Rother District Local Plan 2025 - 2042

Density Study (2026 Update)

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1 Executive Summary

1.1 This Density Study provides the proportionate evidence base for applying design-led minimum density expectations in the Rother Local Plan (2025–2042), in line with the National Planning Policy Framework's requirements to make effective use of land and to avoid low-density development in well-connected locations. It follows on from the density study completed in 2024, responding to the dual challenge of meeting identified housing need and safeguarding local character and environmental quality.

Status and purpose of this study

1.2 The Study has informed the Regulation 18 Site Allocations and Development Strategy consultation and the Submission (Regulation 19) Local Plan. It is intended to support the consideration of policy options and site capacities at this stage of plan-making. It does not predetermine detailed design outcomes for individual sites, which will be addressed through site-specific masterplanning, design codes, and the development management process.

Links to earlier work and methodology

1.3 Stage 1 (*Density Study 2024*) analysed large-site permissions over 1 April 2012–31 March 2022 using five broad analytical area types: Urban, Suburban, Urban Edge, Village and Countryside. These categories were developed for the purposes of the Stage 1 evidence analysis and should not be read as directly equivalent to the area types subsequently defined on the Local Plan Policies Map.

1.4 The area-type framework has subsequently been refined through the plan-making process for the purposes of applying residential density policy. The current policy area types, set out in Policy LWL1 of the Submission (Regulation 19) Local Plan are: Bexhill Urban Area; Bexhill Suburban; Historic Towns (Rye and Battle); Live Well Locally areas; Village areas within development boundaries; and Countryside areas, including villages and hamlets without development boundaries. The relationship between the original Stage 1 analytical evidence and these current policy area types is explained throughout this Study.

1.5 The Stage 1 analysis considered accessibility to shops, services and public transport, together with opportunities to reuse previously developed land, consistent with the NPPF. That evidence continues to provide useful context for the current policy

approach, alongside the design, character and settlement evidence considered in Stage 2.

1.6 Stage 2 (*Density Study 2026*) builds on this foundation, testing whether the Stage 1 expectations remain appropriate and introducing a design-led perspective. This stage focuses on:

- Historic examples of compact development within Rother, showing that higher densities have long been compatible with rural and townscape character.
- Contemporary best-practice case studies from across the UK with comparable conditions, demonstrating how to achieve density with amenity today.

1.7 Case studies were chosen in discussion with the Development Management and Planning Policy & Placemaking teams at RDC to reflect local character and likely growth opportunities. They vary in size and complexity, allowing conclusions to address scale, layout and placemaking (see Appendix 3 – Historic Sites in Rother and Appendix 2 – Contemporary Best Practice).

Key objectives

- Support appropriate density ranges for the area types identified in Policy LWL1, with accessibility, local character and site context informing how those ranges are applied. Support site allocations with robust, design-aware evidence.
- Align density policy with national guidance, local character, and infrastructure capacity.

1.8 The density ranges identified in Policy LWL1 provide the starting point for site planning. The lower end of the relevant range represents the minimum expectation unless a lower density is justified in accordance with the policy, while densities above the range may be appropriate in highly accessible locations where high-quality design, amenity and integration can be demonstrated. Density should not be applied uniformly across larger sites, but should respond to accessibility, character, landscape, heritage and other site-specific considerations.

Headline findings

1.9 Analysis confirms that higher densities are achievable where public transport and services are accessible. Recommended density ranges by area type are:

- **Bexhill Urban Area:** 110–130+ dph
- **Bexhill Suburban Areas:** 45–75 dph
- **Historic Towns (Rye and Battle):** 35-80 dph
- **Live Well Locally Areas:** 35–55 dph
- **Village areas within development boundaries:** 25–45 dph
- **Countryside areas, including villages and hamlets without development boundaries**: no minimum density range

1.10 These ranges are applied according to the area types defined on the Policies Map. Within larger sites, density should be distributed in response to accessibility, character and site constraints, with higher densities generally focused towards centres, public transport corridors and other accessible locations and lower densities used where necessary to provide appropriate transitions to sensitive landscapes, heritage assets or adjoining development. See Section 11 & Appendix 1.

1.11 No minimum density range applies in Countryside areas, including villages and hamlets without development boundaries. Where residential development is supported by other policies in the Local Plan, appropriate density should be determined through a design-led assessment of site context, landscape character, settlement pattern, heritage and accessibility.

1.12 Accessibility remains an important consideration in applying density but does not create a separate density area type or tier. Policy LWL1 establishes the applicable density range through the mapped area type, with every part of the district being within one of the types, as indicated on the Submission Local Plan Policies Map. Accessibility to centres, everyday amenities and public transport then helps determine the appropriate distribution of density within that range and whether higher densities may be appropriate in particularly accessible locations. Accessibility should be assessed using safe and realistic active travel routes in accordance with Policy LWL2.

1.13 This study supports the application of Policy LWL1 and relevant site allocation policies and should be read alongside Policy LWL2 in relation to access to facilities, services and public transport.

What this Density Study does and does not do

1.14 This study is intended to support plan-making at the Regulation 18 and 19 stage by setting out evidence-based minimum density expectations. It:

- ✓ Provides design-led evidence to support the Policy LWL1 density ranges and their application in different contexts.
- ✓ Informs indicative site capacities and policy options in the Draft Local Plan.
- ✓ Demonstrates, through historic and contemporary examples, that higher densities can be achieved with good design and amenity.

1.15 The study does **not**:

- ✗ Fix site layouts, building heights, or dwelling numbers.
- ✗ Remove the need to respond to site-specific constraints such as landscape, heritage, flood risk, ecology, or infrastructure capacity.
- ✗ Replace the role of masterplanning, design codes, or the development management process.

1.16 Detailed design outcomes will be determined through site-specific masterplans, design codes, and planning applications.

Alignment with the Regulation 18 development strategy and site allocations

- **Responding to housing need and optimising land use.** Rother's Local Housing Need, as calculated using the Government's Standard Method, is currently 895 dwellings per year (15,215 homes across the 17-year Plan Period), in a district where 83% lies within the High Weald National Landscape (HWNL) and a further 7% is nationally or internationally protected for habitat value. Optimising density, within the bounds of good design and character, is necessary to use land efficiently (NPPF).

- **Supporting Policy LWL1 and the preferred density approach.** Evidence includes Stage 1 analysis (2012–2022), historic development patterns, accessibility considerations and contemporary design typologies.

Together these provide evidence for applying the Policy LWL1 density ranges in a way that maintains amenity, responds to character and makes efficient use of land.

- **Informing capacity figures.** Capacity assumptions rely on consistent net developable area calculations and the density range applicable to the relevant Policy LWL1 area type. Accessibility, character and site-specific constraints inform how density is distributed within individual sites.
- **Embedding design quality and local character.** The study supports a landscape- and context-led approach, with appropriate typologies for Village, Historic Town, Live Well Locally, Bexhill Suburban and Bexhill Urban contexts. On larger sites, density should vary in response to accessibility and character, with denser development towards centres and accessible locations and lower densities where necessary at sensitive edges and interfaces.
- **Aligning with infrastructure and sustainability.** Compact, walkable development supports bus viability, active travel, green/blue infrastructure, climate resilience and biodiversity net gain.

Compact development delivers multiple co-benefits:

- **Transport:** Supports bus viability and active travel, reducing car dependency.
- **Climate:** Lowers carbon emissions through energy-efficient built form and reduced trip lengths.
- **Nature & Water:** Enables integrated SuDS, biodiversity net gain, and urban greening.
- **Health & Wellbeing:** Creates walkable neighbourhoods with accessible green spaces and sociable public realm.

1.17 Implementation will be supported through strategic masterplans and design codes for major allocations, ensuring that recommended density ranges are translated into high-quality placemaking outcomes consistent with the National Model Design Code (NMDC).

1.18 This study provides the evidence base to support key Local Plan policies, including Policy **LWL1** (efficient use of land and appropriate density ranges), Policy **BX1** (Bexhill Urban Area), Growth Area policies requiring masterplanning and design coding (West and North Bexhill), and site allocation specific design and capacity

principles. It also provides supporting evidence relevant to the accessibility considerations in Policy LWL2.

Soundness and Compliance

1.19 This Density Study provides proportionate, robust evidence to support the Local Plan's compliance with the tests of soundness set out in NPPF (2024) paragraph 36:

- **Positively Prepared:** Responds to identified Local Housing Need (895 dwellings per year) by optimising land use within environmental constraints, ensuring sufficient capacity while safeguarding the High Weald National Landscape and other protected areas.
- **Justified:** Based on a clear evidence base combining historic precedent, observed delivery, accessibility analysis, and contemporary best practice, supported by national guidance (NPPF, NDG, NMDC).
- **Effective:** Provides practical density ranges, typologies, and design principles that can be implemented through site allocations, masterplans, and design codes, ensuring deliverability across the plan period. The study also establishes a clear framework for implementation, monitoring, and adjustment, ensuring that density policies remain effective and responsive over the plan period.
- **Consistent with National Policy:** Aligns with NPPF requirements for efficient land use and design quality, and applies NDG and NMDC principles to achieve compact, walkable development integrated with local character and infrastructure capacity.

2 Policy Context & Requirements

National Policy and Guidance

2.1 The National Planning Policy Framework (NPPF, 2024) reinforces the principle of efficient land use, particularly in areas facing housing pressures. Key provisions include:

- **Paragraph 124:** Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. (NPPF, Dec 2024).
- **Paragraph 125(d):** Promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively… (NPPF, Dec 2024).
- **Paragraph 130:** Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:
  - (a) plans should contain policies to optimise the use of land…and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
  - (b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and
  - (c) local planning authorities should refuse applications which they consider fail to make efficient use of land… (NPPF, Dec 2024).

2.2 National policy also emphasises that planning policies should actively seek to make the most efficient use of land in meeting housing need, particularly in locations well served by public transport and local facilities. The NPPF is clear that minimum

density standards may be an appropriate tool in such locations, provided that they are applied in a way that supports good design and responds to local character.

2.3 The Planning Practice Guidance (PPG, 2025) complements the NPPF by setting out tools (PPG: Effective use of land, Ref ID 66-004-20190722; updated 27 Feb 2025) to assess appropriate densities, including:

- Accessibility to services and public transport.
- Local characterisation and design strategies.
- Infrastructure and environmental capacity.
- Market and site viability analysis.

2.4 While viability remains an important consideration in plan-making and decision-taking, national policy and guidance emphasise that it should not compromise the objective of making effective use of land and achieving well-designed places. In a district such as Rother, where land supply is constrained and housing affordability pressures are significant, optimising density plays an important role in supporting housing delivery and enabling a broader range of dwelling types and sizes.

2.5 At Regulation 19 stage, this study provides proportionate, design-led evidence to inform density expectations. Whole Plan viability testing, alongside site-specific masterplanning and policy refinement since the Regulation 18 consultation, has ensured that density, design quality, deliverability and affordable housing objectives have been considered together.

2.6 The National Design Guide (NDG**)** supports innovation and increased densities where appropriate, stating:
"Well-designed places do not need to copy their surroundings in every way. It is appropriate to introduce elements that reflect how we live today, to include innovation or change such as increased densities, and to incorporate new sustainable features or systems."

2.7 This reinforces that increased densities can be compatible with good design when integrated with local character and sustainability principles.

Key Facts:

- National policy requires efficient land use and supports design-led density uplift in sustainable locations.
- Minimum density standards are encouraged in well-connected areas to achieve meaningful increases in housing delivery.

National Model Design Code (NMDC) – Indicative Density Ranges

2.8 The NMDC provides illustrative benchmarks for common area types, which should be adapted to local context rather than applied prescriptively:

- **Town Centres:** Often >120 dwellings per hectare (dph), with some sources citing >200 dph; strong mix of uses.
- **Urban Neighbourhoods:** 60–120 dph with a mix of uses.
- **Suburbs:** Typically, 30–50 dph (other references cite 40–60 dph), with short terraces and semi-detached homes.
- **Villages/Rural Settlements:** Informal layouts of 2–3 storeys, reflecting historic grain and landscape setting.

Regional and Local Evidence

- The Rother Local Plan Core Strategy focuses growth on Bexhill, Battle, and Rye.
- East Sussex Infrastructure Delivery Plans highlight capacity considerations (transport, schools, utilities) that influence where higher densities can be supported.
- Neighbourhood Plans contribute locally appropriate expectations.
- The North East Bexhill SPD (2009) sets enduring local benchmarks:
    - ~50 dph (higher), ~40 dph (medium), ~30 dph (lower), and establishes design expectations—flats/terraces in higher density areas and mixed house sizes within each band.

Application of National Design Guidance

2.9 This study applies the principles set out in the National Design Guide (NDG) and National Model Design Code (NMDC) to inform density decisions. NDG establishes ten characteristics of well-designed places, including compact built form,

integration of nature, and identity, while NMDC provides coding parameters such as density ranges, block structure, street hierarchy, and green infrastructure standards. These frameworks underpin the approach taken in this study by ensuring that density is delivered in a way that is context-sensitive, design-led, and aligned with national best practice. Their practical application appears in Section 8 (Responding to Local Character).

Emerging Local Plan density framework

2.10 Policy LWL1 of the Submission (Regulation 19) Plan translates the national and local evidence considered above into six mapped area types which, together, cover the entire district. The applicable residential density ranges are: Bexhill Urban Area 110–130+ dph; Bexhill Suburban 45–75 dph; Historic Towns (Rye and Battle) 35–80 dph; Live Well Locally areas 35–55 dph; and Village areas within development boundaries 25–45 dph. No minimum range applies in Countryside areas. These policy ranges provide the framework within which the evidence and typologies in the remainder of this Study should be understood.

2.11 The area types and density ranges reflect a combination of historic development patterns, recent delivery, accessibility, contemporary design practice and the role and function of settlements. The Study therefore supports the application of the policy ranges rather than establishing a separate or competing classification system.

3 Context and Continuity

Relationship to Part 1 (Density Study 2024)

3.1 Part 1 established the baseline evidence for density in Rother, including:

- Observed delivery patterns (2012–2022) using five broad Stage 1 analytical categories: Urban, Suburban, Urban Edge, Village and Countryside. These categories remain useful for understanding historic delivery but pre-date, and are not directly equivalent to, the current Policy LWL1 area types.
- A calibrated local density scale showing that historic and recent permissions often exceeded the former 30 dph benchmark, with sites classified as Urban in the Stage 1 analysis averaging approximately 94 dph and sites classified as Suburban averaging approximately 56 dph. These figures are retained as evidence of historic delivery and should not be interpreted as averages for the subsequently defined Bexhill Urban, Bexhill Suburban or Historic Town policy area types.
- Evidence that accessibility to services and public transport is an important consideration in optimising density in well-connected locations.
- Initial density ranges that informed the subsequent development of Policy LWL1, as first published in the first Regulation 18 Local Plan (2024). The policy framework has since been refined in response to consultation feedback and evidence base work, including the introduction of a separate Historic Towns category and Bexhill-specific Urban and Suburban area types.
- Key considerations for future work, including amenity, public realm, and design quality.

Purpose of Part 2 (Density Study 2026)

3.2 This second stage builds on that foundation by:

- Testing the Stage 1 conclusions against design-led principles, historic precedent, accessibility and contemporary best practice and using these findings to support the subsequent Policy LWL1 framework, as proposed in the Submission (Regulation 19) Local Plan.
- Introducing historic precedent analysis to demonstrate that compact forms (25–55 dph) are consistent with local character.

- Reviewing contemporary best practice typologies to show how higher densities can be achieved with amenity and placemaking.
- Applying National Design Guide (NDG) and National Model Design Code (NMDC) principles to ensure alignment with national policy and design quality frameworks.
- Addressing amenity, green infrastructure, and public realm integration, which Part 1 flagged as critical for delivery.
- Linking density strategy to climate resilience, transport viability, and biodiversity net gain, reinforcing Local Plan objectives.
- Outlining implementation tools (design codes, masterplans) and monitoring mechanisms to secure delivery.

3.3 Together, Part 1 and Part 2 provide a proportionate evidence base for the application of appropriate residential densities across Rother. The Stage 1 analytical categories and observed averages provide evidence of historic delivery, while the Stage 2 design and case-study evidence demonstrates how compact development can be achieved with amenity and character. The Policy LWL1 area types within the Submission (Regulation 19) Plan provide the policy framework through which this evidence is now applied, including specific consideration of Bexhill, the Historic Towns of Rye and Battle, Live Well Locally areas, villages and countryside contexts.

4 Evidence Base and Methodology

Definition of density

4.1 Unless otherwise stated, all density figures in this study are expressed as net residential density. For the purposes of applying Policy LWL1, net developable area includes land used for residential buildings, access streets, parking and incidental open space within the development. It excludes strategic landscaping and open space, structural planting, land required for biodiversity net gain, sustainable drainage infrastructure serving wider areas, and other land that does not form part of the developable residential layout. For historic case studies, density calculations reflect the information available for the area analysed.

4.2 The evidence base combines quantitative analysis with qualitative design review, building on Stage 1 and adding new strands for Stage 2.

Stage 1 baseline (2012–2022)

4.3 The Stage 1 review of large-site permissions identified substantial variation between the analytical categories used at that time. Sites classified as Urban and Suburban in Stage 1 achieved higher densities (averaging ~94 dph and ~56 dph), while Urban edge and Village sites delivered lower figures (around ~21–25 dph), below the historic PPG3 benchmark of 30 dph. These patterns indicate where uplift potential is greatest. These figures are retained as historic analytical evidence and are not intended to represent averages for the current mapped Policy LWL1 area types.

Stage 2 approach (2026)

4.4 Stage 2 tests the appropriateness of Stage 1 expectations and introduces a design-led perspective:

1. **Historic precedent review.** Representative streets and blocks across Rother were analysed for net density, height, proportion of terraced housing, garden depths, and frontage rhythm. These show that 25–55 dph has historically been compatible with settlement character in the High Weald.

2. **Contemporary best-practice case studies.** Award-winning schemes in comparable UK contexts were assessed for layout, public realm, private amenity, mobility and parking, net density, parking ratios, % own-door

homes, height ranges, garden sizes, composition, and housing mix. They illustrate how modern design delivers density with amenity.

3. **Housing needs evidence (HEDNA, 2024).** Demand in the district is strongest for 2–3-bedroom dwellings with significant need for 1-bedroom homes. Demographic drivers include an ageing population, smaller households, and affordability pressures. This supports a shift toward compact, mixed communities.

4. **Accessibility analysis.** Accessibility to local amenities and public transport is an important consideration in optimising density. Policy LWL2 of the Submission (Regulation 19) Plan now provides the principal Local Plan framework for assessing accessibility, including approximately 800 metres to a range of everyday amenities in Bexhill Urban, Bexhill Suburban, Historic Town and Live Well Locally areas, together with expectations for safe, realistic and convenient active travel routes. Public transport accessibility is considered alongside service frequency, reliability, route quality and the destinations served.

Implications

4.5 Higher densities are achievable without loss of quality, especially in accessible locations. Historic and contemporary examples provide clear design principles. The current Policy LWL1 ranges provide the appropriate framework for applying this evidence. Within those ranges, accessibility, housing need, character and site-specific considerations should inform the distribution and form of development, supported by typologies that integrate public realm, green infrastructure and sustainable mobility.

Section summary

4.6 The combined Stage 1 and Stage 2 evidence demonstrates that higher densities are already being delivered in accessible locations across Rother and that further uplift is achievable through design-led approaches. Historic precedent and contemporary best practice confirm that compact development can be achieved without loss of amenity or character where appropriate typologies, accessibility and placemaking principles are brought together through a design-led approach.

5 Updated District Density Calibration (Observed)

5.1 The figures in this section reproduce the Stage 1 analytical results. They are retained to demonstrate observed differences in historic delivery and have not been reclassified against the subsequently defined Policy LWL1 area types. References to Urban, Suburban, Urban Edge and Village in this section therefore refer to the analytical categories used in Stage 1 rather than the current Policies Map classifications.

5.2 Stage 1 found a district-wide average of **~25 dph** across large sites, which is below the former 30 dph reference, but this masks variation:

- **Urban:** ~94 dph
- **Suburban:** ~56 dph
- **Urban edge:** ~21 dph
- **Villages:** ~25 dph

Interpretation

5.3 The Stage 1 results demonstrate that markedly different densities have been delivered in different parts of Rother and provide a useful historical baseline for considering efficient land use. They are not intended to prescribe current policy ranges by themselves. The current Policy LWL1 framework applies the wider evidence base, including these observed delivery patterns, historic precedent, accessibility and contemporary design evidence, through the mapped area types set out in the policy.

6 Accessibility and the Application of Density Ranges

Definitions and benchmarks.

- **Accessibility** (NMDC): the ability of people, including older and disabled people, those with young children and those carrying luggage or shopping, to move around an area and reach facilities.
- **Compact form** (NMDC): development planned with relatively high residential density and a coherent, street-based layout, where facilities are closer together, open landscape is preserved, and land and resources are used efficiently.
- **Walkable** (NMDC): a location in which everyday facilities can be reached conveniently by safe, direct and realistic active travel routes; approximately 800 m or a 10-minute walk provides a useful benchmark in the more urban Policy LWL1 area types.

6.1 The National Design Guide notes that higher densities depend on accessibility to public transport and essential facilities; to optimise density, public transport may need to be provided or improved. In practice, 400–800m to bus stops and up to 1,600 m to rail stations (both context-dependent) are widely used planning heuristics, varied by service frequency, gradients and the walking environment. Active Travel England guidance, which recommends keeping new homes within around 400 m of a bus stop in typical contexts, provides a complementary benchmark, with shorter distances appropriate in centres and for less mobile users. Evidence and guidance (e.g., ~45 dph in the *Urban Design Compendium*; ~40 dph from *Better Places to Live: By Design*) support the association between density and public transport viability.

6.2 Policy LWL2 of the Submission (Regulation 19) Plan provides the Local Plan framework for assessing access to everyday amenities and public transport. In Bexhill Urban, Bexhill Suburban, Historic Town and Live Well Locally areas, new homes should ordinarily be within approximately 800 metres, or around a 10-minute walk, of a range of local amenities. Distances should be measured using safe and realistic active travel routes, taking account of barriers, gradients, crossing points, route quality and accessibility for all users.

6.3 Convenient public transport access depends not only on distance but also on route quality, service frequency, reliability and the destinations served. In well-connected urban environments, access to frequent public transport will typically involve stops within around 400 metres by a safe and accessible route. Greater distances may be appropriate for higher-order public transport such as rail where routes are direct and attractive to use.

6.4 Village and Countryside areas require a more context-sensitive approach, reflecting dispersed settlement patterns and the availability of services. Accessibility should therefore be considered alongside settlement role, landscape, heritage and local character rather than applied as a numerical density uplift.

Conclusion

6.5 Accessibility remains important to achieving compact and sustainable development but should be used as part of a design-led assessment within the Policy LWL1 area-type framework. On larger sites, this supports higher densities towards centres, public transport corridors and other accessible locations, with lower densities used where necessary to respond to sensitive interfaces.

Section summary

6.6 Concentrating higher densities in the most accessible locations is consistent with national guidance, supports sustainable transport, and makes more efficient use of existing infrastructure.

7 Design Typologies to Achieve Density with Amenity

7.1 This study identified contemporary best practice case studies (see below and Appendix 2 for full details) from across the UK in locations with comparable conditions to Rother. These examples demonstrate how higher densities can be achieved without compromising amenity or design quality.

7.2 Delivering higher densities without compromising quality requires a design-led approach balancing compactness and liveability.

Core principles (apply across all types)

- **Private & communal amenity:** every home has private outdoor space (garden/terrace/balcony) and access to usable shared spaces.
- **Public realm quality:** people-first streets and squares with planting, SuDS, and active edges.
- **Daylight & outlook:** building orientation, window placement, articulated or stepped building plans (to admit daylight and improve outlook), and courtyard-based layouts.
- **Microclimate:** trees, rain gardens and shading mitigate overheating and wind.
- **Mobility & parking:** car-lite patterns (managed on-street, rear courts, car-clubs, EV readiness) that prioritise walking/cycling.
- **Servicing:** refuse and cycle storage integrated without compromising streetscape.

Village Typologies (25–45 dph)

- **Examples:** Lovedon Fields (John Pardey); Officers Field (HTA); Hazelmead (Barefoot); North Wingfield Road (Rural Solutions).
- **Blocks:** perimeter (approx. 40–50 m), informal blocks, terrace blocks (25–30 m), mews blocks (60–70 m).
- **Heights:** typically, 2 storeys (occasional 2.5–3).
- **Amenity:** rear gardens ~6–8 m, shared greens.
- **Parking ratio:** ~1.4–2.7 spaces/dw; landscape-integrated.
- **Front door access:** ~100% own-door.

- **Public realm:** informal greens and tree-lined streets reinforcing rural character.

Contemporary lessons for Rother (Village contexts).

7.3 These examples demonstrate that densities of 25–45 dph can be achieved in village settings while retaining a clear settlement structure, usable private amenity and a landscape-led approach. The same design principles may also provide useful contextual guidance for appropriate development in rural-edge locations, although no minimum density range applies in the Countryside area type. The strongest schemes use short terraces and small groups arranged around greens or along lanes, achieving compactness through plot efficiency rather than height. In Rother, the key adaptation is to ensure village typologies avoid suburbanisation: landscape structure, routeways and edge transitions should lead the masterplan; two storeys should remain the default built form with very selective taller markers only where justified by townscape and landscape assessment; and parking should be integrated in small, overlooked courts, car barns or managed on-street solutions that preserve street enclosure and allow street trees and SuDS. Settlement edges should be designed as placemaking features with soft transitions (orchards, meadows, copses, hedgerows) rather than "back fence to countryside" conditions.

Live Well Locally Area Typologies (35–55 dph)

- **Examples:** Horstead Park (Proctor & Matthews); Trumpington Meadows (Allies & Morrison); Abode at Great Kneighton (Proctor & Matthews); Ashmere Phase 1 (PRP).
- **Blocks:** perimeter, informal, mews, terraces.
- **Heights:** 2–4 storeys.
- **Amenity:** mix of private gardens and shared courts; balconies on upper floors.
- **Parking ratio:** around 1.5 spaces/dw; car-clubs encouraged.
- **Front door access:** ~70–100% own-door.
- **Public realm:** defined streets with planting and integrated SuDS.

Contemporary lessons for Rother (Live Well Locally areas).

7.4 These schemes show how 35–55 dph can be delivered at 2–4 storeys through coherent neighbourhood structure (perimeter and mews blocks), rebalanced amenity (shorter private gardens paired with shared greens/courts), and parking that is distributed and designed rather than dominant. In Rother, key risks include

height sensitivity at edges, a generic "urban extension" aesthetic if grain and landscape structure are not locally rooted, car dependency if facilities are delayed, and courtyard privacy issues if shared spaces are residual or poorly overlooked. Accordingly, Live Well Locally sites should be structured as walkable neighbourhoods: where they are not within comfortable walking distance of existing centres, density should be supported by facilities-first phasing (school site, local shop/community hub, mobility hub/high-quality bus provision, and a walkable internal network). Heights should be used as a tool rather than a blanket approach: 2 storeys predominant in the most sensitive contexts; 2–3 storeys generally at Bexhill edge; and 3–4 storeys reserved for hubs/key streets where supported and stepped down toward edges. Parking of around ~1.5 spaces/dw is often achievable where shared/unallocated courts are genuinely usable, EV-ready, well overlooked and paired with high-quality cycle provision, while avoiding continuous frontage driveways that undermine street enclosure and street trees.

Suburban Typologies (45–75 dph)

- **Examples:** The Gables (DK); The Triangle (Glenn Howells); Goldsmith Street (Mikhail Riches); Tibby Triangle (Ash Sakula).
- **Blocks:** perimeter, mews, terraces.
- **Heights:** 2–3 storeys.
- **Amenity:** rear gardens ~4–6 m, communal greens and play.
- **Parking ratio:** ~1.0–1.5 spaces/dw (rear courts + managed on-street).
- **Front door access:** ~100% own-door.
- **Public realm:** tree-lined streets and sociable shared spaces.

Contemporary lessons for Rother (Suburban contexts)

7.5 These examples are particularly relevant to the Bexhill Suburban area type and also provide useful typological lessons for accessible Live Well Locally locations demonstrating "gentle density" at 2–3 storeys without reliance on high-rise forms and while retaining predominantly own-door housing. Transferable lessons include strong street-led public realm, consistent building lines and good surveillance, and parking strategies that combine rear courts with managed on-street provision. The principal risks are short rear gardens becoming contentious without shared greens and privacy-by-design, and parking courts becoming visually dominant if oversized, poorly overlooked or under-landscaped. In adapting these typologies for Rother, private gardens should be treated as part of an overall amenity package, in which reduced garden depths are balanced by accessible shared greens and play space, alongside design measures that ensure good daylight, outlook and privacy within the

home and garden; and boundary treatments should maintain greenness and avoid suburbanisation (hedges/low walls rather than close-board fencing to public realm, and streets designed to accommodate trees and SuDS).

Historic Town Typologies (35–80 dph)

7.6 The Historic Town area type applies to land within the defined Development Boundaries of Rye and Battle and encompasses a broad density range to reflect the different conditions found within these settlements. Local historic examples considered in Section 9 include Eagle Road, Rye, at approximately 45 dph and Lower Lake, Battle, at approximately 52 dph. These demonstrate that compact terraced forms, modest building heights and relatively efficient plot structures are established components of the character of both towns.

Contemporary case studies reviewed in Appendix 2 also demonstrate that compact terraced and courtyard forms can achieve densities of around 80 dph or above at modest heights. Goldsmith Street, Norwich (~83 dph) and Tibby Triangle, Southwold (~85 dph) are particularly relevant typological references, with Tibby Triangle demonstrating compact development within a historic coastal town context.

The 35–80 dph range should not be interpreted as requiring the same density in all parts of Rye and Battle. Settlement-edge and more sensitive locations will generally be more suited to the lower part of the range, while central and accessible locations (which will usually be brownfield) may support higher densities where the development responds positively to historic grain, heritage significance, townscape, amenity and public realm.

Contemporary lessons for Rother (Historic Town contexts)

7.7 Historic Town development should generally favour street-based typologies, terraces, mews, courtyard forms and, where appropriate, small-scale apartment or mansion-block forms that reinforce established street enclosure and grain. Higher density should arise primarily through efficient plots, connected street frontage and typological choice rather than excessive building height.

Urban Typologies (110–130+ dph)

- **Examples:** McGrath Road (Peter Barber); The Mailings (Ash Sakula); 458 Forest Road (Gort Scott).

- **Blocks:** perimeter and mews; courtyard blocks with internal courts.
- **Heights:** 4–5 storeys.
- **Amenity:** balconies, roof terraces, shared courtyards.
- **Parking ratio:** ~0.1–1.0 spaces/dw; car-lite approach.
- **Front door access:** ~50% own-door (target).
- **Public realm:** high-quality squares; active ground floors.

Contemporary lessons for Rother (Selective urban application)

7.8 These schemes demonstrate the forms and design approaches capable of supporting densities within and above the 110–130 dph range where accessibility and townscape context support greater intensity. Their transferable value for Rother lies in block articulation, human-scale detailing, courtyard daylight strategies, and active edge design rather than direct replication of height or intensity. In Rother, this typology is likely to be appropriate only selectively in the most accessible parts of the Bexhill Urban Area, including centres, key corridors and nodes where townscape and infrastructure capacity support greater intensity. These sites will often be brownfield. Where apartments are required, a domesticised approach is preferred: blocks should read as terraces or mansion-block forms rather than isolated slab buildings. Car-lite assumptions should only be pursued where accessibility genuinely supports them; elsewhere, a combination of managed on-street parking, small courts and shared mobility solutions may be required.

7.9 While several of the case studies referenced are award-winning or exemplar schemes, the typologies set out in this section demonstrate how the current Policy LWL1 density ranges can be achieved through a range of mainstream residential forms suited to Village, Live Well Locally, Bexhill Suburban, Historic Town and Bexhill Urban contexts. These examples are used to demonstrate what is achievable in principle, rather than to prescribe architectural outcomes.

Lessons from best practice

- 40–65 dph is routinely achievable with high-quality public realm and private amenity.
- 60–80%+ own-door homes are possible at higher densities.

- Private space can be rebalanced: smaller rear gardens, where supported by careful layout, orientation and separation distances to avoid overlooking, alongside terraces, balconies and shared communal courts.
- Parking strategy is pivotal, combine on-plot and on-street to avoid dominance (often ~1.5 spaces/dw).
- Landscape integration (rain gardens, swales, trees) underpins climate resilience and placemaking.

Section summary

7.10 The typologies set out in this section demonstrate how minimum density expectations can be achieved through mainstream residential forms that balance compactness with liveability. They provide practical reference points for applicants and officers, showing that higher densities can be delivered with high-quality public realm, good amenity, and strong local character.

8 Responding to Local Character

Within the High Weald National Landscape

8.1 Achieving higher densities in the High Weald National Landscape must be design-led and landscape-led, ensuring that development respects the distinctive settlement pattern and natural features of this nationally designated landscape. The High Weald Housing Design Guide (DG1–DG10), alongside national guidance in the National Design Guide (NDG) and National Model Design Code (NMDC), sets out principles that directly influence how density can be delivered without eroding character.

8.2 Density expectations set out in this study are applied alongside, and subject to, all other relevant Local Plan and national policy requirements, including landscape character, heritage significance and setting, flood risk, ecology, and infrastructure capacity. The application of minimum density expectations does not override the need to avoid unacceptable harm or to respond positively to site-specific constraints.

8.3 Within this context, density should be expressed through settlement morphology and layout, rather than scale alone, and should be informed by the following principles:

- **Respect historic settlement pattern**: Reinforce ridge-top villages, greens, and routeway intersections; avoid coalescence between settlements.
- **Vary density across sites**: Apply higher densities nearer village centres and greens, with lower densities at rural edges to create soft transitions to the wider landscape.
- **Work with topography and water systems**: Minimise cut-and-fill; retain gill streams, field ponds, and natural drainage features; integrate SuDS in a naturalistic manner.
- **Structure streets and blocks**: Follow historic routeways; prioritise connected and permeable street networks; avoid cul-de-sacs except on very small local access streets; include characteristic “twittens” to maintain pedestrian permeability.

- **Reflect built form hierarchy**: Use tighter-knit terraces and grouped forms near activity hubs, with smaller cottages and looser grain towards edges; avoid homogeneity and large detached clusters as the dominant typology.
- **Allow space for green infrastructure**: Retained hedgerows, mature trees, and ecological corridors are integral to character and will influence net developable area.

Alignment with National Guidance

8.4 National guidance reinforces this approach. The NDG and NMDC emphasise:

- Compact form of development expressed through coherent layout rather than scale alone.
- Variation by area type, including village and rural-edge contexts.
- Integration of nature and SuDS as a defining component of place.
- Identity and legibility through building line, roofscape, and frontage design.

8.5 These principles ensure that density uplift in the High Weald is compatible with the National Landscape's distinctive character and landscape sensitivity and reflects its historic pattern of compact village form.

8.6 Bexhill and Historic Town Contexts Higher density development can be appropriate where it is design-led and responsive to local character. The current Policy LWL1 framework distinguishes between the Bexhill Urban Area, Bexhill Suburban areas, Historic Towns and Live Well Locally areas. The appropriate form and intensity of development will therefore vary according to the relevant area type, accessibility, surrounding grain, heritage and landscape context.

8.7 Bexhill's character is defined by a planned urban structure, clear hierarchies of streets and centres, a distinctive coastal townscape, and a varied built form including Victorian and Edwardian layouts, inter-war suburbs, post-war neighbourhoods, and more recent development. At the urban edge, this character gives way to transitional conditions, where new neighbourhoods must mediate between established townscape structure and the surrounding landscape.

8.8 Design-led density in Bexhill Urban, Bexhill Suburban and Live Well Locally areas should reinforce legibility, walkability, and a coherent public realm, ensuring that

increased density contributes positively to placemaking rather than relying on the replication of existing suburban form.

8.9 Within Bexhill Urban, Bexhill Suburban and Live Well Locally areas, the application and distribution of density should therefore:

- **Respond to urban context and structure:** Build on existing street patterns, block structures, and centres, avoiding fragmented or inward-looking layouts.
- **Support compact, walkable neighbourhoods:** Concentrate higher densities around centres, public transport corridors, and mixed-use hubs, reflecting accessibility and the role of these locations within the wider neighbourhood.
- **Recognise the role of Live Well Locally areas as planned new neighbourhoods:** Where sites are not within comfortable walking distance of existing centres, higher densities should be supported by the provision of new local facilities, including primary schools, community uses, and local shops, enabling these areas to function as sustainable, walkable neighbourhoods rather than car-dependent extensions.
- **Reflect a hierarchy of built form:** Allow taller and more compact forms in central and accessible locations, with transitions to lower densities at edges and interfaces with open space.
- **Emphasise quality of public realm:** Use perimeter and courtyard block structures, active frontages, and clearly defined streets and spaces to support activity and natural surveillance.
- **Maintain residential amenity:** Ensure good standards of privacy, daylight, and outlook through careful layout, building orientation, massing, and separation distances.

These principles are supported by the typology evidence set out in Section 7.

8.10 National guidance supports this approach. The NDG and NMDC promote compact form, coherent street-based layouts, and well-defined public spaces in urban and urban-edge contexts, while allowing variation in typology and density to reflect local character. In Bexhill and its growth areas, this means achieving higher densities

through typological choice, neighbourhood-scale layout, and design quality, rather than reliance on uniform building height or scale.

8.11 These principles support the application of Policy BX1 and other urban-focused policies in the Local Plan, providing confidence that higher-density development in Bexhill can reinforce the town's established character and coastal townscape, while supporting long-term, sustainable placemaking outcomes.

Historic Towns: Rye and Battle

8.12 Rye and Battle require a distinct approach because density must respond to historic grain, heritage significance, settlement form and townscape as well as accessibility. Existing compact streets within both settlements demonstrate that relatively high density can be compatible with modest building heights and strong local character.

8.13 In applying the 35–80 dph range, development at settlement edges or adjoining sensitive landscape and heritage contexts will generally be more suited to the lower end of the range. More central and accessible sites may support densities towards the higher end where the proposal reinforces street enclosure and grain, protects heritage significance and setting, provides acceptable amenity and makes a positive contribution to townscape.

8.14 Appropriate Historic Town typologies may include terraces, mews, courtyard development and selectively located apartments or mansion-block forms. Density should be achieved primarily through efficient plot structure, active frontage and compact built form rather than through excessive height.

9 Historic Case Studies: Lessons from Rother

9.1 Historic patterns provide evidence that compact forms are part of Rother's character and can inform contemporary design.

9.2 Historic streets and blocks across the district demonstrate that compact development has long been delivered while maintaining amenity and character.

9.3 Historic case studies (see Table 1 below and Appendix 3 for full details) were selected to be representative of prevailing settlement patterns across Rother rather than exceptional examples. They illustrate typical plot sizes, building forms, and street structures that have supported higher densities with usable gardens and strong street definition.

Examples of densities achieved

9.4 Historic examples reviewed within this chapter fall broadly into three density bands:

- **Lower-medium density** (approximately 24–35 dph), including High Fords (Icklesham), Forewood Rise (Crowhurst), Churchfield (Westfield) and the High Street at Burwash.
- **Medium density** (approximately 35–45 dph), including Northiam Road (Staplecross), Coronation Gardens (Hurst Green), Oakfield Cottages (Cackle Street) and Eagle Road (Rye – Historic Town context).
- **Higher density** (approximately 45–55 dph), including Lower Lake (Battle - Historic Town context) and Fair Lane (Robertsbridge).

9.5 Key characteristics of each example, including storey height, proportion of terraced housing, and typical front and rear garden depths, are summarised in Table 1.

Table 1: Comparative summary of density, gardens, terraces and key lessons

The contextual descriptions used in this table describe the morphology and settlement context of each historic case study and are not intended to denote the current Policies Map area type.

Density Band	Location / Street	Approx. Density (dph)	Typical Storeys	% Terraces	Typical Rear Garden Depth	Typical Front Setback	Key Lessons
24–35 dph	High Fords, Icklesham (Village)	~24	2	71%	~28 m	~6.5 m	Very generous rear gardens materially suppress density without proportionate amenity gain. Density could increase through reduced garden depth while retaining terraces and 2 storey form.
	Forewood Rise, Crowhurst (Village Edge)	~27	2	50%	~20 m	~6 m	Moderate density limited by long gardens and lower terrace ratio. Higher density achievable with shorter gardens and more continuous frontage.
	Churchfield, Westfield (Village Edge)	~30	2	72%	~19.5 m	~6.5 m	Close to a threshold condition: modest reductions in garden depth would enable a step-change in density with little visual impact.
	High Street, Burwash (Village Core)	~33	2.5	80%	~30 m	0 m	Despite long rear plots, density is supported by zero front setback and continuous terrace frontage, illustrating how frontage efficiency and garden depth interact to shape overall density.
35–45 dph	Northiam Road, Staplecross (Village)	~37	2	36%	~10 m	~7.5 m	Density achieved through reduced garden depth, despite lower terrace proportion.

							Better enclosure and terrace share would support further uplift.
	Coronation Gardens, Hurst Green (Village Edge)	~40	2	100%	~12 m	~6.5 m	Shows that 12 m rear gardens provide good amenity for family housing. Density delivered primarily through terrace form rather than height.
	Oakfield Cottages, Cackle Street (Village)	~41	2	78%	~9.5 m	~4.5 m	Compact rear gardens work well when combined with careful orientation and privacy design. Counters assumptions about minimum garden size.
	Eagle Road, Rye (Historic Town context)	~45	2.5	100%	~8 m	~1 m	Upper end of medium density achieved through shorter gardens, strong street enclosure and urban context rather than increased height.
45–55 dph	Lower Lake, Battle (Historic Town context)	~52	2.5	83%	~10 m	~3 m	High density delivered through consistent terrace frontage and compact gardens. Parking accommodated separately from the street frontage.
	Fair Lane, Robertsbridge (Village)	~54	2.5	79%	~12 m	~0.5 m	Village-scale example of very high density without reliance on apartments. Near-zero setback and terrace form are key; parking must be de-emphasised in the street.

Key Cross-Cutting Lessons

9.6 The analysis of the historic case studies and the comparative summary in Table 1 identify the following cross-cutting lessons:

- Density gains come primarily from reducing excessive garden depth, not from adding storeys.
- Rear gardens of approximately 8–10m can support densities of 35–55 dph with good amenity where layout, orientation, privacy and daylight are handled carefully.
- Front setback efficiency (often ≤3m, sometimes near zero) is a major contributor to compactness and street quality.
- A high proportion of terraced housing (approximately 70–100%) is strongly correlated with higher densities at modest heights (2–2.5 storeys).
- Rear gardens exceeding approximately 20m materially suppress achievable density without clear corresponding benefits to residential amenity.
- Garden depth should be considered as part of an integrated layout strategy (orientation, privacy, outlook and access to shared/public green space), rather than as a standalone numerical target.

Synthesis

9.7 Analysis of historic village, Historic Town and urban examples across Rother shows that densities of 35–55 dwellings per hectare have been consistently achieved at 2–2.5 storeys, primarily through efficient plot structure rather than increased height. In particular, rear garden depths of approximately 8–10 metres, combined with strong street frontage and a high proportion of terraced housing, have delivered compact, walkable neighbourhoods with good residential amenity. By comparison, rear gardens exceeding ~20 metres materially suppress density without corresponding improvements to quality of life. These lessons inform a design-led approach to contemporary development, where private amenity is rebalanced alongside high-quality public realm, landscape and sustainable movement.

Implications for Contemporary Density, Typologies and Garden Standards

9.8 The historic analysis demonstrates that medium to higher densities have long been achievable across Rother's villages, village edges and urban areas without reliance on increased building height, and that compact forms can coexist with good standards of residential amenity. The principal drivers of density in these examples are plot efficiency, frontage discipline and typological choice, rather than scale alone.

Density and built form

9.9 Across the examples analysed, densities in the range of 35–55 dph were typically achieved at 2–2.5 storeys, with higher densities strongly associated with a high proportion of terraced housing. This reinforces the importance of terraced, mews and courtyard typologies as primary means of delivering compact development in contemporary schemes, particularly within Villages, Historic Town and Live Well Locally contexts.

9.10 Detached and semi-detached formats can contribute to character at edges and transitions, but the evidence indicates that excessive reliance on these forms significantly limits achievable density and reduces land use efficiency, particularly where services and facilities are present or proposed.

Garden depth and private amenity

9.11 A consistent finding across all case study groups is that rear garden depth is one of the most influential variables affecting density, often more so than building height or storey count. In particular:

- Where development is predominantly terraced, rear gardens of approximately 8–10 metres can support densities of 35–55 dph while still providing usable private amenity, subject to careful orientation, separation distances and window placement to protect privacy and daylight.
- Rear gardens exceeding approximately 20 metres materially suppress achievable density, often without proportionate improvements to residential quality or usability.

9.12 This evidence suggests that contemporary development should move away from default assumptions about minimum garden depth, and instead adopt a design-led approach that balances:

- private garden dimensions;
- building orientation;
- privacy and overlooking distances;
- window placement; and
- access to shared and public green space.

9.13 In this context, smaller but well-designed private gardens, combined with high-quality streets, greens, courtyards and SuDS based landscape, can deliver equal or better overall amenity than layouts dominated by surplus private garden space.

Frontage efficiency and public realm

9.14 Historic examples consistently demonstrate that reduced front setbacks and strong street enclosure are central to achieving compact form. Zero or minimal front gardens are common in village cores and urban areas, while modest setbacks of approximately 2–4 metres can accommodate defensible space and planting without undermining density.

For contemporary schemes, this reinforces the importance of:

- consistent building lines;
- street fronting entrances;
- active edges rather than parking dominated frontages; and
- integrating landscape elements within the public realm rather than relying solely on private plots.

Parking and layout

9.15 The case studies underline that successful higher density environments do not accommodate parking within the primary street frontage. Street fronting terrace arrangements work best where parking is:

- designed as managed on-street provision, broken into short runs with trees and SuDS; and/or
- located in small, well overlooked rear courts, mews or car barns serving limited numbers of dwellings.

9.16 This approach allows the street to function first as a place for movement, social interaction and identity rather than as a storage space for vehicles. It is particularly relevant for contemporary development in Village, Historic Town and Live Well Locally contexts, where parking pressure can otherwise undermine layout quality and constrain opportunities for street trees and SuDS.

Relationship to Emerging Policy LWL1and Area-Type Application

9.17 The lessons drawn from historic development patterns provide a design-led basis for applying the density ranges in Policy LWL1. The evidence demonstrates that compact forms are an established component of Rother's settlement character and that appropriate density can be achieved through plot efficiency, terrace form, street enclosure and typological choice rather than building height alone.

Live Well Locally sites

9.18 Live Well Locally sites are intended to function as walkable neighbourhoods, often delivered as urban extensions or new village scale settlements. The historic evidence demonstrates that densities in the range of 35–55 dph:

- are compatible with village character when expressed through appropriate typologies;
- support the critical mass required for local facilities such as primary schools, community hubs and convenience retail;
- enable more efficient use of land in constrained districts; and
- facilitate better public transport viability and active travel outcomes.

9.19 Where such sites are not within comfortable walking distance of existing centres, the evidence supports a neighbourhood scale approach in which density, typology and garden standards are calibrated to support new local services and facilities, rather than defaulting to low density suburban layouts that increase car dependency.

Historic Towns

9.20 Eagle Road, Rye (~45 dph) and Lower Lake, Battle (~52 dph) demonstrate that compact terraced development at modest heights is an established part of the character of Rother's Historic Towns. These examples provide local evidence for

the lower and middle parts of the 35–80 dph policy range. The wider contemporary typology evidence in this Study demonstrates how higher densities can also be achieved through compact 2–3 storey forms where location, heritage and townscape context allow.

9.21 The Historic Town range should therefore be applied contextually. Lower densities will generally be appropriate at sensitive settlement edges, while more central and accessible sites may support greater intensity where historic grain, heritage significance, amenity and townscape are positively addressed.

Policy implications

9.22 The findings support the Policy LWL1 density ranges as a design-led framework rather than uniform site-wide targets. The applicable range should be determined by the mapped area type, with density then distributed across larger sites in response to accessibility, character, landscape, heritage and other constraints. In particular, the evidence confirms that:

- higher densities can be achieved without harm to character when informed by local morphology and historic precedent;
- garden standards should be considered as part of an integrated layout strategy rather than fixed numerical thresholds; and
- density variation across sites (higher near centres and hubs; lower at edges) is historically established and can be delivered through typological choice and layout.

9.23 These principles directly inform the implementation of Policy LWL1, Policy BX1 and site-specific allocation policies, providing confidence that the current density ranges are capable of being translated into high-quality development through masterplans, design codes and planning applications.

Interpretation

9.24 The local historic examples demonstrate that densities of around 35–55 dph have been achieved at modest heights while retaining usable private amenity and strong street definition. This provides a local precedent for compact development in Village, Live Well Locally and Historic Town contexts. The examples should not be read as defining the upper limit of appropriate density; rather, they demonstrate the

importance of typology, plot efficiency, street enclosure and amenity in determining how density is successfully accommodated.

Integration with modern guidance

9.25 The North East Bexhill SPD (2009) provides principles for achieving density with amenity, including flats and terraces in higher-density zones and mixed house sizes within each band. These principles align with the typologies set out in this study.

10 Climate, Energy & Environmental Outcomes

10.1 Compact, well-connected development supports Local Plan objectives:

- **Transport**: shorter trips and higher walking/cycling mode share reduce emissions.
- **Energy**: terraces have lower surface-to-volume ratios, supporting fabric-first performance.
- **Nature & water**: BNG, SuDS, urban greening and tree canopy deliver habitat, attenuate runoff and mitigate heat.
- **Systems**: where appropriate, compactness can enable communal/networked energy solutions.

11 Updated Density Ranges for Rother

Current Policy LWL1 density ranges

- **Bexhill Urban Areas:** 110–130+ dph
- **Bexhill Suburban Areas:** 45–75 dph
- **Historic Towns (Rye and Battle):** 35-80 dph
- **Live Well Locally Areas:** 35–55 dph
- **Village areas within development boundaries:** 25–45 dph
- **Countryside areas:** no minimum density range

Relationship between the evidence and the current policy framework

11.1 The current Policy LWL1 ranges represent a refinement of the framework originally considered in Stage 1. The Stage 1 observed data provides evidence of historic delivery, while the Stage 2 historic and contemporary case studies demonstrate how compact development can be achieved through different typologies while maintaining amenity and responding to character. The current policy framework also distinguishes the Historic Towns of Rye and Battle from Bexhill and clarifies the distinction between Village areas within development boundaries and Countryside areas. The evidence should therefore be read collectively rather than as requiring a direct one-to-one correspondence between the original Stage 1 analytical categories and the current policy area types.

Relationship to site allocations

11.2 The density ranges in Policy LWL1 provide the framework for indicative site capacity assumptions and for subsequent masterplanning and design work. The applicable range is determined by the area type shown on the Policies Map. Accessibility, local character, landscape, heritage and other site-specific considerations inform how density is distributed within that framework. Density should not be applied mechanistically or uniformly. The ranges provide a consistent starting point for making efficient use of land while allowing a design-led response to local character, constraints, infrastructure and amenity.

Applying density ranges within individual sites

11.3 On larger or more complex sites, density should be distributed across the site in response to context rather than applied uniformly. Good design practice typically involves:

- Higher densities focused towards local centres, public transport corridors and other accessible locations.
- Medium densities forming walkable neighbourhood structure.
- Lower densities at sensitive edges, rural interfaces, and areas with landscape or heritage constraints.
- Where a site crosses more than one Policy LWL1 area type, the relevant range should normally apply to each part of the site. An alternative site-wide distribution may be appropriate where justified through the design process, having regard to the Policies Map, site context, accessibility, landscape, heritage and the role of individual parcels.

11.4 Development below the lower end of the applicable density range should only be supported where genuine site-specific constraints prevent the range being achieved through a high-quality design; where those constraints cannot reasonably be addressed through an alternative layout, housing mix or building typology; and where the proposal would nevertheless make efficient use of land. Densities above the applicable range may be appropriate in highly accessible locations where the proposal demonstrates high-quality design, acceptable amenity and successful integration with its surroundings.

12 Recommendations & Next Steps

Application in policy and decision-making

12.1 Apply the density range associated with the relevant Policy LWL1 area type as the starting point for site planning. Accessibility, context and character should inform where within the range a scheme sits and how density is distributed across larger sites. Higher densities should generally be focused towards centres, public transport corridors and other accessible locations, while lower densities may be appropriate at sensitive landscape, heritage or settlement edges. Densities outside the applicable range should be considered in accordance with the specific provisions of Policy LWL1. The typologies and principles in this Study provide reference points for demonstrating how density can be achieved with good amenity and character.

Further technical work

Relationship to viability and deliverability

12.2 The density ranges set out in this study reflect observed delivery, historic precedent, and contemporary design practice. Higher densities can support viability by improving land value efficiency and supporting infrastructure provision. Whole Plan viability testing has been undertaken alongside Regulation 19 policy refinement and site-specific masterplanning to ensure that density, affordable housing, infrastructure, and design quality can be delivered together.

- **Strategic masterplans/design codes** for large allocations (e.g., North/West Bexhill).
- **Viability testing** of cost/value assumptions (parking, heights, ground conditions, utilities, affordable housing mix). Viability testing has ensured that proposed densities are deliverable alongside affordable housing and infrastructure requirements.
- **Phasing strategy** aligned with infrastructure delivery for strategic sites.

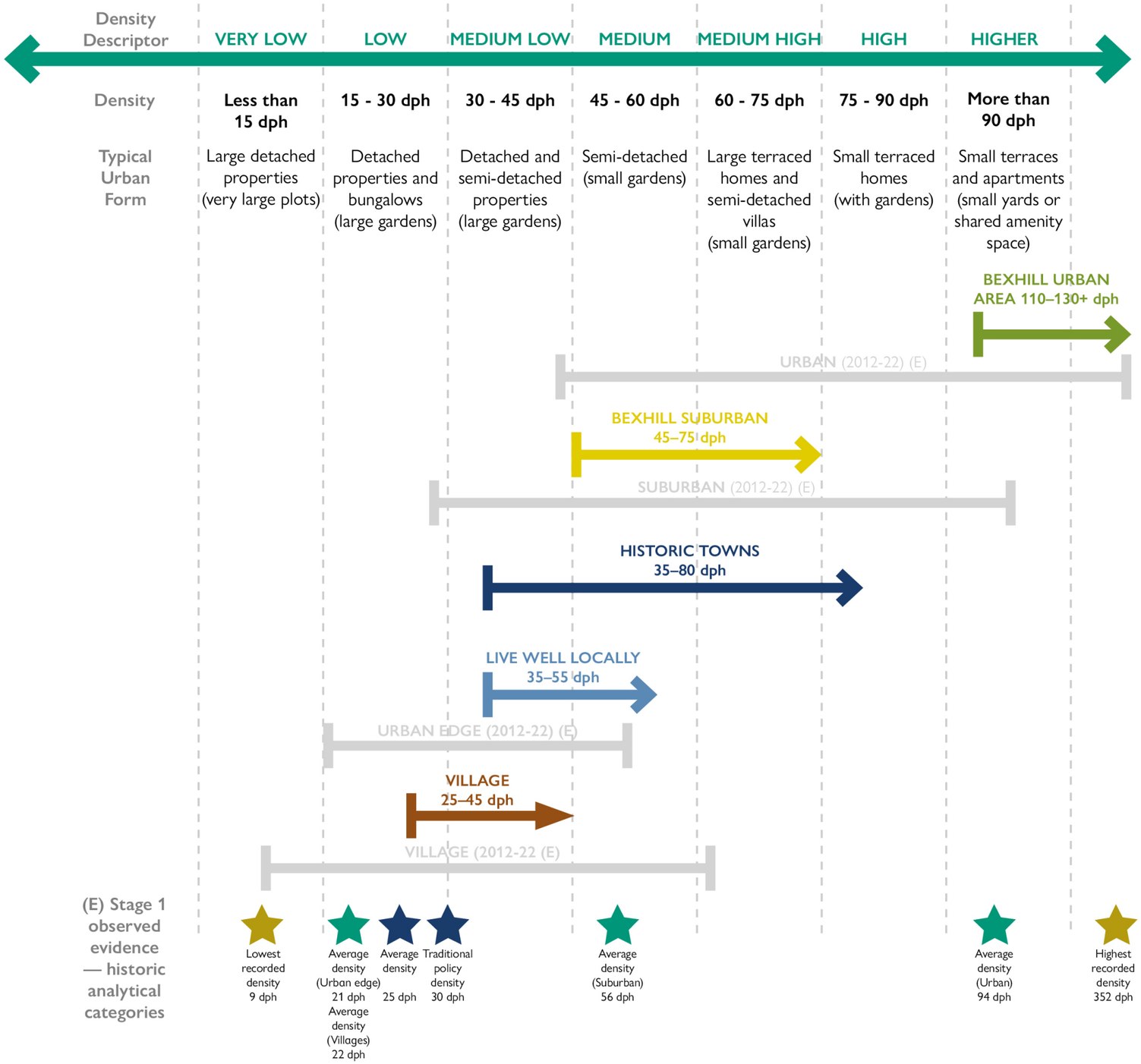
12.3 Site-specific masterplanning and design coding for major development will demonstrate how the applicable density ranges are translated into detailed layouts and placemaking outcomes.

Engagement and monitoring

12.4 Continue engagement with Development Management and Housing/Regeneration teams, Transport, Utilities, Health and Education providers, the HWNL Unit, and town and parish councils. A Development Management checklist should assess proposals against the relevant Policy LWL1 area type and density range, the definition of net developable area, the distribution of density across the site, any justification for development below the range, the acceptability of development above the range, and relevant accessibility considerations under Policy LWL2. Annual monitoring of permissions, completions, and achieved densities will be undertaken and reported through the Authority Monitoring Report to inform future policy review.

12.5 Monitoring should consider housing delivery and achieved densities in relation to the Policy LWL1 area types and ranges., It should also identify where proposals have been supported below or above the applicable range and the reasons for doing so. This will allow the Council to assess whether the policy continues to support the efficient use of land while delivering high-quality, context-responsive development.

Appendix 1: Rother density framework — policy ranges and supporting evidence



Appendix 2: Contemporary Best Practice

CASE STUDY: Lovedon Fields, Kings Worthy, Hampshire

SITE TYPE - Edge-of-settlement / Greenfield site

Key Facts	• **Homes:** 50 (40% Affordable) • **Site:** 1.9 ha • **Setting:** Adjacent to South Downs National Park • **Layout:** Perimeter blocks with mews streets • **Public Realm:** Integrated play and meeting spaces, including door-step benches, seating & a boules court • **Amenity:** Smaller rear gardens, side gardens, terraces • **Sustainability:** SuDS with basins, swales, permeable paving, drought-tolerant planting. • **Mobility:** On-street + integrated car ports; cycle storage for every home; future car club provision • **Developer:** HAB Housing, • **Architect:** John Pardey Architects

Net Density
~24 dph

Parking Ratio
~2.7

Own Front Door
100 %

Height Range
2 storeys

Typ. Garden Size

F ~3.5m

B ~8m

Composition
- Detached - **18%**
- Linked Detached - **36%**
- Semi-Detached - **8%**
- Linked Semi - **0%**
- Terraced - **26%**
- Mews Flats - **12%**

Total Linked Forms - ~82%

Housing Mix
- 5 Bed Homes - **18%**
- 4 Bed Homes - **22%**
- 3 Bed Homes - **28%**
- 2 Bed Homes - **20%**
- 1 Bed Flats - **12%**

~88% Houses : ~12% Flats





Bottom. Site plan
Top. Aerial view of scheme.



Linked-detached homes forming the rural edge

CASE STUDY: Hazelmead, Bridport, Dorset

SITE TYPE - Edge-of-settlement / Greenfield site

Key Facts	• **Homes:** 53 (100% Affordable) • **Site:** 1.52 ha – sloping hillside • **Context:** Within Dorset AONB setting • **Layout:** Terraced homes and two apartment blocks • **Public Realm:** Central village green with common house; shared gardens, natural play areas • **Amenity:** Private terraces or small gardens • **Sustainability:** Photovoltaic roof array with community battery; rainwater harvesting; biodiversity measures • **Mobility:** Parking at site edge; car-free interior streets; cycle storage; two car-club vehicles • **Developer:** Bridport Cohousing CLT • **Architect:** Barefoot Architects

Net Density
~35 dph

Parking Ratio
~1.8

Own Front Door
100 %

Height Range
2 storeys

~ Typ. Garden Size

F ~2m | B ~8m

Composition
Terraced - **74%**
Flats - **26%**

Total Linked Forms - **~100%**

Housing Mix
4 Bed Homes - **6%**
3 Bed Homes - **25%**
2 Bed Homes - **43%**
1 Bed Flats - **26%**

~74% Houses : ~26% Flats





Bottom. Site plan
Top. Aerial view of scheme.



Terraced homes with front gardens facing car-free streets



Private terrace overlooking a car-free street

CASE STUDY: Officers Field, Portland, Weymouth

SITE TYPE - Edge-of-settlement / Greenfield site

Key Facts	• **Homes:** 77 (31% Affordable) • **Site:** 1.97 ha, challenging, irregular sloping terrain • **Setting:** Outside AONB, adjacent to Dorset AONB • **Layout:** Perimeter blocks with mews streets • **Public Realm:** Central green space with integrated play areas, seating, and informal recreation • **Amenity:** Smaller rear gardens, side gardens, terraces • **Sustainability:** South-facing roofs; future-ready for solar PV and solar hot water • **Mobility:** On-street + integrated car ports; cycle storage; two electric car-club vehicles • **Developer:** Zero C • **Architect:** HTA Design

Net Density
~39 dph

Parking Ratio
~1.4

Own Front Door
100 %

Height Range
2-4 storeys

Typ. Garden Size

F	B
n/a	~8m

Composition
Detached - **23%**
Linked Detached - **31%**
Semi-Detached - **16%**
Linked Semi - **8%**
Terraced - **12%**
Mews Flats - **10%**

Total Linked Forms - ~77%

Housing Mix
4 Bed Homes - **45%**
3 Bed Homes - **16%**
2 Bed Homes - **29%**
2 Bed Flats - **6%**
1 Bed Flats - **4%**

~90% Houses : ~10% Flats





Site plan





Bottom. Detached homes with side gardens.
Top. Aerial view of scheme.

Linked semi-detached and terraced homes arranged around public open space.

CASE STUDY: North Wingfield Road, Grassmoor

SITE TYPE - Edge-of-settlement / Greenfield site

Key Facts	• **Homes:** 11 (100% Social Housing) • **Site:** 0.25 ha • **Setting:** Edge of village setting, outside AONB • **Layout:** Clustered homes arranged around a shared courtyard inspired by local farmstead typology • **Public Realm:** Landscaped communal courtyard with planting and pedestrian priority • **Amenity:** Private rear gardens for all homes **Sustainability:** Timber-frame; local vernacular materials • **Mobility:** On-plot parking integrated into layout; pedestrian-friendly shared surface within courtyard • **Developer:** North East Derbyshire DC • **Architect:** Rural Solutions

Net Density
~44 dph

Parking Ratio
~2.1

Own Front Door
100%

Height Range
2 storeys

Typ. Garden Size

F	B
n/a	~7m

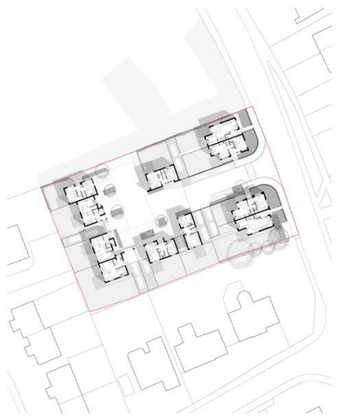
Composition
Semi-Detached - **100%**

Total Linked Forms - **100%**

Housing Mix
3 Bed Homes - **45%**
2 Bed Homes - **55%**

100% Houses : **0%** Flats





Bottom. Site plan
Top. Entrance view of scheme.



Homes fronting onto a shared courtyard



View of the homes from the surrounding countryside

CASE STUDY: Horstead Park (Phase 1), Chatham, Kent

SITE TYPE - Edge-of-settlement / Greenfield & Brownfield site

Key Facts	• **Homes:** 154 (25% Social Housing) • **Site:** 8.1 ha • **Setting:** Adjacent to Fort Horsted (a Scheduled Ancient Monument) • **Layout:** Homes clustered in a series of "farmstead" typologies, courtyard houses around shared yards • **Public Realm:** landscaped corridors integrated into a network of open space (approx. 30% of the site) • **Amenity:** Private side or rear gardens for homes • **Sustainability:** Design emphasizes solar orientation • **Mobility:** Shared surface pedestrian streets • **Developer:** Countryside Properties • **Architect:** Proctor & Matthews Architects

Net Density
~37 dph

Parking Ratio
~1.9

Own Front Door
~69 %

Height Range
2-3 storeys

Typ. Garden Size

F ~3m

B ~8.5m

Composition

Detached - **52%**
Semi-Detached - **17%**
Linked Semi - **0%**
Terraced - **19%**
Mews Flats - **12%**

Total Linked Forms - ~48%

Housing Mix

4 Bed Homes - **27%**
3 Bed Homes - **34%**
2 Bed Homes - **8%**
2 Bed Flats - **12%**
1 Bed Flats - **19%**

~69% Houses : ~31% Flats





Bottom. Site plan
Top. Residential street scene



Homes overlooking a shared-surface street



Terraced homes lining a shared street

CASE STUDY: Trumpington Meadows, Cambridge

SITE TYPE - Edge-of-settlement; predominantly greenfield with limited brownfield

Key Facts	• **Homes:** 350 (40% Affordable) • **Site:** 9.63ha • **Setting:** Not within or adjacent to any National Park, National Landscape or similar designation • **Layout:** Series of character areas • **Public Realm:** Structured around a primary "green link" and corridors feeding into adjacent country park • **Amenity:** Private side or rear gardens for homes • **Sustainability:** Habitat restoration • **Mobility:** Connected walking and cycle routes, direct links to Park & Ride, shared surface squares • **Developer:** Barratt Homes Eastern Counties • **Architect:** Allies & Morrison

Net Density
~40 dph

Parking Ratio
~1.5

Own Front Door
~70 %

Height Range
2.5 storeys

Typ. Garden Size

F	B
~2.8m	~8m

Composition
Data Not Available

Housing Mix
5 Bed Homes - **6.6%**
4 Bed Homes - **22.5%**
3 Bed Homes - **32.5%**
2 Bed Homes - **10.5%**
2 Bed Flats - **22%**
1 Bed Flats - **6%**

~70% Houses : ~30% Flats







Bottom. Terraced housing with integrated carports.
Top. Homes overlooking landscaped green

Terraced homes lining a shared street

CASE STUDY: Abode at Great Kneighton, Cambridge.

SITE TYPE - Edge-of-settlement; predominantly greenfield with limited brownfield

Key Facts	• **Homes:** 308 (40% Affordable) • **Site:** 6.44 ha • **Setting:** Not within or adjacent to any National Park, National Landscape or similar designation • **Layout:** Civic "Great Court" with mews and courtyard terraces, transitioning to informal rural-edge clusters • **Public Realm:** Urban square, mews streets, & green lanes • **Amenity:** Private front gardens with rear terraces or balconies; shared courtyards and green corridors • **Sustainability:** SuDS (rain gardens, permeable surfaces) • **Mobility:** Pedestrian-focused streets • **Developer:** Countryside Properties PLC • **Architect:** Proctor & Matthews Architects

Net Density
~48 dph

Parking Ratio
~1.5

Own Front Door
~60 %

Height Range
2-3 storeys

Typ. Garden Size

F ~1.5m

B ~7m

Composition
Data Not Available

Housing Mix
5 Bed Homes - **2%**
4 Bed Homes - **17%**
3 Bed Homes - **30%**
2 Bed Homes - **11%**
3 Bed Flats - **1%**
2 Bed Flats - **30%**
1 Bed Flats - **8%**
1 Bed Studio - **1%**

~60% Houses : ~40% Flats







Bottom. Site plan
Top. Linked detached homes with private amenity above carports

Active travel links to rural-edge clusters

CASE STUDY: Ashmere Phase 1, Ebbsfleet, Kent

Key Facts	• **Homes:** 281 (25.2% Affordable). • **Site:** 5.56 ha • **Setting:** Not within or adjacent to any National Park, National Landscape or similar designation • **Layout:** Heritage–inspired apartment blocks (Oast-house typology) with rural-style housing near chalk cliffs • **Public Realm:** Landscaped courtyards, green swales and • spaces tying into the chalk cliff edge landscape **Amenity:** Courtyards & play areas behind housing clusters • **Sustainability:** Biodiverse landscape • **Mobility:** Pedestrian-focused streets with cycle links. • **Developer:** Countryside Clarion (Eastern Quarry) LLP • **Architect:** PRP Architects

Net Density
~50.5 dph

Parking Ratio
~1.5

Own Front Door
~38 %

Height Range
2-4 storeys

Typ. Garden Size

F ~2m | B ~10m

Composition
Data Not Available

Housing Mix
4 Bed Homes - **11.5%**
3 Bed Homes - **22.5%**
2 Bed Homes - **4%**
2 Bed Flats - **53%**
1 Bed Flats - **4%**
1 Bed Studio -**5%**

~38% Houses : ~62% Flats

SITE TYPE - Edge-of-settlement; predominantly brownfield





Bottom. Site plan
Top. Aerial view of scheme.



Homes overlooking landscaped green edge



Terraced and linked homes in a farmstead cluster around play and green space.

CASE STUDY: The Gables, Crosby, Liverpool

SITE TYPE - Brownfield suburban infill site

Key Facts	• **Homes:** 30 (3% Shared Ownership, 14% Affordable). • **Site:** 0.68 ha. • **Setting:** Not within or adjacent to any National Park, National Landscape or similar designation. • **Layout:** Terraced and semi-detached homes around shared streets and courtyards. • **Public Realm:** Private gardens; shared green spaces. • **Amenity:** Private gardens; shared green spaces. • **Sustainability:** Biodiversity planting in communal areas. • **Mobility:** On-plot parking and small shared courts; pedestrian-friendly streets with local connectivity. • **Developer:** Musker Developments Ltd. • **Architect:** DK Architects.

Net Density
~44 dph

Parking Ratio
~1.7

Own Front Door
~100 %

Height Range
2 storeys

Typ. Garden Size

F ~5m | B ~9m

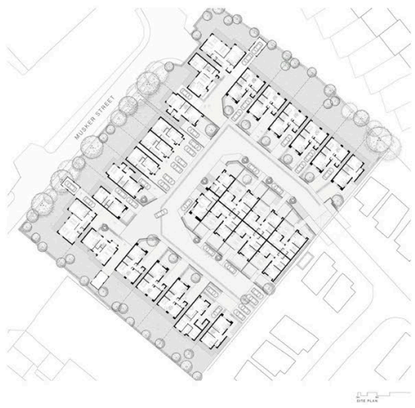
Composition
Detached - **17%**
Linked-Detached - **45%**
Terraced - **38%**

Total Linked Forms - ~83%

Housing Mix
4 Bed Homes - **47%**
3 Bed Homes - **40%**
2 Bed Flats - **13%**

~87% Houses : ~13% Flats









Bottom. Site plan.
Top. Linked homes on shared street.

Terraced homes on shared street.

Linked detached homes on shared street.

CASE STUDY: The Triangle, Swindon

SITE TYPE - Brownfield suburban infill site

Key Facts	• **Homes:** 42 (50% Affordable). • **Site:** 0.8 ha. • **Site Type:** Brownfield suburban infill. **Setting:** Located within an established residential area. • **Layout:** Homes arranged around a central landscaped "village green" within triangular geometry. • **Public Realm:** Mews-like streets and communal planting. • **Amenity:** Kitchen gardens and play areas. • **Sustainability:** SUDS, biodiversity planting. • **Mobility:** Small car park, on-plot car bays, home zones, covered porches with bike storage, and car-share strategy. • **Developer:** Hab Oakus. • **Architect:** Glenn Howells Architects.

Net Density
~52.5 dph

Parking Ratio
~1.5

Own Front Door
100 %

Height Range
2-3 storeys

Typ. Garden Size

F ~5m

B ~8m

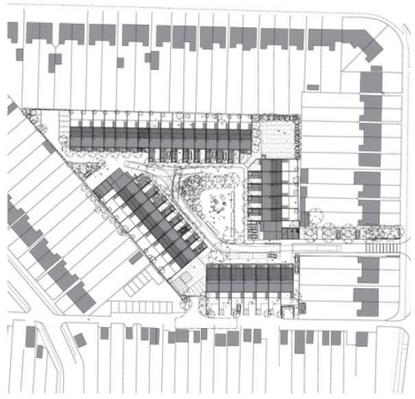
Composition
Terraced - **100%**

Total Linked Forms - **100%**

Housing Mix
4 Bed Homes - **16.5%**
3 Bed Homes - **31%**
2 Bed Homes - **38%**
2 Bed Flats - **5%**
1 Bed Flats - **9.5%**

~86% Houses : **~14%** Flats





Bottom. Site plan.
Top. Terraced homes around a green.



Covered porches with bike storage.



Aerial view of scheme.

CASE STUDY: Goldsmith Street, Norwich

SITE TYPE - Brownfield urban infill

Key Facts	• **Homes:** 105. • **Site:** 1.28 ha. • **Setting:** Inner-city Norwich. **Layout:** Seven terraced blocks arranged in four rows. • **Public Realm:** Tree-lined pedestrian streets, shared lanes, communal gardens and play spaces. • **Amenity:** Private rear gardens for houses; shared green • spaces for flats. • **Sustainability:** Built to Passivhaus standard. • **Mobility:** Edge parking, pedestrian streets, and cycle storage integrated into each dwelling. • **Developer:** Norwich City Council. • **Architect:** Mikhail Riches.

Net Density
~83 dph

Parking Ratio
~0.8

Own Front Door
100%

Height Range
2-3 storeys

Typ. Garden Size

F ~2.5m

B ~5.5m

Composition
Terraced - **100%**

Total Linked Forms - **100%**

Housing Mix
4 Bed Homes - **5%**
3 Bed Flats - **1%**
2 Bed Homes - **38%**
2 Bed Flats - **3%**
1 Bed Flats - **53%**

~43% Houses : ~57% Flats





Bottom. Site plan.
Top. Terrace blocks lining the street.



Terrace blocks and flats with own doors.



Aerial view of scheme.

CASE STUDY: Tibby Triangle, Southwold.

SITE TYPE - Brownfield urban infill

Key Facts	• **Homes:** 34. • **Site:** 0.39 ha. • **Setting:** Within a historic coastal town context. **Layout:** Homes arranged around a triangular shared • courtyard with pedestrian priority and mews-style streets. **Public Realm:** Landscaped central space, shared surface • streets, and integrated biodiversity planting. • **Amenity:** Private gardens; communal green space. • **Sustainability:** Energy-efficient design with local materials. • **Mobility:** On-plot parking and small shared courts; pedestrian-friendly layout with local connectivity. • **Developer:** Hopkins Homes. • **Architect:** Ash Sakula Architects.

Net Density
~85 dph

Parking Ratio
~1

Own Front Door
100 %

Height Range
2-3 storeys

Typ. Garden Size

F	B
n/a	~4.5m

Composition
Data Not Available

Housing Mix
26 Houses
8 Apartments
Homes from 1 to 4 bedrooms

~76% Houses : ~24% Flats









Bottom. Site plan.
Top. Terrace blocks lining green space.

Terrace homes with integrated carports on mews street.

Terrace blocks lining green space.

CASE STUDY: McGrath Road, Stratford, East London.

SITE TYPE - Brownfield urban infill.

Key Facts	• **Homes:** 26 (100% Affordable). • **Site:** 0.25 ha **Layout:** A mews-style street with three-storey terraced • houses arranged around a shared surface courtyard; **Public Realm:** Shared surface street & integrated planting. • **Amenity:** Private roof terraces and small gardens; communal space at ground level. • **Sustainability:** Highly insulated fabric, natural ventilation, and energy-efficient design principles. • **Mobility:** Minimal car parking; pedestrian-priority layout with cycle storage. • **Developer:** London Borough of Newham. • **Architect:** Peter Barber Architects.

Net Density
~104 dph

Parking Ratio
~0.1

Own Front Door
~50 %

Height Range
4 storeys

Typ. Garden Size

F	B
n/a	n/a

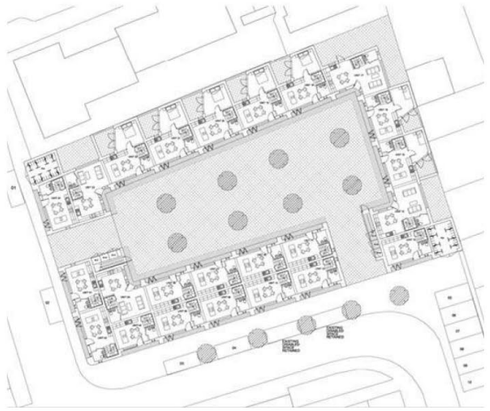
Composition
Flats - **100%**

Total Linked Forms - **100%**

Housing Mix
3 Bed Flats - **27%**
2 Bed Flats - **73%**

0% Houses : 100% Flats





Bottom. Site plan.
Top. Three-storey terraced houses on a mews street.



Small entrance threshold within arch on mews street.



Three-storey terrace homes overlooking communal courtyard.

CASE STUDY: The Malings, Newcastle-upon-Tyne.

SITE TYPE - Brownfield urban infill.

Key Facts	• **Homes:** 76. • **Site:** 0.61ha • **Setting:** Steep-sided valley near River Ouseburn. • **Layout:** Five terraces stepping down the valley. • **Public Realm:** Landscaped communal spaces, riverside walk, and integrated planting with rain gardens. • **Amenity:** Private terraces and small gardens; shared surface streets, lanes and communal green spaces. • **Sustainability:** Energy-efficient design, SUDS, biodiversity planting, and solar orientation. • **Mobility:** Limited car parking in small courts. • **Developer:** Carillion-Igloo. • **Architect:** Ash Sakula Architects.

Net Density
~138 dph

Parking Ratio
~1

Own Front Door
100%

Height Range
4-5 storeys

Typ. Garden Size

F	B
n/a	~3.5m

Composition
Data Not Available

Housing Mix
4 Bed Homes - **7%**
3 Bed Homes - **12%**
3 Bed Flats - **20%**
2 Bed Homes - **14%**
2 Bed Flats - **29%**
1 Bed Flats - **18%**

~33% Houses : ~67% Flats





Bottom. Site plan.
Top. Terraces stepping down to the river.



Rear gardens opening onto communal courtyards.



Aerial view of scheme.

CASE STUDY: 458 Forest Road, Walthamstow, London.

SITE TYPE - Brownfield urban infill.

Key Facts	• **Homes:** 90 (100% Affordable). • **Site Area:** 0.226 ha. • **Setting:** Fronting Lloyd Park. • **Layout:** A sculpted five-storey massing stepping down to three storeys to respect neighbouring Victorian terraces. • **Public Realm:** South-facing courtyard with seating, raised planters, and growing beds; two roof terraces. • **Amenity:** Light-filled lobby with seating and post-boxes to foster interaction. • **Sustainability:** On-site energy centre. • **Mobility:** Covered bike storage and visitor racks. • **Developer:** Pocket Living. • **Architect:** Gort Scott Architects.

Net Density
~398 dph

Height Range
4-5 storeys

Parking Ratio
0

Typ. Garden Size

F	B
n/a	n/a

Own Front Door
0 %

Composition
Flats - **100%**

Total Linked Forms - 100%

Housing Mix
1 Bed Flats - **100%**

0% Houses : 100% Flats









Bottom. Site plan.
Top. Five-storey building stepping down to three storeys.

Communal roof terrace.

Aerial view of scheme.

Appendix 3: Historic Sites in Rother

LOCATION - High Fords, Icklesham



Case Study Photography

AREA TYPE - Village





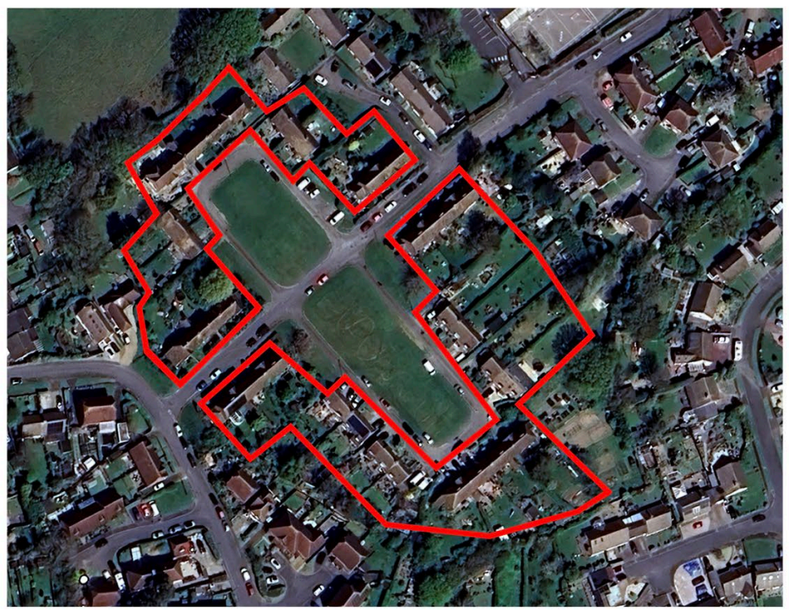
Landscape & Historical Development

LIKELY PERIOD: c.1950's – 1960s

Historical Character	• **Evolution:** Settlement of strategic importance with long-standing agricultural and transport connections. • **Origins:** Saxon references date to 772. Historic buildings: Parish church has been a place of worship for over 800 years. • **Listed buildings:** 16 within the settlement, mostly in the historic core east of the village; includes Grade I Parish Church of St Nicholas. • **Archaeological Notification Areas (ANAs):** Historic core to the east of the village is covered by ANA relating to original settlement.
Landscape Character	• **Location:** High Weald National Landscape, southern ridge of Brede Valley. • **Topography:** Broad valley with flat floor, enclosed by steep slopes; ridge-top settlements with ribbon development. • **Scenic features:** Wide vistas, marshes, reed-lined ditches, wetland birds, semi-natural ghyll woodlands.



Satellite Context Plan



Detailed Site Plan

Net Density	~24 dph
Max Storeys	2
Composition	Detached - 0% Semi-Detached - 29% Terraced - 71% Apartments - 0%

Typ. Front Garden	~6.5m
Typ. Rear Garden	~28m
Avg Block	W ~75m L ~46m

Urban Character & Built Form Analysis

LOCATION - Forewood Rise, Crowhurst



Case Study Photography

AREA TYPE - Village





LIKELY PERIOD: c.1950's – 1960s

Historical Character	• **Evolution:** Village of strategic and historic significance with a long-standing rural and agricultural identity. • **Origins:** Manor owned by Saxon King Harold in 1066; village attacked by William the Conqueror. • **Historic buildings:** Parish Church of St George with ancient yew tree; remains of the Manor House (Scheduled Monument). • **Listed buildings:** Eight, mostly 14th–17th century; most notable is the Grade I Parish Church of St George. • **Archaeological Notification Areas (ANAs):** Church and surrounding historic core defined as an ANA.
Landscape Character	• **Location:** Forms part of the wider Combe Haven Valley, edge of High Weald NL. • **Topography:** Rolling ridges, valleys, gill streams; enclosed by Battle Ridge. • **Scenic features:** Woodlands, reed beds, farmed landscape, wide views, scattered farmsteads.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density ~27 dph	Typ. Front Garden ~6m
Max Storeys 2	Typ. Rear Garden ~20m
Composition Detached - 0% Semi-Detached - 7% Terraced - 50% Apartments - 43%	Avg Block W ~37m L ~123m

Urban Character & Built Form Analysis

LOCATION - Churchfield, Westfield



Case Study Photography

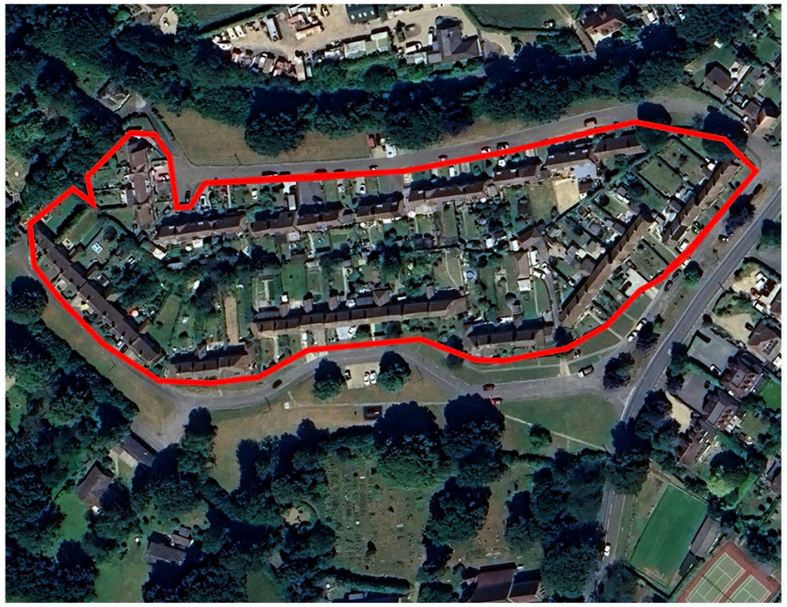


Satellite Context Plan

AREA TYPE - Village







Detailed Site Plan

LIKELY PERIOD: c.1950's – 1960s

Historical Character	• **Evolution:** Early settlement dating back to Saxon times. • **Domesday Book:** Mentioned in 1086. • **Historic buildings:** Includes the Norman church of St John the Baptist, Old School House, and a former forge. • **Listed buildings:** Eleven in total, with a cluster of five in the southeast. • **Archaeological Notification Areas (ANAs):** Roman roads: Hastings–Brede and Hastings–Ashford routes. Medieval and post-medieval hamlet in the centre-west.
Landscape Character	• **Modern heritage:** Local vineyard established in 1976. • **Location:** Within the High Weald National Landscape (NL), part of the Brede Valley Landscape Character Area. • **Topography:** Village sits on a north–south plateau with views over the River Brede and Forge Stream. • **Scenic features:** Managed farmland, historic structures, and wide vistas from surrounding ridges.

Landscape & Historical Development

Net Density	~30 dph
Max Storeys	2
Composition	Detached - 0% Semi-Detached - 21% Terraced - 72% Apartments - 7%
Typ. Front Garden	~6.5m
Typ. Rear Garden	~19.5m
Avg Block	W ~67m L ~266m

Urban Character & Built Form Analysis

LOCATION - High Street, Burwash



Case Study Photography

AREA TYPE - Village





LIKELY PERIOD: c.19th century (c.1800–1900)

Historical Character	• **Evolution:** Burwash has a historic core shaped by 16th–17th century buildings and is well-known as an inland smuggling town. • **Origins:** Village developed around the historic core, with earlier medieval settlement evidence. • **Listed buildings:** 67, concentrated in the Conservation Area. • **Archaeological Notification Areas (ANAs):** Historic core of Burwash is covered by an ANA, reflecting medieval origins.
Landscape Character	• **Location:** On east–west ridge, 90m above sea level, wholly within High Weald NL, between Dudwell and Upper Rother valleys. • **Topography:** Sloping ridge, narrow stream valleys, enclosed pastures, and farmland. • **Scenic features:** Tree-lined streams, historic hedgerows, oast houses, open views from ridges, linear village form, and accessible footpaths.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density	~33 dph
Max Storeys	2.5
Composition	Detached - 5% Semi-Detached - 10% Terraced - 80% Apartments - 5%

Typ. Front Garden	n/a
Typ. Rear Garden	~30m
Avg Block	W ~53m L ~113m

Urban Character & Built Form Analysis

LOCATION - Northiam Rd, Staplecross



Case Study Photography

AREA TYPE - Village





LIKELY PERIOD: c.1890's to 1910's

Historical Character	• **Evolution:** Staplecross has a compact historic core shaped by its role as the centre of the Hundred of Staple. • **Origins:** Central point of the Hundred of Staple, comprising nearby settlements. • **Historic buildings:** Traditional High Weald white weatherboard cottages; oast houses on farmsteads, many converted to houses. • **Listed buildings:** 19, mainly around the crossroads, with some farm buildings to the east. • **Archaeological Notification Areas (ANAs):** Areas around the crossroads linked to the Hastings to Ashford Roman road.
Landscape Character	• **Location:** High ground south of the Lower Rother Valley LCA, within High Weald NL. • **Topography:** Village perched on ridgetop overlooking valley; unspoilt farmland and ancient woodland. • **Scenic features:** Broad valley views, scattered ancient woodland, compact historic settlement at crossroads.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density ~37 dph	Typ. Front Garden ~7.5m
Max Storeys 2	Typ. Rear Garden ~10m
Composition Detached - 9.1% Semi-Detached - 45.4% Terraced - 36.4% Apartments - 9.1%	Avg Block W ~43m L ~59m

Urban Character & Built Form Analysis

LOCATION - Coronation Gardens, Hurst Green



Case Study Photography

AREA TYPE - Village





LIKELY PERIOD: c.1950's – 1960s

Historical Character	• **Evolution:** Hurst Green has a long history shaped by strategic, industrial, and transport-related activity. • **Origins:** Part of Salehurst parish; Burgh Hill may have hosted an Anglo-Saxon fort; Roman-era Wealden iron industry. • **Historic buildings:** Grade 1 listed Haremere Hall (early 17th century). • **Listed buildings:** 26, mainly along main north-south and east-west routes.
Landscape Character	• **Location:** Ridgetop position within High Weald NL, part of eastern boundary of Upper Rother Valley LCA. • **Topography:** North-south ridge, open valley floor, sunken lanes, farmland, and woodland. • **Scenic features:** Linear ghyll woods, Burgh Wood, long valley views, well-treed hedgerows, historic farmland structure.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density	~40 dph
Max Storeys	2
Composition	Detached - 0% Semi-Detached - 0% Terraced - 100% Apartments - 0%

Typ. Front Garden	~6.5m
Typ. Rear Garden	~12m
Avg Block	W ~67m L ~120m

Urban Character & Built Form Analysis

LOCATION - Oakfield Cottages, Cackle St.



Case Study Photography

AREA TYPE - Village



LIKELY PERIOD: c.1880s – 1890s

Historical Character	• **Evolution:** Broad Oak has predominantly modern development with limited historic character. • **Historic buildings:** Few historic features survive within the village. • **Listed buildings:** 8, mostly adjacent to Udimore Road east of the crossroads.
Landscape Character	• **Location:** Within High Weald NL, Brede Valley LCA. • **Topography:** Village on a crest; flat valley floor enclosed by steep slopes; surrounding rolling countryside and ridge-top plateau. • **Scenic features:** Wide vistas over the Brede Valley, extensive semi-natural ancient woodland, orchards, footpaths, open pastures, ribbon development, and notable long-distance views to the south and east.

Landscape & Historical Development



Satellite Context Plan



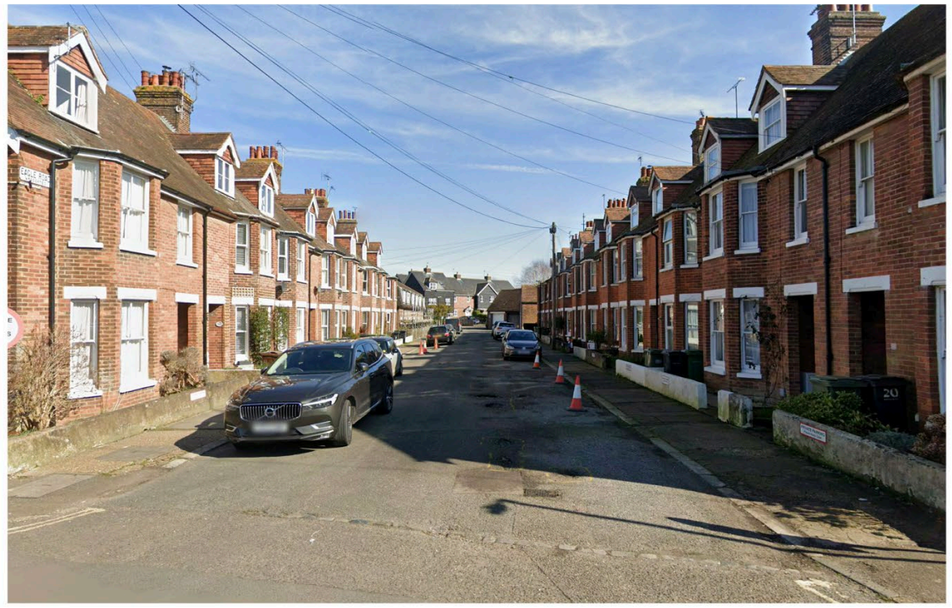
Detailed Site Plan

Net Density	~41 dph
Max Storeys	2
Composition	Detached - 0% Semi-Detached - 22.2% Terraced - 77.8% Apartments - 0%

Typ. Front Garden	~4.5m
Typ. Rear Garden	~9.5m
Avg Block	W ~25m, L ~68m

Urban Character & Built Form Analysis

LOCATION - Eagle Road, Rye



Case Study Photography

AREA TYPE - Urban



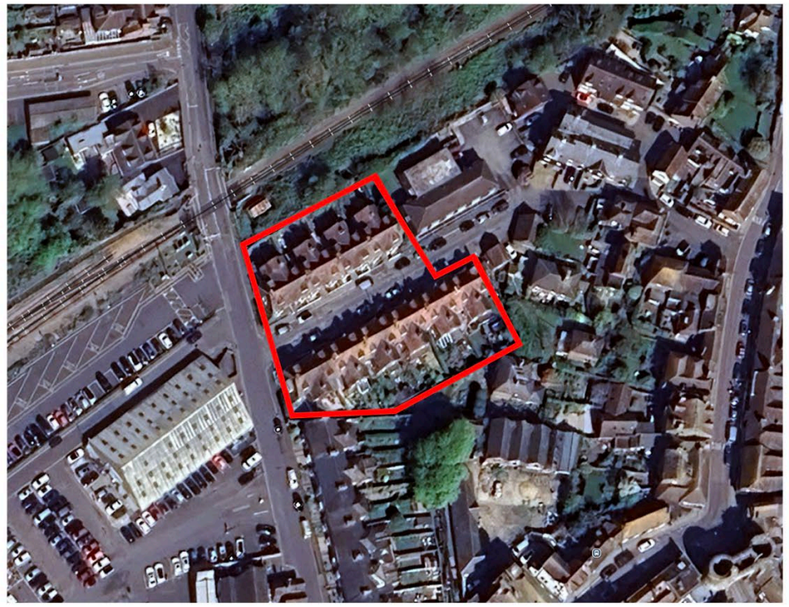
LIKELY PERIOD: c.1890s -1900s

Historical Character	• **Evolution:** Rye is a nationally important citadel town with high architectural and historic value, reflecting its medieval and maritime significance. • **Origins:** Developed as a defensible settlement with easy sea access; part of the Cinque Ports in the 11th century. • **Historic buildings:** Compact medieval core with strong street patterns and ancient defences, including the old town wall and Ypres Tower. • **Listed buildings:** Over 300 listed buildings; core designated as a Conservation Area.
Landscape Character	• **Location:** Citadel on sandstone hill at the confluence of the Rivers Rother, Brede, and Tillingham; straddles Rye-Winchelsea LCA, Lower Rother Valley LCA, and Brede Valley LCA. • **Topography:** Ridge above floodplain with flat surrounding marshes and rivers. • **Scenic features:** Fine views to coast and landscape; tidal rivers, estuary, grazing marshes, reed-fringed ditches; buffer areas between the built-up edge and NL.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density
~45 dph

Max Storeys
2.5

Composition
Detached - 0%
Semi-Detached - 0%
Terraced - 70.4%
Apartments - 29.6%

Typ. Front Garden
~1m

Typ. Rear Garden
~8m

Avg Block
W ~58m
L ~47m

Urban Character & Built Form Analysis

LOCATION - Lower Lake, Battle



Case Study Photography

AREA TYPE - Urban





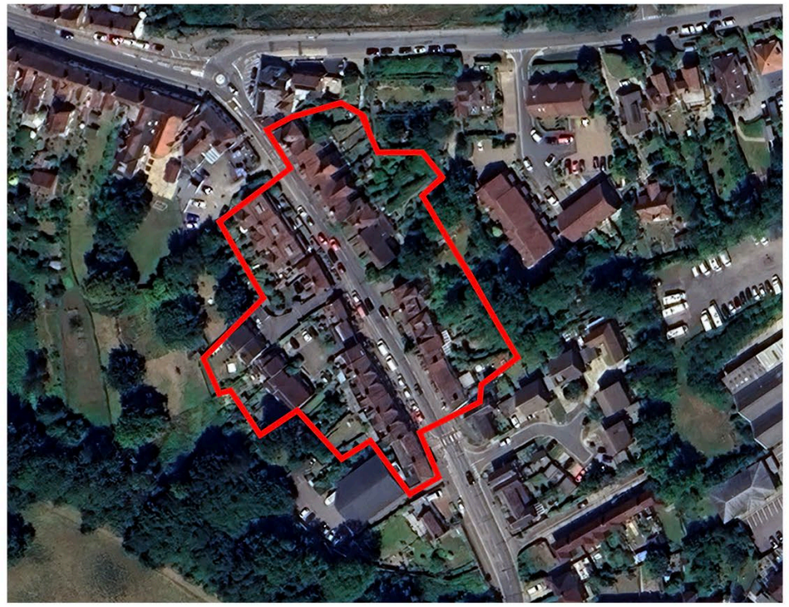
LIKELY PERIOD: c.1800-1900s

Historical Character	• **Evolution:** Historic market town shaped by the 1066 Battle of Hastings and later medieval, Georgian, and modern development. • **Origins:** Originated around the Abbey of St Martin (founded 1071). • **Key buildings:** Abbey, St Mary's Church (12th century), Almonry (1090), Georgian High Street houses. 176 listed buildings, including Pilgrims Rest, Kings Head Inn, and Battle Station. • **Archaeological Notification Areas:** Cover central/ southwest town and the battlefield, also part of a Conservation Area.
Landscape Character	• **Location:** In the High Weald National Landscape, bordered by Combe Haven Valley, Brede Valley, and South Slopes. • **Topography:** Features sandstone ridges, wooded slopes, winding valleys, and flat valley floors. • **Scenic assets:** Ancient woodland, ghylls, farmsteads, South Downs views, and Registered Battlefield parkland.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density
~52 dph

Max Storeys
2.5

Composition
Detached - 1.9%
Semi-Detached - 3.8%
Terraced - 82.7%
Apartments - 11.6%

Typ. Front Garden
~3m

Typ. Rear Garden
~10m

Avg Block
W ~67m
L ~102m

Urban Character & Built Form Analysis

LOCATION - Fair Lane, Robertsbridge



Case Study Photography

AREA TYPE - Village

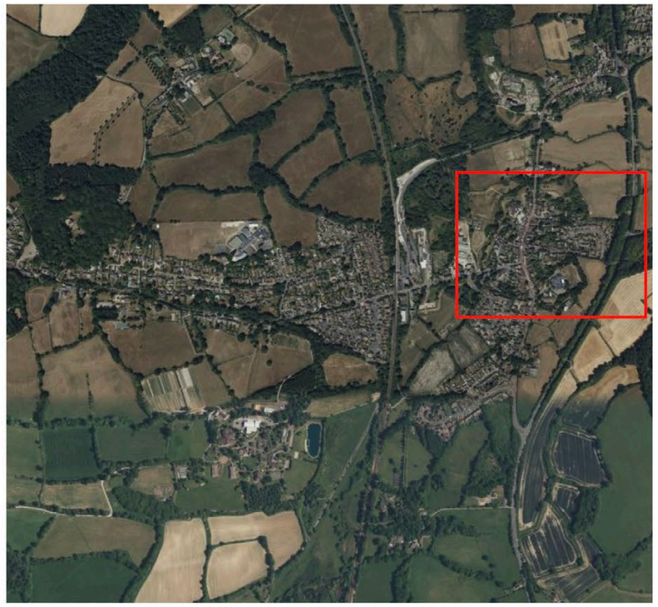




LIKELY PERIOD: c.1800-1910s

Historical Character	• **Evolution:** Robertsbridge has a rich industrial and monastic heritage, with development shaped by the Abbey and river-based trades. • **Origins:** Founded in the early 13th century. • **Historic buildings:** Post Office, Ostrich Hotel, cottages, historic farmhouses; linked to St. Mary's Church in Salehurst. • **Listed buildings:** 105, nearly all in the historic core. • **Archaeological Notification Areas (ANAs):** Village core designated a Conservation Area and covered by an ANA.
Landscape Character	• **Location:** Within the High Weald NL; between Upper Rother Valley and Lower Rother Valley. • **Topography:** Broad valley floor overlooked by ridges and spurs, ancient woodland to east and west. • **Scenic features:** Pasture, arable land, winding tree-lined rivers, ghyll woods, floodplain, and historic village edges forming high-value, sensitive landscape.

Landscape & Historical Development



Satellite Context Plan



Detailed Site Plan

Net Density	~54 dph	Typ. Front Garden	~0.5m
Max Storeys	2.5	Typ. Rear Garden	~12m
Composition	Detahed - 6.9% Semi-Detached - 10.3% Terraced - 79.4% Apartments - 3.4%	Avg Block	W ~22m L ~182m

Urban Character & Built Form Analysis

Rother District Council

Town Hall

London Road

Bexhill-on-Sea

East Sussex