

Hastings Draft Local Plan Preferred Options (Regulation 18) Consultation 2026 – Response form

Part B: Complete this part for each comment you make (continue on a separate sheet if necessary)

Which part of the Plan or evidence base are you commenting on (enter policy number, paragraph or section)?

Hastings Strategic Policy 5 Meeting the Challenge of Climate Change

This subject overlaps with the responses on Housing, Connectivity and economy

Do you support or object to the policy, paragraph or section?

X Support **X Object** **X Comment**

Enter your comments here (provide evidence/ references where possible, and tell us what changes you suggest that would address your concerns)

1. Traffic problems arising from Housing Developments

(a) If Bellway's Porters Grove model of development is applied to the development of the Old Bathing Pool (HL9), Cinque Ports Way (former Stamco Building - HL11), Former West St Leonards Primary School (HL115) and Breadsell north of our boundary then WSL Neighbourhood's traffic problem and contribution to negative climate change will increase.

(b) Breadsell's draft masterplan is designed to be car dependent with an 'opportunity for pedestrian and cycle access' indicated on a residential road shared with cars rather than making pedestrian and cycle access, linked to public transport, the most important part.

2. Alternatives to car ownership for transport

(a) A co-mobility hub on the edge of each estate, fast and frequent bus services and traffic-free direct walking and cycling routes to Crowhurst Station, the seafront, Conquest Hospital and the big supermarkets should be the model if WSL is not to be choked with the extra traffic the new residents will be forced to generate.

(b) Public transport should be made more accessible and reliable to reduce the use of cars especially on the Old Bathing Pool site, HL9

3. Housing

(a) Housing should not be built where it is likely to be vulnerable to increasing effects of climate change - new buildings on the Old Bathing Pool site should not be built too close to the beach.

(b) Passivhaus standards are expensive for the builder which gives a good reason to build in places safe from the effects of climate change

4. BREEAM standards are not as rigorous or imaginative as they should be on transport. Although they cover transport, it does not appear to be a major factor in considering housing developments.

5. 15 minute city: (an urban planning concept in which most daily necessities and services, such as work, shopping, education, healthcare, and leisure can be easily reached by a 15-minute walk, bike ride, or public transit ride from any point in the city) is not included as a guide to planning development.

All comments will be taken into account ahead of the next stage, the Proposed Submission (Regulation 19) version of the Plan, due to be published later in 2026.