



Hurst Green Parish Council Design Codes

This report has been produced by AR Urbanism on behalf of Hurst Green Parish Council, to support the production of the Neighbourhood Development Plan (NDP) for Hurst Green.

All maps within the report have been oriented with North to the top of the page.



- Key:-
- Parish Boundary
 - Administrative Boundary
 - Built-up Area
 - Railway Station

1.1 Parish Context

Hurst Green is a parish located within the northern part of Rother District Council (RDC) local authority area in East Sussex, just west of the border between East Sussex and Kent. It is predominantly rural in character and is located fully within the High Weald Area of Outstanding Natural Beauty (AONB). Hurst Green Parish Council is part of the three tiers of Local Government which comprise:

- the Parish Council,
- Rother District Council (RDC), and
- East Sussex County Council (ESCC).

The Parish is also subject to the objectives set out by **the High Weald Area of Outstanding Natural Beauty (AONB) Unit**.

The High Weald AONB is characterised by scattered farmsteads, ancient routeways and small, often irregularly shaped fields bounded by woodlands and hedgerows.

The Parish comprises the villages of **Hurst Green, Swiftsden and Silver Hill**. According to the 2011 Census Hurst Green Parish had a population of 1,481 people living in 628 dwellings.

Hurst Green is the focal settlement in the Parish with Silver Hill located approximately 1km south and Swiftsden 1.5km north. of the village. All villages are located on the A21 - a busy main road from London to Hastings.

History and Growth

'Herst Grene', as referred to in document dated 1574, was an important settlement on the London -Tonbridge - Lamberhurst - Robertsbridge - Battle route to the port of Hastings (today the A21).

The central area of the village is a Historic Settlement dated circa 1860 that developed as a ribbon settlement following the A21.

The village's parish church, Holy Trinity was built in 1884 and it was served by the rector of Etchingam until 1907, when a separate parish was created.

Hurst Green Civil Parish was created in 1953 out of lands taken from the older parishes of Salehurst, Etchingam, and Ticehurst.

The Parish-wide landscape is typical of the High Weald and its characterised by scattered historic farmsteads, small woodlands (including ancient woodland - Burgh Wood), irregular-shaped medieval fields and ancient routeways.

Architecturally the Parish villages have a distinctive character with a range of traditional building typologies, features and materials. The most distinctive building within Hurst Green is the redbrick Old Courthouse and Police Station with a clock tower, located at the junction of Station Road and London Road.

The last five decades have delivered a significant expansion in the number of residents and houses in the village. New streets and neighbourhoods were built north of Station Road, including Coronation Gardens, Ridgeway, Great Oak and more recently McMichaels Way and Colemans Way.

Connectivity and Amenities

Hurst Green is well connected to the strategic road network and served by several bus routes. The closest train station is in the neighbouring village of Etchingam, approximately 1.5 miles from Hurst Green. The train provides good wider connections to Hastings, Tunbridge Wells and London.

Movement through the Parish is dominated by the A21 (London Road), and an important junction of the A21 with the A256 (Station Road) is located in the heart of Hurst Green.

The village has a number of local amenities including Hurst Green Church of England primary school, Holy Trinity Church and the Village Hall. There is also a public house and bed & breakfast, a cafe in the church, a few restaurants and antique shops on London Road, a convenience store on Station Road, and a farm shops just outside of the village.

There also is a social club at the junction of the A21 and A256, as well as a number of public open spaces, including Hurst Green recreation ground (Drewetts field sports ground) and Hurst Green Park and playground.

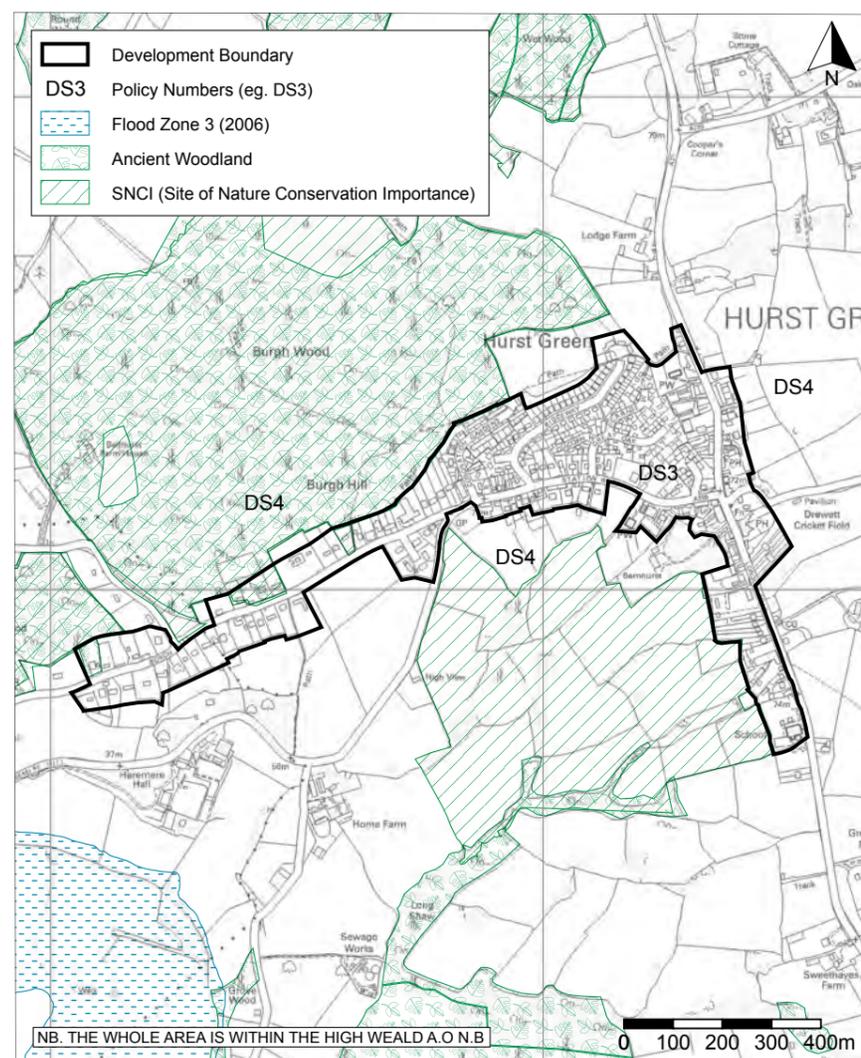


Figure 1.3: Rother District Local Plan, Hurst Green Development Boundary

1.2 Local Planning Context

New development in **Hurst Green Parish** is currently guided by the following documents:

- **The National Planning Policy Framework, 2019 (NPPF)**
- **The High Weald AONB Management Plan 2019-2024**- that sets out long term objectives for conserving this nationally important landscape and the local authorities' ambitions for how the High Weald will be looked after for the next 5 years.
- **High Weald Housing Design Guide** that *“aims to give succinct, practical and consistent advice to set clear design expectations for new housing development within the High Weald AONB. This will help to ensure higher quality and landscape-led design that reflects intrinsic High Weald character, and is embedded with a true sense of place, without stifling innovation and creativity.”*
- **Rother District Council Local Plan Core Strategy 2014** alongside those saved policies in the **Local Plan 2006** and not replaced by the Core Strategy, 2014.
- **National Design Guide:** ‘planning practice guidance for beautiful, enduring and successful places’.

Rother Local Plan Core Strategy 2014 has a key role in delivering the objectives and priorities for Rother that are set out in **the Sustainable Community Strategy**.

Policy RA1 of the Adopted Core Strategy sets out a target for the delivery of 5,700 dwellings including 1,670 dwellings in villages over the plan period, to 2028.

The Core Strategy Figure 12 states that an estimate of 75 new dwellings should be provided on potential new development sites at Hurst Green Parish.

The Core Strategy also contains **core policies** that address the key issues facing the district in relation to sustainable resource management, community development, housing, the economy, the environment, and transport.

The policies provide a framework to help ensure that the investment decisions of both public and private bodies are not made in isolation, but are properly co-ordinated and focussed towards a clear set of goals.

Policy GD1 of the adopted Local Plan sets out general development requirements that all schemes are expected to meet.

The key policies of relevance to development in Hurst Green include:

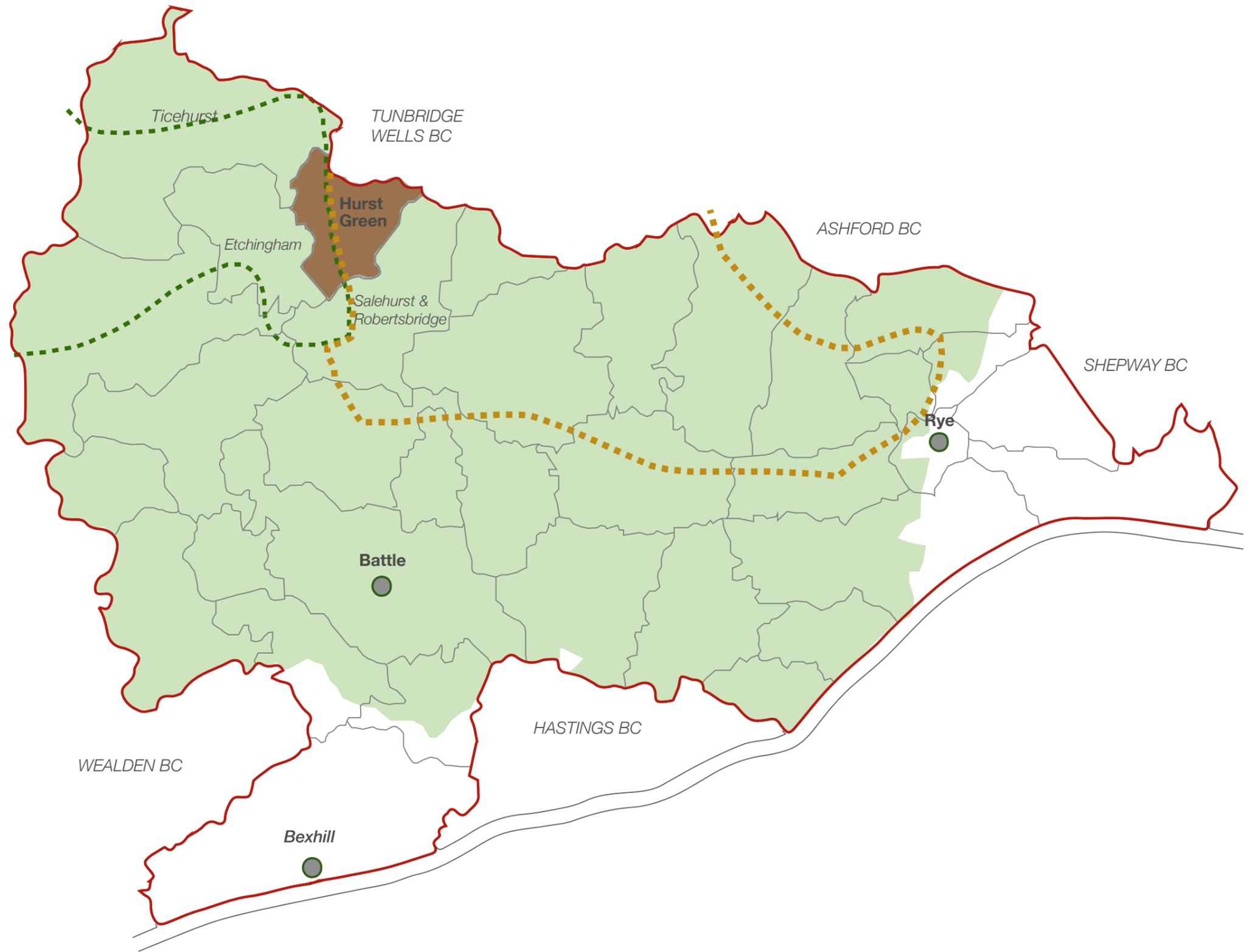
- **Policy OSS1:** Overall Spatial Development Strategy,
- **Policy OSS3:** Location of development
- **Policy OSS4:** General Development Considerations
- **Policy RA1:** Villages
- **Policy EN1:** Landscape Stewardship

Another significant local development document is ‘Development and Site Allocations Local Plan’, and *Pride of Place is the sustainable community strategy for East Sussex, setting out the key tasks needed to improve the quality of life in East Sussex by 2026.*

The emerging **DaSA Local Plan** sets out the following key policies in relation to the new development in the High Weald AONB:

- **Policy DEN1: Maintaining Landscape Character** - *“The siting, layout and design of development should maintain and reinforce the natural and built landscape character of the area in which it is to be located, based on a clear understanding of the distinctive local landscape characteristics, in accordance with Core Strategy Policy EN1. Particular care will be taken to maintain the sense of tranquillity of more remote areas;”*
- **Policy DEN2: The High Weald Area of Outstanding Natural Beauty (AONB)** - *“All development within or affecting the setting of the High Weald AONB shall conserve and seek to enhance its landscape and scenic beauty, having particular regard to the impacts on its character components, as set out in the High Weald AONB Management Plan. Development within the High Weald AONB should be small-scale, in keeping with the landscape and settlement pattern; major development will be inappropriate except in exceptional circumstances”.*

Figure 1.4: Rother District



Key:-

-  Rother District Boundary
-  Hurst Green Parish
-  The High Weald AOB
-  Landscape Character; Upper Rother Valley
-  Landscape Character; Lower Rother Valley

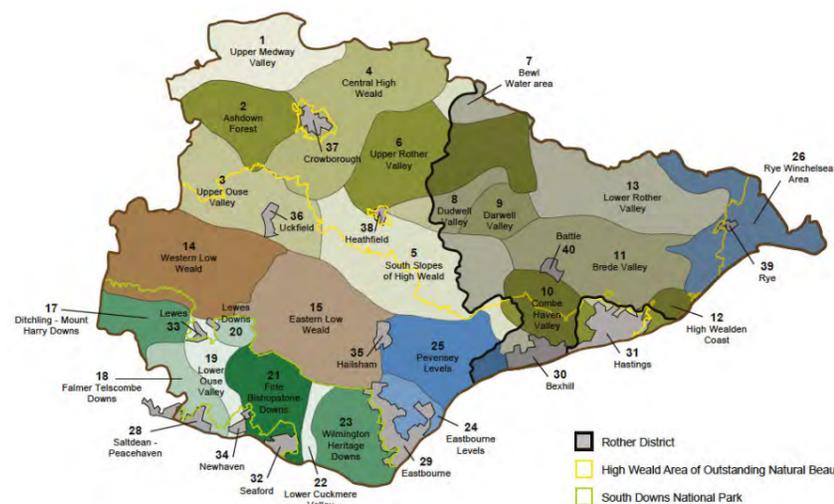


Figure 1.5: Local Landscape Character Areas , Rother Development and Site Allocations Local Plan

Settlement	Core Strategy Large Site Requirement	Large Site Completions (04/13 - 03/18)	Large Site Permissions (01/04/18)	Residual requirements
Beckley Four Oaks	26	6	0	20
Broad Oak	50	0	0	50
Burwash	52	0	30	22
Camber	40	20	0	20
Catsfield	53	0	15	38
Crowhurst	20	0	0	20
Etchingham	51	21	10	20
Fairlight Cove	37	0	16	21
Flimwell	43	9	25	9
Hurst Green	75	0	0	75
Iden	12	0	0	12
Netherfield	48	0	25	23
Northiam	123	65	58	6⁵⁸
Peasmarsh	50	0	11	39
Robertsbridge	147	0	17	0 ⁵⁹
Rye Harbour	40	0	0	40
Sedlescombe	49	8	22	0 ⁶⁰
Staplecross	25	0	26	0
Ticehurst	87	21	70	0
Westfield	89	0	39	50
Total (All villages)	1,117	150	251	465

Figure 1.6: Residual requirements for individual villages. Rother Development and Site Allocations Local Plan

1.3 Rother Profile

Rother District is located in the eastern part of East Sussex. This coastal, predominantly rural district extends inland into the High Weald AONB and 82% of it's area lies within the AONB. The district is named after the River Rother which flows within its boundaries.

Its principal town and administrative centre is Bexhill and the main towns within the district other than Bexhill are historic towns of Battle and Rye.

The District was formed on 1 April 1974, under the Local Government Act 1972, by the merger of the Municipal Borough of Bexhill, the Municipal Borough of Rye and Battle Rural District. It covers around 200 square miles (51,140 hectares), and has a population of 87,238 inhabitants (ESCC mid-2006 estimate).

Rother has the highest proportion of people aged 85 and over (4.8%) of all districts in the country, and the second highest proportion of people aged 65 and over.*

The District envelopes (but excludes) Hastings, which is largely contained to the south of the Battle ridge. Aside from Hastings, other significant nearby settlements are Eastbourne, Tunbridge Wells, Brighton and Ashford.

London is 75 miles to the north from Bexhill, and can be reached along the main Hastings to London railway, via Tunbridge Wells. Etchingham station on London - Hastings line is approximately 1.5 miles west of Hurst Green.

The A21 provides the main north-south road link to Hastings, Tunbridge Wells and Tonbridge, as well as London.

The landscape character of the district is very rich and varied and Hurst Green Parish falls within the boundary of identified Lower Rother Valley and Upper Rother Valley Landscape characters. This is described in more detail in the Landscape Assessment for allocation Sites report by Harper Landscape Architecture LLP

* Population estimates, 2019. <http://www.eastsussexjsna.org.uk/>

1.4 Proposed Growth

The Rother Core Strategy (2019) established a 'Vision' for the District to be recognised for its high quality of life and a strong emphasis on developing vibrant, safe, balanced and inclusive communities.

The Core Strategy sets targets for the numbers of additional homes over the period 2011-2028. The housing target for Rother is 5,700 new homes overall. The majority, (about 3,100) of these, are to be delivered at Bexhill, Battle, Rye, and on the fringes of Hastings.

Around 1,670 dwellings have been planned to be delivered across villages and Hurst Green has been identified as a parish that should provide 75 homes as housing allocations within the plan period.

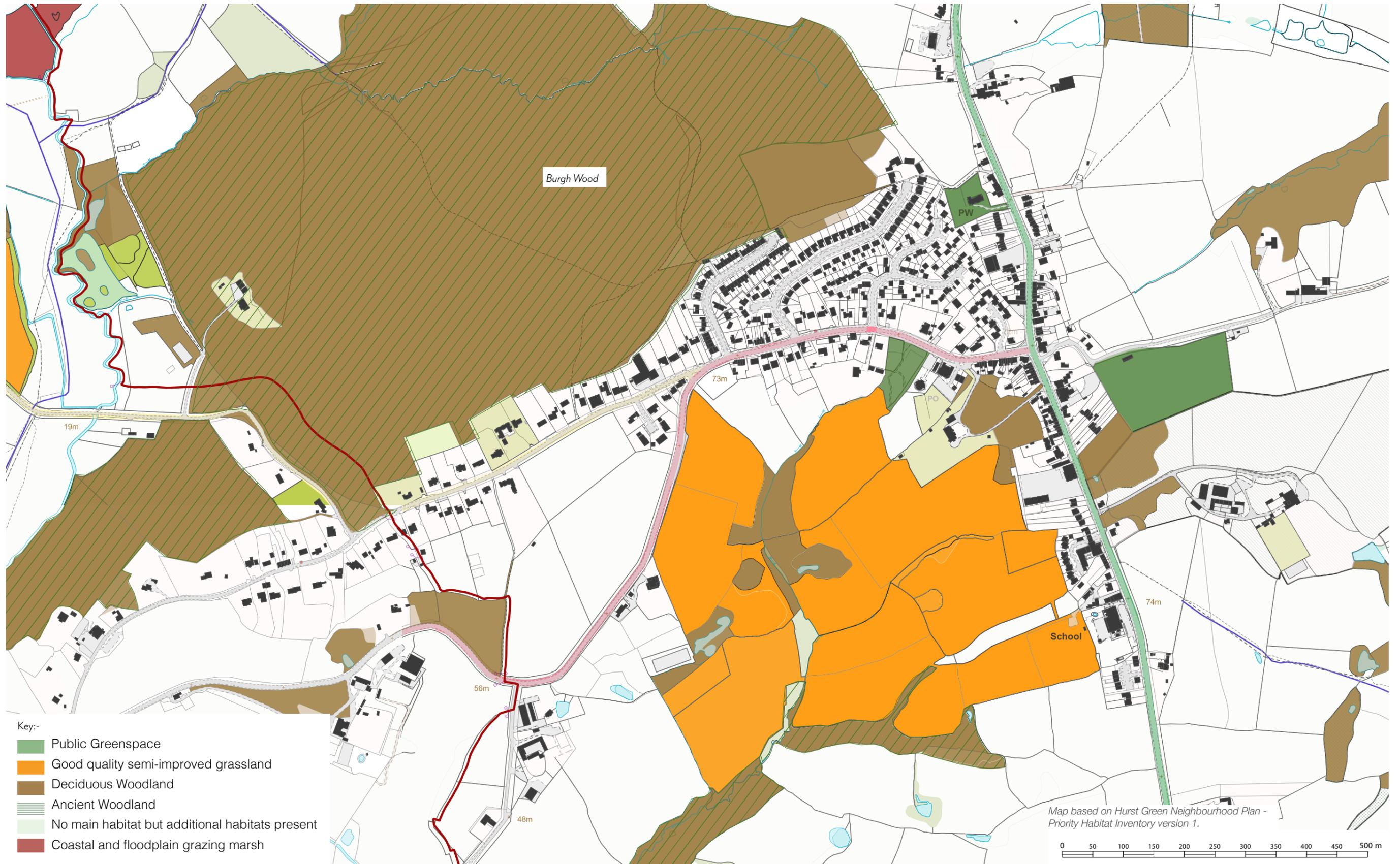
Hurst Green currently has a village feel, due to its historic scale, its character and its connection with the surrounding landscape. A substantial increase in population and built up area could affect the 'sense of place' in Hurst Green by altering the scale of the settlement.

One of the aims of the Neighbourhood Plan and Design Codes described within the plan, is to control development in the parish and ensure that the current feel and the character of the Parish and the High Weald (built and natural environment) are protected and enhanced.

This should be done through well-considered development, protection of key historic, landscape and community assets, and the successful integration of new required services for the existing and potentially expanded population.

Therefore, it is important for the Neighbourhood Plan to take a proactive approach to growth. A clear vision as to how the settlement should feel in the future, how assets should be protected and what services should be provided to ensure sustainable growth of the village. This should be done by building on positive aspects of the existing character to create an attractive place for people to live in and visit in the future.

Figure 2.1: Hurst Green - Landscape Character



2. Analysis and Character Areas

2.1 Landscape Character & Views



View south-east across High Weald from London Road



View across High Weald from HG8 pathway

A detailed **Landscape Character Summary** is set out in the East Sussex Landscape Character assessment by Harper Landscape Architecture LLP included in the High Level Landscape Assessment for the 8 No. potential housing allocation Sites in Hurst Green (November 2020) report.

Hurst Green is located within The High Weald Area of Outstanding National Beauty (AONB). The High Weald National Character Area (NCA) encloses the ridged and faulted sandstone core of the Kent and Sussex Weald.

The High Weald AONB is an essentially rural area characterised by a landscape of scattered villages and dispersed settlements with an estimated population of around 124,880 and a density of 0.85 people per hectare.

The area consists of a mixture of fields, small woodlands including ancient woodlands and farmsteads connected by historic footpaths, tracks and paths.

The high quality, rural, High Weald AONB landscape is found around Hurst Green and includes scattered farmsteads with irregularly shaped fields defined by hedge or wooded (including Ancient Woodland) boundaries, some rural houses and settlements, a mix of roads (including ancient footpaths) from rural lanes to busier trunk roads.

The dense woodland of Burgh Wood is a significant feature to the north-west of Hurst Green.

In terms of the Landscape Character Areas defined in the East Sussex Landscape Character Assessment 2016, Hurst Green Parish is divided along the A21 into Upper Rother Valley Landscape Character (west of the A21) and Lower Rother Valley Character (east of the A21).

The key landscape attributes that can be observed in Hurst Green include;

Upper Rother Valley:

- Spectacular views across the valley from the enclosing ridges, some of the finest views in the High Weald.
- Extensive areas of remote countryside and exceptional remoteness especially in the valleys and larger woods.
- The villages have great character and variety often with landmark churches and other historic buildings.
- A close network of winding, sunken lanes with scattered settlements and individual dwellings often strung out along them.
- Traditional building materials for the area are red brick, often laid as Flemish bond with blued brick ends, red-tiled roofs and tile-hung upper stories.
- Oak timber framed and sandstone houses reflect the abundance of locally sourced timber and quarried stone.

Lower Rother Valley

- Long dramatic views across both valleys from the enclosing ridges and spurs.
- The larger settlements are on the ridge tops with typical ribbon development extending along the main roads.
- Oast houses are characteristic and found on most farmsteads, many now converted into houses.
- Typical High Weald white weatherboarding and some villages have more subtle weatherboarding of pastel shades giving a seaside feel.
- Scattered woodland across the valley slopes and higher ground, much of this is ancient woodland.

Figure 2.3: Hurst Green - Historic Development

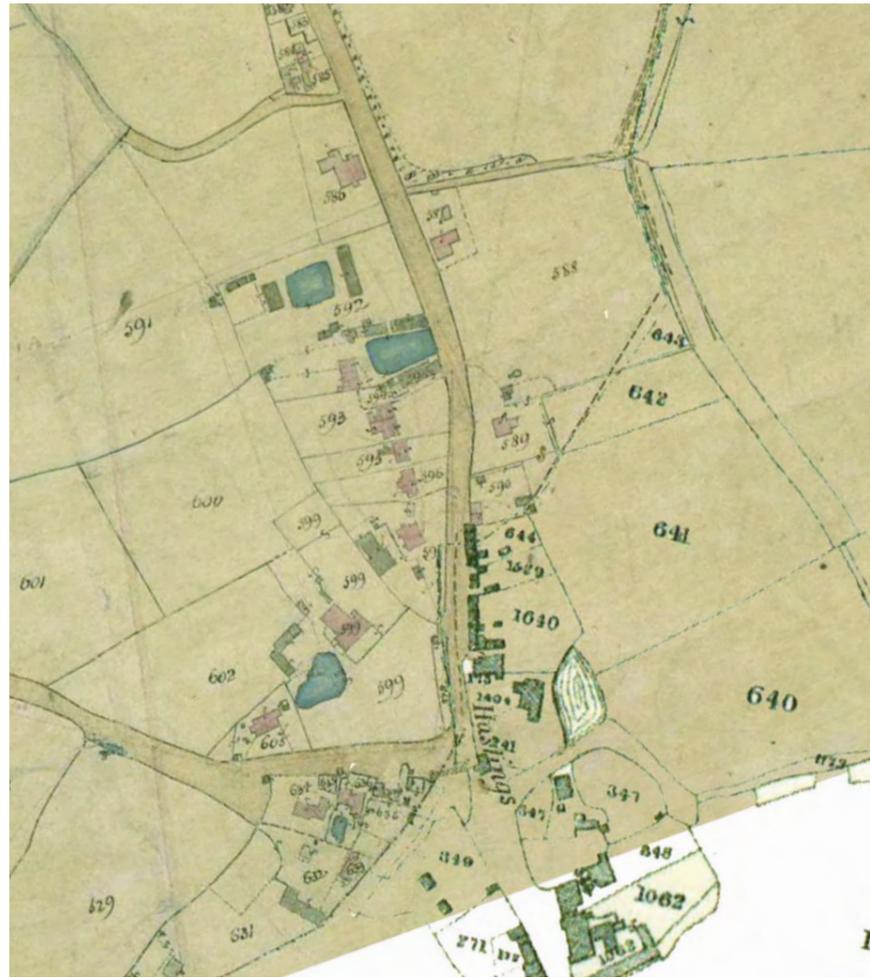


Figure 2.3.1: Etchingam and Salehurst Tithe map 1842

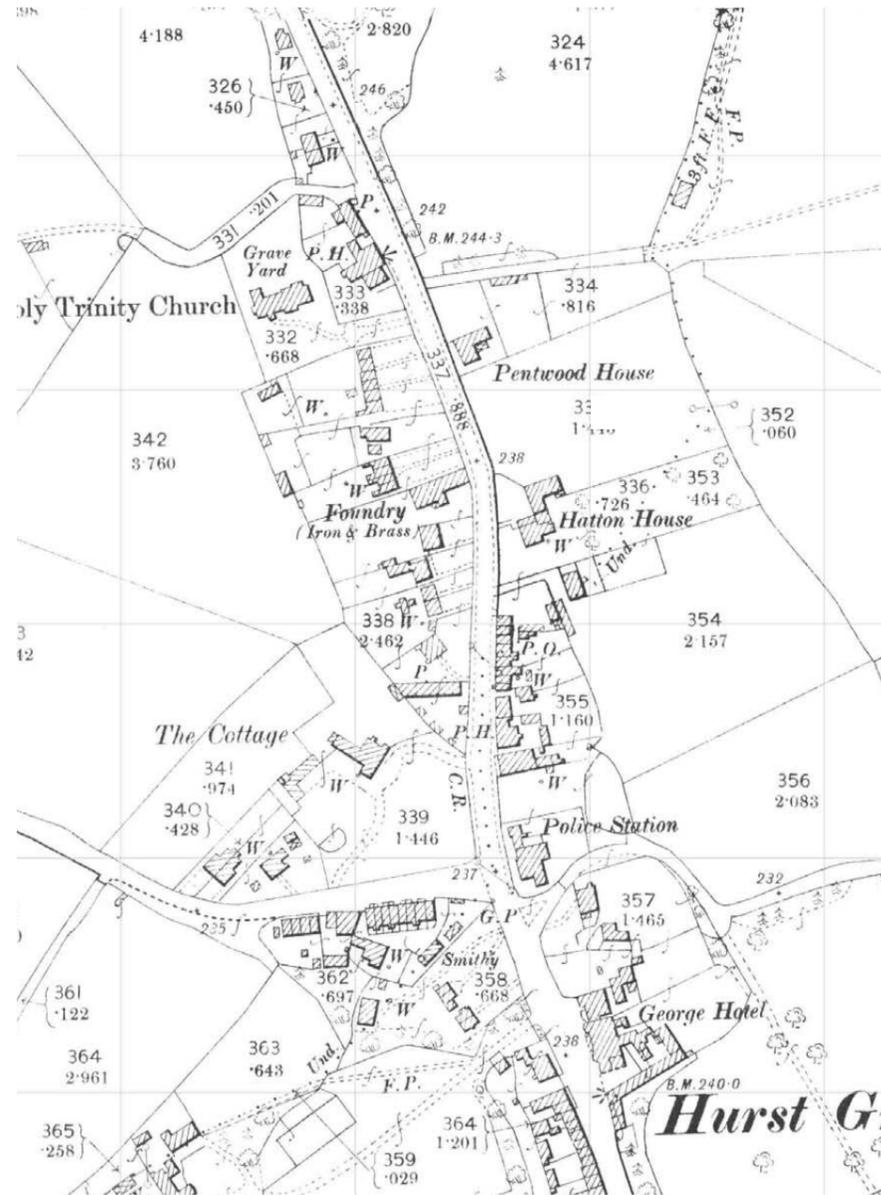


Figure 2.3.2 Ordnance Survey 1898

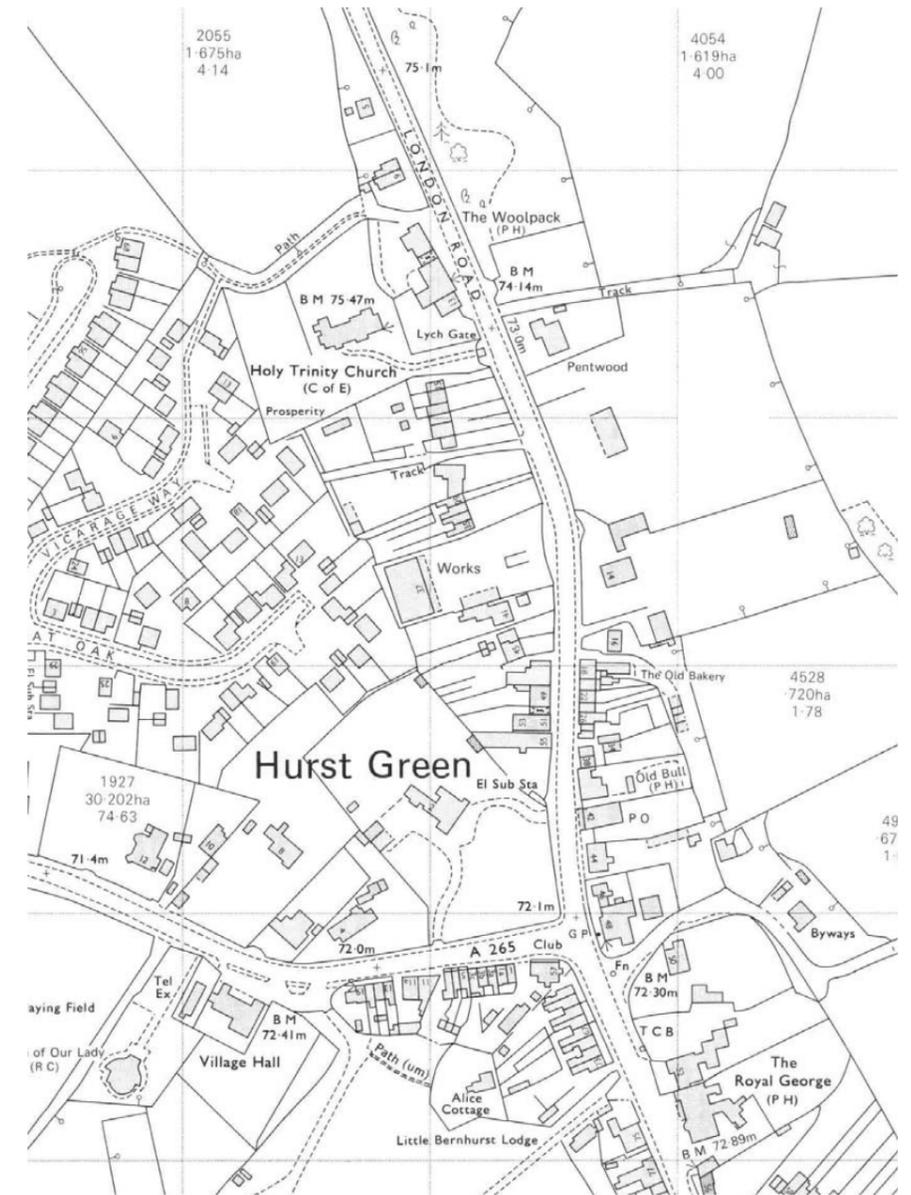


Figure 2.3.3 Ordnance Survey 1981



View of London Road



London Road - view from the junction

Source: Hurst Green, East Sussex, Facebook page

2.3 Historic Development

Hurst Green lies on the route of an ancient path - the Ridgeway, which connected the South Downs and the Weald.

Historically the village developed as a place along the key road connecting London and Hastings (today the A21) and it grew around the junction of the A21 (London Road) and the A265 (Station Road). This central area of the village consists of historic ribbon development, dated circa 1860.

The earliest surviving document referring to "herst grene" is dated 1574. However, there are references to the great manors of Bernhurst in 1230, and Iridge in 1248, and records of some of the surrounding farms - Burgham, Eyelid, Boarzell, Bourne are as old as the Domesday Book.

For centuries, the village has been an important location on the London - Tonbridge - Lamberhurst - Robertsbridge - Battle route to the port of Hastings. Traffic through the village increased with the ongoing development of Hastings, from 1830 onwards.

From the mid-nineteenth century, there was a slow process of transferring secular responsibilities (the poor, highways, education) from the ancient parishes, to lay bodies.

Hurst Green's "penny school" became a "free school" in September 1891 and the Courthouse was opened in 1892 on the site of the old Toll Gate Cottage (at the junction of the roads from London, Hastings and Etchingham - today the A21 and the A265).

The Toll Cottage had a large lantern which was maintained by public subscription and the building ceased to be a court house about 1973.

Hurst Green's own parish church, Holy Trinity, was built in 1884 and the Civil Parish of Hurst Green was created in 1952 out of lands taken from the centuries-old parishes of Salehurst, Etchingham, and to a lesser extent, Ticehurst.

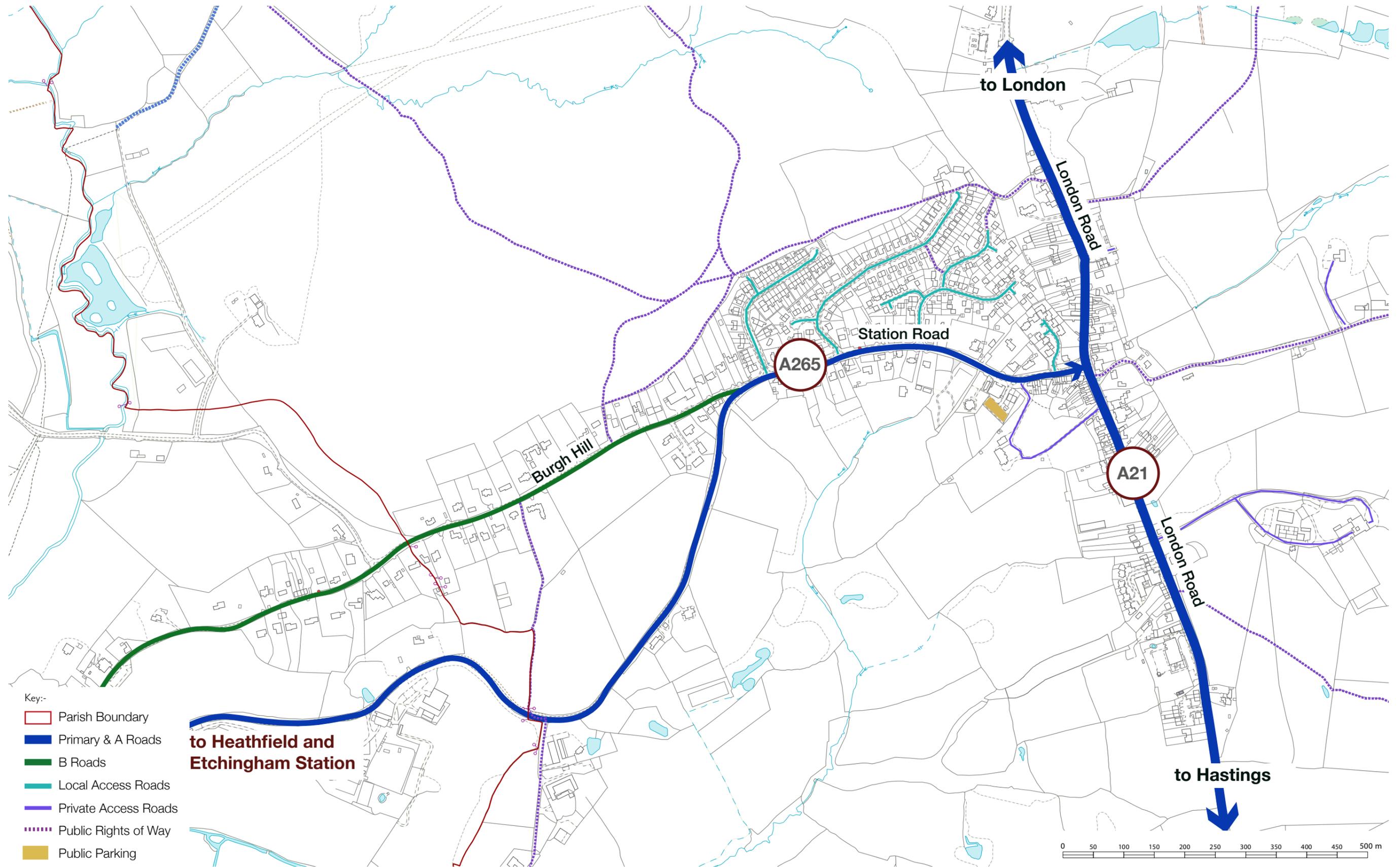
By the middle of the twentieth Century the village was largely self sufficient, with four hotel/inns, a range of shops, a slaughterhouse, a baker, two cobblers, two tailors, a doctor and a vet, and builder's yard.

The last five decades have seen an expansion in the number of residents and houses in the village, predominantly north of Station Road. Coronation Gardens, Ridgeway, Great Oak were built followed by more recent developments of McMichaels Way (built in 1999) and Colemans Way (built around 2008). The newer parts of Hurst Green are somewhat suburban in character

source:

http://www.hurstgreen-pc.org.uk/history_of_hurst_green.asp
Hurst Green Action Plan 2009.

Figure 2.4: Hurst Green - Movement, Road Hierarchy and Public Rights of Way





Hurst Green junction of the A21 and A265



Car park providing approximately 23 spaces behind the Village Hall



Hurst Green, London Road Looking north

2.4 Movement and Transport

Hurst Green is located at the junction of the A21 (London Road) and the A265 (Station Road). Movement around the village is dominated by the A21 route, which links to the motorway network via the M2.

The A21 connects London with Hastings and other commuter towns in the south coast and it regularly experiences slow moving traffic, particularly on weekends and in summer.

The A265 leaves the A21 at a T-junction, in Hurst Green. It passes Etchingham Station and culminates in Heathfield.

The A229 provides a connection with Hawkhurst and it joins the A21 at Coopers Corner north of Hurst Green village.

The primary issue around vehicular movement in the village is the domination of traffic and heavy use of the A21 and the A265 by large numbers of cars, including HGVs on the A21 in particular, bringing noise, air pollution and congestion.

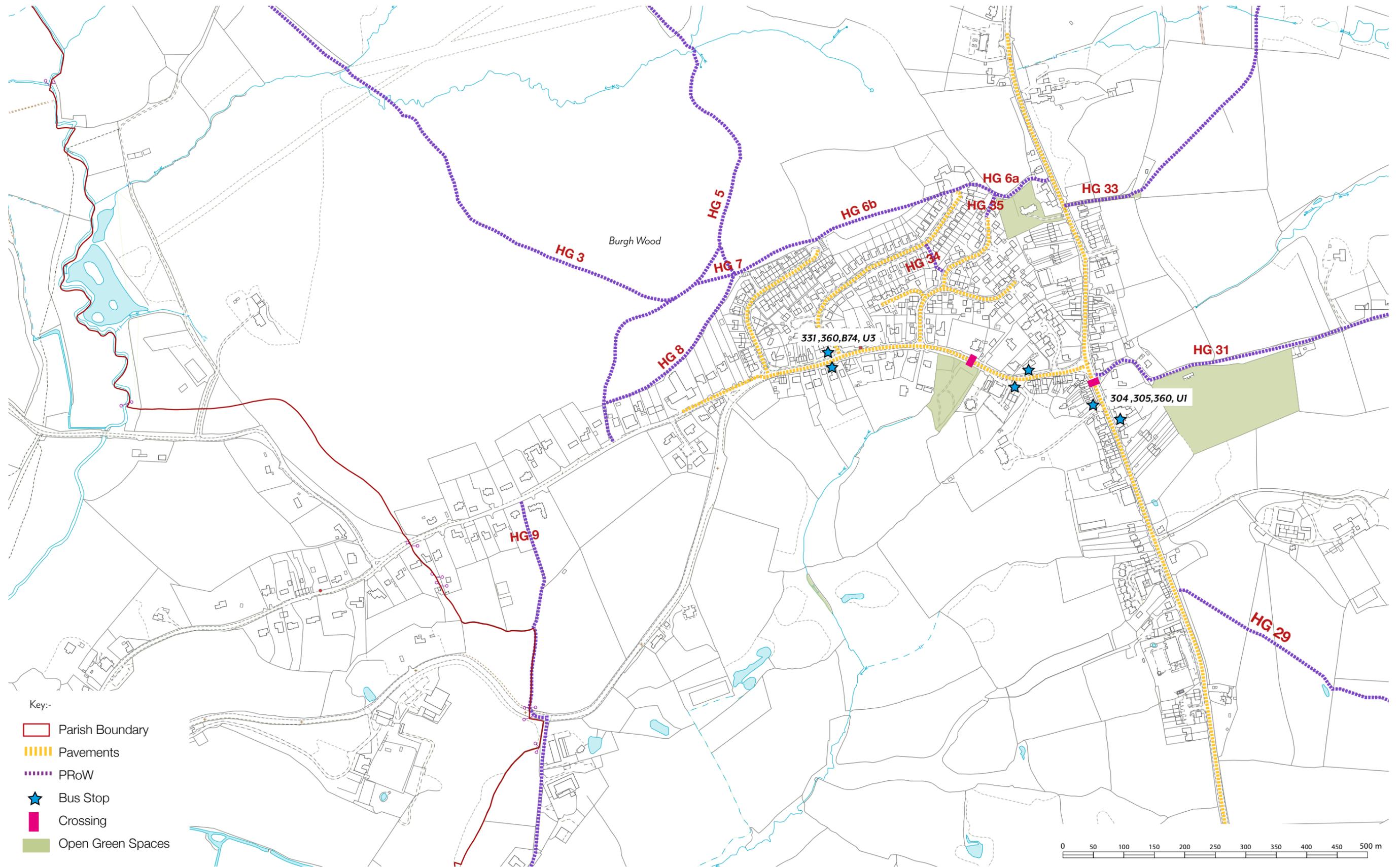
When the traffic is not slowed by congestion, speeding traffic can also be a problem within the village. The 30mph speed restriction throughout is often ignored by drivers passing through, creating a particular issue around the school. The speed limit there is capped to 20mph, while there is often increased traffic (drop-off and pick-up) around the school during school hours.

Antisocial parking, HGVs and bus routes all contribute to regular heavy traffic along the A21, and the A265 is also particularly busy at commuter times.

The village is well connected to the strategic road network, with access to Etchingham railway station only 1.5 miles west of Hurst Green, Hastings via the A21 about 30 minutes away by car, and Royal Tunbridge Wells lying about 30 minutes to the north.

Seven bus routes serve the village, with stops located along Station Road and London Road within the village centre.

Figure 2.5: Hurst Green - Pedestrian Environment





Pedestrian crossing, London Rd



Antisocial parking, Station Rd



Pedestrian zebra crossing, Station Rd



Cars parked along Station Rd

2.4.1 Streets and Parking

The school car park in London Road provides approximately 17 parking spaces for staff, deliveries and visitors. This provision isn't adequate, causing traffic congestions especially during school drop-off and pick up times.

The limited amount of public parking along with the reliance on cars as the primary mode of transport results in people parking on, and causing damage to, grass verges and footpaths.

Historically, development in Hurst Green has concentrated along the A21 and the A265. These two roads provide major traffic movement links through the village as well as connections on a regional level.

The A265 links with residential streets to the North; Coronation Gardens, Ridgeway, Great Oak, and Macmichaels Way. All of these residential roads form cul-de sacs.

Burgh Hill is a relatively narrow rural lane defined by grass verges and front gardens. It begins at the junction with Station Road, runs along Burgh Wood and adjoins the A265 again near Etchingham Station.

New developments within the village and surrounding areas have the potential to exacerbate problems relating to a limited number of unallocated parking spaces within the village centre, antisocial parking, traffic and congestion on the main roads, without possible new and improved parking infrastructure.

The Neighbourhood Plan area falls within the 'Upper and Lower Rother Valley' Landscape Character Areas. Landscape action priorities include the need to control ribbon development, conserve the character of the historic settlements, the need to control traffic on rural lanes and protect the remote character.

Figure 2.6: Hurst Green - Examples of Public Rights of Way



Figure 2.6.1 A difficult to find access from Burgh Hill to PRow HG8 leading to Burgh Wood.



Figure 2.6.2 PRow HG31, providing important pedestrian and vehicular connection to Drewetts field sports ground from London Road.



Figure 2.6.3 Poorly maintained verges of PRow HG31. View looking towards London Road.



Figure 2.6.4 PRow HG29 an access that is difficult to find from London Road..



Figure 2.6.5 PRow HG6a providing connection with Burgh Wood. This important link lacks signage.



Figure 2.6.6 PRow HG6a provides important connection with London Road.



Figure 2.6.7 PRow HG6a and HGb ahead. Access to HG6 from London Road is difficult to find.



Figure 2.6.8 PRow HG6b leading to Burgh Wood lacks signage.



Figure 2.6.9 PRow HG6b in Burgh Wood could benefit from better maintenance.



Figure 2.6.10 PRow HG7, poorly maintained and difficult to find entrance to Burgh Wood from Coronation Gardens.

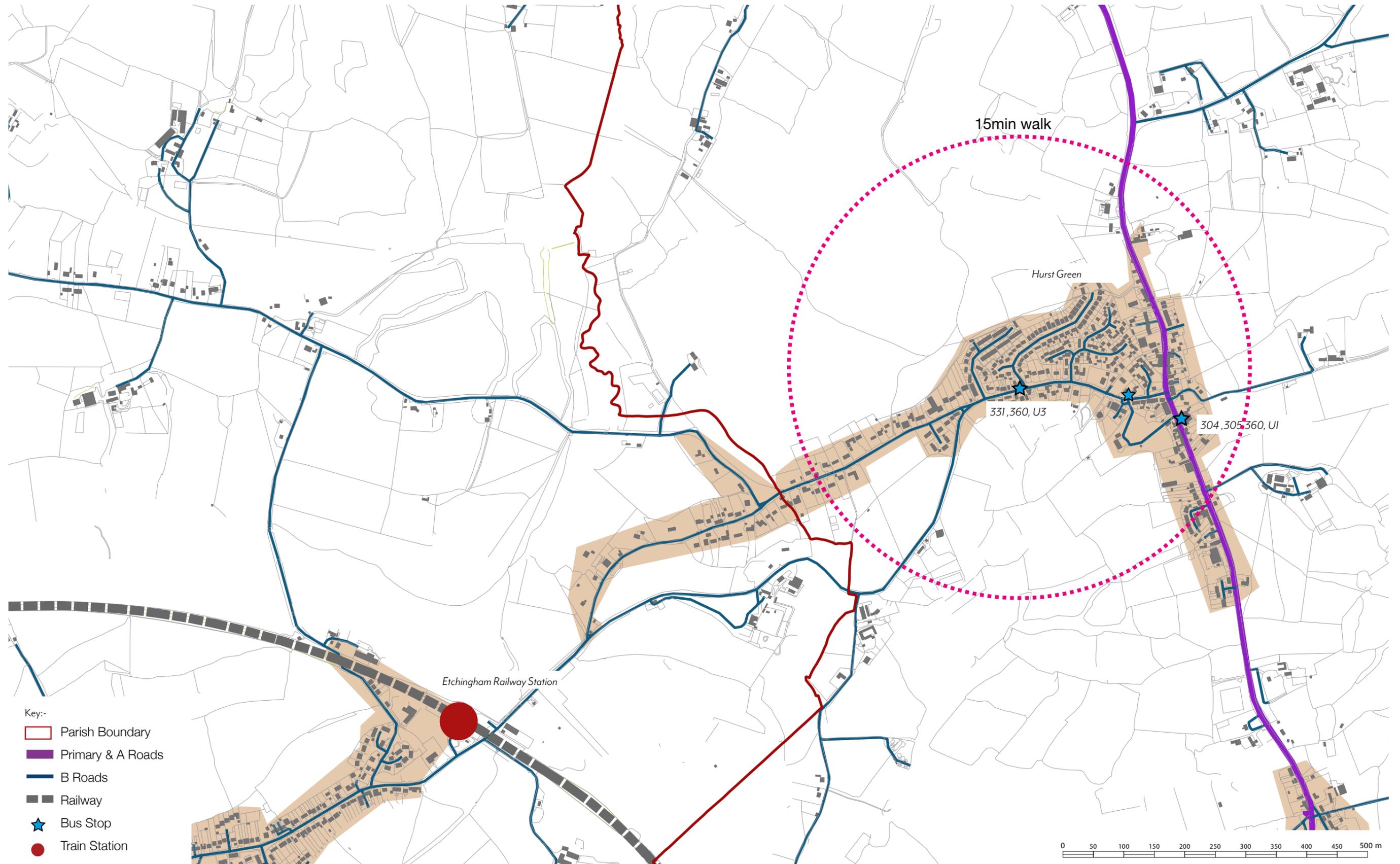


Figure 2.6.11 PRow HG34 connecting Ridgeway with Vicarage Way. This well used link, could benefit from upgrades to surfaces.



Figure 2.6.12 PRow HG35, as seen from Vicarage Way.

Figure 2.7: Hurst Green - Transport



2.4.2 Public Transport



Bus Stop on London Road



Etchingham Railway Station

There are no railway stations within the Parish, with the nearest station in the neighbouring settlement of Etchingham (approximately 1.5miles/2km south-west of the village), which is however relatively close to Hurst Green.

Etchingham train station offers direct and frequent services to both Hastings and London Charing Cross. There is approximately one train arriving per hour, in each direction and the journey to Hastings takes about 30 minutes. The fastest journey to London Charing Cross takes about 1 hour and 15 minutes.

The village is well connected to the strategic road network and is served by seven bus services, with stops located along Station Road and London Road within the village centre.

The bus routes are as follows:

331 - Hurst Green - Etchingham - Heathfield,

360 - Etchingham - Sedlescombe - Bexhill,

U3 - Burwash - Etchingham - Hurst Green - Uplands College Wadhurst

254 - (stagecoach) Hurst Green - Tunbridge Wells,

304 - Hastings - Hawkhurst,

305 - Hastings - Hawkhurst,

U1 - Johns Cross - Flimwell - Ticehurst - Wadhurst,

High quality and accessible public transport that responds well to local needs is an important factor in creating sustainable development, and improvements could be considered in order to better enable everyone, but particularly the older demographic of Hurst Green, to access and use existing arrangements.

This would include creating more regular services throughout the day, and adjusting routes to allow easier access to key amenities such as local hospitals and key village centres, along with improving the route between the station and the village for use by pedestrians and cyclists.

2.4.3 Pedestrian Environment and Cycling

The quality of the pedestrian environment within Hurst Green is mixed. There are two pedestrian crossings in the village; on Station Road providing a safe pedestrian link with the park, and a controlled pedestrian crossing on London Road.

There are not enough pedestrian crossings along the A21 to provide safe east -west connections, serving key desire lines.

The pedestrian environment along **Station Road**, has good footpaths on both sides of the road. However, parked cars on the pavements, (especially near the A21/A265 junction and in front of the Village Hall), decrease pavement space and affect the quality of the public realm. Congested footpaths and antisocial parking provide a challenge in this part of the village.

London Road has relatively narrow footpaths, which are congested by areas of on-street parking and bus stops. A lack of safe and good quality pedestrian routes connecting the village with the school in the south is particularly challenging.

The edges of Hurst Green suffer from a fragmented pavement network, with some key village routes lacking consistent pedestrian pavement connections or none at all. This is particularly problematic along Burgh Hill - a relatively narrow rural lane defined by grass verges and front gardens.

As a Parish in the High Weald, Hurst Green benefits from a strong network of **public rights of way (PRoW)**. These provide access from the settlement out into the wider landscape, as well as connecting to smaller hamlets e.g. Swiftsden. A continuous yet narrow pavement along A21 provides a connection with Silver Hill.

Cycling provision suffers from a lack of dedicated infrastructure, restricted street widths and significant traffic congestion. Hurst Green is not currently integrated into the National Cycle Network.

Figure 2.8: Hurst Green Parish - Built Form

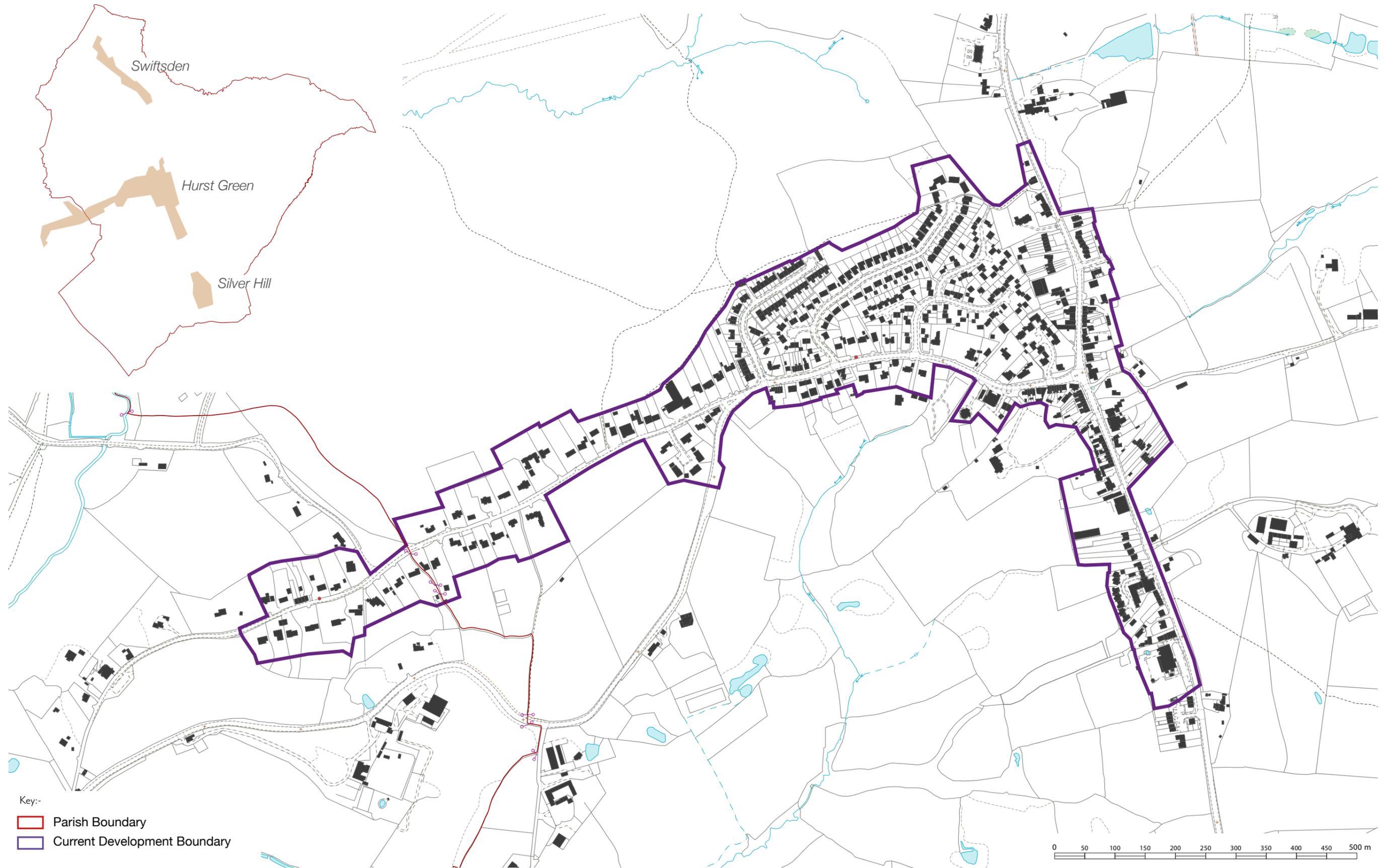




Figure 2.9: Built Form, Swiftsden

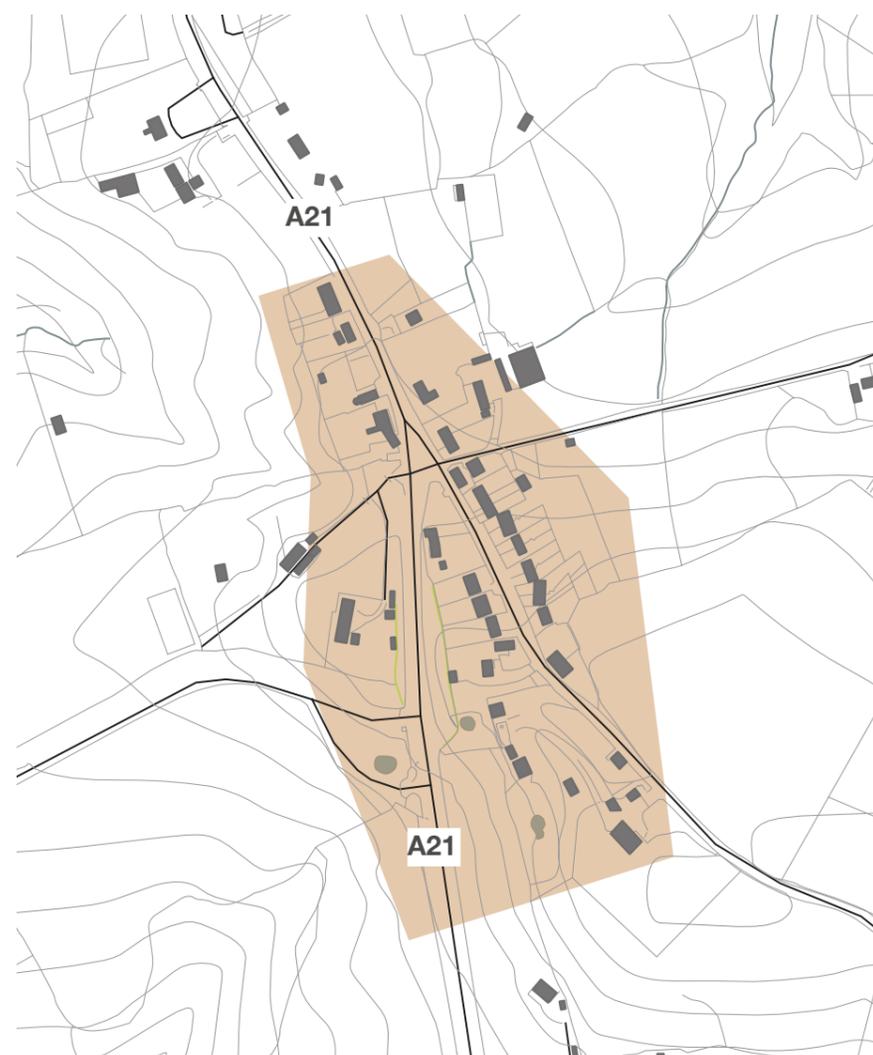


Figure 2.10: Built Form, Silver Hill

2.5 Built Form

2.5.1 Overall Layout

Development in Hurst Green concentrated along the main historic route (the A21 today) linking London and Hastings.

The village was originally centred at the junction of the A21 (London Road) and the A265 (Station Road). This central area of the village comprises a Historic Ribbon Settlement dated circa 1860.

Originally the cluster of buildings around the junction was irregular, with a row of buildings following the A21 north and south of the junction and a row of terraces along Station Road. The terraced houses completing the corner of the A21 and the A265 were built between 1898 and 1909.

Dense building fabric along this central part of London Road and the adjoining dwellings on Station Road form a built edge to the pavement which contains the street and defines the junction.

The distinctive Old Courthouse provides a focal point when approaching the junction from the west following Station Road.

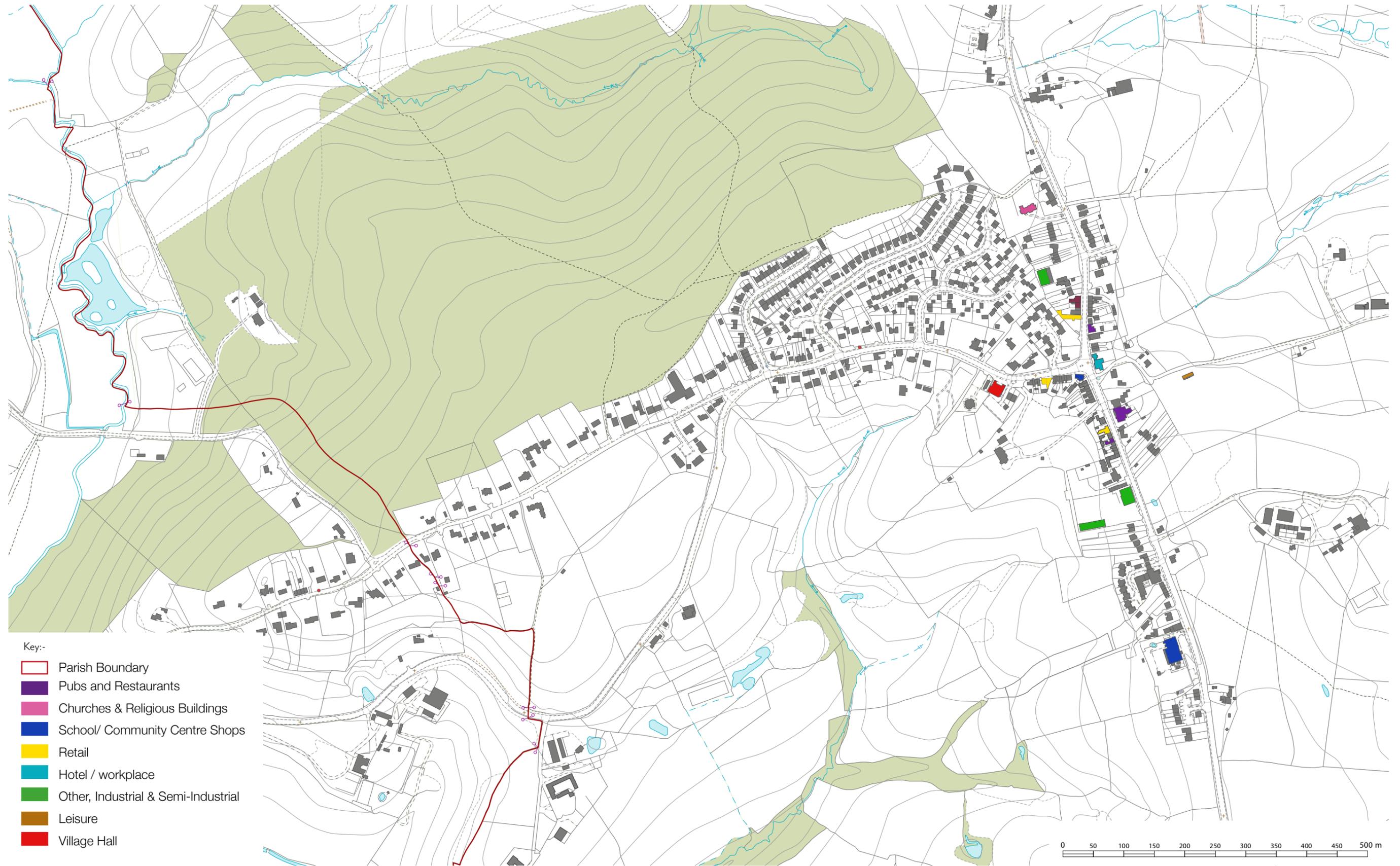
The late 20th century has seen significant residential development of the village, concentrated mainly north of Station Road. Development of Coronation Gardens, Ridgeway, Great Oak was followed by the more recent developments comprising McMichaels Way (built in 1999) and Colemans Way on London Road (built around 2008).

The settlement extends to the west following Burgh Hill - a street of a rural character located along a steep hill overlooking the Rother Valley. Hurst Green currently lacks a clearly defined 'village centre'. The historic centre (along London Road and the junction) is undermined by heavy traffic use.

The small settlement of Silver Hill is located on the A21 between Hurst Green and Robertsbridge. It comprises a small group of dwellings and farms on the periphery, a few of which are listed.

Swiftsden is located on the A21 approximately 1 mile north of Hurst Green. The settlement contains a handful of dwellings and is encircled by surrounding farms. There is also a number of businesses in Swiftsden including: a haulage company, restaurants, a garden centre, a hand car wash, garages, Budgens, the Car Dealership, mechanics and blacksmiths.

Figure 2.11: Hurst Green - Ground Floor Uses





The Royal George Public House



Hurst Green Village Hall on Station Rd



Hurst Green local, Station Rd



Hurst Green Antique Shop London Rd

2.5.2 Ground Floor Uses

Up until the mid-century Hurst Green was a self-sufficient village that provided a good range of services and amenities.

Today Hurst Green is a predominantly residential village, although there are a number of commercial uses dotted around the settlement and nearby, particularly along the A21.

It is notable, however, that the village currently lacks a clearly defined 'village centre', in the sense of a cluster of key uses and services which provide amenity for residents.

Hurst Green has a local greengrocer on Station Road. Until recently there was a post office, cafe and a small shop located in a former church right next to Hurst Green Park. The Royal George on London Road accommodates a pub and a restaurant with B&B rooms on upper floors.

There are a few antique shops, an Indian restaurant, a takeaway and Caravan Tech - a caravan, camping or outdoor shop on London Road, while the Old Courthouse at the junction currently accommodates a bed and breakfast.

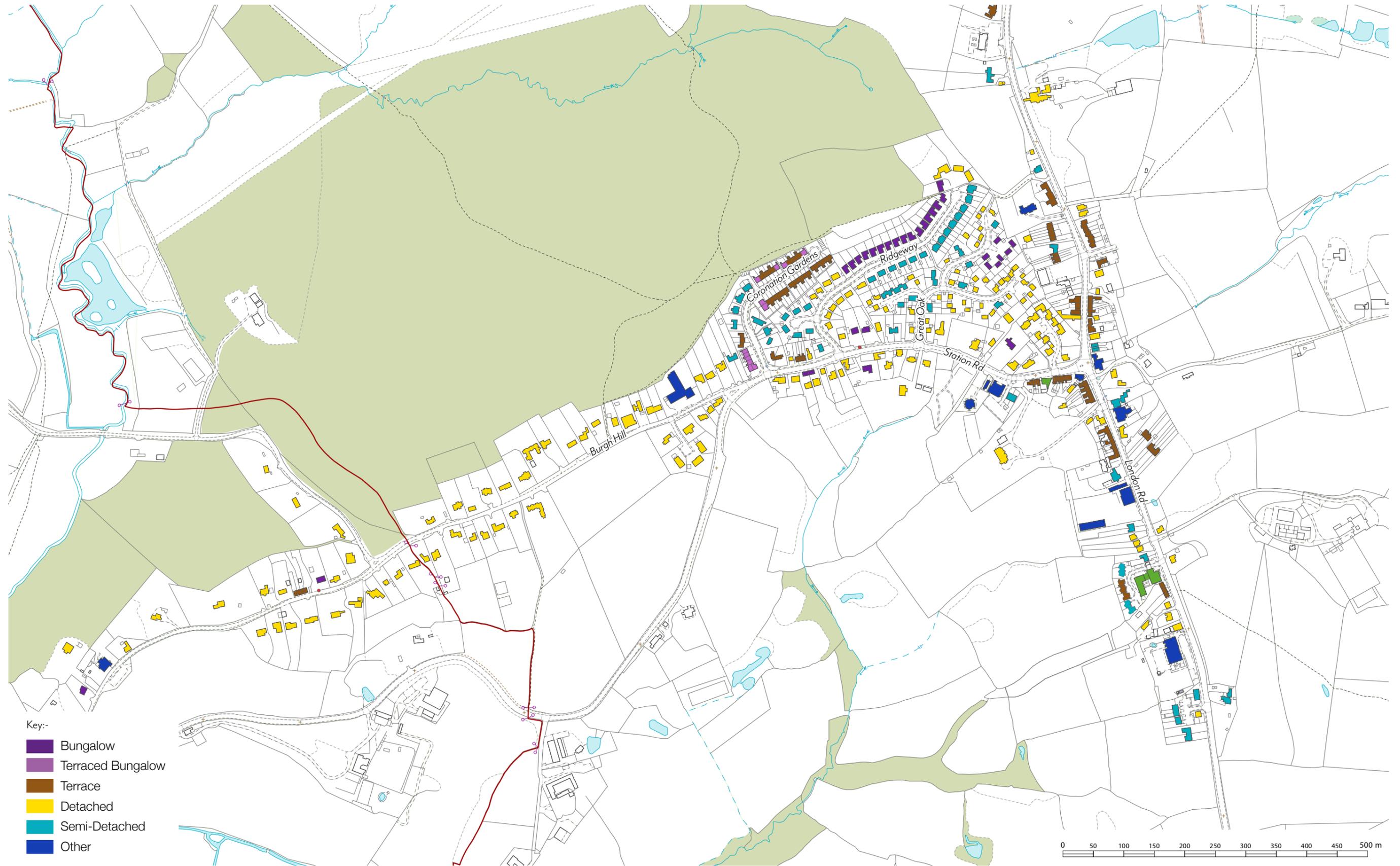
Hurst Green church provides space for community use including a community run Renew Café and Hurst Green Church of England Primary School, located on London Road south of the village provides education for children aged 4+ to 11.

There are several farm produce shops, garden centre and antique shops close to the village along the A21, as well as petrol stations and car dealerships relatively close by.

Hurst Green has several clubs and organisations, many of these use the Village Hall to meet and details of upcoming meetings are posted on the noticeboard within the hall foyer. There is a Hurst Green Social Club that occupies a single storey building at the junction of London Road and Station Road.

The main service villages supporting Hurst Green are; Hawkhurst, Etchingam and Robertsbridge.

Figure 2.12: Hurst Green - Building Typologies





Detached houses, Burgh Hill



Semi-detached houses, Ridgeway



Terraces, Coronation Gardens



Historic terraces, Burgh Hill



Detached listed house, Station Road



Detached house, London Road

2.5.3 Housing Typologies

Housing within Hurst Green consists of varied residential typologies. These include bungalows, terraced bungalows, detached houses, semi-detached houses and terraced housing.

Similar housing typologies tend to be grouped by development site, especially the 20th century developments, as opposed to street hierarchy or other overarching structure.

Hurst Green developed as a historic ribbon settlement following the A21 and the A265. Developments along these two main roads include historic terraces and detached houses set within generous gardens, many of which are listed.

More recent 20th century development is located in the elbow of these two roads, predominantly north of Station Road. These newer parts of Hurst Green are somewhat suburban in character. Coronation Gardens comprises mainly terraces and terraced bungalows with some semi-detached two storey dwellings.

A notable and unusual feature of Hurst Green is the use of joined-up bungalows to form terraces, examples of which are also seen in Coronation Gardens.

Ridgeway is dominated by semi-detached housing, with several terraced bungalows and a few detached houses. The less-dense area around Great Oak, Vicarage Way and MacMichaels Way is predominantly composed of semi-detached and detached houses.

Bungalows in Hurst Green are typically single storey buildings of brick construction (occasionally rendered) with roofing materials made from clay tiles, slate, or asbestos/fibre cement tiles.

Along Burgh Hill, there are mainly detached houses set within more generous grounds and set back from the road.

Figure 2.13: Hurst Green - Building Typologies, a photographic survey

Detached



Semi-Detached



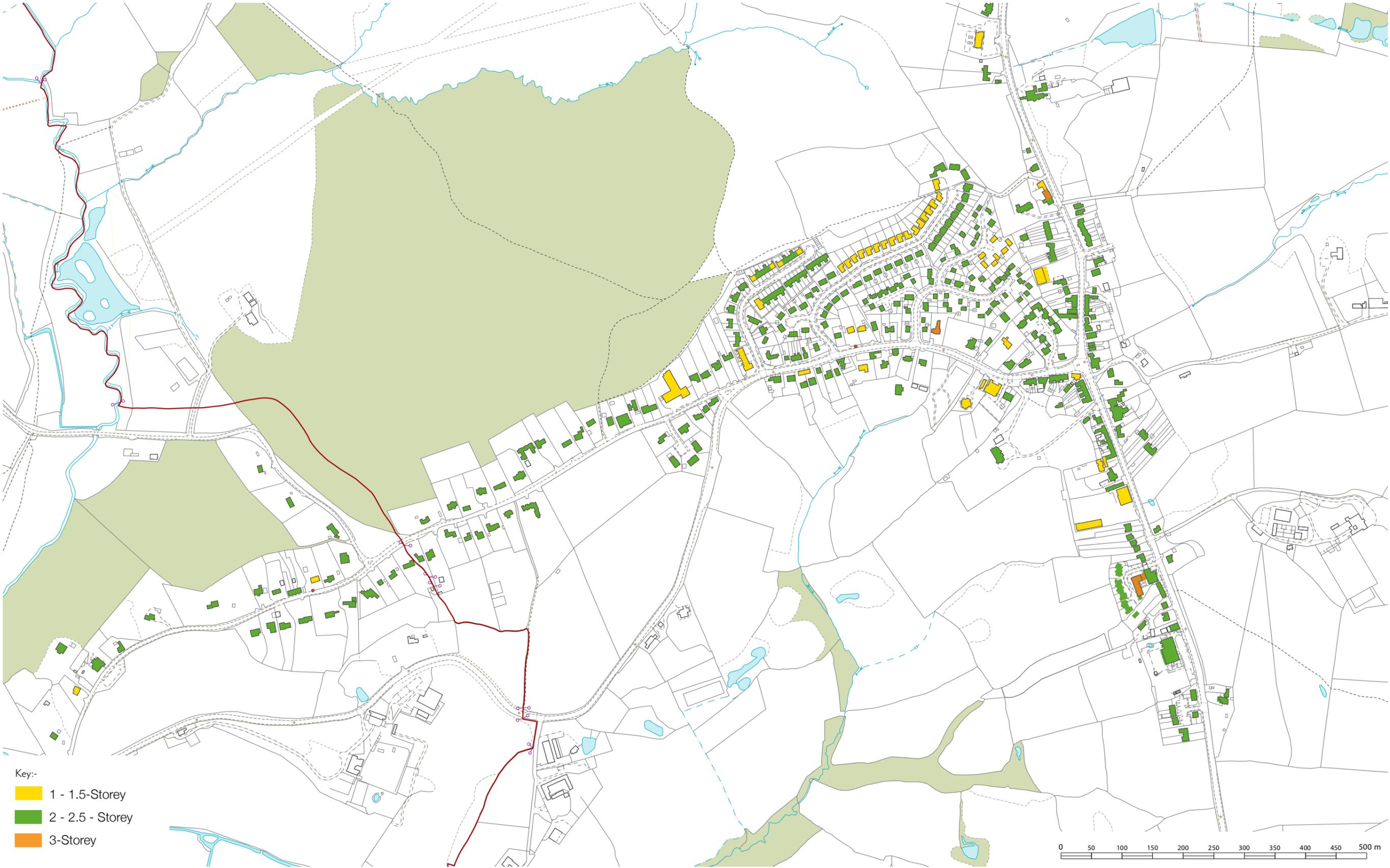
Bungalow



Terrace



Figure 2.14: Hurst Green - Building Heights





2.5 storey listed house on London Road



2.5 storey traditional historic house with dormers



Holy Trinity Church



A modern 2 storey house with dormers



2 storey semi-detached houses, Ridgeway



A row of bungalows, Ridgeway

2.5.4 Building Heights

The majority of domestic buildings in the High Weald are typically 2 to 2.5 storeys in height, the latter with semi-attic accommodation within steeply pitched roofs.

In Hurst Green there are many of these dwellings, including dormer windows and storeys partially incorporated into the roof. This minimises the sense of scale of the building while creating an attractive roof-line and delivering effectively a 3 storey building in many areas.

Hurst Green also has a significant number of single storey bungalows and larger single or two storey detached dwellings set in generous grounds.

The more recent developments along Coronation Gardens, Ridgeway, Great Oak and Vicarage Way include mainly 2 and 2.5 storey terraces, semi-detached and detached houses with some single storey bungalows.

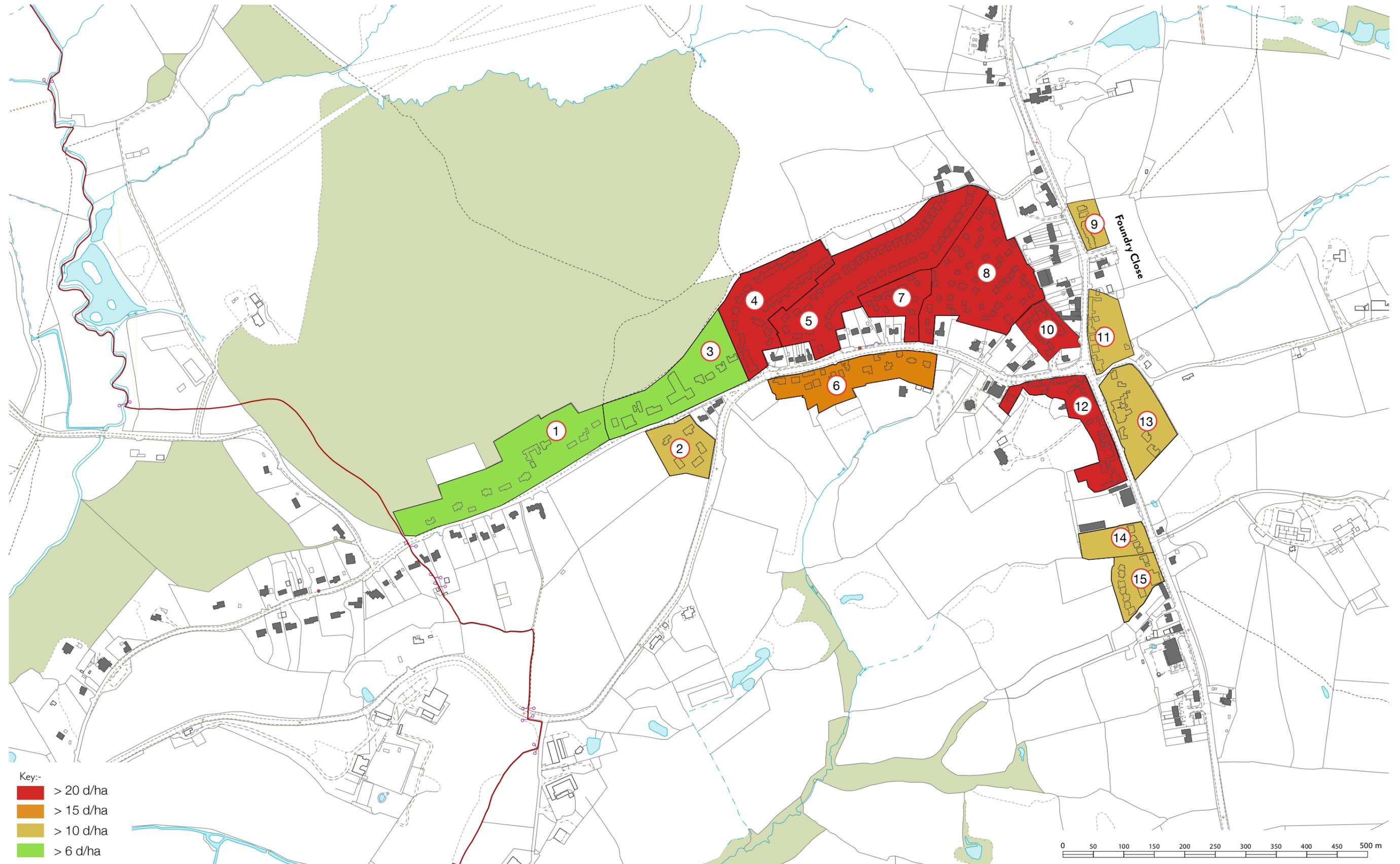
The more historic houses in the village vary in absolute height. Many of the listed buildings tend to be taller, in absolute terms, than newer buildings of similar storey heights, due to their more generous floor-to-ceiling heights. However, many of the more historic cottages and rural worker's housing represent the opposite tendency with smaller floor-to-ceiling heights.

The tallest building element in the core of the village and a focal point is the clock tower of the Old Courthouse building at the junction of the A21 and the A265. The building itself is a large single and two-storey building.

The church tower is also quite tall but is not clearly visible from London Road, however, it can be spotted from Vicarage Way.

The frequently steep and sloping topography of the area, and location of buildings within this, has an impact on the visibility of development in the context of the surrounding landscape.

Figure 2.15: Hurst Green - Building Densities



No.	Name	Area (ha)	Dwellings	Density (d/ha)
1	Burgh Hill West	2.41	11	4.5
2	S View Cl	0.67	5	7.4
3	Burgh Hill East	1.66	9	5.4
4	Coronation Gardens	1.64	40	24
5	Ridgeway	2.76	47	17
6	Station Rd South	1.22	15	12.3
7	Acorn Way	0.64	11	17.2
8	Great Oak	2.32	50	21.6
9	Foundry Cl	0.46	3	6.5
10	Macmichaels Way	0.48	9	18.8
11	London Rd North West	0.70	5	7.1
12	Station Rd East	1.01	20	20
13	London Rd West	1.13	8	7
14	London Rd South West	0.48	4	8.3
15	Colesman Way	0.54	5	9.2

Figure 2.16: Hurst Green - approximate densities

2.5.5 Density

Hurst Green contains several clearly differing areas of development and an aspect of the defining characteristics of these areas is their differing residential density.

Lower density areas tend to represent developments of detached housing set within varying plot sizes, while the higher density areas feature a mix of housing typologies, historic and more recent.

In terms of assessment, 15 clearly defined developments were isolated within Hurst Green and subjected to density measurement. This produced a range of results.

The highest density areas include the mid-century developments north of Station Road i.e. Ridgeway, Acorn Way, and MacMichaels Way. These streets adopt multiple housing typologies to achieve their character without feeling particularly cramped by the co-location of numerous detached buildings. The generous street width also contribute to this sense.

The majority of development areas had low densities of between 4.5 and 12 d/ha. These include older ribbon development east of London Road. The approved residential development of 20 new homes at Foundry Close will increase the density in this area (planning application RR/2019/2194/P).

The lowest density area is Burgh Hill. The road features significantly larger residential detached houses each with large gardens creating inefficient development in terms of land use.

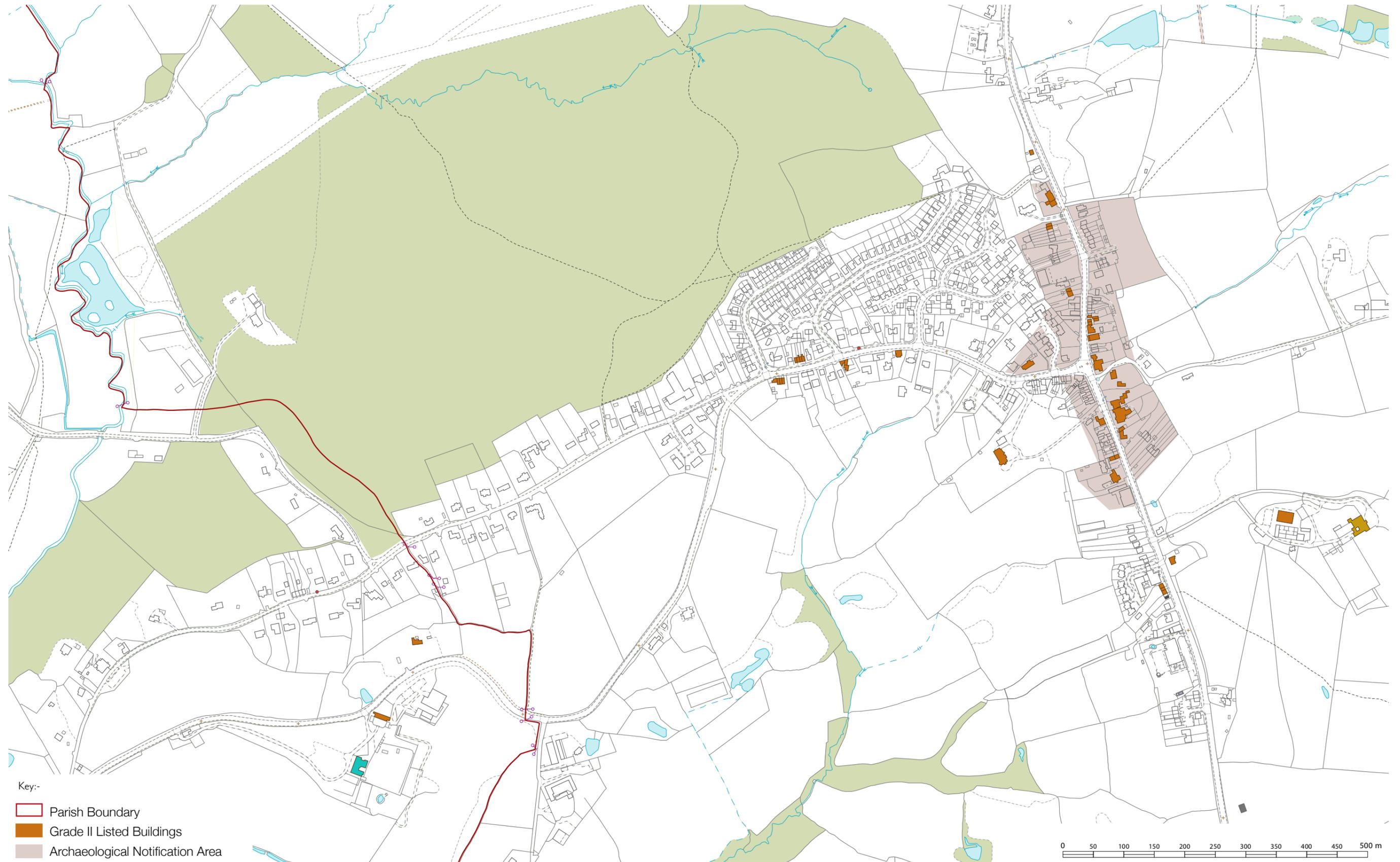
The High Weald Design Guide States;

“New development should reflect the historic density and grain of the area in which it is being proposed, so that the distribution of buildings supports the existing pattern of the settlement.

Grain and density should closely relate to the street pattern so that the way buildings are distributed relates to movement.

A variation of density across the site, in all but the smallest of schemes, will help the character and place-making of the development, avoiding generic homogeneity. New development should be denser and more tight-knit around key junctions, green spaces or towards the centre of the neighbouring settlement. Lower densities should be used to help make the transition to the edge of the site away from the core area.”

Figure 2.17: Hurst Green - Listed Buildings



2.5.6 Materials and Architectural Heritage



Grade II listed drinking fountain on London Road



The Old Courthouse at the junction of London Road and Station Road

There are 32 Listed Buildings in the village and 50 within the Neighbourhood Plan area. The majority of the buildings are located along London Road and they include numbers; 5 (Hawthorne Cottage); 11 (The Woolpack Inn); 12 (Yew Tree House); 15–25 (odd); 28 and 30; 42 (the Pigeon House); 43 and 45; 54 (The Royal George Public House); 56 (Sandstones, the former stables of the Royal George); 76; 87, 89 & 91; 93; 115 and 117; 119–23 (odd); Barnhurst; Little Barnhurst; The Old Bull Inn; Lancefield House; Hurst Green Stores and former Post Office; and The Old Court House. There is also a Grade II Listed drinking fountain in front of Lancefield House on London Road.

A second, smaller cluster of Grade II Listed Buildings is located on Station Road including numbers 2; 4; 29 (Firs Cottage); 37 (Two Hoots), 39 & 41 (Kim Cottage); 45 (Hope Cottage); 46 (Burghwood Cottage, Iden Cottage); 53 (Cordwainers); 55 (April Cottage); 57 & 59.

To embed a sense of place into new housing developments, it is useful to understand key characteristics of buildings that are typical of The High Weald. Architecturally, Hurst Green is distinctive and there are many buildings in the Parish representing the local vernacular. Traditional materials and features typical for the High Weald that can be found in Hurst Green include the following:

Materials

The principal external material for major buildings is brick. The bricks used in the village were of rich red and more recent orange hues. Traditional buildings are, particularly houses, are frequently brick structures on the ground floor, with tile-hung or weatherboard cladding on the first floor.

Roofs

Steep roof pitches and clay-tiled roofs are typical for the area. Small module clay tiles of locally sourced clay provide roof covering to the majority of Grade II listed buildings along London Road and Station Road. Pitched roofs, many with dormers and tall chimneys are found throughout the village.

Chimneys

Tall brick chimney stacks often articulate the individual buildings and the wider street-scape.

Wall Cladding

The Listed buildings and dwellings typical for the High Weald frequently exhibit brick ground floors with first floor cladding of weather-boarding or small clay tiles. White paint to the weatherboard is a common finish.

Full height brick structures are less common and tend to be more important civic buildings. Rendered finishes are also found, but less common than the cladding.

Details

Porches are typically simple canopies and these can be seen throughout the village in traditional buildings and modern interpretations.

Grade II Listed No 42 Hurst Green Stores on London Rd gives an example of an elaborate canopy framing the commercial ground floor.

Colours

A colour palette that is typical for The High Weald reflects the natural environment and a range of ‘heritage’ colours can be found within Hurst Green.

The High Weald Colour Study was carefully developed and offers a palette of colours based on a careful study of the built and natural environment, that any new development should refer to.

The built form characteristic of the High Weald is informed by the cumulative composition of architectural details, described above which can be successfully translated into contemporary designs.

Figure 2.18: Materials and architecture in Hurst Green Parish typical for



Grade II listed no. 119, 121 and 123, London Road



Grade II Listed Hawthorne Cottage



Grade II Listed The Royal George Public House



The Old Courthouse



Grade II Listed Yew Tree House



Terraces clad in white weatherboarding, Silver Hill



Grade II Listed No 42 Hurst Green Stores, London Rd



Terraces clad in white weatherboarding, Silver Hill



Grade II Listed 15-25, London Road



Grade II Listed Firs Cottage, Station Rd



Grade II Listed, Burghwood Cottage & Iden Cottage



Grade II Listed 4, Station Road



Grade II Listed, Silver Hill Farmhouse



Grade II Listed, The White Horse Public House



Oast House, Hurst Green



Traditional cottage, Silver Hill

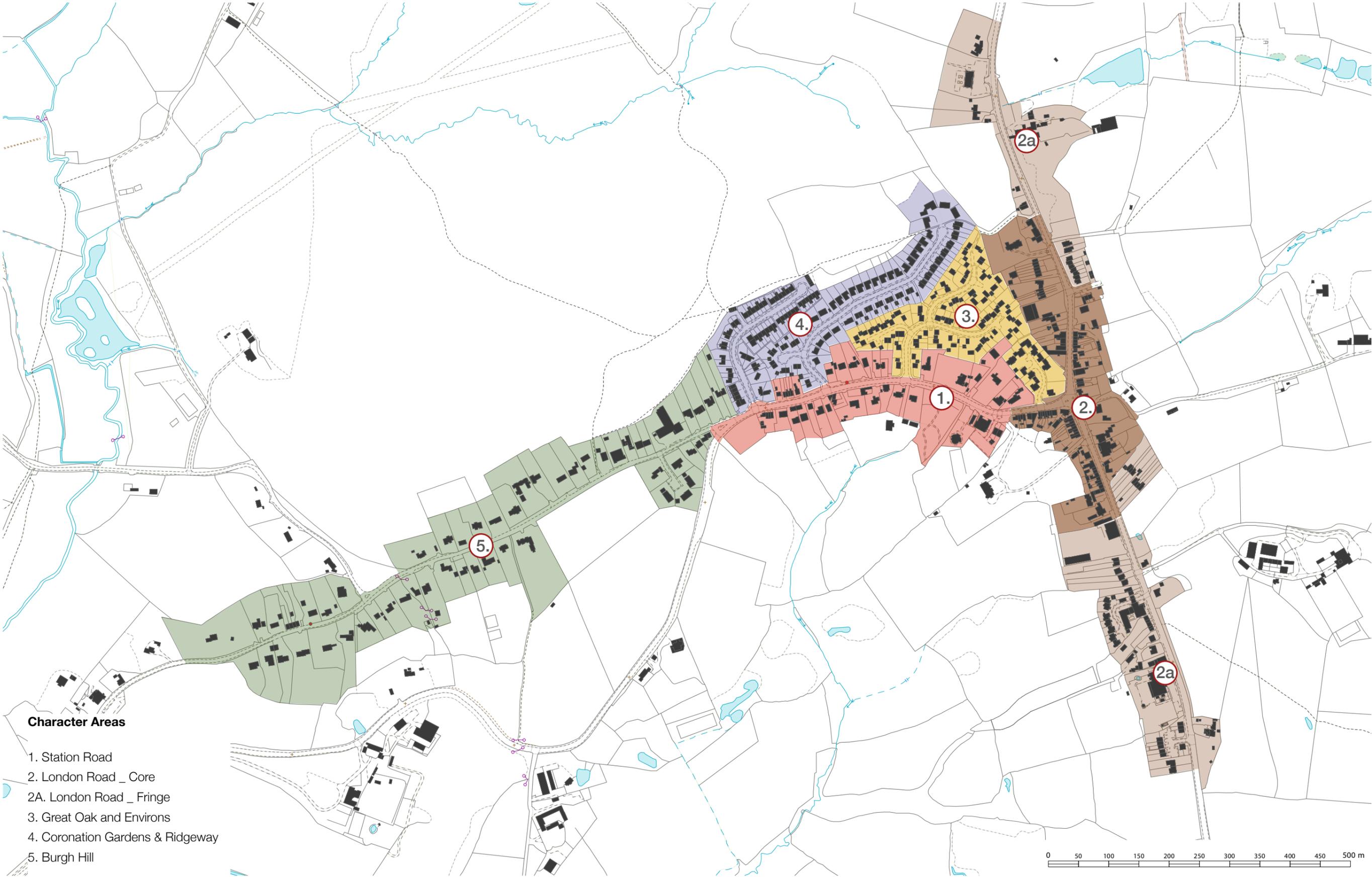


Traditional cottage, Silver Hill



Traditional cottage, Swiftsden

Figure 2.19: Hurst Green - Character Areas





1. Station Road



2. London Road_ Core



2A. London Road_ Fringe



3. Great Oak and Environs



4. Coronation Gardens & Ridgeway



5. Burgh Hill

2.6 Character Areas

Following the village assessment, character areas can be identified, which split Hurst Green into 6 distinct 'places', each with coherent character and form.

These character areas acknowledge the type and scale of developments that have occurred in Hurst Green, as well as the presence of key landscape features that are characteristic to the High Weald.

The areas are as follows;

1. **Station Road** - the area comprising ribbon development characterised by lower density, semi-detached and detached houses set within generous grounds with comparatively large front and back gardens.
2. **London Road Core** - the historic core of Hurst Green along the A21 and the main junction with Station Rd, comprising residential and non-residential buildings including several Grade II Listed houses.
 - 2a. **London Road Fringes (Northern and Southern)** - the edges of the settlement located along London Road to the north and south of the historic core, characterised by lower density, more recent development as well as a mix of semi-detached and detached houses and non-residential buildings.
3. **Great Oak and Environs** - a residential area comprising Great Oak, Vicarage Way and MacMichaels Way. It's characterised by mostly detached and semi-detached houses arranged around cul-de-sac streets.
4. **Coronation Gardens & Ridgeways** - mid/late 20th Century, residential developments along cul-de-sac streets dominated by semi-detached houses, terraced houses and bungalows characterised by the regular street scene.
5. **Burgh Hill** - a low density area of detached 1-2 storey dwellings set in their own generous grounds along the rural lane defined by grass verges and front gardens.



1. Station Road

The Station Road character area stretches along the A265. It starts at Hurst Green Village Hall and continues to the junction with Burgh Hill in the west

Housing in this part of Station Road is characterised by larger predominantly 2-storey detached brick buildings set back from the road within their own grounds, with subservient outbuildings built from a range of materials. Amongst these dwellings, there are four 17th and 18th Century Grade II listed houses, typical of the High Weald character, with brick ground floor and first floor cladding of timber weather boards or clay tile-hanging. In general on-plot parking is accessed by driveways from the road.

The notable buildings within this character area are;

- Grade II Listed April Cottage cordwainers,
- Grade II Listed Burghwood Cottage, Iden Cottage,
- Grade II Listed, Kim Cottage two Hoots,
- Grade II Listed Firs Cottage,
- Village Hall,

Plots enclosed by hedges and low brick walls are common in this part of Station Road.

The pedestrian environment along Station Road is relatively good, with footpaths on both sides of the road, however antisocial parking presents a challenge. The A256 is a busy route, meeting the A21 (London Road) in Hurst Green. It provides a connection with Etchingam Station, Heathfield and other villages to the west, and forms part of a bus route.

Hurst Green Park is located in the eastern part of the character area, and it provides a dedicated open public space for use of the community in the centre of the village. It has a play area and play facilities.



The Village Hall is a popular and well-used venue and a centre of the community activity. There is also a free car park with approximately 23 car parking spaces at the back of the building for the use of the community and visitors.

To the west of the character area, there is a green field, enclosed by a hedgerow onto Station Road, from where there are long views towards the wider landscape. The road boundary is formed by trees and hedges.

Hurst Green is enclosed in the north-west by Burgh Wood - a large area of Ancient Semi-natural Woodland. The Station Road character area lacks a direct and clearly indicated connection with the woodland.



Figure 2.21: London Road Core Character Area



- Key:-
- ★ Bus Stop
 - ★ Landmark building
 - ▬ Green Edges
 - ▬ Allocated parking
 - ▬ Pedestrian Crossing
 - ➔ Views
 - ↔ Opportunity to connect or enhance connection
 - ▬ Public Footpaths
 - ▬ PRow
 - ▬ Primary Green Open Spaces
 - ▬ Green Street Verges
 - ▬ Listed Buildings
 - ▬ Community Building
 - Potential Improvements
 - ▬ Potential Development Opportunity



2. London Road Core

The London Road character area contains the historic core of Hurst Green, including the historic ribbon development along the A21 and a row of terraced houses (also historic) at the beginning of Station Road. This character area is centred on the junction of Station Road and London Road.

The area includes residential and non-residential buildings. It comprises the notable Grade II listed Victorian Old Court House, with a feature clock tower and a modest single storey community use building - the Hurst Green Social Club, both situated at the junction of the A21 and the A265.

The Holy Trinity Church and its grounds are a prominent feature of the northern part of the character area, including a characteristic timber canopy gate with a stone base. The church was founded in 1884 and it holds an important role in the life of the community.

This area includes the main non-residential uses including an antique shop, public house/restaurant, take-away shops, bed and breakfast and village shop on Station Road.

Development along this part of Station Road and London Road is of a higher density than that the surrounding areas and comprises predominantly 2 storey semi-detached and detached houses and terraces that form a strong built edge along both roads.

There are a number of listed buildings along the central part of London Road including terraces, detached cottages, and semi-detached dwellings. These feature characteristics typical of the High Weald such as well-articulated chimney stacks, brick ground floors and first floors clad in weatherboard or clay tile-hanging.

The key village green amenity and recreation space (Drewetts field sports ground) is located in the area and this is accessed via a private access road south of The Old Court House.

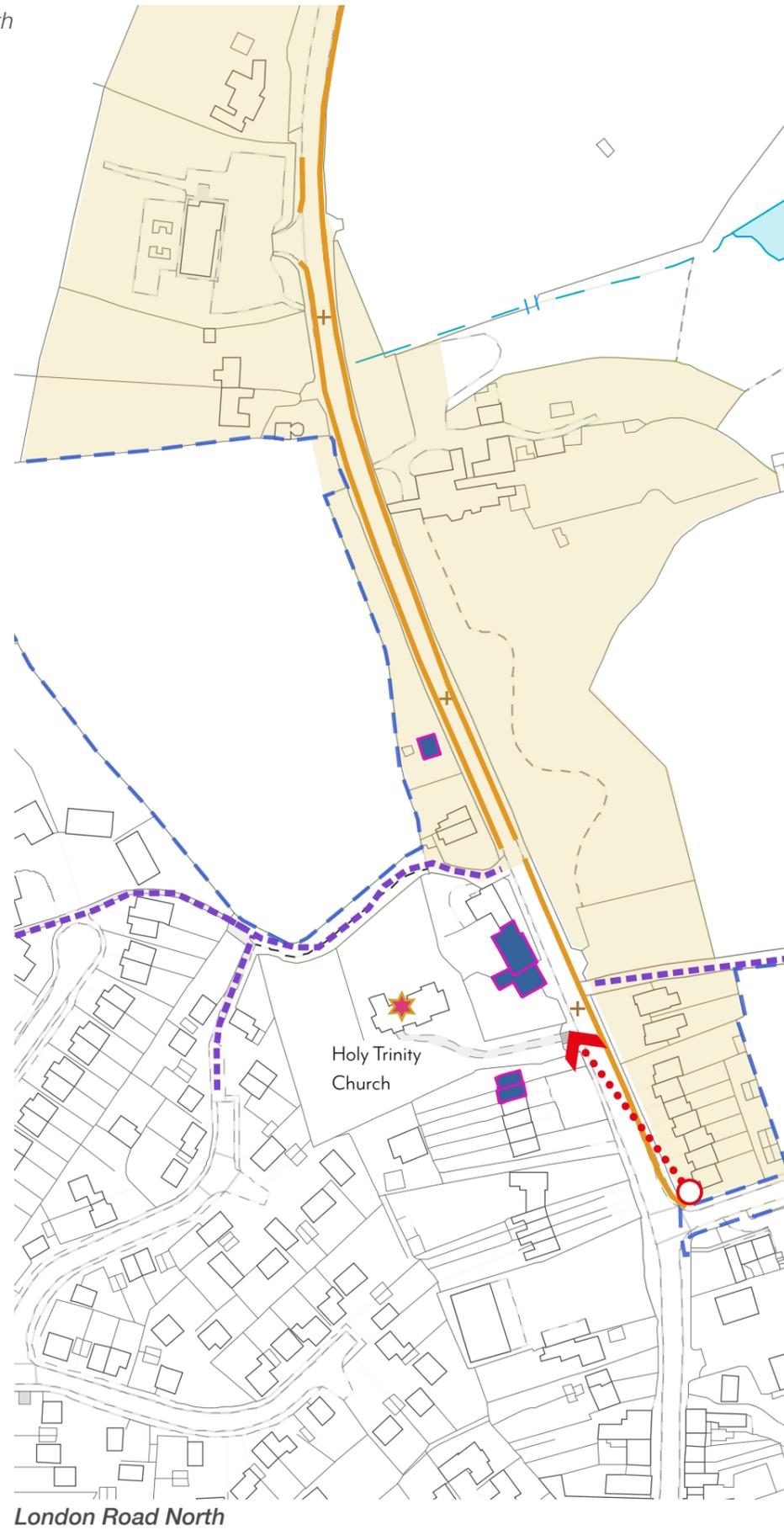
The quality of the pedestrian environment within this character area is mixed with narrower and congested footpaths to the southern side of Station Road and more generous footpaths along the busier London Road. Station Road appears more congested with residents' cars parked on the pavements.

London Road suffers from traffic congestion as it is the main route connecting Hastings to London. The traffic is frequently slowed down by bus stops along the route, however this is a positive for the pedestrian experience as it encourages slower traffic movement through the village centre. There is one controlled pedestrian crossing over the A21 which is located south of the main junction.

The A21 in general creates a strong sense of separation, dividing the village into its eastern and western parts.

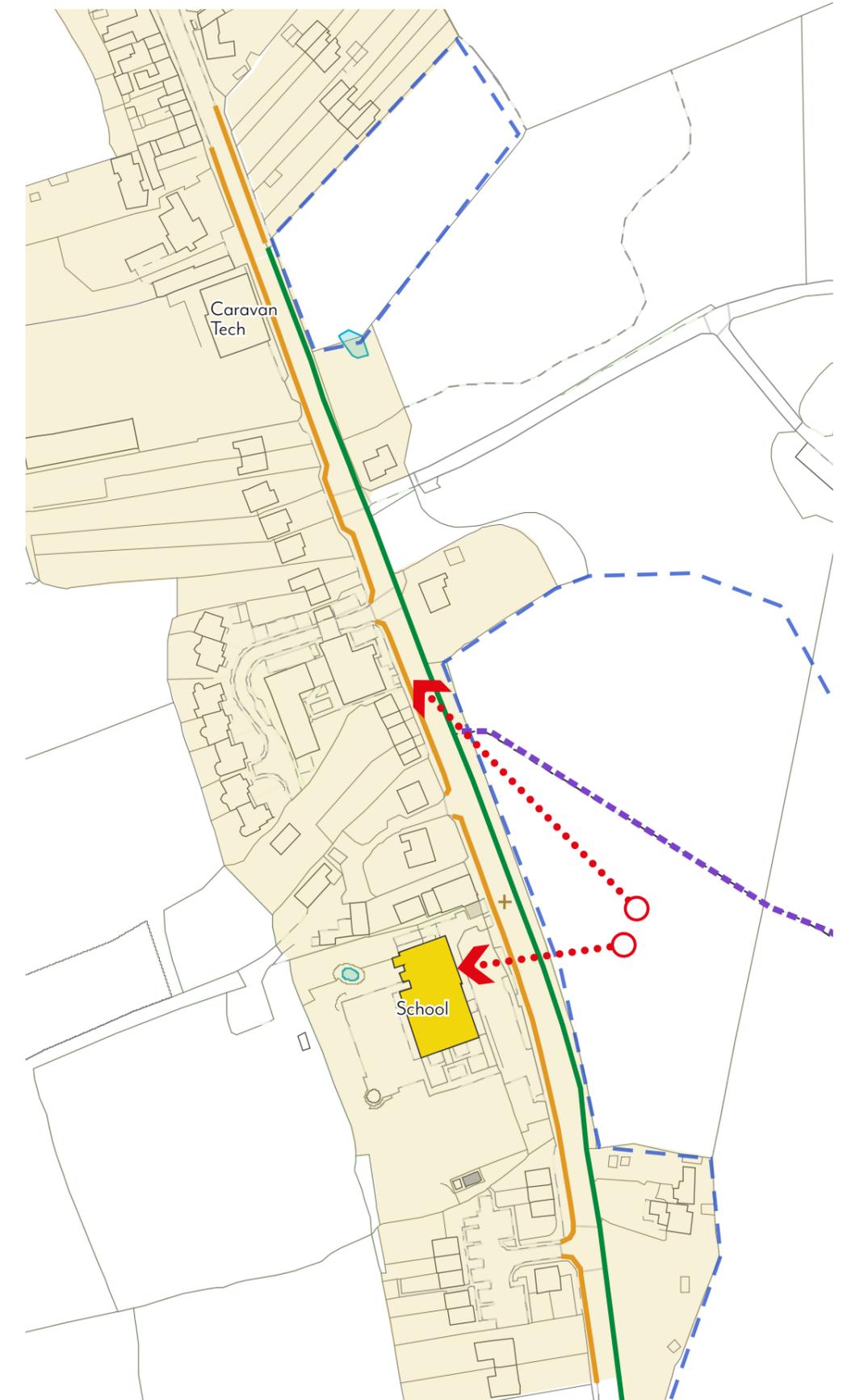


Figure 2.22: London Road Fringe Character Area - North



London Road North

Figure 2.23: London Road Fringe Character Area - South



London Road South

Key:-

-  Landmark building
-  Soft Road Edges
-  Allocated parking
-  Pedestrian Crossing
-  Views
-  Opportunity to connect or enhance connection
-  Public Footpaths
-  PRow
-  Primary Green Open Spaces
-  Green Street Verges
-  Listed Buildings
-  School Building
-  Potential Development Opportunity



2A. London Road Fringes - to North and South of Core

The London Road Character Area forms the historic core of Hurst Green, while the southern and northern fringes of London Road signify a change in character. These are lower density areas comprising a mixture of residential and non-residential buildings of differing ages and characters, and in the south separated by larger land parcels.

The southern fringe area starts at Caravan Tech - a caravan, camping or outdoor shop, continues south to Hurst Green Church of England Primary School and it is bounded by Dairy Close – a contemporary development of 2 storey homes arranged around a generous courtyard.

The eastern boundary of this character area is defined by green fields, screened from the A21 by dense hedgerows and trees.

Two large parcels of land east of London Rd provide a potential development opportunity in Hurst Green.

Pedestrian connectivity is limited with a footpath only on the western side of the A21. Traffic calming measures (20mph speed limit) have been introduced near the school. The area suffers from traffic congestion during peak school arrival and departure times.

The area comprises 19th-century dwellings as well as older terraced housing with clay roof tiles, first-floor clay tile cladding and characteristic chimney stacks typical for the High Weald. These historic dwellings are adjacent to a courtyard-style development in Colemans Way (built in 2008). This development is arranged around a cul-de-sac street and includes two and three storey buildings providing flats and semi-detached dwellings.

There are also late 20th-century semi-detached and detached brick dwellings with generous front gardens further along the A21.

In the north the character area is formed of ribbon development along London Road and green fields enclosed by a dense boundary of trees and hedges obstructing views across the High Weald.

The A21 is bordered by a pedestrian footpath on both sides and there are two public footpaths (HG33 and HG6a) adjoining the A21

within this character area.

Housing to the north of Hurst Green is characterised by 2-storey detached and semi-detached brick buildings including listed houses and examples of buildings using materials and architecture typical for the High Weald.

Holy Trinity Church is a 19th century brick building with a churchyard located east of London Road. Directly north of Holy Trinity Church, there is a potential development land adjacent to Burgh Wood.

Further north the area comprises a farm shop, a listed detached dwelling and a historic converted oast house, that is typical for the High Weald.



Figure 2.24: Great Oak and Environs Character Area

- Key:-
- Residential courts
 - ★ Landmark building
 - Soft Road Edges
 - ▒▒▒▒ Allocated parking
 - ▒▒▒▒ Pedestrian Crossing
 - ➔ Views
 - ⬅️⋯➔ Opportunity to connect or enhance connection
 - Public Footpaths
 - Public Footpaths with green verges
 - ▒▒▒▒ PRow
 - Primary Green Open Spaces
 - - - Potential Development Opportunity





3. Great Oak and Environs

This residential character area includes Great Oak, Vicarage Way, Acorn Way and MacMichaels Way.

It's characterised by mostly detached and semi-detached mid to late 20th century dwellings arranged within cul-de-sac streets. The area has a suburban feel and the main housing typologies are bungalows, detached and semi-detached houses.

The termination of the cul-de-sac streets creates a sense of enclosure, supported by the green features along the streets of small trees and flower beds. These green spaces provide visual amenity, but they often lack character or clear function.

The area has a looser sense in terms of its urban grain, with mostly 2 storey dwellings and bungalows (in Vicarage Way), arranged beyond grass verges and set larger distances apart across the streets.

Front gardens provide some greenery throughout, but generally the area lacks trees apart from one significant mature tree on the corner of Arcon Way and Great Oak.

The pedestrian environment is better than on the main routes of the village, because there is much less traffic movement and cars tend to move more slowly in these short streets, with largely just the residents using them. However, there are no footpaths provided along Acorn Way.

The footpath (HG 34) connecting Great Oak / Vicarage Way with Ridgeway would benefit from improvements including improved lighting.

While many plots do accommodate parking spaces on driveways, there appears to be a problem of antisocial parking on grass verges and some congestion caused by cars parked on the road and pavements.

The ancient woodland of Burgh Wood lies to the northeast of this character area and there is a pedestrian connection on the eastern end of Vicarage Way leading to a network of paths into the Woodland.

There is poor permeability between Great Oak, Vicarage Way and MacMichaels Way, while there is a pedestrian connection between Ridgeway and Vicarage Way. (HG34).

MacMichaels Way provides more recent, 2 storey homes to the south accessed from Station Road. These dwellings are relatively generous, mostly detached and semi-detached and arranged around a generous court.

There are opportunities to further enhance the greenery around the area for example, by planting trees along the streets and in the verges and improve the quality of public realm.





4. Coronation Gardens & Ridgeway

The area consists of late 20th century residential developments along cul-de-sac streets dominated by semi-detached houses, terraced houses and bungalows and characterised by a consistent street scene.

Properties are a repeated typology of 2 storey, semi-detached, detached houses, bungalows and terraces with parking on driveways.

This is a higher density area, when compared with the Great Oak character area to the south. Dwellings tend to have modest front gardens and larger rear gardens.



The area lies directly south of the ancient woodland and it is connected to the network of woodland paths via pedestrian link at the top of Ridgeway, however there is an opportunity to improve the connections with the woodland, particularly for Coronation Gardens.

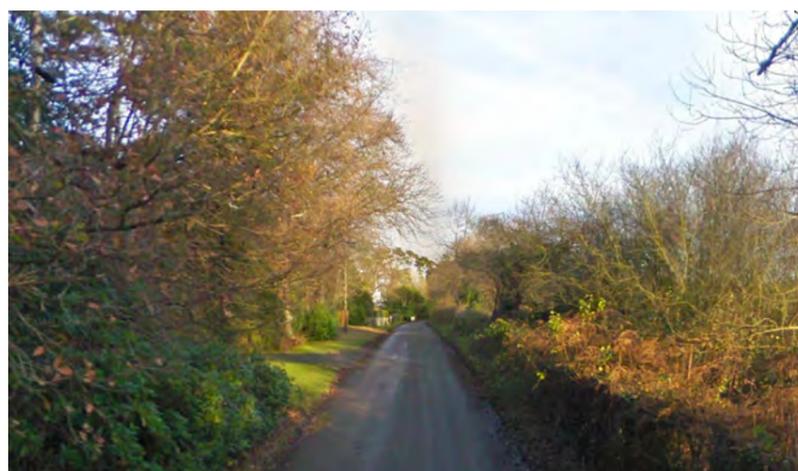
The pedestrian environment is consistently better than elsewhere in the village with footpaths and grass verges along both sides of Ridgeway and Coronation Gardens.

There are pedestrian connections to the woodland from the character area however they are poorly defined and maintained and can be hard to find. -

Similarly the footpath (HG 34) connecting Great Oak / Vicarage Way with Ridgeway would benefit from improvements including improved lighting.

More recent detached 2 storey houses arranged around a court provide a termination to Ridgeway in the East. The court is directly adjacent to potential development opportunity site north of the church.





5. Burgh Hill

This character area lies west of Station Road and forms the village's western end. Burgh Hill is a rural lane and a historic route-way that linked Hurst Green to Etchingham.

It's a lower density character area of detached 1.5 - 2 storey dwellings set in their own generous grounds and defined by grass verges and generous front gardens. These houses are located on land that is rising towards Burgh Wood. Front gardens are enclosed by hedgerows, low walls, wooden picket fences forming the edge of Burgh Hill and defining plot boundaries.

A variety of building styles and scales can be found along Burgh Hill with a predominant form of larger scale 1.5 storey or 2 storey dwellings.

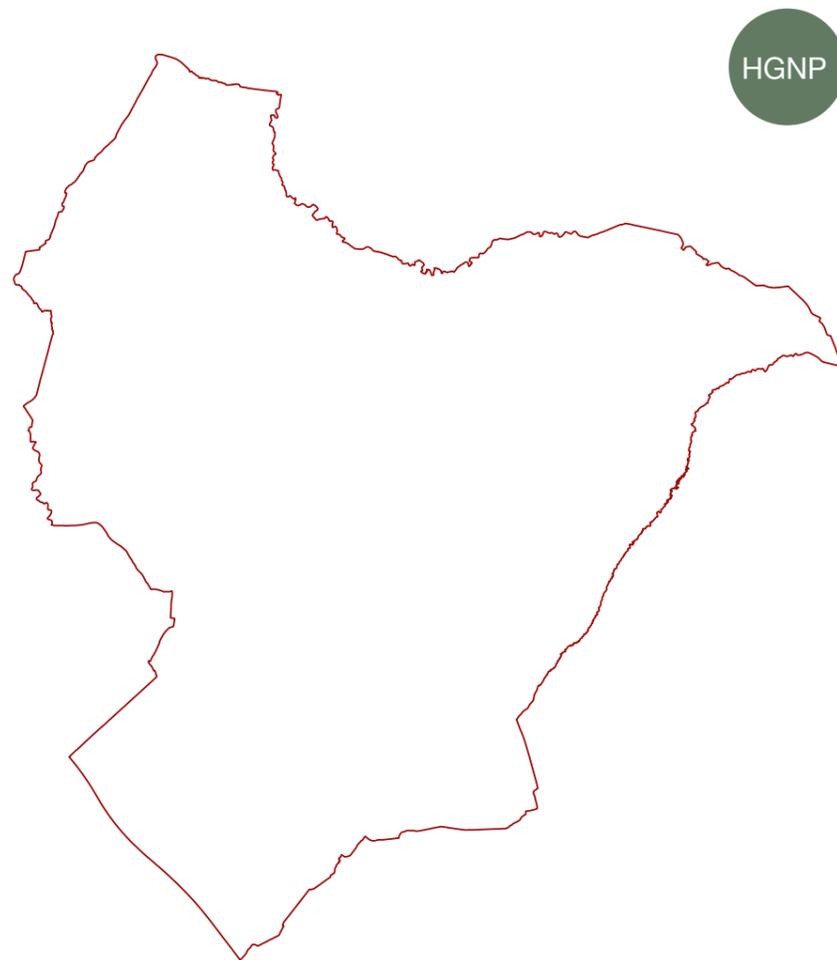
The building materials are also varied and many dwellings are obscured by hedgerows and planting, therefore not clearly visible from the road. Clay and slate roof tiles are commonly used as a roof covering. The most commonly used building material is brick while external walls are often clad with weather boards, contemporary clay tiles or cream render.

Pedestrian connectivity is poor, with and no pavements along Burgh Hill providing safe connections with the rest of the village.

This character area is directly adjacent to Burgh Wood however it is poorly connected with the wider landscape. There is one pathway leading up into the woodland, that is poorly indicated. It stops in Burgh Hill and does not provide further connectivity beyond Burgh Hill to the south.

3. Hurst Green Design Codes

Design Codes to be applied to any new development within the Neighbourhood Plan Area



3.1 General Codes

The **Design Codes for Hurst Green** have been developed with and on behalf of Hurst Green Neighbourhood Planning Group (HGNGP) to reflect their ambitions and aspirations for the design and form of change within the Hurst Green Neighbourhood Area.

The design codes provide support to the Hurst Green Neighbourhood Plan (HGNP), guiding layout, uses and built form of new development. General Codes apply to all new development anywhere in the village and wider Neighbourhood Plan area.

The design codes reflect and address the following;

1. The findings of the initial village assessment and assessment of the character areas defining issues and opportunities for Hurst Green,
2. Analysis of current development opportunities in Hurst Green undertaken by Harper Landscape Architecture and AR-Urbanism, (included in Appendix A),
3. The objectives of the Hurst Green 2030 Vision informing the Neighbourhood Plan,
4. Design guidelines for the High Weald, set out in the High Weald Housing Design Guide (November 2019),

Important note: please note that the grey blocks used in the explanatory diagrams within the guide are purely to illustrate the specific urban design point of each Design Code point, and are not intended to, nor do they necessarily represent wider acceptable built plan form.

- The design codes make reference to and work alongside the **High Weald Housing Design Guide** and they should be read in conjunction with the Guide.
- The design codes provide design guidance for new development as follows:
 - **HGNP. DC.1** Existing Setting: Integration with Village and Landscape context,
 - **HGNP. DC.2** Placemaking: context sensitive and sustainable design,
 - **HGNP. DC.3** New Homes: well-designed and sustainable development,
 - **HGNP. DC.4** Materials and Treatments,

Design Codes are followed by a short outline of relevant case studies of high-quality developments including local development and exemplar residential and landscape projects.

**HGNP.
DC.1**

Existing Setting; Integration with Village and Landscape context

Refer to the High Weald Housing Design Guide policies;
 DG1 - Responding to Site & Landscape context.
 DG2 -Connecting beyond the site.
 DG10 -Reinforcing Local Planting Character & Habitats.

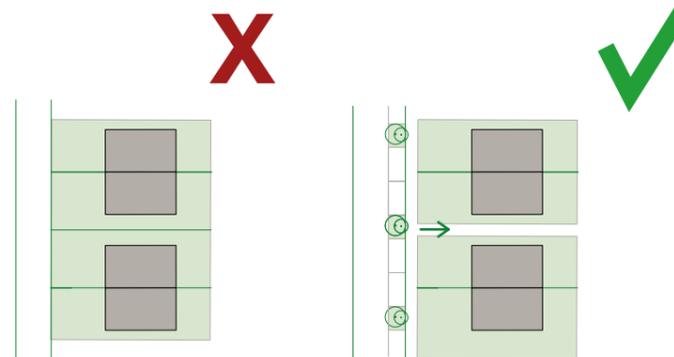
HGNP.DC.1.1 Village Character

- Developments should safeguard and enhance the character areas aspects and feel of Hurst Green.
- Rather than being a constraint, the High Weald landscape context offers opportunities to retain and embed the unique character of the area into a genuinely landscape-led design.

HGNP.DC.1.2 Access to Site

- Developments should demonstrate ability to provide a suitable vehicle access to sites. Where there is no existing access from the A21 new access arrangements would need to be designed to satisfaction of the Highways England.
- All new sites should be easily accessed by pedestrians, with opportunities for additional paths and links to integrate into the village, wider landscape and adjacent plots.

Any new development in Hurst Green should;

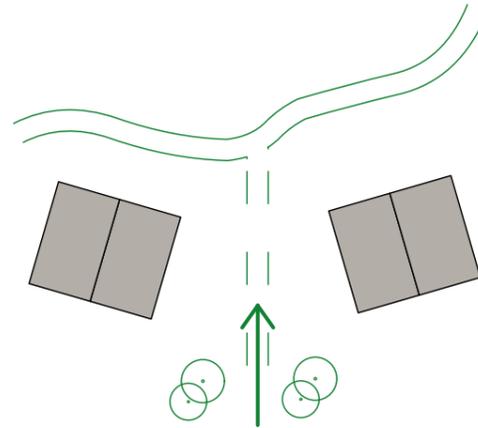


- Any new development should provide adequate pedestrian access to site along its length and pedestrian links across the site.

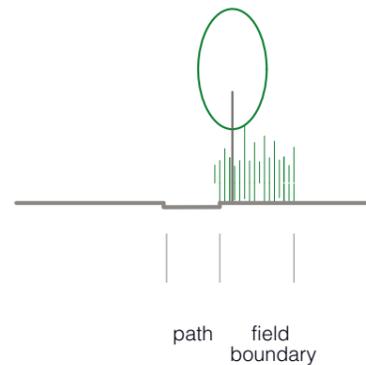
HGNP.DC.1.3 Access to Landscape

- Development should improve access between the existing village and surrounding landscape, and provide additional pedestrian, cycle and bridleway connections where possible; maximising opportunities for walking, cycling and equestrian connections if feasible.
- Developments adjoining existing footpaths and public right of way (PRoW) paths should seek to make new connections of similar quality or improve existing routes, to reinforce and extend the existing network;
- The rural aspect and feel of walks from the village to the countryside should be safeguarded and enhanced through encouraging sympathetic landscaping, retention of hedgerows, trees and native plants.
- Any new development should promote and strengthen connections with Burgh Wood Ancient Woodland.

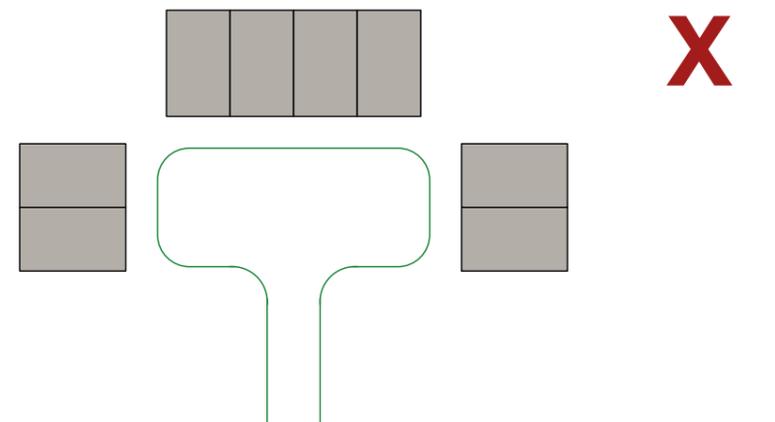
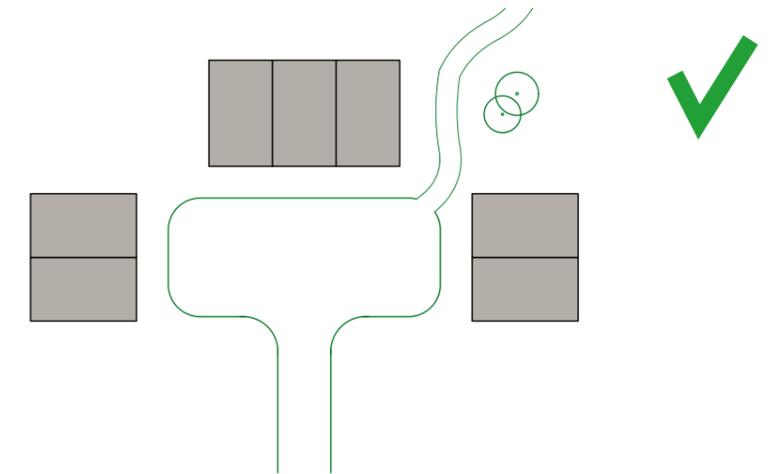
Any new development in Hurst Green should;



- Seek to maximise opportunities to connect to existing route-ways. Paths and new connections to be emphasised and clearly framed through new development or greenery

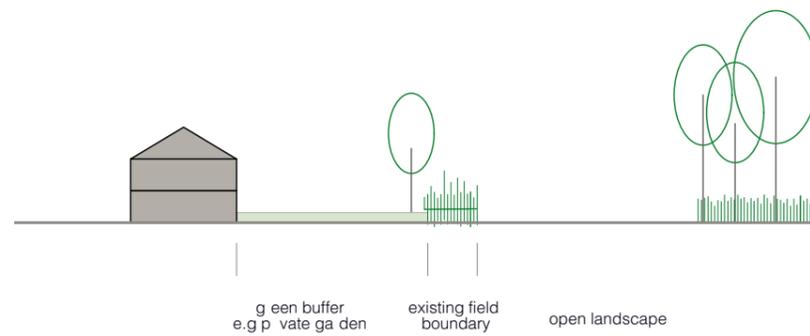


- Route-ways along verges and boundary hedgerows and trees to be improved and encouraged in new developments.

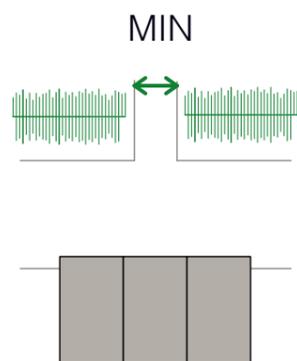


- Dead end streets and cul de sacs should be avoided. New internal streets should connect to another street if possible or, a pedestrian route to adjacent settlement, or the countryside beyond.

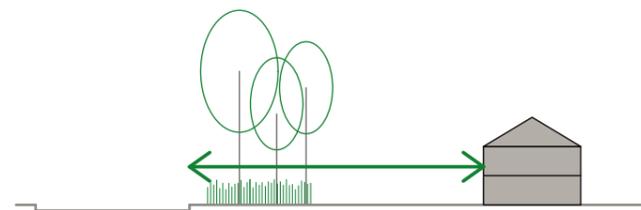
Any new development in Hurst Green should;



- Retain and enhance historic landscape and in particular field boundaries separating development sites from open landscape. Transition between new development and landscape should be soften so that development sits appropriately in the landscape.



- Minimise any removal of existing hedgerows



- New development should be appropriately set back from busy roads.

HGNP.DC.1.4 Transition to Countryside

- Avoid hard edges to development and create a 'soft' transition between the village and the surrounding landscape through green infrastructure; including existing and new hedgerows, swales, and areas of planting e.g. gardens,
- The existing boundary planting defining edges of landscape parcels should be preserved and strengthened with indigenous species where possible.
- Development should not be designed to physically 'round off' the existing village, but should allow for the penetration of the surrounding landscape within the village through e.g. retention of existing trees, provision of green public amenity spaces as part of site layout, retention and enhancements to planted site edges and landscaping treatments forming an integral feature of the design.
- Development should be appropriately set back from the A21 with a meaningful and appropriate green buffer of landscaping to attenuate noise and air pollution from the road.

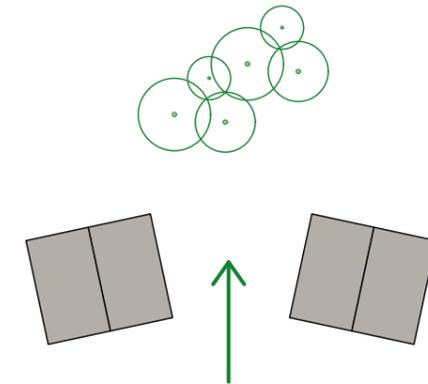
HGNP.DC.1.5 Protecting views

- New development should incorporate and enhance views from the sites out to the surrounding open landscape, as well as to key local landmarks, such as the church.
- New developments must consider how the topography affects the visual prominence of proposed building heights and location, from both the existing village and the surrounding landscape, to minimise unnecessary visual intrusion.

Any new development in Hurst Green should;



- Enhance visual connectivity with open vistas to the countryside where possible. The site's layout should incorporate passive environmental design strategies and where possible, plots should be orientated to take advantage of the site's topography, natural daylight, ventilation and solar gain.

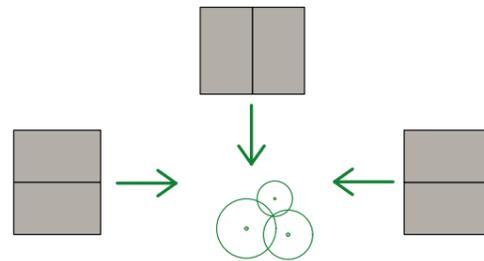


- Respect local landscape quality ensuring that views and vistas are maintained wherever possible through development



- Mitigate impact on landscape when looking onto it from afar.

Any new development in Hurst Green should;



- *Aim to enhance existing natural features such as mature trees that can be used as focal points.*

HGNP.DC.1.6 Mature Trees & Hedgerows

- When development sites are greenfield parcels, existing field boundaries that include trees and hedgerows should be retained, maintained and enhanced in new development and used to inform the structure and character of a site-wide green network or wildlife corridors and green links. See HGNP.DC.1.4
- Existing mature trees should be retained, maintained and enhanced in new development, with succession planting to ensure continuity of landscape character.
- Existing and proposed trees should always form part of a wider arrangement to prevent isolated single trees in development in favour of small groups and clumps.
- New trees and hedgerows should use local and native species.

HGNP.DC.1.7 Active Movement

- New development adjoining sections of London Road and Burgh Hill, where footpaths are missing should provide new, continuous footpaths and safe pedestrian environment and site access.
- New developments should provide appropriate cycling infrastructure within, to include cycle parking, and clear and defined cycle lanes that are well integrated into the street design to best promote safe recreational cycling in and around the village.
- Cycle routes should be coherent, direct, safe, comfortable, attractive and adaptable. Designs should follow best practice in line with the Government's Cycle Infrastructure Design (LTN 1/20).

HGNP.DC.1.8 Permeability & Connections

- The proposed street networks should be a natural extension of the existing village where possible, integrating pedestrian routes, bridleways and cycle ways into a wider strategic network.
- Connectivity between strategic opportunity sites should be maintained and development should create provision for future pedestrian links to adjacent landscape parcels taking into account possibility of future development.
- New development should ensure that pavements are of high quality and provide safe and well-designed crossings appropriate for vulnerable users, including the elderly, disabled and children;
- New development should make logical connections to key destinations within the wider area, including the Village Hub, the church, the school, Drewetts field sports ground and public transport.
- *Aim to provide pedestrian and cycle links through new schemes to connect them with settlement, key local destinations, landscape and other sites*

HGNP.DC.1.9 Edges of New Development

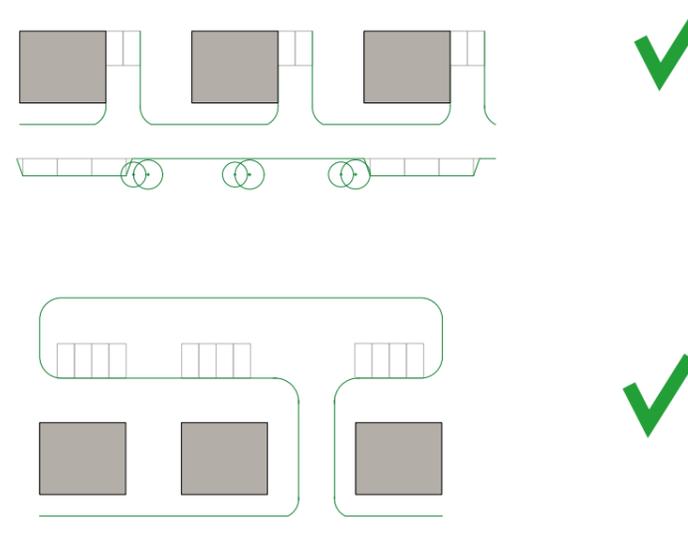
- New developments should integrate well into the existing village and surrounding context and it should not seek to isolate itself through e.g. extensive separation between proposed and existing built form.
- The treatment of main road frontages should be well integrated in the street network of the existing village and retain existing hedgerows and boundary planting where present;
- Any green buffer between new development and the existing built-up area of the village should only be intended to protect privacy and landscape heritage and should not isolate the new community through the creation of impermeable edges to movement.

**HGNP.
DC.2**

Placemaking; context sensitive and sustainable design

Refer to the High Weald Housing Design Guide policies;
 DG3 - Layout and Structuring the Site
 DG4 - Using Buildings to Define Streets & Spaces
 DG5 - The Right Built Form
 DG6 -Parking Strategies

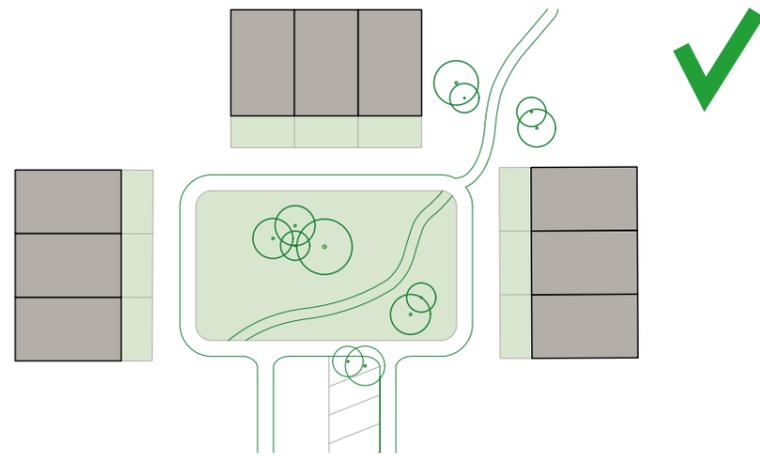
Any new development in Hurst Green should;



Protect environment through protection of soils and the maximum retention of existing grassland and trees, therefore minimised vehicular circulation and car parking should be encouraged; e.g on plot side parking and on-street parking, instead of excessive tarmacked car parking areas,

HGNP.DC.2.1 Streets

- Streets should be designed as places, not primarily as vehicle movement routes, with priority given first to the arrangement of buildings to create a sense of enclosure, followed by the definition of footpaths, then plotting carriageway widths, landscaping and parking; (Manual for Streets principles and approach should be adopted see the HW Housing Design Guide- policy DG3)
- Residential streets should feature tree planting where possible, and a clear definition between the street and private spaces of individual dwellings without reducing the capacity for the street to be well overlooked;
- ‘Economical’ street layout and site planning should avoid excessive provision of parking spaces and vehicle circulation areas in favour for retention and provision of grassland and trees
- Street lighting should be minimal and there should not be any floodlit spaces to minimise the impact on night sky and wildlife while ensuring safety for pedestrians;
- Electric car charging points, and other required road services, should be discrete and well-integrated into the street design.
- Streets must form a coherent and connected network for pedestrian movement and avoid the use of dead ends without pedestrian links, but promote attractive focal points on arrival.



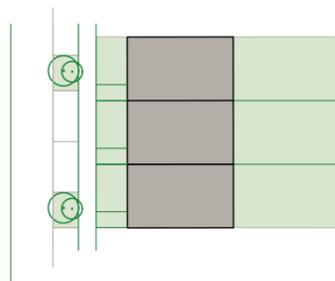
- Minimise the area of soil replaced by artificial surfaces, create green spaces where possible reinforcing the local characteristic and helping connect the green space and the built environment.



- Provide direct access to new homes. Carriageway should be designed to accommodate two-way traffic. On street parking bays can be accommodated on both sides. A min. 2m footways should be provided on both sides

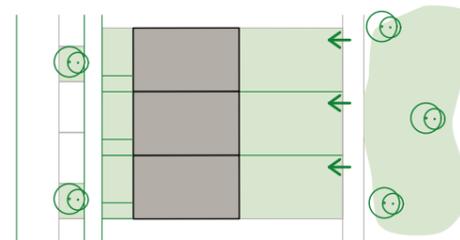
	Tertiary Street	Mews	Lane
Building to building distance	12.5-16.5m	15m	10m
Carriageway/ shared surface width	5.5m	7m (shared)	7m (shared)
Street surface	Asphalt or heritage	Block paving	Block paving
Footway	2m	Shared	Shared
Cycling	On street	Shared surface	Shared surface

Suggested street types for new development

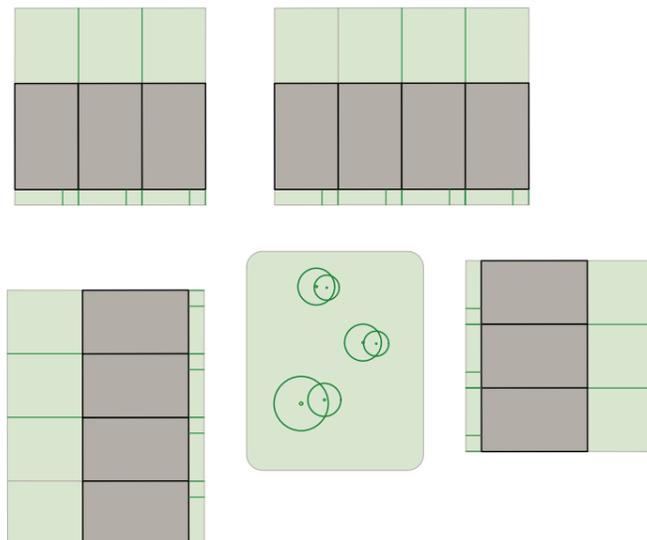


- Use green verges to the street to support the use of streets as public spaces as well as reinforce local character. Small defined front curtilage between building and street is characteristic in the High Weald and should be encouraged.

Any new development in Hurst Green should;



- *Aim to provide a generous green private amenity garden and adequate access to garden. This can be achieved through provision of paths bridging across landscape and built environment.*



- *Encourage new development arranged around greens to address local character and create sense of place, and also enhance habitats and wildlife.*

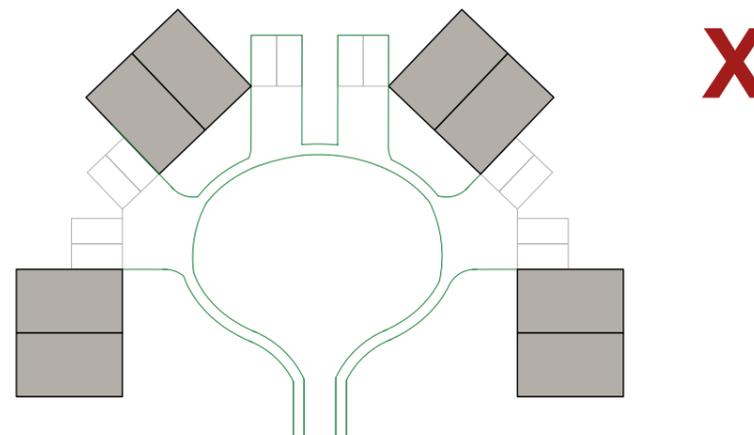
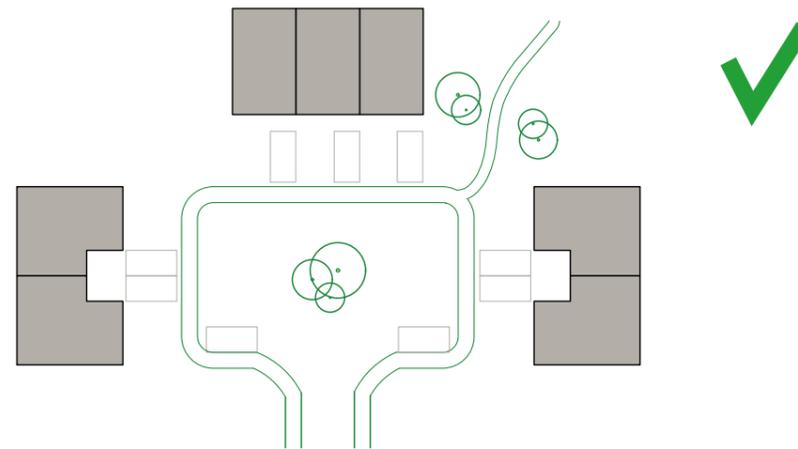
HGNP.DC.2.2 Public Green Open Spaces and Private Gardens

- New development should contain spaces that are well-designed for all ages, including older residents, teenagers and children. New community spaces should complement existing facilities to bring new and existing communities together. New public spaces should enhance existing natural assets, where these exist, and long landscape views.
- The design and location of public places and public realm furniture such as bins, benches and play equipment should benefit from passive surveillance from surrounding dwellings. Such spaces should be considered an integral part of the design and not be made from ‘left over’ land.
- Green spaces should be fronted by pedestrian-friendly streets and buildings which provide consistent frontage and overlooking onto these spaces.
- New developments should make provision for informal public amenity space and larger green amenity spaces that where possible are interconnected with the existing green network in Hurst Green.
- Any new development should aim to provide private green amenity space for each dwelling. Multi-unit developments should always provide private or shared green amenity space available for residents of each unit.
- Any new development should aim to provide green amenity space in front of new homes, separating dwellings from roads and pavements. Front amenity spaces are typical for the High Weald and Hurst Green. Refer to the High Weald Design Guide DG4 Using Buildings to Define Streets & Spaces

HGNP.DC.2.3 Movement and Access

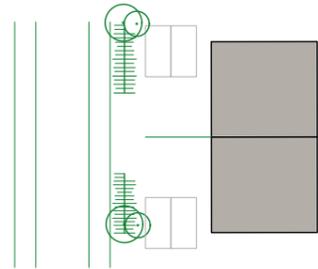
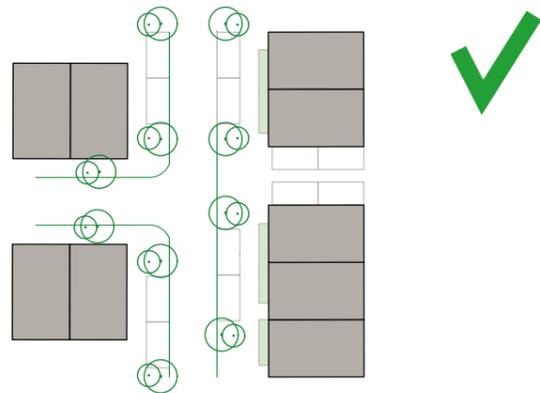
- In larger sites, a hierarchy of streets and spaces should be developed with a consistent and clear signage, naming and lighting strategies that minimise light pollution - refer to the High Weald Design Guide road hierarchy DG3.
- New pedestrian and cycle routes should make logical connections to existing network of PRow footpaths and routes to improve access to countryside for new and existing residents and support objectives of the Strategic Village Masterplan.
- Cul-de-sacs with vehicular turning heads should be avoided in favour of more compact courtyard spaces that encourage play and neighbourly interactions.
- Where possible, a shared space approach should be adopted to slow traffic and prioritise pedestrians and cyclists
- Windows, front doors and active ground floor uses (kitchens and living rooms) should front on to key routes to provide activity and passive surveillance.
- Long areas of blank building frontage or pedestrian routes along narrow passages between buildings can feel unsafe and should be avoided.
- Consider the sequence of arrival into larger sites with vistas and focal points to aid navigation and way-finding. Corner and terminal buildings should consider their role within the urban structure and be the focus of high-quality design and detailing.

Any new development in Hurst Green should;

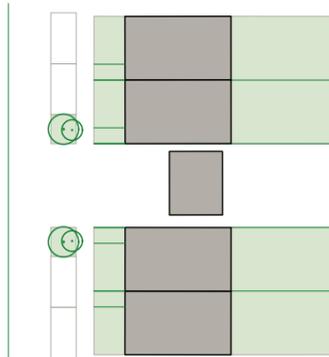
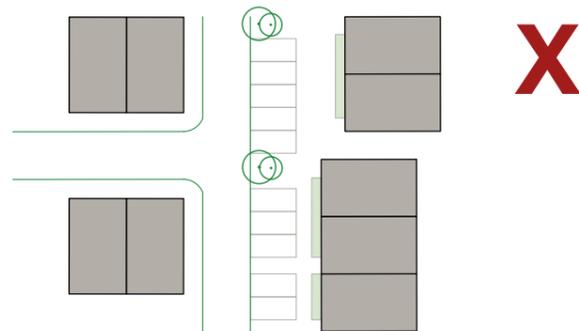


- *Avoid cul-de-sacs with buildings that are loosely arranged around sweeping roads and car turning heads. These prioritise cars over pedestrians and provide left over space for antisocial parking and poor street definition. Aim to use existing landscape features e.g mature trees as focal point.*

Any new development in Hurst Green should;



- Aim to separate plots/ driveways by hedges if possible to help green the street.



- Provide adequate parking. Extensive in-curtilage parking creates poorly overlooked streets no sense of enclosure along the route. In-curtilage parking combined with allocated and unallocated parking on-street between trees preserves a sense of landscape along the route, while enabling more consistent building frontages and smaller street widths which provide a greater sense of enclosure and overlooking.

- Aim to avoid small, single detached garage buildings that are not typical for the area

HGNP.DC.2.4 Parking and Vehicle Circulation

- All residential streets should include a provision of unallocated, on-street parking that is designed to be well-integrated with tree planting and the provision of pedestrian and cycle routes. This is best provided as on-street parallel parking spaces, clearly defined by tree planting every 2 or 3 cars.
- Where parking is provided within the building curtilage, cars should be parked at the side of the house rather than the front.
- Driveways that serve in-curtilage parking for dwellings should be co-located to minimise their impact on the pedestrian footpath, and the ability for the street to accommodate on-street parking in a well integrated manner.
- Visitor parking should be well-distributed throughout new developments and should not be confined to a few, inaccessible locations only. This is best achieved by not designing specific 'visitor parking' but by having more integrated, unallocated on-street parking (as above) which is able to flexibly function as visitor parking during the day and residents' parking throughout the day and night.
- Parking around new green open spaces should integrate well with landscaping and tree planting, and should not further separate the green open space from surrounding frontage.
- Parking should consider a range of ground treatments to reduce the perception of hard-landscaping in the street scape, and discourage parking on grass verges.
- Parking strategies for each potential development site have an opportunity to address allocated parking shortages in the village centre.

HGPN.DC.2.5A Density

- New development should take a design-led approach to density, following requirements for residential density within the Rother District Plan, while promoting quality of place through the sensitive design of building groups.
- The density profile should be varied across the sites to reflect: existing context,(matching density typical for character area) accessibility to public transport, movement routes, provision of amenities, and provision of a range of scales of accommodation for various age groups to ensure sustainable growth of the parish.

HGPN.DC.2.6A Landscape design

- New planting should reflect the High Weald character and promote landscape design that uses native plant species, hedges, ditches and open fencing with an emphasis on supporting the diversity of wildlife, and ecology, rather than ornamental plantings.
- New development should include measures to enhance biodiversity and provide increased opportunity for wildlife, such as hedgerow planting and new habitats for particular species.

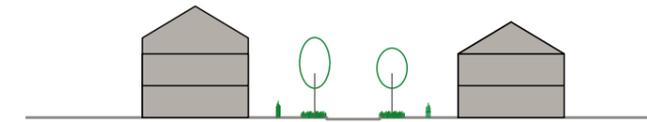
HGPN.DC.2.7A Blocks & Street Network

- Buildings should face the street (or pedestrian paths) and follow street line to promote a sense of enclosure and continuity to routes;
- Proposed streets should integrate carriageways, planting, parking, pedestrian and cycle routes in a considered way and contribute to the creation of a pedestrian friendly environment.

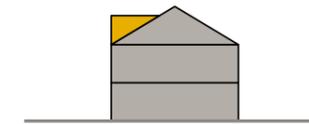
HGPN.DC.2.8A Built Form

- Multi-unit developments should be designed as small groupings of buildings, with exceptional landscape design and integration with existing context.
- 2 and 2.5 storey buildings are typical for Hurst Green, any taller development would have to carefully consider impact on landscape views and existing settlement. Building heights of new development along existing streets and development boundaries should generally be limited to that of the surrounding or nearby buildings.
- Third storeys, where appropriate, should be integrated within roof spaces through the use of dormer windows, unless performing an exceptional civic community function.
- New buildings should create clearly defined public spaces by considering the density, height and arrangement in relation to existing and proposed streets and spaces.
- Buildings should provide variety of building types and design with coherent scale, massing and detailing: avoiding complex patterns of different materials and pastiche styles.
- Contemporary architecture with fine grain detailing using features typical for the High Weald is welcomed. Generic 'standard housebuilder' development proposals with no articulation of facade or roof-line is not acceptable as it would not contribute to the character and quality of the village.
- Built form should reflect the character of Hurst Green using pitched roofs and use of traditional building materials; See HG4A Materials and Treatments

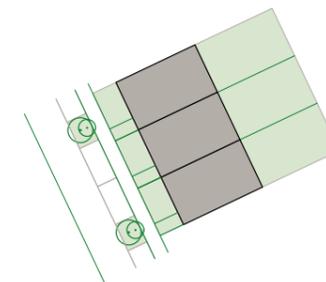
Any new development in Hurst Green should;



- follow a reasonably consistent building line along the street, however stepped and angled buildings along curved streets and within smaller courtyards can bring character to the street scene .



- incorporate dormer windows, creating room-in-the-roof upper levels, to minimise the impact of taller buildings while creating interesting roof-lines.



- face new or existing residential roads. New streets should aim to integrate planting, parking pedestrian and cycle ways and create a pedestrian friendly environment.



New Homes; well-designed and sustainable development

Refer to the High Weald Housing Design Guide policies;
 DG7 - Building Appearance, Local Details and Sustainable Design
 DG8 - Ancillary & Storage
 DG9 -Detailing the Street
 DG10 Reinforcing Local Planting Character & Habitats

HGNP.DC.3.1 Sustainable Development

- The overall site layout should maximise opportunities for residents to live healthy lifestyles, while minimising their carbon footprint. The orientation of blocks and plots and the layout of streets and spaces should create visual and physical connections to the surrounding landscape and built environment and respond to the site's environmental opportunities and constraints.
- A site wide energy strategy should clearly explain how passive environmental design will be maximised to achieve local and national sustainability targets.
- Wind and solar studies should be used to inform the buildings and plots. The design should ensure adequate daylight and sunlight reaches internal living spaces, while using natural cross ventilation to minimise the risk of overheating.
- Roof pitches should be orientated to maximise the potential of PV installations.
- The site should be considered to incorporate natural drainage features such as SuDS (sustainable urban drainage strategies) and swales, which take advantage of the site's natural topography.

HGNP.DC.3.2 Frontages

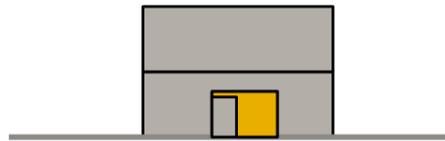
- Avoid blank walls and hard edge boundaries at the terminus of streets, or along key pedestrian routes and green open spaces;
- The internal layout of homes should be designed so that habitable rooms overlook streets and public spaces.
- New development should aim to provide green amenity space in front of new homes, that is typical for the High Weald and Hurst Green.

HGNP.DC.3.3 Hard and Soft Landscaping

- The hierarchy of planting should reflect the typology of each street: street trees along key routes, threshold planting along tertiary routes.
- Different paving and landscaping treatments should define spaces for people and vehicles, reducing the need for obstructive clutter such as bollards, guard rails and unsightly white and yellow lines.
- The design of movement and access routes should include features at the pedestrian level to encourage walking and cycling. This may include; landscape features such as strategically placed tree stumps and play equipment.

HGNDP.DC.3.4 Bins, Bikes and Cars

- Integrated, bin and bike storage units should be secure, covered and hidden, and located for easy access to the street
- Communal bin storage should be considered on larger sites as this avoids unsightly bins cluttering the streets on collection days and means that fewer streets are required meet the requirements for bin lorry access
- A combination of on-street and off-street parking should be used on larger schemes in the interests of prioritising good place-making and environmental quality.
- Visitor cycle parking spaces should be provided in convenient, well-lit and overlooked spaces.



- *Bin and cycle store to be integrated within development and covered where possible*

HGNDP.DC.3.5 Public Realm Furniture

- Street furniture greatly influences the character and aesthetic appeal of the public realm. Street furniture must be appropriate for the location and function it is intended for.
- Defined street furniture zones should be used to minimise cluttering of footways by lining up furniture to create visual order.
- Avoid unnecessary furniture by combining street furniture components on a single post where possible.
- Where bollards are required, these should be considered to reflect the village character of Hurst Green, such as timber bollards.



Materials and Treatments

Refer to the High Weald Housing Design Guide policies;
DG7- Building Appearance, Local Details and Sustainable Design

For colour palette refer to High Weald Area of Outstanding Natural Beauty, Guidance on the selection and use of colour in development

The objective of this section of the code is to encourage a thoughtful selection of materials for the buildings and public realm within Hurst Green and to maintain a high-quality of design throughout the Parish.

The suggested materials palettes provide an example of materials and treatments that draw inspiration from the vernacular architecture of the locality and the High Weald. This should not be seen as a limited selection of materials allowed within the Parish but rather as examples of contextually relevant materials and treatments.

HGNP.DC.4.1 Materiality - General Rules

- The materiality, detail and fenestration of new buildings should reflect the local vernacular and special attention should be given to design of each new dwelling or terrace of dwellings so that it is distinguishable from its neighbours . New development should follow the High Weald Design Guidelines on details, characteristics and finishes typical to the High Weald.
- Any future development proposals should demonstrate that the palette of materials has been selected based on the understanding of the High Weald and the surrounding built environment.

HGNP.DC.4.2 Building Materials and Finishes

- Building materials and finishes to be sustainable and of high quality. Materials to be ideally sourced locally. Colours and materials in the High Weald are all a product of the underlying geology.

HGNP.DC.4.3 Typical Features

- A combination of traditional features; proportions, detailing (porches, eaves, chimney stacks, entrance canopies, and roof lines), local materials, dormers etc. with modern interpretations of vernacular architecture and modern interpretations is to be encouraged.

Figure 3.2 *Traditional Building Materials and Architectural Details in Hurst Green. Examples that can be used to inform future development.*



Brick painted white on the ground floor and clay hung cladding on upper floor



Red and orange brick and small scale clay tiles



Small scale clay hung tiles on upper floor



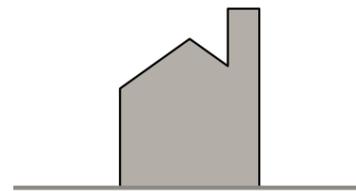
White weatherboarding



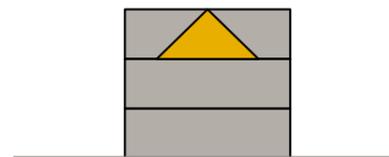
Clay roof covering and clay hung tiles



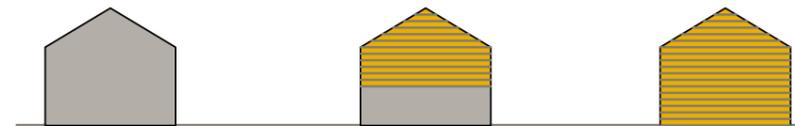
Clay roof covering and distinctive chimney



- Combination of traditional features (proportions, detailing such as porches, eaves, chimney stacks with local materials.) with modern interpretations of vernacular architecture and modern interpretations to be encouraged.



- Dormer windows to be appropriately incorporated into roofs where required to provide additional storey. Vernacular architecture to be used as precedent



brick upper floor cladding; clay tiles or weather boards clay tiles or weather boards

- Facade treatment should be encouraged to use one of the above typologies



- Canopy above entrances to be simple without unnecessary pastiche features. Porches are typically simple canopies.

HGNDP.DC.4.4 Surface Treatments and Finishes

- Surface treatments and finishes to be of high-quality and detail to reflect local character.
- The High Weald Area of Outstanding Natural Beauty Guidance on the selection and use of colour in development to be used in choosing colours and treatments.

HGNDP.DC.4.5 Public Realm Furniture

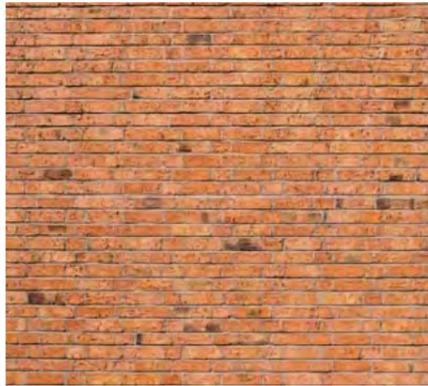
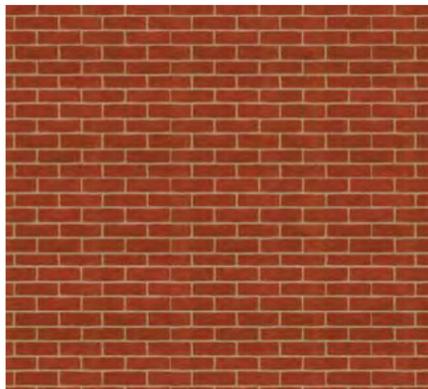
- Street furniture greatly influences the character and aesthetic appeal of public realm. Street furniture must be appropriate for the location and function it is intended for.
- Defined street furniture zones should be used to minimise cluttering of footways by lining up furniture to create visual order.
- Avoid unnecessary furniture by combining street furniture components on a single post where possible.
- Where bollards are required, these should be considered to reflect the village character of Hurst Green and the High Weald.

HGNDP.DC.4.6 Public Realm Lighting

- Protection of dark skies to be considered. External lighting should be used only where absolutely necessary for safety and security. This is to protect wildlife and reinforce the rural character of the area.
- LED street lighting should be of low level and low intensity, with hoods and buffers that direct light to specific areas.
- Lighting mounted on buildings should be considered as part of an overall lighting strategy, in locations where it is practical and where this does not detract from the visual appearance of the building.

Figure 3.3 Potential materials & finishes palette

Wall Materials



Red and orange brick

Wall Cladding



Clay tile (ideally hand made)



Sustainable weatherboarding

Roof Covering



Clay roof tiles (ideally hand made)

Figure 3.4 Potential public realm furniture

Accessories



Timber 'racing' rails, timber 'dragon tooth posts'

Figure 3.5 Potential path and road surface options

Paths and cycle lanes



Vegetable bonded asphalt



Reinforced grass



Permeable heritage block paving

HGNP.DC.4.8 Character & Heritage

- New development should respond sensitively to the existing character of Hurst Green, with architecture, landscape design, and layouts that reference the characteristic built form of the existing settlement.
- New buildings should respect setting of adjacent heritage assets (where present) and not seek to dominate them with inappropriate or visually intrusive design and should be of a high-quality contemporary design.
- New place and street naming should include an interpretation of local heritage.
- New buildings should incorporate and embrace more traditional characteristics, such as lay roof tiles, clay tile cladding of the first floors and characteristic chimney stacks typical for the High Weald within new development; to create a coherent environment and a natural transition between the existing settlement and the wider landscape.

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