential Areas of Change.

Policy TC24 – Potential Areas of Change: Does the policy set out a clear methodology and timescale for delivery?

45. The Plan indicates that these proposals are likely to take place in the latter part of the Plan period based on a master plan-led approach. However the areas are not defined and the policy lacks detail regarding lead-in times and preparatory work which will need to be undertaken to deliver the proposals. The Council has reviewed this policy and proposes additional wording to the supporting text and the policy. This will introduce a plan to define the indicative area boundaries, provide a timescale for the review of Devonshire Park and set out the Council's commitment to work with land owners to prepare a broad development framework for the land at Langney Road and Pevensy Road. These changes, set out in **MM34**, **MM35** and **MM36** will provide sufficient detail to ensure that the Plan is effective.

Issue 7 - Implementation and Monitoring

Does the Plan include a robust framework for Implementation and Monitoring of site allocations, projects and policies?

46. The Implementation and Monitoring section of the submitted Plan provides little information regarding project planning, responsibility for implementation and phasing. Similarly the Monitoring Framework lacks clearly defined indicators. However this Plan relies on taking forward a range of projects and initiatives, some of which will take place concurrently. The absence of detail to demonstrate that proposals are realistic and that phasing and co ordination have been considered, makes the Plan unsound on the basis that it is neither effective nor positively planned.
47. The Council has carried out further work to add to and update the Implementation and Monitoring section of the Plan and the proposed changes are set out in **MM37**. It is clear that much of this information was available as supporting evidence to the submitted Plan. However it has been brought into the Plan together with some further work and updated information to provide a robust basis for taking the Plan forward.
48. The proposed new Table 1, which has been introduced to provide indicative timescales and programming, demonstrates that consideration has been given to planning and co-ordinating all the proposals. This, together with further work on phasing of the DOs which has been considered earlier in this report, indicates that the Council now has a full understanding and overview of the Plan's policies and projects.
49. **MM37** proposes replacement of the Implementation Framework (previously Table 1) with a new Implementation and Delivery Framework, Table 2. In addition to indicative timescales, this table identifies implementation lead and key partners, delivery strategy and issues, funding sources, related projects/infrastructure requirements and risks and contingencies. This new table demonstrates that the Council has begun the process of project planning and provides a realistic framework for delivering the Plan.

50. **MM37** also includes additions to the monitoring framework to ensure that it is robust and rigorous. Subject to the changes set out in **MM37** the Plan provides a sound basis for delivering and monitoring the town centre proposals and projects.

Assessment of Legal Compliance

51. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

| LEGAL REQUIREMENTS | |
|---|--|
| Local Development Scheme (LDS) | The Town Centre Local Plan is identified within the approved LDS February 2013 which sets out an expected adoption date of October 2013. The Local Plan's content and timing are compliant with the LDS. |
| Statement of Community Involvement (SCI) and relevant regulations | The SCI was adopted in July 2009 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM) |
| Sustainability Appraisal (SA) | SA has been carried out and is adequate. |
| Appropriate Assessment (AA) | Natural England has confirmed, in a letter dated 11 August 2011, that Habitats Regulations Assessment is not required for this Plan. |
| National Policy | The Town Centre Local Plan complies with national policy except where indicated and modifications are recommended. |
| Sustainable Community Strategy (SCS) | Satisfactory regard has been paid to the SCS. |
| 2004 Act (as amended) and 2012 Regulations. | The Town Centre Local Plan complies with the Act and the Regulations. |

Overall Conclusion and Recommendation

52. The Plan has a number of deficiencies in relation to soundness which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the Act. These deficiencies have been explored in the main issues set out above.
53. The Council has requested that I recommend main modifications to make the Plan sound and/or legally compliant and capable of adoption. I conclude that with the recommended main modifications set out in the Annex the Eastbourne Town Centre Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Sue Turner

Inspector

This report is accompanied by the Annex containing the Main Modifications

Annex – Main Modifications

The modifications below are expressed either in the conventional form of ~~strikethrough~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the submission local plan, and do not take account of the deletion or addition of text.

| Ref | Policy/ Table/ Paragraph | Main Modification |
|-----|-----------------------------|--|
| MM1 | Paragraph 1.14 | <p><i>Add references to the National Planning Policy Framework and delete reference to the South East Plan, which has now been revoked, to read:</i></p> <p><i>"The TCLP has been prepared having regard to the planning policy context established at national, regional and local level including the <u>National Planning Policy Framework</u> and specifically the <u>presumption in favour of sustainable development</u>. The broad policy context for the South East Region within which Eastbourne is located is established by the South East Plan. The Coalition Government has signalled its intention to abolish the South East Plan but it currently remains at time of writing it still forms part of the development plan for Eastbourne."</i></p> |
| MM3 | Objective 7 | <p><i>Add sentence to end of Objective 7 to read:</i></p> <p><i><u>"In particular, the Council will support the retention, refurbishment and extension of existing office and business floorspace and the provision of new high quality office space that will meet the needs of a range of businesses."</u></i></p> |
| MM4 | Paragraph 2.4. | <p><i>Add a new paragraph in relation to the National Planning Policy Framework to read:</i></p> <p><i><u>"When considering development proposals, the Council will take a positive approach that reflects the "presumption in favour of sustainable development" set out in paragraphs 14 and 15 of the National Planning Policy Framework. It will work with applicants to find solutions, that address concerns raised by local residents and community groups, which mean that proposals can be approved wherever possible, and to secure development that improves the social, economic and environmental conditions in the area. Planning applications that accord with policies in this Town</u></i></p> |

| Ref | Policy/ Table/ Paragraph | Main Modification |
|-----|--------------------------|---|
| | | <u>Centre Local Plan will be approved, unless material conditions indicate otherwise."</u> |
| MM6 | Paragraph 3.8 | <p><i>Expand paragraph 3.8 to include four additional sentences to read:</i></p> <p><u>"The key components of the spatial framework are described on the following pages. Policy TC2 and TC13 identify those key elements of the spatial framework that will be prioritised for enhancement as specific projects through the TCLP period. This is because of the contribution these elements make towards enhancing the legibility, identity, functionality, particularly in terms of pedestrian movement, and the overall appearance of the Town Centre. The TCLP Implementation Framework in Section 6 gives details of how these projects will be brought forward including broad timescales over the TCLP period, project leads and key partners, and potential funding sources. The Council will take a lead role in scoping these projects working with other partners and agencies including land owners, private developers and East Sussex County Council."</u></p> |
| MM7 | Paragraph 3.8 | <p><i>Add a further paragraph to the TCLP following paragraph 3.8 to read:</i></p> <p><u>"In order to implement proposals for the public realm the Council will:</u></p> <ul style="list-style-type: none"> • <u>produce a detailed Public Realm Strategy for the Town Centre in the short term phase of the plan period in order to provide design, layout and preliminary costings for the identified public realm projects in the TCLP, focusing on the public realm priorities set out in Policy TC13 but also considering the wider public realm areas that contribute to the structure of the Town Centre set out in Policy TC2;</u> • <u>link projects together to maximise opportunities to progress work on the public realm, for example at the junction of Terminus Road and Grove Road where the funded scheme for the public transport interchange in Terminus Road will help implement initial work on the Grove Road and South Street public realm priority area through enhancing pedestrian and cycle connectivity from the Station into an important secondary retail area;</u> |

| Ref | Policy/ Table/ Paragraph | Main Modification |
|------|---|---|
| | | <ul style="list-style-type: none"> • <u>as part of LTP3 target funding from surplus on-street parking charges in the Town Centre towards the funding of public realm projects;</u> • <u>work with East Sussex County Council identifying where the programmed ongoing highway maintenance budget could use additional funding streams to bring forward public realm projects; and</u> • <u>negotiate section 106 contributions for the public realm from the Development Opportunity Sites, and other sites that relate to and adjoin identified public realm projects in the Town Centre.</u> <p><u>The Council will monitor progress on the delivery of the public realm projects identified in the TCLP and the Public Realm Strategy to re-evaluate priorities, where necessary, or bring forward wider public realm projects as priorities during the plan period."</u></p> |
| MM8 | Paragraph 3.20 | <p><i>Expand Paragraph 3.20 to include two additional final sentences to read:</i></p> <p><u>"A number of key streets and spaces have been identified through analysis and as part of the consultation process on Issues and Options. These key streets and spaces make a particular contribution towards enhancing the legibility, identity, functionality, particularly in terms of pedestrian movement, and the overall appearance of the Town Centre and have therefore been prioritised. Information on how they will be brought forward for delivery is given in the TCLP Implementation Framework in Section 6."</u></p> |
| MM9 | Policy TC4 Primary Retail Areas (PRAs) | <p><i>Add an additional area to the bullet point of locations within the Primary Retail Area (PRA) as follows:</i></p> <ul style="list-style-type: none"> • <u>46-94 Terminus Road (PRA5)</u> <p>Amend Figure 3 – Primary and Secondary Retail: To redesignate the area as primary retail (dark blue) and denote with reference PRA5.</p> |
| MM10 | Policy TC5 Secondary Retail Areas (SRAs) | <p><i>Delete the address 46-94 Terminus Road from Secondary Retail Area 10:</i></p> <ul style="list-style-type: none"> • <u>2-44 Terminus Road (SRA10)</u> |

| Ref | Policy/ Table/ Paragraph | Main Modification |
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| MM11 | Paragraph 4.20 | <p><i>Amend Paragraph 4.20 to read:</i></p> <p>"The <u>Eastbourne Core Strategy Local Plan</u> identifies the Town Centre as a sustainable location for increasing household growth. The <u>Eastbourne Core Strategy Local Plan</u> anticipates 962 1,190 dwellings being provided in the Town Centre within the period up to 2027. of which 436 <u>The TCLP identifies that from this amount 450 should be provided through will need to come forward through small scale development (less than 20 units), typically through infill, conversion of existing buildings which are not currently in residential use and adaptation of large dwellings into more than one unit, and 436 through providing new homes as a component of mixed use development on the Development Opportunity Sites."</u></p> |
| MM12 | Paragraph 4.28 | <p><i>Add three additional paragraphs to follow 4.28:</i></p> <p><u>The town centre's office stock adds to the mix of uses within the centre and is an important contributor to its overall vitality and viability. Those working in and visiting the centre's offices provide an important customer base for other businesses and commercial enterprises in the centre, adding in particular to its weekday and daytime footfall and helping to support the centre's night time economy.</u></p> <p><u>The Council is to produce a new Employment Land Local Plan (ELLP) which will quantify the amount of office space that is to be provided during the current Core Strategy Local Plan period. This will inform the amount of space that should be directed to the town centre. This is in the interest of concentrating office workers within the most accessible locations of the town centre, close to those living in the town centre and easily accessible for commuters based in the neighbouring wards and areas from which people can readily travel to the centre on foot, or by cycle, bus or by train.</u></p> <p><u>Having regard to the outcome of the Employment Land Local Plan and through monitoring any changes of use coming forward as a result of the Prior Notification process on the temporary relaxation of Permitted Development rights, the Council will consider the use of Article 4 Directions to protect B1(a) office space in the Town Centre.</u></p> |

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| MM13 | Paragraph 4.45 | <p><i>Insert an additional paragraph regarding the proposed Arts Trail to read:</i></p> <p><u>"The Council will initially engage with local stakeholders including those making representations as part of the TCLP, and businesses along the proposed trail to scope out the provisions for the arts trail project including design objectives, alignment of the route, the location of appropriate signage and installations, and pedestrian crossing facilities. The project will be incorporated into an ongoing review of the Council's assets at Devonshire Park and led by the Council. Initial scoping work will be undertaken in the short term of the TCLP period with implementation in the medium term. This will be coordinated with the other public realm priority projects set out in Policy TC13. Further information on the delivery strategy for the Arts Trail is set out in the TCLP Implementation Framework in Section 6."</u></p> |
| MM14 | Paragraphs 4.57 to 4.63 | <p><i>Revise paragraphs 4.57 to 4.63 and add five paragraphs between paragraphs 4.60 and 4.61 to read:</i></p> <p><u>4.57 The pattern of different building heights including recognisable landmarks can play a significant role in helping people to understand the Town Centre, making it easier to locate important places, and making the town legible. New development proposals must reinforce this pattern, adding to the character, identity and legibility of the Town Centre as a whole.</u></p> <p><u>4.58 At present, development in the Town Centre is generally within a range of between 3 to 5 storeys in height. Important places, including Terminus Road, parts of Grove Road and South Street, Seaside Road and the Seafront Character Area and parades, are signified as such because the streets are fronted by buildings of up to 5 storeys in height. Other locations, such as around the Cavendish District, are more domestic in scale with the majority of buildings only reaching up to 3 storeys in height. As such the general consistency of building heights in these different parts of the Town Centre can give it a strong character and identity.</u></p> |

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| | | <p><u>4.59 In addition, landmark buildings can help signal important locations in the Town Centre, such as the corners of junctions between main streets, or key public spaces, and they emphasise the role or status that a particular building has within the town. The Town Hall, the railway station, The Pier, The Wish Tower and the Towner are all important landmarks in the Town Centre.</u></p> <p><u>4.60 Landmark buildings are defined as those of special architectural quality and character, those that have distinctive and memorable features (clocks, statues, friezes etc.) or house special and unique uses such as civic or cultural uses. Landmark buildings can also be taller than those around them, a 4 storey building in an area that is predominantly 3 storeys, or a 6 storey building in an area that is predominantly 5 storeys for example.</u></p> <p><u>There are currently very few buildings and structures in the Town Centre that are taller than 6 storeys in height. Those that do exist are generally the spires or towers associated with Eastbourne's churches and the Town Hall.</u></p> <p><u>In addition, they include a number of buildings in the Town Centre that are very much 'of their time', predominantly dating from the late 1960's and early 1970's: the Arndale Centre car park and the JCP car park on Junction Road for example (6 storeys), and office buildings on St Leonard's Road (up to 7 storeys) which are all clustered around the area of the railway station.</u></p> <p><u>There is also the Eastbourne Centre on the Seafront (9 storeys) and apartment buildings on Compton Road in the Seafront Character Area (7 storeys).</u></p> <p><u>In order to preserve the character and identity of the Town Centre the Council will have regard to the prevailing building height in a particular location when assessing proposals for new development. This will generally be between 3 and 5 storeys.</u></p> |

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| | | <p><u>When assessing individual proposals, the Council will have regard to the prevailing uniformity of building heights in a particular location. Where this contributes significantly to the character and townscape qualities of Eastbourne, particularly within identified Conservation Area boundaries, proposals for buildings that are taller than the prevailing building height in that location will be likely to have a negative impact on the character of the town and will therefore be resisted.</u></p> <p><u>In certain locations within the Town Centre landmark buildings of up to 6 storeys in height may be acceptable in order to emphasise important places and contribute towards the overall legibility of the Town Centre. These locations are identified as:</u></p> <ul style="list-style-type: none"> • <u>The Terminus Road corridor to reinforce the identity and role of the main retail street;</u> • <u>adjoining Town Centre gateways as defined in Policy TC2 to enhance the role and identity of these locations on the edge of the Town Centre;</u> • <u>within the Seafront Character Area where there are already a number of landmark buildings; and</u> • <u>in the vicinity of the railway station where there are already a number of landmark buildings located. It is also a location that is also highly accessible by public transport and therefore appropriate for potentially more intensive forms of development.</u> <p><u>4.61 Development must have regard to other design quality policies in the TCLP including Policy TC9 and TC11 as well as general development management policies to be set out in the Development Management DPD. Specific guidance on building heights is also given in each of the Development Opportunity Site policies.</u></p> <p><u>4.62 In exceptional cases, and in order to accommodate _____ key _____ development requirements, tall buildings that are over 6 storeys in height may be an appropriate design response within the Town Centre but</u></p> |

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| | | <p><u>only in specific locations and where they meet high standards of architectural and urban design quality.</u></p> <p><u>4.63 The Council considers that the only location for development of this kind in the Town Centre may be at Development Opportunity Site Two, which adjoins the railway station. As a gateway location with good access to public transport provision, close to the primary retail core, Development Opportunity Site Two may be an appropriate location for more intensive forms of development to meet the objectives of the TCLP. These may best be accommodated in well designed taller landmark buildings above 6 storeys. In addition, although the station building is listed, Development Opportunity Site Two is not within a Conservation Area. Again, development must have regard to other design quality policies in the TCLP including Policies TC9 and TC11 as well as general development management policies to be set out in the Development Management DPD."</u></p> |
| MM15 | Policy TC11 Building Heights | <p><i>Revise the title of Policy TC11 to delete reference to 'landmarks and tall buildings'. Amend the wording of the second bullet point to read:</i></p> <p><u>"Landmark buildings of up to 6 storeys in height will be acceptable on Key Town Centre approaches; at gateway sites to signal points of arrival; and adjoining the Seafront, public squares and spaces as set out in Policy TC2 where they are of outstanding architectural quality and add positively to the townscape qualities of Eastbourne. Landmark buildings of up to 6 storeys in height will not be acceptable in areas where the townscape quality of the area is derived from the uniformity of existing building heights."</u></p> <p><i>Amend the wording of the third bullet point to read:</i></p> <p><u>"Exceptionally, on Development Opportunity Site Two, tall buildings over 6 storeys in height may be acceptable if they are of outstanding architectural quality and add positively to the townscape qualities of Eastbourne. Tall buildings shall be designed in the form of slim point blocks, which limit the visual prominence of development."</u></p> |

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| MM16 | Paragraphs 4.82 and 4.83 | <p><i>Add paragraphs to the TCLP to read:</i></p> <p><u>There are also a number of key locations within the Town Centre where enhancements to and investment in the public realm will be prioritised. These key streets and spaces make a particular contribution towards enhancing the legibility, identity, functionality, particularly in terms of facilitating easier pedestrian movement, and the overall appearance of the Town Centre and have therefore been prioritised.</u></p> <p><u>Enhancement proposals for each of these locations will be developed by the Council having regard to the Public Realm Design Objectives in order to address the principal design issues highlighted and also to the Public Realm Guidance being prepared by East Sussex County Council (regarding funding of high-quality materials). In addition, the Council will produce a Public Realm Strategy for the Town Centre in the short term phase of the plan period to inform the design layout and funding opportunities for the identified public realm priorities. Funding will come from a variety of different sources including developer contributions from adjoining Development Opportunity Sites as well as any surplus parking revenues generated from on-street parking in the Town Centre, as part of LTP3, and potential other sources including the Community Infrastructure Levy (CIL) where it is directly linked to new development. Where contributions are sought from the Development Opportunity Sites information is given in the relevant policy. Additional information on how they will be brought forward for delivery is given in the TCLP Implementation Framework in Section 6."</u></p> |
| MM17 | Policy TC13 | <p><i>Add a sentence to the end of the policy to read:</i></p> <p><u>"The Council will produce a Public Realm Strategy for the Town Centre to inform the design layout, funding opportunities and implementation of the identified public realm priorities."</u></p> |
| MM19 | Paragraph 4.106 | <p><i>Amend paragraph 4.106 to read:</i></p> <p><u>East Sussex County Council's Local Transport Plan 2 (LTP2) includes a mechanism to direct surplus revenue Any surplus revenue generated by on-street car parking will be allocated towards implementing local transport improvements</u></p> |

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| | | <p>including for public transport, pedestrians and cyclists infrastructure, which in part has already been implemented in Eastbourne with the advent of Real Time Passenger Information on bus stops on Terminus Road but could also extend to public realm improvements in the Town Centre. LTP3 has been approved by East Sussex County Council and will be used to inform decision making during the AAP TCLP period.</p> <p>In addition an Eastbourne Cycling Strategy has been is being jointly prepared by the Council and East Sussex County Council and has identified a series of key which will identify potential improvements to cycling infrastructure across Eastbourne the Borough including the Town Centre. Once complete it will also The Cycling Strategy will should be used to inform decision making during the AAP TCLP period, including the design and layout of public realm proposals as set out within the TCLP."</p> |
| MM20 | Paragraph 5.3 | <p><i>Add a sentence:</i></p> <p><u>"Importantly, in the case of the Development Opportunity Sites, the Council acknowledges that during the lifetime of the TCLP detailed issues of delivery and land ownership may result in adjustments to the boundaries shown on TCLP Figure 1 in order to bring forward appropriate development to meet the policy aims and objectives of the TCLP."</u></p> |
| MM21 | Paragraph 5.4 | <p><i>Add a new paragraph:</i></p> <p><u>"Furthermore, the Council will carefully consider the provision of housing on each of the Development Opportunity Sites. The Council will monitor housing targets against delivery in order to determine if a review is required during the TCLP period. The TCLP makes allowance for up to 450 units to be accommodated as part of the development mix on the Development Opportunity Sites. The Council will negotiate with developers and landowners to secure adequate housing provision to meet the requirements of the Eastbourne Core Strategy Local Plan on the Development Opportunity Sites. Development coming forward in the Transition Areas (Policy TC23) and the Areas of Potential Change (Policy TC24) will contribute to the windfall assumptions for the Town Centre as set out</u></p> |

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| | | in the Eastbourne Core Strategy Local Plan." |
| MM22 | Paragraph 5.6 | <p><i>Modify the second sentence of paragraph 5.6:</i></p> <p>Given the importance of the Development Opportunity Sites the Council expects a strong, design-led approach to be taken by developers. The Council will require a comprehensive <u>and strategic approach to the design and layout of the Development Opportunity Sites, particularly those identified as coming forward in phases or within multiple land ownerships. Applicants will be expected to demonstrate that proposals coming forward on any part of the Development Opportunity Sites do not prejudice the development of the remainder of the site.</u> master plan to be produced by applicants in support of each scheme with opportunities for appropriate community involvement and engagement encouraged particularly at pre-application stage."</p> |
| MM23 | Paragraphs 5.8 to 5.15 | <p><i>Add paragraphs to the supporting text of Policy TC17:</i></p> <p><u>"5.8 In addition there will be a requirement for proposals to demonstrate how they will be implemented with appropriate consideration given to phasing and delivery. The Council will expect an implementation and phasing plan to be submitted as part of the comprehensive master plan proposals for each of the Development Opportunity Sites as well as other major development or redevelopment proposals in the Town Centre.</u></p> <p><u>5.9 The TCLP Implementation Framework in Section 6 sets out a broad delivery strategy for each Development Opportunity Site, as well as other identified projects within the Town Centre, including broad timescales over the TCLP period, project leads and key partners, and potential funding sources. Applicants will be expected to demonstrate how they comply with the requirements of the Framework as part of proposals for the Development Opportunity Sites the comprehensive master plan.</u></p> <p><u>5.10 The Council will monitor progress of each of</u></p> |

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| | | <p><u>the Development Opportunity Sites and related projects over the TCLP period and review the Implementation Framework as required in order to ensure the coordinated and timely delivery of development within the Town Centre.</u></p> <p><u>5.11 In order to ensure that the overall quantum of development of 450 net residential units and 3000 sq m of new B1(a) office space is delivered successfully, the Council will monitor the overall delivery rates and residual capacity, across the five Development Opportunity Sites.</u></p> <p><u>Trigger Mechanism</u></p> <p><u>5.12 Contingency options will be implemented in the event that proposals come forward and are granted planning permission on a number of the Development Opportunities Sites and it becomes evident that the residual capacity on the remaining sites is unlikely to deliver sufficient residential units and office floorspace, to meet the overall requirement, having regard to all the policies in this plan. Development proposals can only be determined on a site-by-site basis as and when they come forward.</u></p> <p><u>5.13 The Council has been working proactively to facilitate investment and bring forward appropriate mixed-use development in the Town Centre, in spite of the challenging economic climate. In this context, Development Opportunity Site 1 may not deliver housing or new office space giving priority instead to new high-quality comparison floor space which is also an important Town Centre regeneration priority.</u></p> <p><u>5.14 The Council will work with landowners and developers to deliver an uplift of residential and employment development on the remaining Development Opportunity Sites, still to be brought forward. If there is no reasonable prospect that the remaining Development Opportunity Sites will meet the residual residential and employment land requirements, then this will trigger the implementation of the contingency options.</u></p> |

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| | | <p style="text-align: center;"><u>Contingency Options</u></p> <p><u>5.15 In the event that the overall housing and employment requirements are unlikely to be delivered across the five Development Opportunity Sites, the Council will implement the following contingency options:</u></p> <ul style="list-style-type: none"> • <u>Promote opportunities for residential and B1(a) office development on other available sites within the Town Centre including the two Transition Areas and the Langney Road/Pevensey Road Potential Area of Change, and the areas of future opportunity potential adjoining Development Opportunity Sites 1 and 4;</u> • <u>Review the contribution that windfall development has had on the overall delivery rate in the Town Centre and re-evaluate the overall targets;</u> • <u>Use Compulsory Purchase powers if necessary; and</u> • <u>Undertake an early review of Town Centre Local Plan in order to identify additional sites."</u> |
| MM24 | Policy TC17 | <p><i>Amend Policy TC17:</i></p> <p>"Policy TC17: Strategic Master Planned Approach to Town Centre Development Sites</p> <p><u>The five Development Opportunity Sites will deliver a minimum of 450 net residential units and 3000sqm of new B1(a) office space, the quantum of which will be confirmed in the Employment Land Local Plan. These requirements should be provided across all five sites allowing flexibility for the quantum of development to be delivered on each site to be determined by an appropriate design response.</u></p> <p><u>In order to ensure a comprehensive, strategic design-led approach to proposals coming forward within the identified Development Opportunity Sites and other major redevelopment sites that may come forward within the Town Centre the Council will require proposals to clearly demonstrate a master plan to be produced demonstrating how each the scheme and layout:</u></p> |

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| | | <ul style="list-style-type: none"> • Positively responds to the context of the site; • Meets the identified development requirements and components <u>set out in the Development Opportunity Site policies and other design policies in the TCLP;</u> • Addresses design quality and sustainability issues <u>as set out by relevant policies in the TCLP;</u> and • Establishes a safe, usable and well-connected public realm that is fronted by high-quality development. <p><u>Where sites are to be delivered in phases the Council will require applicant's to show through the design, accesses arrangements and layout of proposals that development on one part of the site will not prejudice the development of the remainder of the site.</u></p> <p><u>In addition the Council will require an implementation and phasing plan to be submitted as part of the master plan setting out how proposals will be delivered in the Town Centre."</u></p> |
| MM25 | | <p><i>Insert site plans for each of the DO Sites to show clear boundaries. Include site areas for each of the Development Opportunity Sites on the plans (see Appendix 1).</i></p> |
| MM26 | <p>Paragraphs 5.27 and 5.28</p> | <p><i>Add new paragraphs to the supporting text of Policy TC19 and delete one paragraph:</i></p> <p><u>"In terms of delivery, the Council anticipates that development of the site will come forward as part of the medium term phase of the TCLP period during the period from 2017-2022. The Council will pursue initial discussions with the principal site owners, including Network Rail, who have already signalled a willingness to bring the area forward for development subject to accommodating ongoing operational requirements."</u></p> <p><u>"The site is expected to be delivered in the medium to longer term with a planning application submitted sometime after 2018. Development of the initial phases of a scheme would commence by 2020/2022 with the site substantially developed by the end of the TCLP period."</u></p> |
| MM29 | <p>Paragraph 5.31</p> | <p><i>Expand the third sentence of the paragraph and add a new sentence:</i></p> |

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| | | <p><u>"Parking and servicing areas are currently accessed from Southfields Road including an existing vehicular access to the former garage premises which falls just outside the boundary of the TCLP. It is anticipated that this access could remain in use as part of any proposals for the former garage premises coming forward in relation to Development Opportunity Site 3."</u></p> |
| MM30 | <p>Paragraphs 5.32, 5.33 and 5.34</p> | <p><i>Add three paragraphs to the supporting text of Policy TC20 to read:</i></p> <p><u>"5.32 In terms of delivery the site is likely to be a medium to longer term opportunity during the TCLP period. The Council will continue to pursue discussions with adjoining landowners within the short term phase of the TCLP in order to secure comprehensive redevelopment. Also in the short term the Council will engage with East Sussex County Council as part of the discussions with landowners in relation to necessary highway and access works around the Town Centre gateway at the junction of Upperton Road and The Avenue as part of Policy TC2.</u></p> <p>5.33 <u>The site is likely to be brought forward in development phases with an initial phase delivered in the short to medium term of the TCLP focused on the former Caffyn's garage premises. A further initial phase delivered in the medium term will be focused on the Council owned car park and former garage premises. A second phase will be focused on the Royal Mail Post Office premises and land holdings dependent upon a review of accommodation requirements by the Royal Mail Post Office and suitable, viable and commercially attractive replacement premises being provided elsewhere, subject to need. This phase will be delivered in the long term. Although the site may be delivered in phases the Council will require applicant's to show through the design, accesses arrangements and layout of proposals that development on one part of the site will not prejudice the development of the remainder of the site pursue a comprehensive master planned approach in accordance with Policy TC17.</u></p> |

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| MM31 | Paragraphs 5.40, 5.41 and 5.42 | <p>The Council anticipates a planning application for the site will be submitted sometime after 2017."</p> <p><i>Add three paragraphs to the supporting text of Policy TC21 to read:</i></p> <p><u>"5.40 In terms of delivery the Council anticipate that the site will come forward in the long term phase of the TCLP period, from 2022 onwards. As part of the lead-in to development the Council will actively pursue discussions with landowners in the short to medium phase of the TCLP period to further scope and refine development aspirations for the site. The Council will also engage with adjoining landowners to assess the potential for additional sites to be considered as part of the overall proposals thereby enhancing the overall development potential of the site.</u></p> <p><u>5.41 This will include discussions with East Sussex County Council regarding the closure of through traffic at the junction of Langney Road, Terminus Road and Bolton Road in order to bring forward proposals for a new public space.</u></p> <p><u>5.42 The Council anticipate that a planning application will be brought forward post 2022. The site is likely to be developed in phases with an initial phase focused on the frontage site overlooking Terminus Road and a second phase focused on the adjoining frontage site overlooking Langney Road. Where funding is available through CIL or other sources the Council will also consider bringing forward the development of a new public space at the junction of Terminus Road, Langney Road and Bolton Road prior to a planning application being submitted on Development Opportunity Site Four."</u></p> |
| MM32 | Paragraph 5.43 | <p><i>Revise the first line of paragraph 5.43 to read:</i></p> <p><u>"The site of the former Cooperative has already been granted planning permission for a hotel the subject of planning approval for mixed use development."</u></p> <p><i>Add additional sentence to the end of the paragraph to read:</i></p> <p><u>"Planning permission for a hotel use has recently</u></p> |

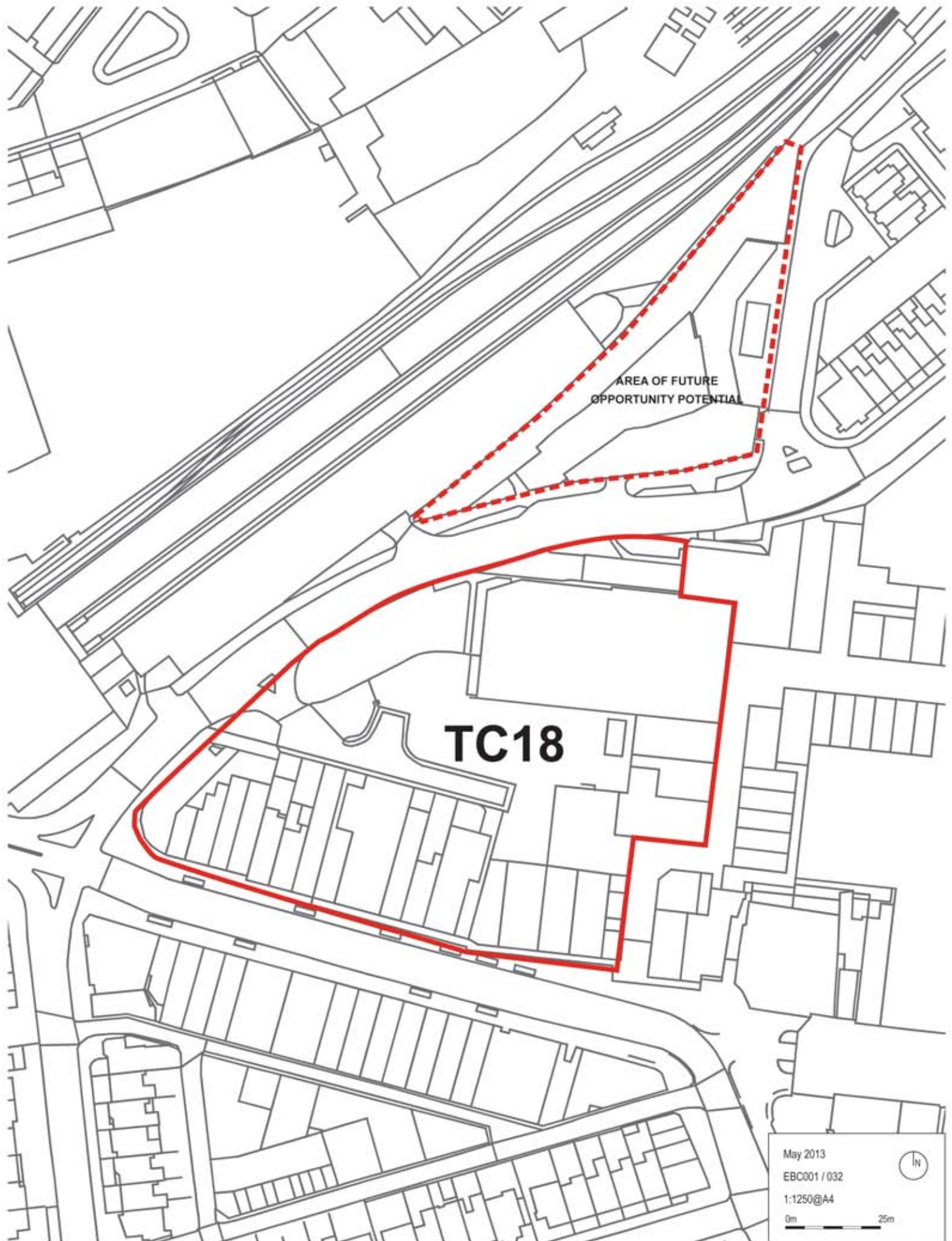
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| | | <p><u>been approved, and the Council will continue discussions in the short term phase of the TCLP period with the site owners to bring forward development."</u></p> |
| MM33 | <p>Policy TC22 Development Opportunity Site Five</p> | <p><i>Amend third sentence of policy TC22 to read:</i></p> <p>"Storey heights: New development to range from 3 to 5 storeys <u>up to 6 storeys</u> above street level."</p> <p><i>Amend fifth sentence of Policy TC22 to read:</i></p> <p>"Mix of uses. Required uses are A1 retail at ground floor and C3 residential above ground floor. Acceptable additional uses are A3 restaurants and cafes and A4 drinking establishments at ground floor, and B1(a) offices, C1 hotel, D1 community uses and D2 assembly and leisure above ground floor. Uses which provide an active frontage at ground floor level are required and to include Class A1 retail, A3 restaurants and cafes, and/or A4 drinking establishment. On the upper floors, acceptable uses include Class C3 residential, B1 (a) offices, C1 hotel, D1 community uses and D2 assembly and leisure."</p> |
| MM34 | <p>Paragraph 5.56</p> | <p><i>Add new paragraph to the supporting text of Policy TC24 to read:</i></p> <p><u>"In terms of delivery the Potential Areas of Change are both long term proposals within the TCLP period likely to come forward post 2022. Indicative boundaries for the Potential Areas of Change are shown on TCLP Figure 6 but will be subject to detailed assessment and review by the Council as and when proposals are brought forward."</u></p> |
| MM35 | <p>Paragraph 5.58</p> | <p><i>Revise paragraph 5.58 to read:</i></p> <p>"In addition the Council is undertaking a review of the whole of Devonshire Park, which will <u>be completed in 2013 and will</u> lead to the production of a business plan for the site including the arts and cultural activities based there. <u>The Council will consider future proposals for the International Lawn Tennis Centre within the context of the review</u> The aim is to ensure Devonshire Park becomes a distinctive, visually inspiring and high value cultural destination which can accommodate a diverse set of visitor and user needs. The results of the review will be used to inform proposals coming forward in the area."</p> |

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| MM36 | Paragraph 5.59 | <p><i>Add sentence to the end of paragraph 5.59 to read:</i></p> <p><u>"Land at Langney Road and Pevensey Road will be considered by the Council over the short and medium term phases of the TCLP period and where appropriate will work with land owners to produce a broad development framework for the area to ensure a coordinated approach to the development of the area as and when proposals are brought forward by landowners."</u></p> |
| MM37 | Section 6: Implementation and Monitoring including Table 1: Timescales and Programme, and Table 2 Implementation and Delivery Framework. | <p><i>Revise and update this section to include additional information on timing of key policies and projects set out in the TCLP, and to include information on implementation lead and key partners; outline delivery strategy and issues for key projects; potential funding sources; related TCLP projects and any infrastructure requirements; and potential risks in bringing projects forward.</i></p> <p><i>Table 1: Add Timescales and Programme and update so that TC19 DO Site 2 is included as Phase 2 'the medium term'. TC20 DO Site 3 so that the shading extends to include Phase 3: Long term.</i></p> <p><i>Add column to the Implementation and Delivery Framework Table 2 setting out, where appropriate, contingency arrangements for projects identified in the TCLP in order to manage any risks.</i></p> <p><i>Revise the Monitoring Framework to include additional targets and indicators together with a timescale for when monitoring will take place.</i></p> |


APPENDIX 1

Site Plans for each of the Development Opportunity Sites

DEVELOPMENT OPPORTUNITY SITE 1 (TC18)



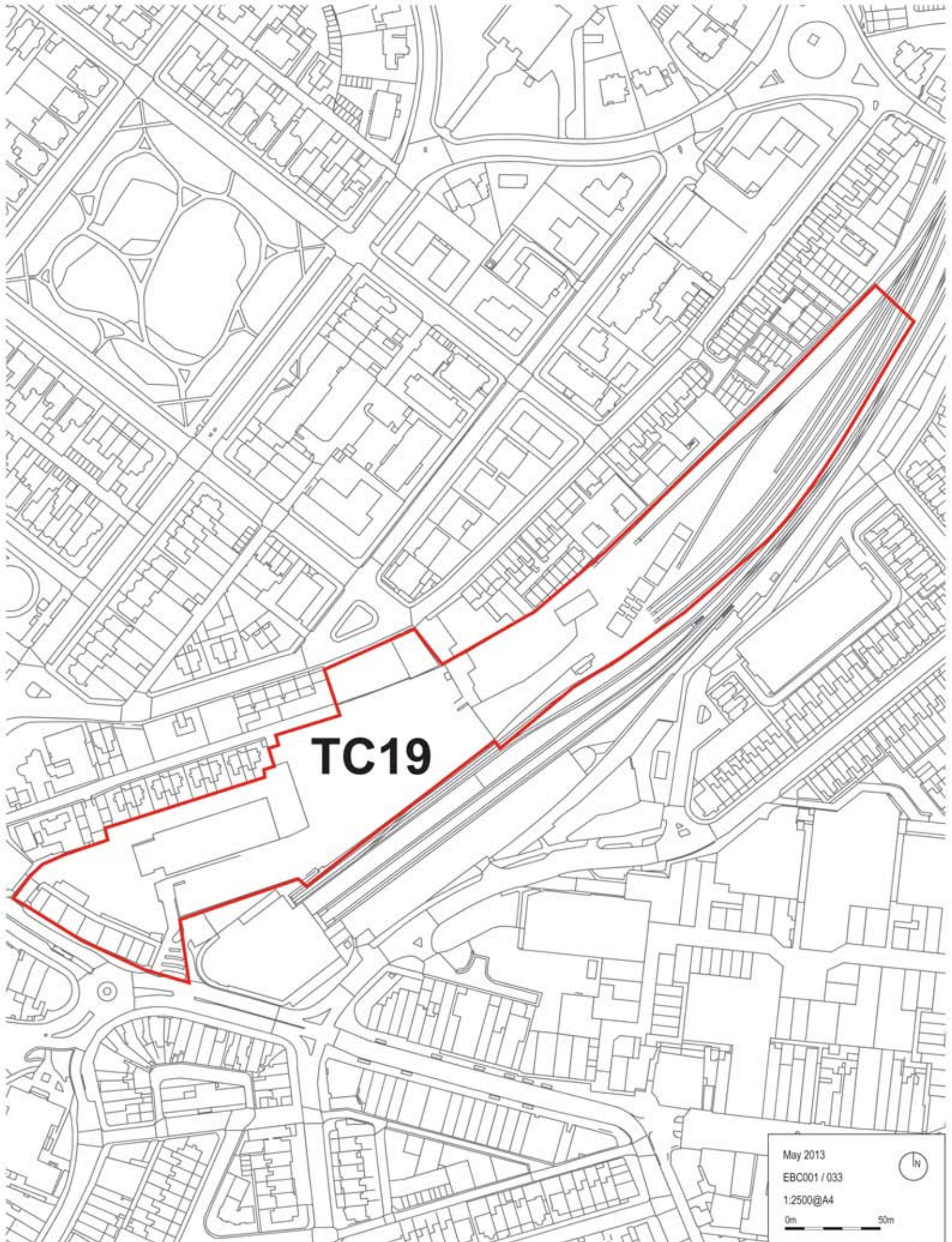
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EASTBOURNE TOWN CENTRE LOCAL PLAN

DEVELOPMENT OPPORTUNITY SITE 2 (TC19)



TC19

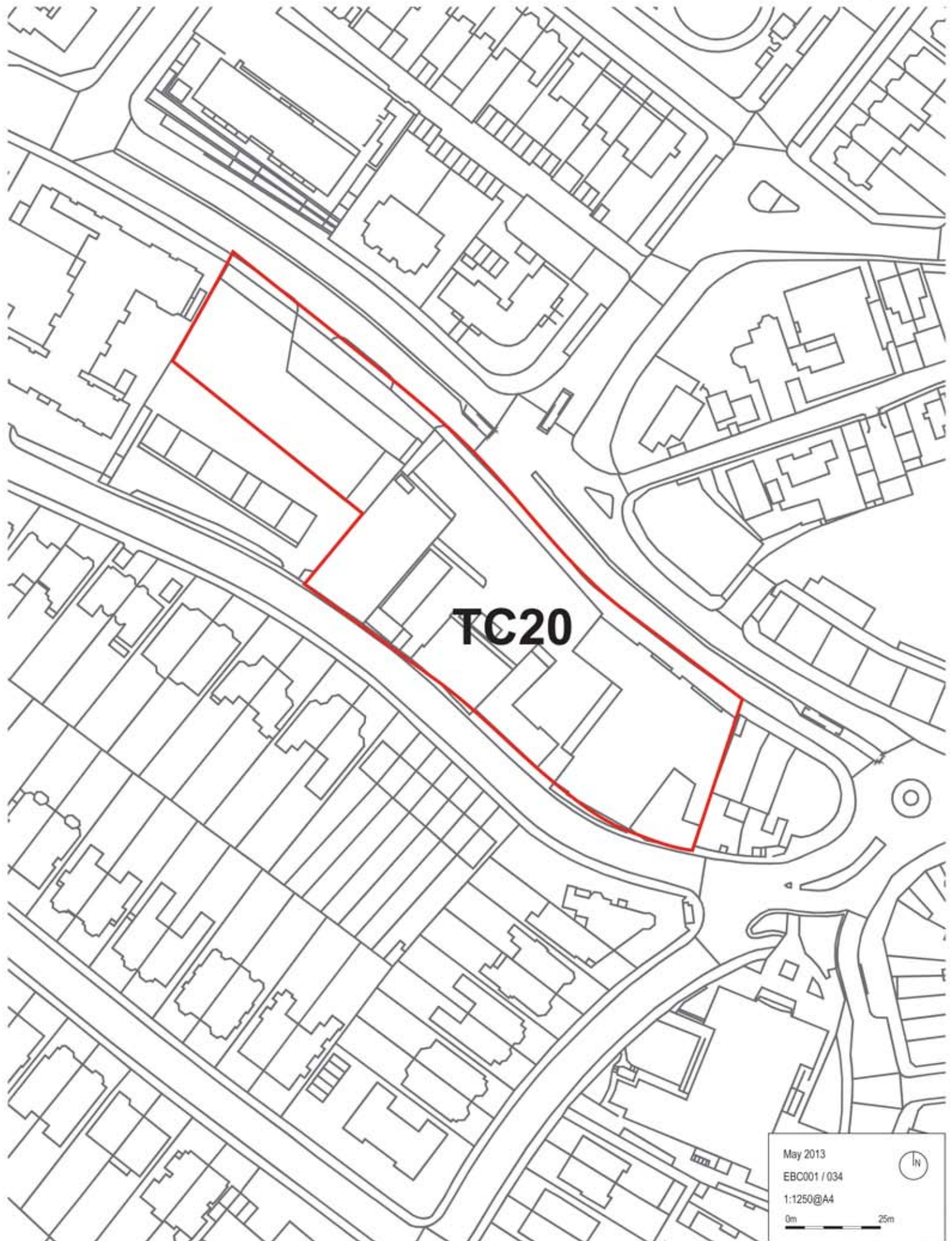
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EASTBOURNE TOWN CENTRE LOCAL PLAN

DEVELOPMENT OPPORTUNITY SITE 3 (TC20)



TC20

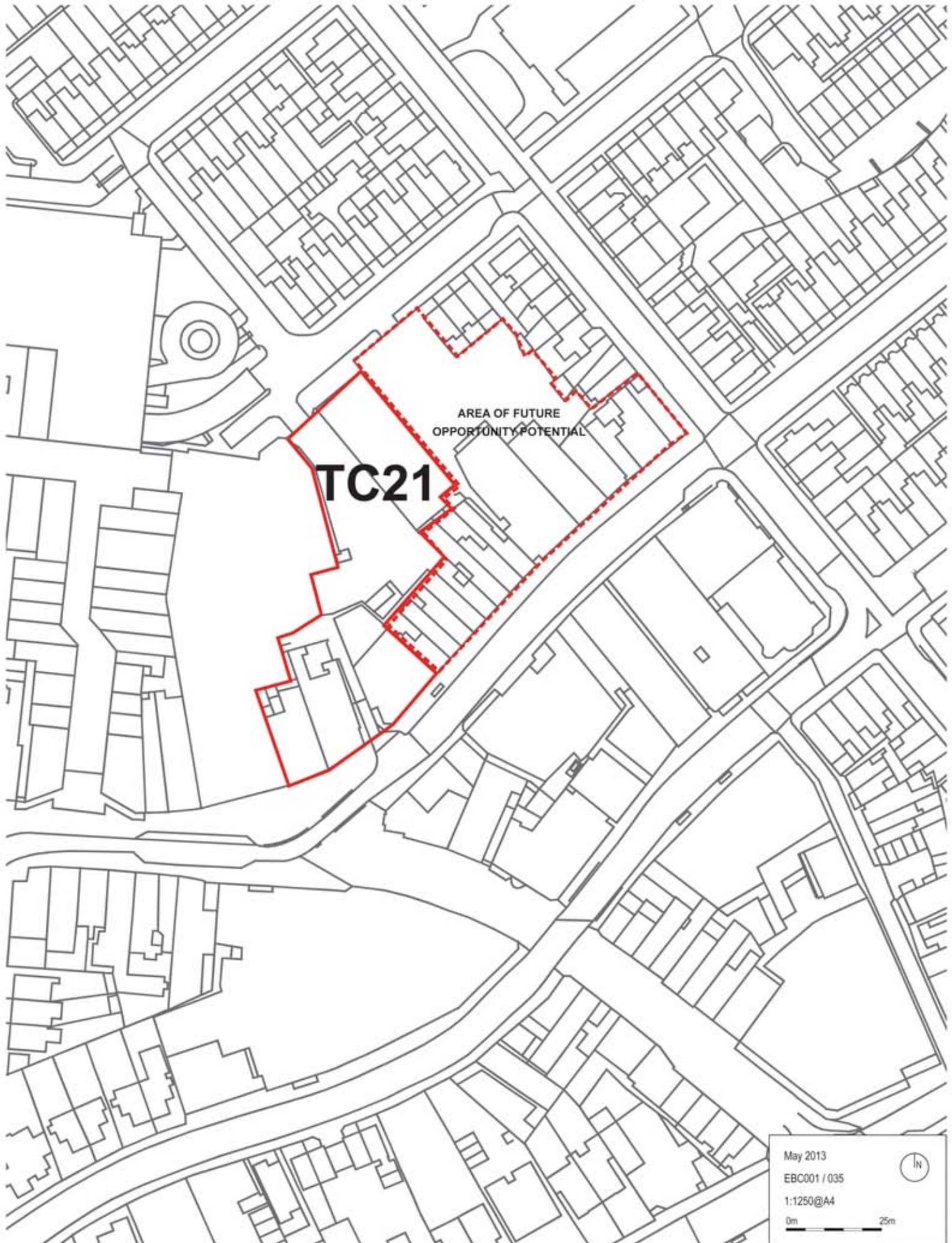
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EASTBOURNE TOWN CENTRE LOCAL PLAN

DEVELOPMENT OPPORTUNITY SITE 4 (TC21)



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EASTBOURNE TOWN CENTRE LOCAL PLAN

DEVELOPMENT OPPORTUNITY SITE 5 (TC22)



May 2013
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EASTBOURNE TOWN CENTRE LOCAL PLAN

6.0 IMPLEMENTATION AND MONITORING

- 6.1 The TCLP is focused on implementation and must therefore demonstrate who is responsible for the delivery of each project, provision and policy. It must indicate when, where and how it will be delivered. A number of potential delivery options for generating the capital required to fund planned improvements are identified. The tables below set out this information for each section of the document.
- 6.2 Underlying the implementation of the TCLP is the principle of partnership working with all groups seeking positive change in the Town Centre. Delivery of proposals throughout the Town Centre will be critical to the success of the TCLP. It is important to establish a range of opportunities for the Council to pursue. Implementation will be secured through a variety of methods and techniques which are set out below and cross referenced in the TCLP Implementation Framework:

Infrastructure Delivery Plan and Community Infrastructure Levy

The Council has produced an Infrastructure Delivery Plan (IDP) setting out the key pieces of infrastructure required to enable development to come forward during the Eastbourne Core Strategy Local Plan Period (2006-2027) including, for example, public realm improvements, public transportation infrastructure and highway improvements. Details on the working of the Community Infrastructure Levy where financial contributions will be collected from all developments across Eastbourne for key Town Centre enhancements are also referenced in the IDP and will be further developed in the CIL Charging Schedule. The Council will introduce the CIL by 2014 as a means of funding strategic infrastructure requirements set out in the IDP. All key Town Centre infrastructure projects including public realm

enhancements, the Arts Trail, and public transport interchange are set out in the IDP. The CIL will be one of a number of key funding mechanisms to be drawn against for the implementation of key projects in the Town Centre. In addition, the TCLP identifies where development contributions will be sought from key development sites, specifically the five Development Opportunity Sites, where they reasonably relate to particular public realm and other enhancement projects. These are set out in the relevant policies contained within the TCLP.

Development management decisions

Decisions on development will be made in conformity with the TCLP and other relevant DPDs. Conditions, legal agreements and other supporting information will also contribute to successful implementation.

Pre-application discussions

Pre-application discussions are essential to securing the successful implementation of the plan. They are a key element in ensuring that prospective developers understand what the Council considers acceptable development proposals and how they meet the objectives of the TCLP. The Council is actively pursuing pre-application discussion in relation to the Development Opportunity Sites and will continue to do so in order to shape projects and proposals as they are brought forward in the Town Centre. The TCLP Implementation Framework identifies where discussions are ongoing and where the Council will use its important development management function to facilitate development. The Council will seek a comprehensive approach to the formulation of proposals through pre-application discussions and meetings. In addition, the Council will consider the production of development briefs for major sites where this would add value to the development process.

Site specific master plans

~~Proposals coming forward on the identified Development Opportunity Sites, as well as other major development or redevelopment sites in the Town Centre, will be subject to the preparation of a master plan to be led by developers in accordance with Policy TC17. This will ensure a comprehensive, design led approach to implementation. The Council will contribute to the preparation of the site specific master plans through pre-application discussions and meetings. In addition, the Council will consider the production of a development brief for major sites where this would add value to the development process. The TCLP Implementation Framework identifies where this approach will be taken, specifically at Development Opportunity Site Two: land adjoining the railway station and the Area of Change in Langney Road.~~

Other Council and partner strategies

There are other strategies and programmes sponsored by both the Council and other agencies. The Local Transport Plan (LTP) is a good example. Ensuring that the objectives and priorities are co-ordinated with the TCLP is essential if return on the limited investment funds available is to be maximised. The TCLP Implementation Framework sets out where the Council will work with East Sussex County Council in considering how funding for public realm projects may be secured, paying regard to the emerging Public Realm Guidance on funding for high-quality materials. The Council will also give further consideration to a **Business Improvement District** for the Town Centre particularly as a means of continuing the work of the Town Centre Management Initiative.

Partnership working

The Council is keen to work up development proposals in partnership with prospective development interests. This method of working is the most appropriate way of minimising risk to the developer by ensuring that development meets the aims of the

plan and encourages innovative design approaches. The TCLP Implementation Framework identifies lead and partner organisations against each of the key projects in the TCLP together with an indication of which phase of project development they will contribute towards.

Council owned Land

Where appropriate, the Council will use its own Town Centre relatively minor landholdings, to secure the TCLP development objectives either on its own or co-operation with others.

External funding

The opportunities to secure additional external funding will be very constrained in the current economic circumstances. However, the Council will remain alert to the possibility of drawing down external funding when opportunities arise.

Liaison with utilities providers

The Council will use the TCLP and the evolving IDP to provide a framework for discussions and agreements with utility providers. This will ensure that services do not place a constraint on development, capacity constraints are identified early in the process and the plans of utility providers are co-ordinated with development requirements.

Special Delivery Vehicle

For major regeneration projects it may be appropriate to establish a bespoke public partnership through the creation of a Special Delivery Vehicle. These can take a number of forms depending upon the specific shape of the project in question. Although a Special Delivery Vehicle is not currently identified as a means of implementing any of the key projects set out in the TCLP the Council will continue to review its position during the TCLP period as part of an ongoing programme of monitoring. Where

appropriate a special delivery vehicle may be used if it is identified as being expedient to do so.

Compulsory Purchase Orders (CPO)

The Council places great emphasis on collaborative working to secure development objectives. However, in some situations there may be a need to compulsorily acquire land where ownership is creating particular constraints to development. In these circumstances the Council will consider using CPO powers to enable key proposals in the TCLP.

Timescales and programme

6.3 In order to provide timescales for implementation three development phases are envisaged as part of the TCLP broadly based on 5 year periods. These are:

| | |
|--------------------|--------------------|
| Short Term | 2012 – 2016 |
| Medium Term | 2017 – 2021 |
| Long Term | 2022 – 2027 |

6.4 The TCLP Implementation Framework identifies which of the key TCLP projects are anticipated as being brought forward within the three development phases together with a commentary on an outline delivery strategy for each. The Council is already in discussion with key partners and landowners on a number of projects, particularly the Development Opportunity Sites. Other projects, particularly longer term or aspirational, provide more of an outline of what the Council intends to do in order to drive forward delivery.

6.5 **Table 1 Timescales and Programme** summarises the timescales for all of the projects and policies contained in the TCLP within the three development phases. It provides an anticipated timeline to show the interrelationship between different policy, development and public realm projects showing where over the TCLP period proposals are anticipated as coming forward. It also indicates which public realm projects are considered to be aspirational, i.e. those that perform a role and function in terms of the overall structure of the Town Centre but for which project planning and funding sources have yet to be identified. The table summarises the timescales set out in **Table 2 Implementation and Delivery Framework** and provides a means of quickly assessing which projects are coming forward concurrently.

Table 1: Anticipated Timescales and Programme

| Policy/project | Phase 1: Short Term | | | | | Phase 2: Medium Term | | | | | Phase 3: Long Term | | | | |
|-------------------------------------|---|------|------|------|------|----------------------|------|------|------|------|--------------------|------|------|------|--------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026/7 |
| TC1 | Development Management Policy – whole Plan period | | | | | | | | | | | | | | |
| TC2 Approaches | | | | | | | | | | | | | | | A |
| TC2 Gateways | | | | | | | | | | | | | | | A |
| TC3, TC4, TC5, TC6, TC7 | Development Management Policies – whole Plan period | | | | | | | | | | | | | | |
| TC8 Arts Trail | | | | | | | | | | | | | | | |
| TC9, TC10, TC11, TC12 | Development Management Policies – whole Plan period | | | | | | | | | | | | | | |
| TC13 Terminus Rd Corridor | | | | | | | | | | | | | | | |
| TC13 Grove Rd/South St | | | | | | | | | | | | | | | |
| TC13 Gildredge Rd/Cornfield Terrace | | | | | | | | | | | | | | | |
| TC13 Susans Rd/Seaside Rd | | | | | | | | | | | | | | | |
| TC13 Pevensey Rd/Lismore Rd | | | | | | | | | | | | | | | |
| TC13 Hyde Gardens | | | | | | | | | | | | | | | |
| TC13 Memorial Roundabout | | | | | | | | | | | | | | | A |
| TC13 Wilmington Square | | | | | | | | | | | | | | | A |
| TC14 PT Interchange | | | | | | | | | | | | | | | |
| TC15, TC16, TC17 | Development Management Policies – whole Plan period | | | | | | | | | | | | | | |
| TC18 DO Site 1 | | | | | | | | | | | | | | | |
| TC19 DO Site 2 | | | | | | | | | | | | | | | |
| TC20 DO Site 3 | | | | | | | | | | | | | | | |
| TC21 DO Site 4 | | | | | | | | | | | | | | | |
| TC22 DO Site 5 | | | | | | | | | | | | | | | |
| TC23 | | | | | | | | | | | | | | | |
| TC24 | | | | | | | | | | | | | | | |

A – Aspirational

6.6 The Implementation and Delivery Framework is set out in Table 2. The first part of Table 2 considers TCLP policies that are focused on primarily Development Management and the second part of Table 2 that considers TCLP policies where a particular project is proposed. Additional detail is given for project specific policies in order to set out a clear and unambiguous approach to implementation and delivery over the TCLP period including identifying risks and, where appropriate, potential contingency measures.

Table 2a: Implementation and Delivery Framework (Development Management Policies)

| Policy | Location | Timescale | Implementation lead |
|--|------------------------|-------------------|--|
| Vision and objectives | Whole TCLP Area | Whole Plan Period | Council through application of policies in the TCLP, Eastbourne Core Strategy Local Plan and other DPDs and planning application decisions by the Council or other decision makers |
| TC1 Character Areas | Whole TCLP Area | Whole Plan Period | Council through application of policies in the TCLP, Eastbourne Core Strategy Local Plan and other DPDs and planning application decisions by the Council or other decision makers |
| TC3 Mixed Use Development | Whole TCLP Area | Whole Plan Period | Council and the development industry |
| TC4 Primary Retail Area | Primary Retail Core | Whole Plan Period | Council, retailers and development industry |
| TC5 Secondary Retail Areas | Secondary Retail Areas | Whole Plan Period | Council, retailers and development industry |
| TC6 Residential Development in the Town centre | Whole TCLP Area | Whole Plan Period | Council and residential developers |
| TC7 Supporting the Evening Economy | Evening economy areas | Whole Plan Period | Council through planning application decisions, application of policies in the TCLP and licensing arrangements |
| TC9 Development Quality | Whole TCLP Area | Whole Plan Period | Council through planning application decisions and application of policies in the TCLP and Development Management DPD |
| TC10 Building Frontages and Elevations | Whole TCLP Area | Whole Plan Period | Council through planning application decisions and application of policies in the TCLP and Development Management DPD |
| TC11 Building Heights, Landmarks, and Tall Buildings | Whole TCLP Area | Whole Plan Period | Council through planning application decisions and application of policies in the TCLP and Development Management DPD |
| TC12 Servicing Access and Storage | Whole TCLP Area | Whole Plan Period | Council through planning application decisions and application of policies in the TCLP and Development Management DPD |
| TC15 Parking in the Town Centre | Whole TCLP Area | Whole Plan Period | Car Park Operators, Council and East Sussex County Council |
| TC16 Town Centre Streets | Whole TCLP Area | Whole Plan Period | East Sussex County Council |
| TC17 Strategic Approach to Town Centre Development Sites TC17 Master Planned Approach to Town Centre Development Sites | Whole TCLP Area | Whole Plan Period | Council and development industry |

Table 2b: Implementation and Delivery Framework (Project Specific Policies)

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---|---|---------------------------------|---|--|--|--|--|
| <p>TC2 Town Centre Structure: Approaches</p> | <p>Upperton Road approach</p> <p>Upper Avenue approach</p> <p>Seaside and Marine Parade approach</p> <p>King Edward's Parade approach</p> | <p>Long term (Aspirational)</p> | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will work with ESCC to initially assess in the medium term how enhancements can be made to the approaches over and above essential highway maintenance works. Once the assessment has been made individual project proposals will be scoped with detail design work and costing carried out</p> | <p>Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u></p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions</p> | <p>Gateway at junction of Upperton Road and The Avenue</p> <p>Gateway at the Upper Avenue Roundabout</p> <p>Gateway at junction of Marine Parade, Queen's Garden's and Cavendish Place</p> <p>Gateway at junction of King Edward's Parade and Wilmington Square adjoining the Wish Tower</p> | <p><u>Risks:</u> Securing the required funding/ contributions</p> <p><u>Contingencies:</u> <u>This is a project that would offer benefits in terms of the role and function in terms of the overall structure of the Town Centre. Project planning and funding sources have yet to be fully identified. The Council will include the projects within the Public Realm Strategy, and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|----------------------------|-----------------------------|---|---|------------------------|---|--------------------------------|
| | | | | in the long term by the Council and ESCC. Long term procurement and delivery will be led by ESCC with funding secured through ESCC and developer contributions from the CIL | | | |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|--|--|---------------------------------|---|---|--|---|--|
| TC2 Town Centre Structure: Gateways | <p>Gateway at junction of King Edward's Parade and Wilmington Square adjoining the Wish Tower</p> <p>Gateway at junction of Marine Parade, Queen's Garden's and Cavendish Place</p> <p>Gateway at the Upper Avenue Roundabout</p> | Long term (Aspirational) | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> | <p>The Council will consider the <u>project as part of the production of a Public Realm Strategy for the Town Centre.</u> Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</p> <p>The Council will work with ESCC to assess in the medium term how enhancements can be made to the</p> | <p>Included in the Council's Infrastructure Delivery Plan which will inform CIL</p> <p>ESCC local transport capital programme</p> <p>LTP3 surplus on-street parking revenue</p> <p>Developer contributions</p> | <p>King Edward's Parade approach</p> <p>Seaside and Marine Parade approach</p> <p>Upper Avenue approach</p> | <p>Risks: Securing the required funding/ contributions</p> <p>Contingencies: <u>This is a project that would offer benefits in terms of the role and function in terms of the overall structure of the Town Centre. Project planning and funding sources have yet to be fully identified. The Council will include</u></p> |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|--|--|-----------------------------|--|--|---|--|--|
| | | | | gateways over and above essential highway maintenance works. Once the assessment has been made individual project proposals will be scoped with detailed design work and costing carried out by the Council and ESCC in the long term. Long term procurement and delivery will be led by ESCC with funding secured through future LTP and developer contributions. | | | <u>the projects within the Public Realm Strategy, and remain alert to funding streams and review public realm projects and priorities accordingly.</u> |
| TC2 Town Centre Structure: Gateways | Gateway at junction of Upperton Road and The Avenue | Long Term | Eastbourne Borough Council East Sussex County Council Developers | <u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the</u> | Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u> ESCC local transport capital programme | Upperton Road Approach DO Site Three (Policy TC20) – contributions to be negotiated for enhancements to the gateway space | Risks: Securing the required funding/ contributions Downturn in market conditions preventing necessary funding Contingency: |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|----------------------------|-----------------------------|---|--|---|---|--|
| | | | | <p><u>short term phase of the TCLP.</u></p> <p>The Council will work with ESCC to assess in the short term how enhancements can be made to the gateway over and above essential highway maintenance works. Once the assessment has been made project proposals will be scoped with detailed design work and costing carried out by the Council and ESCC in the medium term. Delivery in the long term will be carried out in conjunction with the development of DO Site Three (policy TC20) in partnership with developers/land owners of DO Site Three</p> | <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions including from DO Site 3.</p> | | <p><u>The Council will include the projects within the Public Realm Strategy and remain alert to funding streams and review public realm projects and priorities accordingly</u></p> |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|--|--|----------------------------------|---|-------------------------------------|------------------------|---|--------------------------------|
| TC2 Town Centre Structure: Gateways | Gateway at railway station and the Terminus Road public transport interchange | Short Term | Refer to Policy TC14 | Refer to Policy TC14 | Refer to Policy TC14 | Refer to Policy TC14 | Refer to Policy TC14 |
| TC2 Town Centre Structure: Streets and Spaces | Terminus Road corridor | Whole Plan Period | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | |
| | Grove Road and South Street | Short Term to Medium Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Gildredge Road | Medium Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Cornfield Terrace and Cornfield Road | Medium Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Seaside Road | Long Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Susans Road | Long Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Pevensey Road and Lismore Road | Long Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Open space at Hyde Gardens | Long Term | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Open space at Memorial Roundabout | Long Term (Aspirational) | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |
| | Open spaces at Wilmington | Long Term (Aspirational) | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 | Refer to Policy TC13 |

| <u>Policy and Project</u> | <u>Location of Project</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|----------------------------|-----------------------------|---|-------------------------------------|------------------------|---|--------------------------------|
| | Square and the Wish Tower | | | | | | |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|---|-----------------------------|--|--|---|---|---|
| TC8 Arts Trail | Grove Road, South Street, Cornfield Terrace, Compton Street and Wilmington Square. | Medium Term | Eastbourne Borough Council Arts Council | In the short term the Council will produce an initial project brief through indentifying and engagement with stakeholders, local businesses and community partners. The project will be incorporated into the review of arts and cultural facilities at Devonshire Park (see Policy TC24). In the medium term design specifications and costings will carried out led by the Council drawing on input from identified partners and stakeholders with implementation in | Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u> <u>LTP3 surplus on-street parking revenue</u> Developer contributions | Public realm enhancements at Grove Road, South Street and Cornfield terrace (TC13 Public Ream Quality and Priorities) | <u>Risks:</u> Securing the required funding/ contributions Securing stakeholder interest and involvement <u>Contingencies:</u> <u>The Council will remain alert to and if appropriate seek to secure other possible external funding streams, for example from the Arts Council</u> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|-----------------|-----------------------------|---|--|------------------------|---|--------------------------------|
| | | | | the medium term procured and managed by the Council. | | | |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---|--------------------------------------|---------------------------------|--|---|---|--|--|
| <p>TC13 Public Realm Quality and Priorities:</p> <p>Streets</p> | <p>Terminus Road corridor</p> | <p>Whole Plan Period</p> | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> <p>Bus operators</p> <p>Developers</p> | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>In the short term the Council will continue ongoing discussions with key stakeholders in scoping out the main elements of the corridor, initially the public transport interchange, the junction with Ashford Road/Gildredge</p> | <p>Included in the Council's Infrastructure Delivery Plan which will inform CIL</p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions</p> | <p>Policy TC14 Public Transport Interchange</p> <p>Policy TC18 DO Site One – contributions to be negotiated for public transport interchange and enhancements to Ashford Road/Gildredge Road junction</p> <p>Policy TC19 DO Site Two - contributions to be negotiated for enhancements to Grove Road junction</p> <p>Policy TC21 DO Site Four – contributions to be negotiated for</p> | <p>Risks: Securing the required funding/ contributions</p> <p>Downturn in market conditions preventing the necessary investment</p> <p>Contingencies: <u>The Council will include the projects within the Public Realm Strategy and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| <u>Policy and Project</u> | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | <u>Risks and Contingencies</u> |
|---------------------------|----------|----------------------|--------------------------------------|---|-----------------|---|--------------------------------|
| | | | | <p>Road, outside the railway station and proposals for Cornfield Road (new area for bus stops) and Bolton Road and the junction with Trinity Trees with the aim of producing a design strategy for the entire corridor. This will be done in the context of emerging Public Realm Guidance being developed by ESCC with input from EBC and other key stakeholders. Individual project proposals will be identified and be subject to detail design work and costing carried out by the Council and ESCC in the short to medium term with delivery funding secured through developer contributions and the adjoining development</p> | | <p>establishing a public space at the junction of Terminus Road, Langney Road and Bolton Road</p> <p>Policy TC22 DO Site Five – contributions to be negotiated for enhancements to Seaside and Trinity Trees junction</p> | |

| <u>Policy and Project</u> | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | <u>Risks and Contingencies</u> |
|---------------------------|----------|----------------------|--------------------------------------|--|-----------------|--|--------------------------------|
| | | | | <p>proposals. Implementation will be carried out in phases dependent upon the availability of funding and phasing of associated development proposals, but with the aim of substantial progress being made on the main projects towards the end of the medium term timescale. The remainder of the corridor is likely to be an ongoing longer term project drawing on funding as it becomes available.</p> <p><u>The Council has been working jointly with East Sussex County Council and the bus companies to improve the pedestrian environment in Terminus Road</u></p> | | | |

| <u>Policy and Project</u> | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | <u>Risks and Contingencies</u> |
|---------------------------|----------|----------------------|--------------------------------------|---|-----------------|--|--------------------------------|
| | | | | <p>and the Project Board has approved the concept design for consultation with the public and stakeholders in the summer of 2013. The scheme is expected to cost in excess of £3 million. East Sussex County Council has already committed £2.5 million to the project and the Council has allocated £450,000. In addition, the owners of the Arndale Shopping Centre are required to contribute £300,000 to the scheme as part of the proposed extension to the shopping centre.</p> | | | |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|------------------------------------|-----------------------------|--|---|--|---|--|
| | Grove Road and South Street | Medium Term | Eastbourne Borough Council East Sussex County Council Developers | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will work with ESCC to assess in the short term how enhancements can be made over and above essential highway maintenance works.</p> <p><u>The junction point at Terminus Road and Grove Road will be implemented as part of works to Terminus Road in conjunction with the public transport interchange (Policy</u></p> | <p>Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u></p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions <u>including from DO Site 1 as part of the implementation of the public transport interchange (Policy TC14)</u></p> | <p>Policy TC8 Arts trail – proposals will be coordinated with this project</p> <p>Policy TC19 DO Site Two – contributions to be negotiated for enhancements to the junction with Grove Road and Terminus Road</p> | <p>Risks: Securing the required funding/ contributions</p> <p>Downturn in market conditions preventing the necessary investment</p> <p>Contingencies: <u>The Council will include the projects within the Public Realm Strategy and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|---|--|---|--|---|---|--|
| | | | | <p>TC14) for which <u>design and funding is complete.</u></p> <p>Individual project proposals will be scoped with detail design work and costing carried out in the short to medium term by the Council and ESCC. Delivery will be secured through developer contributions and be procured and managed by the Council and ESCC. Substantial progress towards final implementation and completion will be made towards the end of the medium term</p> | | | |
| | <p>Gildredge Road</p> <p>Cornfield Terrace and Cornfield Road</p> | <p>Medium Term to Long Term</p> | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> <p>Developers</p> | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre.</u></p> <p>Funding is secured</p> | <p>Included in the Council's Infrastructure Delivery Plan which will inform CIL</p> <p>ESCC local</p> | <p>Policy TC14 Public Transport Interchange</p> <p>Policy TC18 DO Site One – contributions to be negotiated for the</p> | <p>Risks:</p> <p>Downturn in market conditions preventing the necessary investment</p> <p>Contingencies:</p> |

| <u>Policy and Project</u> | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | <u>Risks and Contingencies</u> |
|---------------------------|----------|----------------------|--------------------------------------|---|--|--|---|
| | | | | <p>for the strategy <u>which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will work with ESCC to undertake initial assessment work in the medium term of potential enhancements in conjunction with proposals for the public transport interchange (Policy TC14) and wider public realm works along the Terminus Road corridor. These will be over and above essential highway maintenance. Detailed design work and costing will be led by the Council and ESCC in the short term. Procurement and delivery will be led by the Council and ESCC with funding secured through developer</p> | <p>transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions <u>including from DO Site 1 as part of the implementation of the public transport interchange (Policy TC14)</u></p> | <p>public transport interchange and enhancements</p> | <p>The Council will <u>include the projects within the Public Realm Strategy and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|---|-----------------------------|---|---|--|---|---|
| | | | | contributions | | | |
| | <p>Susans Road</p> <p>Seaside Road</p> <p>Pevensey Road and Lismore Road</p> | Long Term | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> <p>Developers</p> | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will work with ESCC to assess in the medium term how enhancements can be made to the streets over and above essential highway maintenance works. Once the assessment has been made project proposals will be scoped with detailed design work and costing carried out by the Council and ESCC, in the long term. Long term</p> | <p>Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u></p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions</p> | <p>Policy TC18 DO Site One</p> | <p>Risks: Downturn in market conditions preventing the necessary investment</p> <p>Contingencies: <u>This is a longer term project that performs a role and function in terms of the overall structure of the Town Centre but for which project planning and funding sources have yet to be fully identified. The Council will include the projects within the Public Realm Strategy and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|-----------------|-----------------------------|---|---|------------------------|---|--------------------------------|
| | | | | procurement and delivery will be led by the Council and ESCC with funding secured through developer contributions | | | |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---|-----------------------------------|-----------------------------|---|---|---|---|--|
| <p>TC13 Public Realm Quality and Priorities:</p> <p>Open spaces</p> | Open space at Hyde Gardens | Long Term | Eastbourne Borough Council | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will assess in the medium term how enhancements can be made to the space over and above essential highway maintenance works. Once the assessment has</p> | <p>Included in the Council's Infrastructure Delivery Plan which will inform CIL</p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions</p> | None | <p>Risks: Securing the required funding/ contributions</p> <p>Potential loss of revenue through limited loss of on-street parking</p> <p>Contingencies: <u>This is a longer term project that performs a role and function in terms of the overall structure of the Town Centre. The Council will include the project within the Public Realm Strategy and remain alert to funding streams and review public</u></p> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------|---|---------------------------------|---|---|--|---|---|
| | | | | been made a project proposal will be scoped with detailed design work and costing carried out by the Council and ESCC, also in the medium term. Long term procurement and delivery will be led by the Council and ESCC. | | | <u>realm projects and priorities accordingly.</u> |
| | <p>Open space at Memorial Roundabout</p> <p>Open spaces at Wilmington Square and the Wish Tower</p> | Long Term (Aspirational) | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> | <p><u>The Council will consider the project as part of the production of a Public Realm Strategy for the Town Centre. Funding is secured for the strategy which will be produced in the short term phase of the TCLP.</u></p> <p>The Council will assess in the long term how enhancements can be made to the spaces. Once the assessments have been made a</p> | <p>Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u></p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions</p> | <p>Public realm improvements</p> | <p><u>Risks:</u> Downturn in market conditions preventing the necessary investment</p> <p><u>Contingencies:</u> <u>This is a project that would offer benefits in terms of the role and function in terms of the overall structure of the Town Centre. Project planning and funding sources have yet to be fully identified. The Council will include</u></p> |

| <u>Policy and Project</u> | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | <u>Risks and Contingencies</u> |
|----------------------------------|-----------------|-----------------------------|---|--|------------------------|---|---|
| | | | | <p>project proposals will be scoped with detailed design work and costing carried out by the Council again in the long term. Procurement and delivery will be led by the Council and ESCC with funding secured through developer contributions</p> | | | <p><u>the projects within the Public Realm Strategy, and remain alert to funding streams and review public realm projects and priorities accordingly.</u></p> |

| Policy and Project | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | Risks and Contingencies |
|--|---|-----------------------------|--|--|--|---|---|
| TC14 Public Transport Interchange | Terminus Road, Cornfield Road and Gildredge Road | Short Term | <p>Eastbourne Borough Council</p> <p>East Sussex County Council</p> <p>Bus Operators</p> <p>Developers</p> <p>Network Rail</p> | <p>In the short term the Council will continue to lead discussions with ESCC, developers, of the Arndale centre, and bus operators on initial project planning, design and layout specifications and costing. Implementation in the short term will be undertaken alongside the development of DO Site One (Policy TC18) managed by the Council and ESCC</p> <p><u>Detail design work has been completed on the layout, materials and detailing for the public transport interchange and funding has been secured.</u></p> | <p>Included in the Council's Infrastructure Delivery Plan <u>which will inform CIL</u></p> <p>ESCC local transport capital programme</p> <p><u>LTP3 surplus on-street parking revenue</u></p> <p>Developer contributions <u>including from DO Site 1</u></p> | <p>TC13 Public Ream Quality and Priorities: Terminus Road</p> <p>Policy TC18 DO Site One – contributions will be negotiated for the public transport interchange and associated enhancements to Ashford Road/Gildredge Road</p> | <p><u>None identified as the project is at an advanced design and planning stage with funding in place.</u></p> |
| Policy and Project | Location | Indicative timescale | Implementation lead and key | Delivery strategy and issues | Funding sources | Related projects and infrastructure | Risks and Contingencies |

| | | | partners | | | requirements | |
|--|---|-------------------|---|--|---|---|---|
| TC18 Development Opportunity Site One | Land at the junction of Terminus Road and Ashford Road | Short Term | Arndale Centre landowners and agents Council Developers East Sussex County Council Bus operators | Planning permission has been granted for an extension to the Arndale and the implementation of improvements to the pedestrian environment in Terminus Road will be brought forward in conjunction with improvements to the public transport interchange by East Sussex County Council as highway authority and in negotiation with bus operators to ensure continuity of service provision during implementation <u>Detail design work has been completed on the layout, materials and detailing for the public transport interchange and funding has been secured.</u> | Private sector Developer contributions to public realm and public transport infrastructure improvements | TC13 Public Realm Quality and Priorities: Terminus Road and Gildredge Road TC14 Public Transport Interchange | <u>None identified as the site is in an advance stage of design and planning with funding in place.</u> <u>The Council will continue to proactively engage with landowners and developers to bring the site forward for implementation</u> |

| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|--|---|-----------------------------|--|--|--|--|---|
| TC19 Development Opportunity Site Two | Land adjoining the railway station | Medium Term | Eastbourne Borough Council Network Rail Private Landowners Developers | In the short term the Council will continue to pursue discussions with Network Rail and adjoining landowners to bring forward a comprehensive scheme for the site. | Private sector Developer contributions to public realm improvements The Council will remain alert to other possible external funding streams | TC13 Public Realm Quality and Priorities: Junction at Terminus Road/Grove Road | Risks: Site assembly Market conditions and viability Re-provision of Network Rail parking facilities To deliver a comprehensive scheme the site has land assembly requirements although is principally controlled by Network Rail Delivery is dependent on private landowners Contingencies: <u>In the event that the overall housing and employment requirements are unlikely to be delivered across the five Development Opportunity Sites, the Council will implement the</u> |

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| | | | | | | | <u>contingency options set out as part of the supporting text to Policy TC17.</u> |
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| Policy and Project | Location | Indicative timescale | Implementation lead and key partners | Delivery strategy and issues | Funding sources | Related projects and infrastructure requirements | Risks and Contingencies |
|--|--|---------------------------------|---|--|--|---|--|
| TC20 Development Opportunity Site Three | Land between Upperton Road and Southfields Road | Medium Term to Long Term | Private landowners Eastbourne Borough Council as landowner Developers East Sussex County Council | In the short term the Council will continue to pursue discussions with landowners. <u>The former garage premises may come forward as an initial phase.</u> In the medium term the Council will work with landowners and developers contributing to preparation of comprehensive proposals in accordance with Policy TC17 as part of the Council's pre-application development management function <u>ensuring that initial phases of the scheme may</u> | Private sector Developer contributions to public realm improvements The Council will remain alert to other possible external funding streams | TC2 Town Centre Structure: Upperton Road gateway | Risks: Market conditions and viability Relocation of Royal Mail premises To deliver a comprehensive scheme the site has land assembly requirements and will require comprehensive development approach Contingencies: <u>In the event that the overall housing and employment requirements are unlikely to be delivered across the five Development Opportunity Sites, the Council will</u> |

| | | | | <p><u>be delivered without prejudicing the development of the remainder of the site.</u></p> <p>The site is likely to be brought forward in phases with an initial phase delivered in the medium term focused on the Council owned car park and former garage premises. A second phase will be focused on the Royal Mail premises and land holdings dependent upon a review of accommodation requirements by the Royal Mail and suitable replacement premises being provided elsewhere subject to need. This phase will be delivered in the long term</p> | | | <p><u>implement the contingency options set out as part of the supporting text to Policy TC17.</u></p> |
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| <u>Policy and Project</u> | <u>Location</u> | <u>Indicative timescale</u> | <u>Implementation lead and key</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure</u> | <u>Risks and Contingencies</u> |

| | | | partners | | | requirements | |
|---|---|-----------|---|--|---|---|---|
| TC21 Development Opportunity Site Four | Land South East of the Arndale Centre | Long Term | Private landowners Developers Eastbourne Borough Council | In the medium term the Council will pursue discussions with landowners to further scope and refine development aspirations for the site. The Council will also engage with adjoining landowners to assess the potential for additional sites to be considered as part of the overall proposals. In the longer term the Council will work with landowners and developers contributing to preparation of a comprehensive scheme in accordance with Policy TC17 as part of the Council's pre- application development management function. The site is likely to come forward in | Private sector Developer contributions to public realm improvements The Council will remain alert to other possible external funding streams | TC13 Public Realm Quality and Priorities: the junction of Terminus Road and Bolton Road and the Terminus Road corridor | Risks: Site assembly Changes in the market conditions/viability To deliver a comprehensive scheme the site has land assembly requirements and will require comprehensive development approach Delivery is dependent on private landowners Contingencies: <u>In the event that the overall housing and employment requirements are unlikely to be delivered across the five Development Opportunity Sites, the Council will implement the contingency options set out as part of the supporting text to Policy TC17.</u> |

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| | | | | phases with an initial phase focused on the frontage site overlooking Terminus Road and a second phase focused on the adjoining frontage site overlooking Langney Road | | | |
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| <u>Policy and Project</u> | <u>Location</u> | <u>Commitment/ Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---|---|---|--|---|--|---|---|
| TC22 Development Opportunity Site Five | Site of the former Coop, Terminus Road | <u>Short Term</u> | Developers Eastbourne Borough Council | Planning applications for both mixed use development and a hotel use have already approved on the site. The Council will continue discussions in the short term with site owners to bring forward development including any revisions that may be required to the consented scheme. In the short term the Council will work with | Private sector Developer contributions to public realm improvements The Council will remain alert to other possible external funding streams | TC13 Public Realm Quality and Priorities: Terminus Road Corridor – Trinity Trees junction | <u>Risks:</u> Changes in the market conditions/viability Delivery is dependent on private landowners <u>Contingencies:</u> <u>In the event that the overall housing and employment requirements are unlikely to be delivered across the five Development Opportunity Sites, the Council will implement the contingency options set out as</u> |

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| | | | | landowners and developers contributing to a comprehensive scheme in accordance with Policy TC17 as part of the Council's development management function | | | <u>part of the supporting text to Policy TC17.</u> |
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| <u>Policy and Project</u> | <u>Location</u> | <u>Commitment/ Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---|---|---|--|--|--|---|---|
| TC23 Transition Areas (as identified on TCLP Figure 1) | 1) Seaside Road and Terminus Road East 2) Station Street and Mark Lane | Whole plan period | Eastbourne Borough Council Private landowners | Through the Council's development management function redevelopment proposals and changes of use will be considered having regard to the requirements of Policy TC23 ensuring effective application of TCLP policies | Private sector Related infrastructure improvements are set out in the Council's IDP and will inform the CIL | TC13 Public Realm Quality and Priorities: Seaside Road, Terminus Road | Risks: Changes in the market impacting on the viability of proposals Involvement of landowners and developers Contingencies: None identified. |

| <u>Policy and Project</u> | <u>Location</u> | <u>Commitment/ Indicative timescale</u> | <u>Implementation lead and key partners</u> | <u>Delivery strategy and issues</u> | <u>Funding sources</u> | <u>Related projects and infrastructure requirements</u> | <u>Risks and Contingencies</u> |
|---------------------------------------|--|---|---|--|-------------------------------|---|--|
| TC24 Potential Areas of Change | 1) International Lawn Tennis Centre | Long Term and Aspirational | Eastbourne Borough Council | In the short the term the Council is undertaking a | Private sector Related | Policy TC8 Arts trail – proposals will be coordinated | Risks: Changes in the market impacting |

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| | <p>2) Land at Langney Road and Pevensey Road</p> | | <p>Developers</p> | <p>review of facilities at Devonshire Park and will consider its assets and the future role and function of the area as part of that review. Proposals for the Arts Trail will also be developed as part of the review, particularly examining the potential to better connect the area with other parts of the Town Centre. In the medium and longer term the Council will set out options for enhancing the role and function of the area with the aim of maintaining it as an arts and leisure focus for the Town Centre. Opportunities for enhancing the open space at Wilmington Square and the Wish Tower as part of a wider and coordinated offer will also be assessed.</p> | <p>infrastructure improvements are set out in the Council's IDP and will inform the CIL</p> | <p>with this project TC13 Public Realm Quality and Priorities – open space at Wilmington Square and the Wish Tower</p> | <p>on the viability of proposals Involvement of landowners and developers Contingencies: None identified</p> |
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| | | | | <p>At Langney Road and Pevensey Road the Council will consider the potential for enhancing the role and function of this part of the Town Centre as and when development proposals come forward. In the medium term the Council will develop a strategy for this part of the Town Centre in consultation with land owners and stakeholders.</p> | | | |
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Monitoring framework

- 6.7 Monitoring of policies and results is given considerable weight under the Local Plan system. Policies should be worded so that they are capable of being monitored to show the effects of their implementation. The Council produces a Local Plan Monitoring Report to review progress in the previous financial year against the targets and timeframes set out in the Local Development Scheme (LDS). This can inform whether the LDS needs revising. In addition the Monitoring Report sets out how well Local Plan documents and policies are performing in helping to achieve the Councils targets and objectives.
- 6.8 The table below sets out the framework against which the policies in the TCLP will be monitored. Each policy has targets and indicators which provide the basis for the monitoring framework. This will be reported as part of the Council's Monitoring Report. Monitoring the policies will reveal whether the policies and proposals in the TCLP are being successfully implemented and whether the Council's Vision for the Town Centre is being achieved by the policies and proposals. The Monitoring Report will demonstrate the effectiveness of the TCLP and whether it needs to be reviewed at any point during its lifetime.
- 6.9 The objectives for the TCLP are set out in Section 2 along with the Vision.

Table 3: Monitoring Framework

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|--|---------------------------------|--|---|--|
| TC1 Character Areas (i) Arts District (ii) Business District (iii) Retail District (iv) Seafront (v) Little Chelsea (vi) Northern District (vii) Cavendish | 1, 2, 3, 5, 6, 8, 9, 10, 11 | <ul style="list-style-type: none"> Improve identity and legibility of Town Centre, through the identification of 7 character areas Provide a complementary mix of uses in each area that support and strengthen its overall character of each area | <ul style="list-style-type: none"> Tracking performance against Implementation of a wayfinding strategy within the next 5 years | <ul style="list-style-type: none"> Annual |
| TC2 Town Centre Structure | 1, 2, 3, 5, 6, 8, 9, 10, 11, 12 | <ul style="list-style-type: none"> Secure investment for key approaches, gateways, streets and public spaces Ensure key approaches gateways, streets and public spaces within or in close proximity to Development Opportunity Sites are included in development proposals | <ul style="list-style-type: none"> Amount of financial contributions received from town centre schemes towards approaches, gateways, streets and public spaces Number and size of public realm enhancement projects implemented comprising approaches, gateways, streets and public spaces (i) within the | <ul style="list-style-type: none"> Annual |

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|---|----------------------------|---|---|--|
| | | | Town Centre and (ii) linked to Development Opportunity Sites | |
| TC3 Mixed Use Development | 1, 2, 3, 4, 5, 6, 7, 8, 9 | <ul style="list-style-type: none"> Increase proportion of mixed use as part of major development proposals in the Town Centre | <ul style="list-style-type: none"> Number of planning applications approved and implemented for mixed use development schemes compared against other single use developments per annum in the Town Centre Amount of new retail, residential and employment approved and implemented on development and redevelopment sites, compared against local targets in the Eastbourne Core Strategy Local Plan | <ul style="list-style-type: none"> Annual |
| TC4 Primary Retail Area | 1, 2, 3, 4, 5, 7, 8, 11 | <ul style="list-style-type: none"> Maintain dominance of A1 retail uses within the primary retail area, compared to A2, A3, A4 and other non-retail uses. 90% in Arndale Shopping Centre 75% in other Primary Shopping Areas No more than three consecutive units are in A2, A3, A4 or other non-retail use | <ul style="list-style-type: none"> Proportion of non-A1 retail uses present in Primary Retail frontages, compared to policy requirement Number of instances where there are more than three consecutive uses in A2, A3 or A4 use, against a target of 0 | <ul style="list-style-type: none"> Annual |
| TC5 Secondary Retail Areas | 1, 2, 3, 4, 5, 6, 7, 8, 11 | <ul style="list-style-type: none"> Maintain dominance of small and independent retail uses within the secondary retail areas Resist the amalgamation of single units into larger retail units Ensure at least 65% of frontages are within A1 retail use | <ul style="list-style-type: none"> Proportion of non-A1 retail uses present in Secondary Retail frontages, compared to policy requirement | <ul style="list-style-type: none"> Annual |
| TC6 Residential Development in the Town Centre | 1, 6 | <ul style="list-style-type: none"> Secure increase in well designed new residential | <ul style="list-style-type: none"> Annual delivery of net residential units, compared | <ul style="list-style-type: none"> Annual |

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|---|-----------------------|--|--|--|
| | | <p>development that accord with the design criteria of the policy</p> <ul style="list-style-type: none"> • Provide a range of dwelling sizes (from 1 to 3 bedroom) and tenures within the Town Centre • Deliver 1190 net units in the Town Centre over the next 15 year period (2012-2027) | <p>against Town Centre target</p> <ul style="list-style-type: none"> • Number of new dwellings negotiated and approved in accordance with TCLP design criteria. | |
| TC7 Supporting the Evening and Night-time Economy | 1, 6, 7, 8 | <ul style="list-style-type: none"> • Increasing the diversity and offer of the evening economy through new A3 and A4 premises in key locations | <ul style="list-style-type: none"> • Number of new A3 and A4 businesses approved in each of the evening economy key locations where an application for planning permission or change of use is approved | <ul style="list-style-type: none"> • Annual |
| TC8 Arts Trail | 1, 8, 9, 11 | <ul style="list-style-type: none"> • Enhance legibility and presence of the Arts District and improve awareness of independent retailing through design and implementation of an Arts Trail | <ul style="list-style-type: none"> • Tracking performance against Implementation of an arts trail within the next 5 years | <ul style="list-style-type: none"> • Annual |
| TC9 Development Quality | 1, 2, 3, 5, 6, 10, 12 | <ul style="list-style-type: none"> • Enhance the design quality of new buildings and development proposals • Ensure key historic buildings and areas of historic value are respected | <ul style="list-style-type: none"> • Assessed having regard to the appraisals within the delegated/committee report | <ul style="list-style-type: none"> • Annual |
| TC10 Building Frontages and Elevations | 1, 2, 3, 4, 6, 10, 12 | <ul style="list-style-type: none"> • Ensure that the design of building elevations in the Town Centre have clearly defined structure in accordance with the policy | <ul style="list-style-type: none"> • Assessed having regard to the appraisals within the delegated/committee report | <ul style="list-style-type: none"> • Annual |
| TC11 Building Heights, Landmarks, and Tall Buildings | 1, 6, 8, 10, 12 | <ul style="list-style-type: none"> • Control building heights in the Town Centre | <ul style="list-style-type: none"> • Monitor number of applications consented for buildings over 5 storeys in height in the Town Centre • Assessed having regard to the appraisals within the delegated/committee report | <ul style="list-style-type: none"> • Annual |
| TC12 Servicing, Access and Storage | 3, 6, 10 | <ul style="list-style-type: none"> • Ensure the design and layout of development is operationally | <ul style="list-style-type: none"> • Assessed having regard to the appraisals within the | <ul style="list-style-type: none"> • Annual |

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|---|------------------------------------|---|--|--|
| | | and visually acceptable having regard to TCLP policy criteria | delegated/committee report | |
| TC13 Public Realm Quality and Priorities | 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12 | <ul style="list-style-type: none"> Bring forward prioritised enhancements to the Town Centre public realm | <ul style="list-style-type: none"> Number of public realm projects designed and implemented in the Town Centre compared against the 10 schemes identified in TC13 Track progress of the 10 schemes identified above on an annual basis | <ul style="list-style-type: none"> Annual |
| TC14 Public Transport Interchange | 1, 2, 9, 12 | <ul style="list-style-type: none"> Enhancing the environmental quality and operational efficiency of the bus interchange to underpin attractiveness, vitality and viability of the Town Centre | <ul style="list-style-type: none"> Tracking performance against implementation of enhancements to bus interchange facilities within the next 5 years Improvements to timetable efficiency monitored with bus operator (working closely with the bus operator) | <ul style="list-style-type: none"> Annual |
| TC15 Parking in the Town Centre | 1, 2, 9, 11 | <ul style="list-style-type: none"> Maximise utilisation of existing facilities to underpin attractiveness, vitality and viability of the Town Centre | <ul style="list-style-type: none"> Record level of car parking usage in existing car parking facilities across the Town Centre Secure contributions towards Car Park Information System Track progress of establishing a Quality Parking Partnership as recommended in the Council's Parking Strategy | <ul style="list-style-type: none"> Annual |
| TC16 Town Centre Streets | 1, 2, 6, 10, 11 | <ul style="list-style-type: none"> Improve accessibility and appearance of key streets principally for pedestrians and public transport users in accordance with TCLP policy criteria | <ul style="list-style-type: none"> Number, size and length of key street public realm projects designed and implemented in the Town Centre in accordance with TCLP policy criteria | <ul style="list-style-type: none"> Annual |
| TC17 Strategic Approach to Town Centre Development Sites TC17 Master Planned Approach to Town Centre Development Sites | 1, 2, 3, 6, 10, 11, 12 | <ul style="list-style-type: none"> Ensure that all major development proposals are implemented in accordance with an approved master plan Ensure overall level of housing development is achieved in total across all Development | <ul style="list-style-type: none"> Number of planning applications approved with a master plan on either Development Opportunity Sites or other major development or redevelopment sites that come forward within the Town Centre | <ul style="list-style-type: none"> Annual |

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|--|----------------------------|--|--|--|
| | | Opportunity Sites (450 net units and 3,000sqm of B1(a) office.) | <ul style="list-style-type: none"> Tracked annual target against delivery of 450 net residential units and 3,000sqm of B1(a) office on the Development Opportunity Sites | |
| TC18 Development Opportunity Site One | 1, 2, 3, 4, 7, 8, 9, 11 | <ul style="list-style-type: none"> Secure mixed use development in accordance with the approved master plan | <ul style="list-style-type: none"> Net increase in floorspace on the DO site contributing to Eastbourne Core Strategy Local Plan requirements | <ul style="list-style-type: none"> Annual |
| TC19 Development Opportunity Site Two | 1, 2, 3, 4, 6, 7, 8, 9, 11 | <ul style="list-style-type: none"> Secure mixed use development in accordance with the approved master plan submitted as part of the planning application in accordance with Policy TC17 | <ul style="list-style-type: none"> Net increase in floorspace on the DO site contributing to Eastbourne Core Strategy Local Plan requirements | <ul style="list-style-type: none"> Annual |
| TC20 Development Opportunity Site Three | 1, 2, 3, 4, 6, 7, 8, 11 | <ul style="list-style-type: none"> Secure mixed use development in accordance with the approved master plan submitted as part of the planning application in accordance with Policy TC17 | <ul style="list-style-type: none"> Net increase in floorspace on the DO site contributing to Eastbourne Core Strategy Local Plan requirements | <ul style="list-style-type: none"> Annual |
| TC21 Development Opportunity Site Four | 1, 2, 3, 4, 6, 7, 11 | <ul style="list-style-type: none"> Secure mixed use development in accordance with the approved master plan submitted as part of the planning application in accordance with Policy TC17 | <ul style="list-style-type: none"> Net increase in floorspace on the DO site contributing to Eastbourne Core Strategy Local Plan requirements | <ul style="list-style-type: none"> Annual |
| TC22 Development Opportunity Site Five | 1, 2, 3, 6, 7, 8, 9, 11 | <ul style="list-style-type: none"> Secure mixed use development in accordance with the approved master plan submitted as part of the planning application in accordance with Policy TC17 | <ul style="list-style-type: none"> Net increase in floorspace on the DO site contributing to Eastbourne Core Strategy Local Plan requirements | <ul style="list-style-type: none"> Annual |
| TC23 Transition Areas | 1, 2, 6, 8, 11 | <ul style="list-style-type: none"> Secure an enhanced mix of uses Ensure there are not 3 consecutive A5 uses within Transition Area One. Ensure enhancements to the public realm and implementation of a wayfinding | <ul style="list-style-type: none"> Amount of net additional floorspace and dwellings developed Tracking performance against Implementation of a wayfinding strategy within the next 5 years Number of instances where there are three consecutive | <ul style="list-style-type: none"> Annual |

| TCLP Policy | TCLP Objectives | Target | Indicators | Monitoring Date |
|---------------------------------------|-------------------|--|---|--|
| | | strategy <ul style="list-style-type: none"> Deliver net additional dwellings within the Transition Areas, particular above ground floor level | uses in A5 use | |
| TC24 Potential Areas of Change | 1, 2, 6, 8, 9, 11 | <ul style="list-style-type: none"> Give specific guidance to potential future development proposals in accordance with an approved master plan Widen the tourism, cultural and conference offer associated with Devonshire Park Complex Secure a mix of uses and support redevelopment of Langney Road and Pevensey Road area | <ul style="list-style-type: none"> Amount of net additional floorspace development and in the case of land at Langney Road and Pevensey Road number of dwellings developed Provision of additional tourism and culture offer in Devonshire Park with no net loss in floorspace Submission of planning application at the Devonshire Park complex monitor increase in mix of uses within Langney/Pevensey Road Submission of a planning application to widen the tourism, cultural and conference officer associated with the site. | <ul style="list-style-type: none"> Annual |

GLOSSARY

Active Frontage

A building frontage with entrances and windows that overlook the public realm and generate activity, overlooking, and therefore contributing to safety on the street.

Affordable Housing

Housing for sale or rent at a price level below the going market rate, and which is related to the ability to pay of those identified as being in 'housing need'. The definition is commonly expressed in the following ways: social housing; intermediate housing; low cost home ownership including shared ownership and shared equity schemes; all of which are related to income and affordability.

Anchor

This is a retail store or other town centre use that provides an important destination and focus for shoppers and users of the Town Centre. An anchor can establish a reason for people to visit a particular location particularly if it is already on or close to a busy street or pedestrian route.

BREEAM (Building Research Establishment Environmental Assessment Method)

Assesses the environmental impact of office, retail, school and industrial buildings, whilst EcoHomes measures the impact of housing on the environment, on a scale of "Pass", "Good", "Very Good" and "Excellent".

CABE

Commission for Architecture and the Built Environment, now part of the Arts Council, is the Government's advisor on design matters.

Conservation Area

An area of special architectural and/or historic interest. The character and appearance of which the Council aims to preserve or enhance.

Developer Contribution

(see Planning Obligations)

Development Management Policies

A set of criteria based policies to assess planning applications against.

Eastbourne Core Strategy Local Plan

A development document that sets out the long term strategic planning vision for Eastbourne.

Examination

All Development Plan Documents must be examined before an independent Planning Inspector. The Inspector will consider all representations made in writing or at a public inquiry. Following the examination the Inspector will report his/her findings which will be binding upon the Council.

Evidence Base

The researched, documented, analysed and verified basis for all the components of a Local Development Framework.

Green Roofs and Green Walls

Parts of a building designed to allow particular species of plants to grow. This can help create habitats for wildlife and reduce the need for rainwater pipes and gutters.

LDD (Local Development Document)

Local Development Documents are a number of planning documents that together form the local Development Framework for an area.

Local Plan LDF (Local Development Framework)

This comprises a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area.

LDS (Local Development Scheme)

The LDS sets out the programme for the preparation of Local Development Documents. All plan making authorities must submit a Local Development Scheme to the Secretary of State for approval..

Planning Obligation (and / or a Section 106 agreement)

A legal undertaking given to a Council by a developer who is seeking planning permission for a development. It can be used to regulate or restrict the use of land, require the carrying out of specific actions or require payments to be made to the planning authority.

Primary Retail Frontage and Secondary Retail Frontage

Primary retail frontage are areas in the town centre with the best quality retail and shopping environment normally associated with high street shops and larger shops. Secondary retail frontages are areas of the town characterised by smaller shops with independent retailers and more local businesses.

Public Realm

Those areas in cities and towns that are visible, usable and accessible by the public.

Representations

This is the term for objections and comments in support of a local development document, received during public consultation.

SCI (Statement of Community Involvement)

Document explaining to stakeholders and the community how they can be involved in the preparation of the ~~LDF~~ Local Plan, and the steps that will be taken to facilitate their involvement.

Sustainability Appraisal (SA)

This is a mandatory process under the Planning and Compulsory Purchase Act 2004 and is used to promote sustainable development through the integration of social, environmental and economic considerations into DPDs and SPDs.

Sustainable Development

A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their needs." The government has set out four aims for sustainable development in its strategy A Better Quality of Life, a Strategy for Sustainable Development in the UK. The four aims, to be achieved simultaneously, are: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Special Delivery Vehicle

A partnership arrangement between organisations to help bring forward a regeneration project.

Town Centre Local Plan ~~AAP (Area Action Plan)~~ (TCLP)

A development document used to provide a planning framework for areas of significant change or conservation.

Townscape

The general appearance of a built-up area, for example a street, a town or city.

Wayfinding

A network of signposts or maps that help people find their way around the town.