

Changes between the Submission Version (July 2024) of the Hurst Green Neighbourhood Plan (HGNP) and the Final Version HGNP (April 2025)

Below is a table of changes made to the Submission Version of the Hurst Green Neighbourhood Plan. These are the modifications recommended by the Independent Examiner and Rother District Council. It should be noted that all modifications were originally recommended by the Examiner, other than the removal of paragraphs 5.12 to 5.16 on pages 19-20 (detailed below) which were agreed between Rother District Council and Hurst Green Parish Council following the examination and subsequent discussion with the Examiner.

Minor changes, related to formatting and grammatical changes have not been listed.

In the Examiner's modifications, new text is highlighted in bold, text to be deleted is struck through.

Location	Examiner modifications or Submission Plan text	Final Plan text
P16	The settlement boundary should be amended in Figure 4.1 so that it includes the land marked in red on the map shown in paragraph 84 of this report.	Figure 4.1 to be amended in line with examiner comment.
P17	Policy HG1 (B) is recommended to be amended as follows: "Development proposals outside the development boundary will be strictly controlled in the interests of conserving the nationally important landscape of the High Weald National Landscape and will only be supported in exceptional circumstances where . . ."	"Development proposals outside the development boundary will be strictly controlled in the interests of conserving the nationally important landscape of the High Weald National Landscape and will be supported where . . ."
P17	Policy HG1 (D) is recommended to be amended as follows: "Within the development boundary, proposed developments on redundant brownfield land will be supported."	"Proposed developments on redundant brownfield land will be supported."

P19 – P20	Paragraphs 5.12 – 5.16 should be removed and subsequent paragraphs re-numbered accordingly.	Paragraphs 5.12 – 5.16 have been removed, with the formerly numbered paragraph 5.17, starting “Housing growth is to be . . .”, being renumbered as paragraph 5.12 onward.
P20	Policy HG2 is recommended to be amended as follows: “Over the period 2021 to 2028, in addition to consents that pre-date this Plan, new residential development of approximately 3 58 dwellings will be accommodated on the land now allocated as below, with the detail provided in and in accordance with the related Policy as referenced: • Site HG45: Land Adjacent to Iridge Place (Policy HGSA4) – 3 4 dwellings • Site HG6: Land north of London Road – 20 dwellings • Site HG22/43: Land south of London Road – 28 dwellings In addition to these allocations, small-scale infill development will be considered acceptable, subject to the provisions of Neighbourhood Policy HG1 (Location of Development) and all other relevant policies of the Local Plan.”	“Over the period 2021 to 2028, in addition to consents that pre-date this Plan, new residential development of approximately 58 dwellings will be accommodated on the land now allocated as below, with the detail provided in and in accordance with the related Policy as referenced: • Site HG45: Land Adjacent to Iridge Place (Policy HGSA4) – 4 dwellings • Site HG6: Land north of London Road – 20 dwellings • Site HG22/43: Land south of London Road – 28 dwellings”
P33	Policy HG4 (B) is recommended to be amended as follows: “B. As appropriate to their scale, nature and location development proposals should meet the following criteria: Having demonstrable regard to the Hurst Green Design Codes or any updated version	Policy HG4 (B) is recommended to be amended as follows: “B. As appropriate to their scale, nature and location development proposals should meet the following criteria: Having demonstrable regard to the Hurst Green Design Codes or any updated version

	conserving those features identified as contributing to the character of the area. ii. Be carried out in accordance with and contributing towards the aspirations outlined within the Hurst Green Aims and Vision iii. Be guided by the principles included in the High Weald Management Plan, the High Weald Housing Design Guide and the Rother District Council Key Design Principles. iv. Not have a significant detrimental impact on the local views as set out in Policy HG12 (Protection of locally significant views).	conserving those features identified as contributing to the character of the area. ii. Be guided by the principles included in the High Weald Management Plan, the High Weald Housing Design Guide and the Rother District Council Key Design Principles.
P33	Policy HG4 (C) is recommended to be amended as follows: “C. Development proposals directly affecting heritage assets – including non-designated heritage assets – should respect the significance and context of the asset and demonstrate how they will contribute to the conservation and enhancement of the heritage asset through the most viable and sustainable method. Development proposals affecting the significance of non – designated heritage assets will be judged having regard to the scale of any harm or loss against the significance of the asset.”	“C. Development proposals directly affecting heritage assets should respect the significance and context of the asset and demonstrate how they will contribute to the conservation and enhancement of the heritage asset through the most viable and sustainable method. Development proposals affecting the significance of non – designated heritage assets will be judged having regard to the scale of any harm or loss against the significance of the asset.”
P33	Policy HG4 (D) is recommended to be amended as follows:	“Development proposals should, where appropriate, demonstrate that they have taken into account the potential impact on above and below ground

	“Development proposals should, where appropriate, demonstrate that they have taken into account the potential impact on above and below ground archaeological deposits to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost. Where a scheme has a potential impact on archaeological remains (below or above ground) a Heritage Statement or similar should be prepared in support of planning applications.”	archaeological deposits to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost.”
P37	Policy HG5 is recommended to be amended as follows: “Development is expected to demonstrate a high quality of design, which responds and integrates well with its surroundings, meets the changing needs of residents and minimises the impact on the natural and historic environment. Development proposals, subject to their scale, nature and location, will be expected to demonstrate how they have considered and sought to address the following matters: i. — Being guided by the ten characteristics of the National Design Guide and the principles of Building for a Healthy Life. Development proposals are encouraged to achieve the ‘Built for a Healthy Life’ commendation. ii. The guidance contained within the High Weald National Landscape Housing Design Guide and the Hurst Green Design	“Development is expected to demonstrate a high quality of design, which responds and integrates well with its surroundings, meets the changing needs of residents and minimises the impact on the natural and historic environment. Development proposals, subject to their scale, nature and location, will be expected to demonstrate how they have considered and sought to address the following matters: i. The guidance contained within the High Weald National Landscape Housing Design Guide and the Hurst Green Design Codes. ii. Residential development proposals adjacent to the A21 shall be designed to mitigate the impact of noise from the A21 on residents, using such measures as may be determined based on an acoustic survey, which could include high performance glazing and ventilation

	<u>Codes.</u> iii. Reflecting the Housing our Ageing Population Panel for Innovation (HAPPI) principles and the guidance contained in the RTPI's Dementia and Town Planning. iv. To design layouts of safe and secure dwellings that meet the requirements of 'Secured by Design' and minimise the likelihood and fear of crime. v. Residential development proposals adjacent to the A21 to be set back from the road with screening (for example trees) and with triple glazing, provided to guard against road noise, intrusive (high-sided) vehicles and air pollution. shall be designed to mitigate the impact of noise from the A21 on residents, using such measures as may be determined based on an acoustic survey, which could include high performance glazing and ventilation systems, building set back, landscaping and layout of the building. vi. All new properties within the Parish should be served by a superfast broadband (such as full-fibre) connection unless it can be demonstrated that this would not be possible, practical, or economically viable. Where this is not possible,	systems, building set back, landscaping and layout of the building. iii. All new residential properties shall be provided with the necessary ducting and infrastructure to enable the property to be connected to superfast broadband. iv. Provide adequate parking for residents, visitors and service vehicles, in accordance with East Sussex County Council's 'Guidance for Parking at New Residential Development' and Policy HG18 (Residential Car Parking) of this Neighbourhood Plan. v. To ensure that areas requiring service and maintenance including water courses are accessible at all times. vi. Provision of sufficient shared or dedicated storage space, away from publicly accessible routes, for resident waste bins and recycling containers. vii. Limited use of shared surfaces (for road users and pedestrians). Development that is required to provide Sustainable Drainage Systems (SuDS) is expected to provide this on-site, unless there are technical reasons why this is impractical. Such development is encouraged to demonstrate the use of a wide range of creative SuDS solutions, for example through the provision of SuDS as
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	adequate ducting should be provided to enable fibre to premises connection at a later date, unless it can be shown that this is not viable or feasible in this location. All new residential properties shall be provided with the necessary ducting and infrastructure to enable the property to be connected to superfast broadband. vii. Provide adequate parking for residents, visitors and service vehicles, in accordance with East Sussex County Council's '<u>Guidance for Parking at New Residential Development</u>' and Policy HG18 (Residential Car Parking) of this Neighbourhood Plan. viii. To ensure that areas requiring service and maintenance including water courses are accessible at all times. ix. Provision of sufficient shared or dedicated storage space, away from publicly accessible routes, for resident waste bins and recycling containers. x. Limited use of shared surfaces (for road users and pedestrians). and inclusion of a least one pavement. Development that is required to provide Sustainable Drainage Systems (SuDS) is expected to provide this	part of green spaces, green roofs, permeable surfaces and rain gardens. SuDS provision must demonstrate how its design will enhance wildlife and biodiversity as well as minimise the impacts of flooding. Only where it is demonstrably unviable will an absence of any on- site SuDS provision be permissible in such developments.
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	on-site, unless there are technical reasons why this is impractical. Such development is encouraged to demonstrate the use of a wide range of creative SuDS solutions, for example through the provision of SuDS as part of green spaces, green roofs, permeable surfaces and rain gardens. SuDS provision must demonstrate how its design will enhance wildlife and biodiversity as well as minimise the impacts of flooding. Only where it is demonstrably unviable will an absence of any on- site SuDS provision be permissible in such developments.	
P40	Policy HG6 (A) is recommended to be amended as follows: “A.Development is encouraged to achieve the highest level of sustainable design, in order to reduce energy consumption and climate effects. Development proposals which incorporate the following sustainable design features as appropriate to their scale, nature and location will be supported, where measures will not have a detrimental impact on character, landscape and views: i. Incorporating on-site energy generation from renewable sources. ii. The siting and orientation of solar energy solutions to optimise solar gain, where they are suitably sited and screened and clearly associated with the buildings or properties that they are intended to	“A.Development is encouraged to achieve the highest level of sustainable design, in order to reduce energy consumption and climate effects. Development proposals which incorporate the following sustainable design features as appropriate to their scale, nature and location will be supported, where measures will not have a detrimental impact on character, landscape and views: i. Incorporating on-site energy generation from renewable sources. ii. The siting and orientation of solar energy solutions to optimise solar gain, where they are suitably sited and screened and clearly associated with the buildings or properties that they are intended to serve; are appropriate in scale to the property being served; and there is no

	serve; are appropriate in scale to the property being served; and there is no unacceptable adverse impact on local amenity or conflict with public safety. iii. The use of high quality, thermally efficient building materials. iv. Installation of energy efficiency measures such as loft, draft and wall insulation and triple glazing. v. Reducing water consumption through the use of grey water systems. vi. Providing low carbon sustainable design and avoiding or mitigating all regulated emissions using a combination of on-site energy efficiency measures (such as insulation and low energy heating systems), on-site zero carbon technologies (such as solar tiles) and only where necessary off-site measures to deal with any remaining emissions. vii. Reducing fuel poverty levels. viii. Providing the infrastructure for adequate, future-proofed electric vehicle charging points for each dwelling, where new parking provision is expected to be made. ix. Alterations to existing buildings should be designed with energy reduction in mind and comply with current sustainable design and construction standards.”	unacceptable adverse impact on local amenity or conflict with public safety. iii. The use of high quality, thermally efficient building materials. iv. Installation of energy efficiency measures such as loft, draft and wall insulation and triple glazing. v. Reducing water consumption through the use of grey water systems. vi. Providing low carbon sustainable design and avoiding or mitigating all regulated emissions using a combination of on-site energy efficiency measures (such as insulation and low energy heating systems), on-site zero carbon technologies (such as solar tiles) and only where necessary off-site measures to deal with any remaining emissions. vii. Alterations to existing buildings should be designed with energy reduction in mind and comply with current sustainable design and construction standards
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P42	Policy HG7 (A) is recommended to be amended as follows: “A. Development proposals to enhance Hurst Green, as set out in the Hurst Green Aims and Vision and supported by the Hurst Green Design Codes, and in accordance with the High Weald Housing Design Guide, will be supported where the works are necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development as appropriate, proposals should seek to . . .”	“A. Development proposals to enhance Hurst Green, as set out in the Hurst Green Aims and Vision and supported by the Hurst Green Design Codes, and in accordance with the High Weald Housing Design Guide, will be supported where the works are necessary to make the development acceptable in planning terms, are directly related to the development and are fairly and reasonably related in scale and kind to the development as appropriate, proposals should seek to . . .”
P46	Policy HG8 is recommended to be amended as follows: “New developments should not detract from the unlit environment of the parish. Proposals should follow the guidance issued by the <u>Institute of Lighting Professionals in Guidance Note 1 for the Reduction of Obtrusive Light 2021</u> or any successor publication. Proposals should consider carefully, and provide details of, the light source and intensity being used, the luminaire design, height, and angle, adding baffles and cut-off shields where required, and details of control mechanisms to dim or switch off lighting schemes when not required. Where appropriate, lights should be controlled by passive infrared detectors so that they only come on when needed. <u>Internal lighting:</u>	“New developments should not detract from the unlit environment of the parish. Proposals should follow the guidance issued by the <u>Institute of Lighting Professionals in Guidance Note 1 for the Reduction of Obtrusive Light 2021</u> or any successor publication. Proposals should consider carefully the light source and intensity being used, the luminaire design, height, and angle, adding baffles and cut-off shields where required, and details of control mechanisms to dim or switch off lighting schemes when not required. <u>Internal lighting:</u> Proposals for development will be supported where it is demonstrated that light spill from within buildings will be reduced by: i. avoiding or recessing large areas of

	Proposals for development will be supported where it is demonstrated that light spill from within buildings will be reduced by: i. avoiding or recessing large areas of vertical fenestration; ii. minimising glazing which is facing upwards (whether horizontal or angled) including conservatory roofs; and iii. within a site, locating and orienting development to minimise light pollution <u>External lighting:</u> Proposals for development will be supported where it is demonstrated that light spill from within buildings will be reduced by: i. only providing lighting that is necessary for operational, safety or security reasons ii. ensuring any light spillage beyond the application site is eliminated, or reduced by measures such as timing and proximity controls, orientation, screening, shielding or glazing iii. ensuring that there is no adverse impact on nearby residential properties.	vertical fenestration; minimising glazing which is facing upwards (whether horizontal or angled) including conservatory roofs; and ii. within a site, locating and orienting development to minimise light pollution iii. within a site, locating and orienting development to minimise light pollution <u>External lighting:</u> Proposals for development will be supported where it is demonstrated that light spill from within buildings will be reduced by: i. only providing lighting that is necessary for operational, safety or security reasons ii. ensuring any light spillage beyond the application site is eliminated, or reduced by measures such as timing and proximity controls, orientation, screening, shielding or glazing iii. ensuring that there is no adverse impact on nearby residential properties. iv. the lights are controlled by passive infrared detectors so they only come on when required.
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	iv. the lights are controlled by passive infrared detectors so they only come on when required	
P56	Policy HG10 (B) is recommended to be amended as follows: “B.Development proposals must be supported by a biodiversity appraisal to demonstrate how negative impacts would be minimised and biodiversity net gain achieved. The appraisal should demonstrate: i. a net gain in biodiversity in accordance with the NPPF and Environment Act 2021. Where this is not or cannot be demonstrated, permission for planning or for change should be refused; and ii. that where significant harm cannot be avoided, proposed development and other changes should adequately mitigate or, as a last resort, compensate for the harm; and iii. measures to achieve biodiversity net gain, mitigation or compensation involving the creation of habitat and/or relocation of species, must be agreed by the Local Planning Authority and include sufficient funding to support at least 30 years of post-development habitat management or land use change, in	“B.Development proposals must demonstrate how negative impacts would be minimised and should demonstrate: i. that where significant harm cannot be avoided, proposed development and other changes should adequately mitigate or, as a last resort, compensate for the harm.

	accordance with the Environment Act.	
P65	In reference to policy HG13, the extent of the area of the Green Village Hub should be shown on the Proposals Map.	Extent of the Green Village Hub is shown on the Proposals Map.
P72	Policy HG16 (i) is recommended to be amended as follows: i. “there are demonstrable economic, environmental and social benefits to the proposals; and”	i. “there are demonstrable economic benefits to the proposals; and”
P75	Policy HG17 is recommended to be amended as follows: “A. Proposals to provide working spaces that encourage homeworking and creative small industries, for instance through accommodation suitable for incubator/start-up business space on flexible terms, will be supported through: i. provision of new buildings or units or the conversion of existing buildings; ii. enabling extensions and small new garden offices to facilitate home-working. B.As appropriate to their scale, nature and location proposals for new workspaces should demonstrate the way in which they can be incorporated within their immediate locality without generating any unacceptable impact on the amenity of residential properties and on the capacity and safety of the local highways network. C.Proposals to provide start-up business space – including office/workshop space, incubator and start-up	“A. Proposals to provide working spaces that encourage homeworking and creative small industries, for instance through accommodation suitable for incubator/start-up business space on flexible terms, will be supported through: i. provision of new buildings or units or the conversion of existing buildings; ii. enabling extensions and small new garden offices to facilitate home-working. B.As appropriate to their scale, nature and location proposals for new workspaces should demonstrate the way in which they can be incorporated within their immediate locality without generating any unacceptable impact on the amenity of residential properties and on the capacity and safety of the local highways network. C.Proposals to provide start-up business space – including office/workshop space, incubator and start-up units - on flexible terms will be supported, especially where:

	units - on flexible terms will be supported, provided that especially where: i. there is no adverse impact on the amenity of surrounding areas; and ii. access by public transport, cycle and on foot, and catering for all users including children and those with disabilities, is created, maintained and enhanced where it is appropriate; and iii. there is no unacceptable impact on the capacity and safety of the local highways network; and iv. The site has suitable vehicular access and the appropriate level of local car parking that conforms to the ESCC standards (ESCC Guidance for Parking in Non-Residential Developments). D.All new residential, commercial and community properties within the Neighbourhood Plan area should be have the necessary infrastructure and ducting so as to be capable of being served by (or be ready for) a superfast broadband (fibre-optic) connection, unless it can be demonstrated through consultation with providers that this would not be either possible, practical or economically viable.”	i. there is no adverse impact on the amenity of surrounding areas; and ii. access by public transport, cycle and on foot, and catering for all users including children and those with disabilities, is created, maintained and enhanced where it is appropriate; and iii. there is no unacceptable impact on the capacity and safety of the local highways network; and iv. The site has suitable vehicular access and the appropriate level of local car parking that conforms to the ESCC standards (ESCC Guidance for Parking in Non-Residential Developments). D.All new commercial and community properties within the Neighbourhood Plan area should have the necessary infrastructure and ducting so as to be capable of being served by (or be ready for) a superfast broadband (fibre-optic) connection, unless it can be demonstrated through consultation with providers that this would not be either possible, practical or economically viable.”
P76	Policy HG18 is recommended to be amended as follows: “A.To ensure that residents can access the main local facilities and recreational areas – including the Village	“A.To ensure that residents can access the main local facilities and recreational areas – including the Village Hub, the school, Drewetts Field, and the Church - in Hurst Green in a sustainable and safe way, all new residential

	Hub, the school, Drewetts Field, and the Church - in Hurst Green in a sustainable and safe way, all new residential development proposals, subject to their nature and scale, should ensure safe pedestrian access to link up with the existing footpath and cycleway network, and public transport network, as defined in Figures 10.1 and 10.2. B.The development of footpath and cycle routes which link Hurst Green, Silver Hill and Swiftsden to the nearby villages of Hawkhurst, Robertsbridge, and Etchingham will be supported. C.Development that includes the provision of new access roads will be required encouraged to provide segregated pedestrian, vehicular and, where possible, cycle access. Such routes should be of permeable material where possible and also ensure that access by disabled users and users of mobility scooters is secured. The use of shared surfaces will not be supported except in limited cases. D.The design and layout of works related to the widening of footpaths or the provision of traffic-calming measures should enhance the rural, village character, for example retaining hedgerows, trees and soft verges where possible. Materials and layout must be sympathetic to local character, in accordance with Policy HG4 (Character of Development) of this Neighbourhood Plan."	development proposals, subject to their nature and scale, should ensure safe pedestrian access to link up with the existing footpath and cycleway network, and public transport network, as defined in Figures 10.1 and 10.2. B.The development of footpath and cycle routes which link Hurst Green, Silver Hill and Swiftsden to the nearby villages of Hawkhurst, Robertsbridge, and Etchingham will be supported. C.Development that includes the provision of new access roads will be encouraged to provide segregated pedestrian, vehicular and, where possible, cycle access and also ensure that access by disabled users and users of mobility scooters is secured. The use of shared surfaces will not be supported except in limited cases.
P81	Policy HG20 is recommended to be amended as follows:	"A.Development proposals that generate an increased need for parking must provide suitable

	“A.Development proposals that generate an increased need for parking must provide suitable parking laid out in accordance with the recommendations set out in the Design Codes document, in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists. B.For all new residential developments, including redevelopments where there is an increase in the number of bedrooms in a property, the minimum number of car parking spaces to be provided will be in accordance with, and where possible exceed, East Sussex’s Guidance for Parking at New Residential Development, unless it can be satisfactorily demonstrated that an alternative provision would be appropriate on a specific site. C.As appropriate to their scale, nature and location the design of parking should: i. Use landscaping with native species to minimise the visual impact of parked cars. ii. Provide space for dedicated cycle parking and/or storage. iii. Provide infrastructure that enables electric vehicle charging facilities for residents and visitors. iv. Maximise the number of parking	parking laid out in accordance with the recommendations set out in the Design Codes document, in order to minimise obstruction of the local road network in the interests of the safety of all road users, including pedestrians and cyclists. B.For all new residential developments, including redevelopments where there is an increase in the number of bedrooms in a property, the minimum number of car parking spaces to be provided will be in accordance with, and where possible exceed, East Sussex’s Guidance for Parking at New Residential Development, unless it can be satisfactorily demonstrated that an alternative provision would be appropriate on a specific site. C.As appropriate to their scale, nature and location the design of parking should: i. Use landscaping with native species to minimise the visual impact of parked cars. ii. Provide space for dedicated cycle parking and/or storage. iii. Maximise the number of parking spaces close to and in sight of the dwellings they serve. iv. Provide appropriate levels of parking for visitors and service vehicles.
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	spaces close to and in sight of the dwellings they serve. v. Provide appropriate levels of parking for visitors and service vehicles. Subterranean or basement car parking that meets these design points would be supported.”	Subterranean or basement car parking that meets these design points would be supported.”
P81-82	Delete Policy HG21.	Deleted Policy HG21.
P84	Insert two policies and supporting text (see note 1 below, at the end of this document) from the regulation 14 version of the Hurst Green Neighbourhood Plan, to tie in with the two sites that were recommended to be added into Policy HG2.	Added Policy HGSA2 and Policy HGSA3 and related supporting text.
P95	Policy HGSA4 is recommended to be amended as follows: “A.The site is allocated for residential development with an estimated capacity of 3 to 4 dwellings. B.Proposals which meet the following criteria will be supported: <u>Design</u> i. The proposal should be subject to a Stage 2 detailed landscape assessment, taking into account national and local countryside policy, a Visual Impact Assessment, a heritage scoping statement, a further ecological survey, and a tree survey	A. The site is allocated for residential development with an estimated capacity of 3 to 4 dwellings. B. Proposals which meet the following criteria will be supported: <u>Design</u> i. The design of any new buildings on the site will be required to demonstrate how it relates to the local character and is appropriate to its rural location. Guidance is provided in the High Weald AONB Management Plan, and the Hurst

	(including tree protection measures): ii. The design of any new buildings on the site will be required to demonstrate how it relates to the local character and is appropriate to its rural location. Guidance is provided in the High Weald AONB Management Plan, and the Hurst Green Design Codes, detailed in Policy HG4, and the High Weald Design Guide. <u>Landscape</u> iii. New buildings and hard landscape would generate surface water and the proposed attenuation strategy must be an integral part of the overall design which must be initiated at the outset so that surface water can be used for landscape and ecological benefit. iv. All planting must be indigenous species that blend with the retained existing habitats with a consideration to increase the percentage of evergreen species where views may need to be screened all year round.	Green Design Codes, detailed in Policy HG4, and the High Weald Design Guide. <u>Landscape</u> ii. New buildings and hard landscape would generate surface water and the proposed attenuation strategy must be an integral part of the overall design which must be initiated at the outset so that surface water can be used for landscape and ecological benefit. iii. All planting must be indigenous species that blend with the retained existing habitats with a consideration to increase the percentage of evergreen species where views may need to be screened all year round. <u>Biodiversity net gain</u> iv. Planting on the site, including for the purposes of screening and green infrastructure, must maximise retention of present trees and other plants. Where it is not possible to retain existing trees, new native species trees must be planted to compensate, at a ratio of at least two
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	<u>Biodiversity net gain</u> v. Planting on the site, including for the purposes of screening and green infrastructure, must maximise retention of present trees and other plants. Where it is not possible to retain existing trees, new native species trees must be planted to compensate, at a ratio of at least two new trees for every tree removed. vi. The access road should explore the option to be shared use and seek to re- use the surface water it generates for landscape and ecological benefit. vii. Opportunities to include a wildlife pond, accessible to the community, should be sought. <u>Access</u> viii. The main vehicular access to the site could be from A21 London Road. ix. Provision of a new footpath link between the A21 London Road and Drewetts Field, incorporating adequate space at the A21 to accommodate individuals wishing to	new trees for every tree removed. v. The access road should explore the option to be shared use and seek to re- use the surface water it generates for landscape and ecological benefit. vi. Opportunities to include a wildlife pond, accessible to the community, should be sought. <u>Access</u> vii. The main vehicular access to the site could be from A21 London Road. viii. Provision of a new footpath link between the A21 London Road and Drewetts Field, incorporating adequate space at the A21 to accommodate individuals wishing to cross.
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Notes

Note 1 – Proposed new Policies re Allocation Sites

** This note relates to the Examiner's modification to page 84 of the document, detailed in the table above.*

Policy HGSA2: Site HG22/43: Land opposite Hurst Green School

Site context

This is a 2.05 ha greenfield site located in the High Weald AONB, directly east and beyond the development boundary of Hurst Green, and it is also directly east of the A21. The Site gently rises and is highest on the south end, approximately 81m above ordnance datum and drops away to the northern boundary to a low point at 75m above ordnance datum.

The site has a water main and easement which runs from midway across the northern boundary to gravel banks before hugging the site's western boundary to the south. The landscape is comprised of semi-improved grass field on light to medium soils. To the east the boundary is on rising ground and it is delineated by a post and wire fence. The site is an undulating semi-improved grass field located at the village edge. It is well screened from the settlement by dense boundary tree and understorey planting which creates a sense of enclosure to the west, north and south. To the elevated eastern areas of the site it is more open and therefore more influenced by the parkland landscape around Iridge Place to the north and north east and the countryside High Weald character to the east and south. There is intervisibility with a handful of neighbouring properties and there are long distance and high quality open views to the High Weald ridge line to the east and north east with more limited views from the south to the High Weald ridge lines to the west. The boundaries to the south, west and north are densely planted with trees and understorey planting which creates a sense of enclosure in those directions.

Within the site there are several high quality mature specimen trees which contribute to the parkland character. The air and noise pollution of the A21 is a landscape detracting element, which becomes more significant the closer receptors are located in relation to the western boundary. PRow HG29 bisects the site as it moves from the north west part of the site before exiting approximately half way down the eastern boundary.

There is one Grade II* Listed Building, Iridge Place (Reference 1365292) located 150m north east of the site (also an Historic Farmstead). There are four Grade II Listed Buildings in close proximity to the site, these are: 115 and 117 London Road (Reference: 1365327); and 119, 121 and 123 London Road (Reference: 1034436) all of which are on the opposite side of the A21.

Abutting the north west corner of the site is 76 London Road (Reference: 1276290) which is located north of the site's northern boundary (also an Historic Farmstead) and the Stables of Iridge Place to the north west of the House (Reference: 1034440). The

A21 is an Historic Routeway (Road) and PRow HG29 is an Historic Routeway (PRow). The site's southern boundary is an Historic Field Boundary. There is evidence of a historic treeline that ran across the site in the 1700s, of which two oak trees remain.

Proposed development

The site is considered suitable for approximately 28 dwellings.

The access to the site to be agreed with National Highways, is from the A21 London Road. Development proposals will have to demonstrate the ability to accommodate a satisfactory vehicular access. The access to the site provides an opportunity to create a distinctive gateway into Hurst Green village as well as a school drop-off and collection point.

In order to provide the opportunity for a greater degree of connectivity by foot and cycling between the proposed development and local facilities including the village hub and the proposed nature reserve. The opportunity should be taken to provide a new crossing point to access the school. PRow HG29 should be enhanced and incorporated into the overall design of the site, providing a walking link to the existing public green space at Stage Field in Silver Hill.

The most sensitive part of the site is located on the southern and eastern areas, where there are good quality views to the High Weald ridge line to the east and also where there is a parkland character. These areas should form a large-scale Village Green as an amenity for the whole village if the site is developed. The Village Green must have a minimum size of 800m².

There is a historic tree line that runs diagonally across the site, which should be reinstated. Any development should be to the west of this tree line.

The northern and lowest area of the site has the potential to receive surface water from across the site. The proposed surface water attenuation strategy could link via a series of bio-engineered surface water retention features to a village pond or ponds with the associated green infrastructure (GI), landscape, ecological and amenity benefits. The road and path design should be dictated by the GI design. The GI (rather than the road design) should lead the masterplan process to create a development that is sensitive to its landscape context. The road should explore the option to be shared use and seek to re-use the surface water it generates for landscape and ecological benefit.

New dwellings, built forms and structures (including fences) that face on to sensitive outlooks such as the High Weald to the east and the Listed Buildings must be sympathetic in terms of architectural elevations with high quality design, the use of local vernacular or appropriate contemporary materials and disguising built forms with earthworks, planting, green roofs, green walls etc. Low level or cowed lighting to be used to lessen impacts on dark skies. High quality public views to be retained. The development should utilise the existing slopes to create a sense of place and setting with built forms that step down with the topography and which emphasise

horizontal lines. The constraints of the water main and the need to protect PRow HG29 offer opportunities for new green spines through the Site which could enhance the GI. The boundary planting should be strengthened with indigenous species and a high percentage of evergreens where screening of views is required.

POLICY HGSA2: SITE ALLOCATION – LAND OPPOSITE HURST GREEN SCHOOL (HG22/43)

A. The site is allocated for residential development with an estimated capacity of 28 dwellings. These homes shall provide a mix of unit size and a mix of tenure in line with Policy HG2.

~~Development proposals should comply with all relevant Policies in this Plan.~~

C. Proposals which meet the following criteria will be supported:

Design

i. The design of any new buildings on the site will be required to demonstrate how it relates to the local character and is appropriate to its rural location and avoids a suburban feel. Guidance is provided in the Masterplan and Design Codes, detailed in Policy HG4, and in the High Weald Housing Design Guide.

ii. A car parking strategy should be agreed at the outset with an aim of reducing landscape and visual impacts (specifically avoiding glint and glare impacts for views back in from the High Weald to the south). Car parking in driveways and on the road is more visually intrusive and suburbanising than discretely located and easily accessible block parking.

The former should be avoided with a preference for the latter wherever possible.

iii. The southern extreme of the site should provide an enhanced gateway into Hurst Green Village.

Landscape and heritage

iv. The existing boundary planting should be strengthened with indigenous species and a high percentage of evergreens where screening of views is required.

v. A publicly accessible green space of at least 800m² must be provided; this should be located at the most sensitive part of the site to the south and south-east, to minimise impacts on views and the setting of the heritage asset.

vi. The path of the historic treeline running diagonally north-east to south-west across the western half of the site must be retained and replanted.

vii. Provision of information board at the village green which document the site's former history, landscape setting and village green amenity.

viii. Provision of benches within the village green.

Biodiversity net gain

ix. The constraints of the water main and the need to protect PRow HG29 offer opportunities for new green spines through the Site which could enhance the Green Infrastructure. The replanting of the historic treeline would also add to habitat provision.

Access

x. Dwellings within the site must be accessible by a separate pedestrian access

(i.e. pavement) as opposed to a shared surface (road/pavement).

xi. The main vehicular access to the site could be from A21 London Road.

xii. Provision must be made for a community car park, incorporating a school drop off/collection point.

xiii. Provision should be made for a new crossing point across the A21 London Road.

xiv. The Public Right of Way HG29 must be enhanced and incorporated into the design and layout to improve cycle and pedestrian connections to the existing public green space at Stage Field in Silver Hill.

Policy HGSA3: Site HG6: The Field Opposite the Lodge, London Road

Site context

This is a greenfield site of 1.71 ha. It is a medieval field with historic field boundaries that is located in the High Weald AONB, directly north and beyond the Development Boundary of Hurst Green. It is approximately 5 metres (m) west of the A21 the busy trunk road that runs through the village to link Hastings in the south to London (via Tunbridge Wells) in the north. The site is semi-improved grassland on medium to light soils, in Flood Zone 1 and is Grade 3 Listed agricultural land. The site gently rises from the north up to a high point at the centre of the site at an approximate level of 75m above ordnance data and then drops away to the north west. The site is roughly rectangular in shape and located to the north west of a wider open field.

The site is a village edge, semi-improved grassland field of historic interest in the nationally protected High Weald AONB landscape. The site is visually well contained as it is enclosed by boundary planting although there are occasional gaps that allow some partial and obscured views and is more open to the north. The site's tranquillity is heavily influenced by the landscape detracting traffic and noise from the A21 which physically severs Hurst Green to create distinct east and west village halves.

The site's local context is described as follows: to the north east and opposite the A21 the character is rural village edge with a large house (the Lodge) set back and obscured from the site by the A21. To the south east there is historic settlement (including listed buildings) in a residential ribbon pattern as the village follows the A21 to the south. To the south is Public Right of Way (PRoW) Hurst Green (HG) 6, the Hurst Green Holy Trinity Church (a landmark building) and a small area of Greenspace associated with the Church. To the south west is the Ridgeway, a late 20th Century, suburban, residential cul-de-sac with some first floor intervisibility from a handful of houses (at the cul-de-sac end). To the north there are some houses including the landmark oast building in the Historic Farmstead of Lodge Farm, the farm shop (with its landscape detracting car parking) and beyond is high quality High Weald rural, undulating landscape with its irregular agricultural historic field pattern defined by historic hedge and tree boundaries.

Buildings in the local context to the site, have a mix of poor to high quality architecture, built forms and materials which have varied levels of historic interest. There are suburban gardens located directly west of the site which act as a buffer between the site, the village edge and Burgh Wood Ancient Woodland.

The Burgh Wood ancient semi-natural woodland is located at the site's north western boundary and the 15m protected buffer zone (government guidance zone) extends into the site. Grade II Hawthorne Cottage (Reference: 1034406) and its setting (although heavily impacted by the A21) is located directly east of the site with first floor open views directly into the site. There are also Grade II buildings (Listed Woolpack Inn (Ref: 1365306) and Yew Tree House (Ref: 1365325) located south-east of the site although it is judged that there is a lack of intervisibility with the site from these buildings. The area to the southeast which includes the Listed Buildings (above) is listed as historic settlement (extent circa 1860) and follows the A21 through the central part of the village to the south.

Existing trees are generally indigenous and located along the boundaries.

Proposed development

The site is considered suitable for approximately 26 dwellings. The access to the site would be from the A21 and would need to be agreed with National Highways.

The development should take a landscape-led approach taking account of the topography of the site. The most site sensitive parcel of land is located on the highest central area of the site where there are high quality views to the High Weald ridge line to the north. This area has the opportunity for lower (height) level landscape proposals (rather than taller built forms) such as amenity open space.

All planting to boundaries and along the Green Infrastructure (GI) routes to strengthen High Weald historic interest with indigenous species (include consideration of increasing the percentage of evergreen species where views may need to be screened all year round). An area east of the ancient woodland buffer could link the open spaces for enhanced protection and a high quality green and blue infrastructure connection through the site. This space should be a minimum of 15m to meet government guidance, but ideally should be larger.

The Grade II Listed Hawthorne Cottage setting offers an opportunity for mitigation in the form of sensitive open space and to be an integral part of the green/blue (attenuation) Infrastructure through the site. Opportunities to link the site to PRow HG6 (historic routeway) and greenspace network should be undertaken. Community engagement revealed that the Church has no car park, and this should be accommodated as part of the development.

In order for the development design to occur the following are required: detailed topographic survey; highway design (or feasibility must be confirmed); a heritage scoping statement; further ecological survey; and a tree survey (including tree protection measures). Further landscape assessment would be needed as and when a Highways design would be forthcoming.

POLICY HGSA3: SITE ALLOCATION: FIELD OPPOSITE THE LODGE, LONDON ROAD (HG6)

- i. The site is allocated for residential development with an estimated capacity

of 26 dwellings. These homes shall provide a mix of unit size and a mix of tenure in line with Policy HG2.

ii. ~~Development proposals should comply with all relevant Policies in this Plan.~~

iii. Proposals which meet the following criteria will be supported:

Design

iv. The design of any new buildings on the site will be required to demonstrate how it relates to the local character and is appropriate to its rural location and avoids a suburban feel. Guidance is provided in the Masterplan and Design Codes, detailed in Policy HG4, and the High Weald Design Guide.

v. Open space to be provided in the setting of the Grade II Listed Hawthorne Cottage and other listed buildings.

vi. Provision of community growing spaces (allotments) within the site boundary.

Landscape and heritage

vii. The higher parts of the site are less suitable for development and should be retained for accessible open space.

viii. A minimum 15m buffer to be provided between the ancient woodland and proposed development.

ix. All planting must be indigenous species that blend with the retained existing habitats with a consideration to increase the percentage of evergreen species where views may need to be screened all year round.

x. Provision of a public information board at the village green which documents the site's former history, landscape setting and amenity.

Biodiversity net gain

xi. Creation of a village pond, to serve as an attenuation pond.

xii. Provision of public green space with benches.

xiii. Green corridors to be provided throughout the site, linking the natural features: ancient woodland, the pond, green spaces.

Access

xiv. Dwellings within the site must be accessible by a separate pedestrian access (i.e. pavement) as opposed to a shared surface (road/pavement).

xv. The main vehicular access to the site could be from A21 London Road.

xvi. Links to PRow HG6 (Historic Routeway) and the wider greenspace network must form an integral part of the site access.

xvii. The provision of publicly accessible car parking to serve the village church.