



Horam Parish Neighbourhood Plan Design Guidelines

Final Report

July 2024

Quality information

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2	220622	Review/ Proofreading	Niamh McDevitt	Town Plannner
1	210622	Research, site visit, drawings	Stela Kontogianni	Senior Urban Designer

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Executive Summary

This document has been prepared by AECOM Limited ('AECOM') in accordance with its contract with Locality (the 'Client').

Through the Ministry of Housing, Communities and Local Government (MHCLG) Programme led by Locality, AECOM was commissioned to provide design support to Horam Parish Council.

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design¹) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

1. <https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf>

Therefore, this document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has been done before.

Chapter 1 sets the scene by explaining the Horam Neighbourhood Plan process, its overall scope followed by a brief summary of the development and design issues that are of particular interest locally, the scope and purpose of this report, as well as the steps that were followed till its completion (Final report).

Chapter 2 presents the existing policy context, describes what is the current situation and also presents a series of policy documents that should be used as reference for this document and future development.

Chapter 3 provides an analysis of the parish starting with the overall landscape character and settlement pattern covering the broad settlement structure and respective nature followed by a closer look at the main settlements in the parish highlighting their key attributes and assets.

Chapter 4 includes the overarching Design Vision, to provide a framework for the Design Guidelines. in chapter 5, followed by ten (10) key design principles that shall be taken into consideration for any future development, of any scale, in the parish.

Chapter 5 presents a set of Design Guidelines and s that have been informed and shaped by the local character and landscape of the parish celebrating its rural character and distinctive landscape setting.

Chapter 6 explains why this report is a valuable tool in securing context-driven, high quality development in the parish and offers recommendations of various ways that this document could be used by each actor in the planning and development process.

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Introduction

01

1. Introduction

This chapter will set the scene by explaining the Horam Neighbourhood Plan process and its overall scope followed by a brief summary of the development and design issues, as well as the purpose of this report.

1.1 Neighbourhood Plan context

Horam Parish Council is currently preparing a Neighbourhood Plan, gathering evidence to inform a draft Horam Neighbourhood Plan (HNP) which is due to be published early in 2023 for consultation. The HNP relates to the whole of the parish, as shown in [Figure 1](#).

The parish, covering 1,038 hectares, is focused on the village of Horam, and also includes the smaller villages of Maynard's Green and Vines Cross and the hamlets of Marle Green, Burlow and Coggers Cross as well as the surrounding countryside. For more details on the settlement and landscape character of the parish, please see [Chapter 3](#).

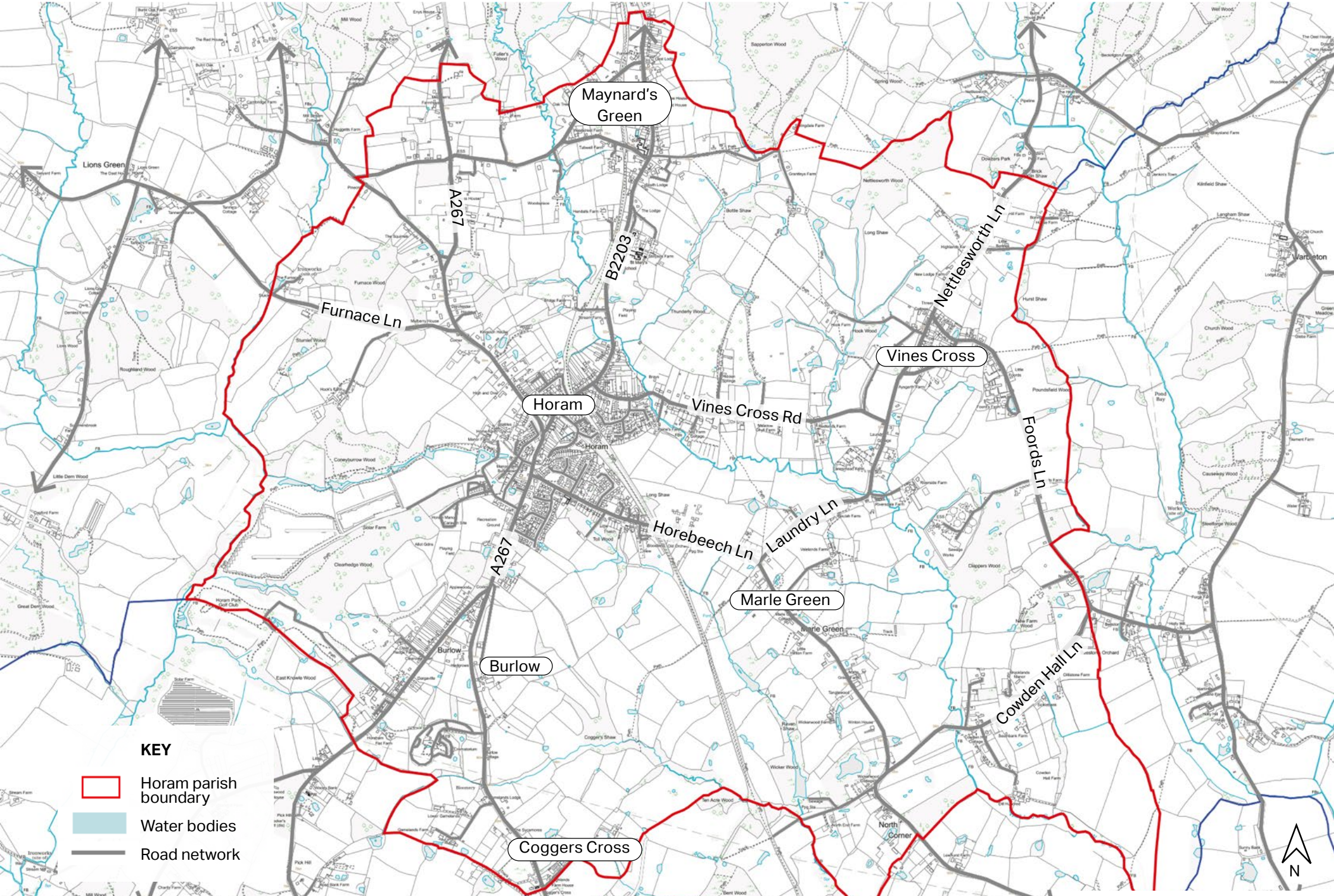


Figure 01: Map showing the extend of Horam parish and key settlements.

The HNP objectives, which largely have design dimensions, are presented below:

Character and Design

- To ensure that future development is consistent with protecting and maintaining the largely rural character of the parish;
- To safeguard the parish character and heritage with particular regard to design;
- To ensure new developments are in sustainable locations and supported by access to sufficient local infrastructure

Housing Development

- To promote a balance of social mix and age distributions within the parish;

Countryside and environment

- To protect and enhance the natural environment and tranquillity of the parish;
- To conserve and enhance areas of natural habitat;

- To help address climate change; and
- To avoid flood-risk caused by new developments.

Local economy

- To encourage businesses within the parish that help to meet local needs and are compatible with the character and amenities of the parish.

Transport and movement

- To encourage cycling, walking and public transport services.

Community cohesion

- To maintain and foster Horam's community spirit.

1.2 Local development/ design issues

There are currently a number of development/design issues related to the parish, that have been identified through character assessment and consultation responses (see section 1.3). These are presented below:

- **Poorly sited housing developments.** This local issue relates to both recent and current ad hoc schemes that have been variously criticised for being in locations that undermine landscape character;
- **The prospect of further, even more substantial and unsympathetic housing growth.** There is considerable local anxiety that the forthcoming WDC Local Plan (WLP) will propose considerable housing in order to meet the Government's expectation of an unprecedented scale of housing need which is seen as inappropriate for a largely rural area;

- ***Building forms that are out of keeping with their siting.*** Some new additions to the building stock are not sufficiently respectful of the existing layout, or grain of development around them, the surrounding densities and massing or their position in the street scene;
- ***Building materials that do not adequately respect the local vernacular.*** There is a strong local vernacular in bricks and tiles and to a lesser extent tile-hanging and weatherboarding;
- ***A seemingly commercially, rather than local needs, led focus on larger dwellings.*** This contrasts with local opinion that there is a greater need for more smaller homes, both for first-time buyers and older people; and
- ***The quality of the public realm.*** There are concerns that increasing traffic levels, related congestion, pressures on public finances and businesses are impacting the public realm. Also, while the range of shops, services and facilities in or

close to Horam Village's centre is one of its strengths, it is not being assisted by these factors.

The design guidelines presented in [Chapter 5](#) aim to address those issues, related to landscape and settlement pattern ([DG.01](#) and [DG.03](#) guidelines), built form, public realm and high street ([DG.04](#) guidelines), as well as movement ([DG.02](#) guidelines), in any future development.



Figure 02: Photos indicating some of the development/design issues in Horam parish.

1.3 The scope and purpose of this document

The NPPF 2023, supports the importance of good design in paragraph 131 where it states that: *'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'*.

The NPPF 2023 also supports the importance of having a clear vision in the paragraph 132 where it states that: *'Plans should... set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development...'*

Lastly, The NPPF 2023, also supports the preparation of design guidelines at a neighbourhood scale in paragraph 134 where it states that they: *'should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code.'*

Thus, the scope of this document is to firstly set out the design vision and key principles for Horam, as it has been stated by the Steering Group, and then present a list of design guidelines that have been informed by a thorough analysis of the parish regarding its settlement and landscape character. Those design guidelines will offer guidance on local landscape character and settlement pattern, safe and sustainable access and movement, green and blue infrastructure and built form, for any future development, of any scale, in Horam parish.

Overall, this document seeks to harness an understanding of how good design can make future development in Horam parish as endearingly popular as the best of what has

been done before.

It is intended that the design guidelines report becomes an integral part of the Neighbourhood Plan and be given weight in the planning process. The Government intends to make it clear that decisions on design should be made in line with design guidelines.

Planning context

While the HNP will not include development sites, ad hoc proposals continue to come forward through planning applications.

In addition, the forthcoming WLP is required to set out development provisions for 15 years. It is not yet known what it will propose – nor what responses it will receive – but Horam parish cannot expect to be exempt from further development. Indeed, local needs will be a key factor in such deliberations. While the publication of a consultation draft WLP has recently been deferred, with no specific timetable at present, it is still appropriate to develop local design principles that may inform future proposals.

As a general principle, development should be planned and designed in a way that respects the distinct character and qualities of the existing settlements and their settings, as well as helping to meet the needs and aspirations of local people. This relates as much to minor proposals, such as extensions, as to new residential schemes.

Steps towards the completion of this document

Following an inception meeting and a site visit with members of the Neighbourhood Plan Steering Group, the following steps were agreed with the group to produce this report.

It is also important to note that feedback received through public consultation informed the contents of this report. Engagement on this report consisted of the following:

- A call for residents to submit take photographs of what they did and didn't like in the parish,

- A community "walk-about" to pinpoint likes and dislikes in the area,
- Discussions with the Steering Group, and
- Opportunity to comment on the draft report.

This report holds the status of an evidence document providing recommendations for design guidelines, for consideration and community consultation as part of the HNP process.

STEP 1

Initial meeting between AECOM and the Horam Neighbourhood Planning Group followed by a site visit.

STEP 2

Review of existing baseline documents and local character and design analysis.

STEP 3

Preparation of the design guidelines report and submission of the first draft to the Steering Group for review.

STEP 4

Revision of the first draft based on the feedback from the Steering Group.

STEP 5

Submission of the final draft to Locality for a final review.

STEP 6

Submission of the final report to the Horam Neighbourhood Planning Group.



Figure 03: The key steps involved in completing this report.

**Policy and design
guidance**

02

2. Policy and design guidance

This chapter will present the existing policy context, describe the current situation and also present a series of policy documents that will be used as reference for this document and future development.

NATIONAL LEVEL

2023 - National Planning Policy Framework

MHCLG

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

2021 - National Planning Practice Guidance

MHCLG

National Planning Practice Guidance provides planning guidance on a range of categories including 'design: process and tools', which provides local authorities with advice on key points to take into account on design.

2021 - National Model Design Code

MHCLG

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the

National Design Guide.

2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments..



2022 - Design Codes for Net Zero Carbon and Nature Recovery

RTPI

This document is an illustrative design code produced by RTPI to demonstrate how design codes can maximise planning's contribution to deliver net zero and nature recovery. While this is for a larger geographic area, this document is relevant, to an extent, to the local concerns about ecology and with the final HNP objectives which draw in helping to address climate change.

2019 - National Design Guide

MHCLG

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets that place the needs of pedestrians and cyclists first

2020 - Wealden Local Plan Direction of Travel Consultation

Wealden District Council

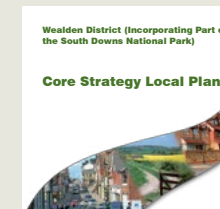
This document is the first stage in the Local Plan engagement process with residents, businesses and other stakeholders. It includes all the key issues, opportunities and challenges that will need to be addressed in the new local plan. The key issues, opportunities and challenges are related to eco-design, community infrastructure, mix of housing, local economy, tourism, nature and landscape and high quality design. The consultation took place between 23rd November 2020 to 18th January 2021.

2019 - High Weald Housing Design Guide

High Weald National Landscape

This guide aims to help development meet the requirements of the National Planning Policy Framework with regard to achieving well-designed places and the conservation and enhancement of the National Landscape. It gives

clear, advice to set clear urban design expectations for all new housing development within the High Weald National Landscape, whether large or small, affordable or market homes. This will help to ensure higher quality and landscape-led design that reflects intrinsic High Weald character, and is embedded with a true sense of place, without stifling innovation and creativity. The Guide will help to give the certainty needed to support and speed up the design and development process.



2012 - Core Strategy Local Plan (2013-2027) Wealden District Council & South Downs National Park Authority

The Wealden Core Strategy (incorporating part of the South Downs National Park) identifies future growth for housing, employment and retail within Wealden District until 2027 and supersedes affordable housing policies in the adopted Wealden Local Plan 1998.

2008 - Wealden Design Guide (Part 1&2) Wealden District Council

The content of the Guide is intended to encourage a higher standard of design for development within the District. The Guide's content is aimed at providing prospective developers, and any organisation or individual with an interest in the built environment, with a clear understanding of what it is about Wealden that makes it 'special'.

2015 - East Sussex County Landscape Character Assessment

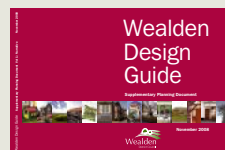
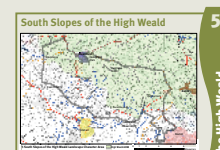
This document identifies 15 landscape character areas in the county, with a description of the key ecosystem services for each character area and an evaluation of the current condition of the landscape and ecosystems. Horam lies centrally in the Southern Slopes of the High Weald LCA and any future development needs to take this information into account.

2016 - Affordable Housing Delivery Local Plan Wealden District Council

This document reviews the Wealden District Core Strategy Local Plan Policy WCS8 concerning affordable housing. New development should cater for affordable housing to meet the needs of the community.

1998 - Wealden Local Plan (Saved Policies 2007) Wealden District Council

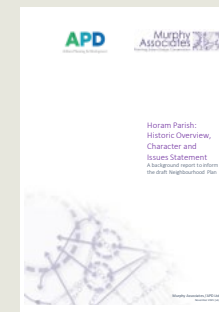
The adopted Wealden District Local Plan 1998 contains a number of 'saved policies' relevant to development within Wealden District. The Proposals Map is a component part of the 1998 Wealden Local Plan and will be saved until it is replaced. Until then, the Proposals Map will need to be read in tandem with the list of 'saved policies'.



2021 - Horam Parish: Historic overview, character and issues statement

Horam Parish Council

This report describes the qualities and characteristics of the village which are appreciated and valued by local people and visitors. Although a Village & Settlement Character Statement draws on the past in order to explain how it has shaped the present character of the village, the focus of Character Statements is also to look forward to the future as part of the place-making agenda but also to ensure the quintessential positive characteristics and attributes of each settlement are respected in the process.



PARISH LEVEL

Baseline study

03

3. Baseline study

This chapter will provide an analysis of the parish starting with the overall landscape character and settlement pattern, covering the broad settlement structure and respective nature, followed by a closer look at the main settlements in the parish highlighting their key attributes and assets.

3.1 Landscape setting

There is a good number of land-based designations within the Horam parish, which contribute to its rural character and open landscape. Those designations are:

- **National Landscape**

The northern part of the parish is designated as National Landscape (formerly called AONB). It embraces Maynard's Green settlement and some farmsteads, for instance Hook farm, Nightingale farm and Mephams farm, whilst it borders Vines Cross.

- **Ancient and deciduous woodlands and Tree Preservation Orders (TPOs)**

There are a great number of areas of Ancient Woodland in the parish, which are particularly valuable on account of their unique ecology, history and cultural associations, including Clearhedge Wood, Coneyburrow Wood, Toll Wood, Furnace Wood, Thunderly Wood and others. There are many other narrower ancient woods lining the course of Ghyll Streams; these are a typical and distinctive element of

the Wealden landscape, and extremely important on account of their unique ecology. There are also areas designated as Deciduous Woodlands. Both designations can be found west of Horam Village, south of Horebeech Lane and to the north around Maynard's Green and Vines Cross settlements. In addition, there is designated woodland along the Cuckoo Trail which reinforces the rural feel of the parish.

In addition, there are a number of areas of woodland, which although not recorded as ancient and hence undesignated, still play a vitally important role for landscape and wildlife. These include areas of young, developing woodland that have colonised naturally in abandoned fields.

Lastly, there are designations for Tree Preservation Orders (TPOs) spread around the parish.

• Flood risk zones

Although most of the settlements are on higher ground, some settlements located on the lower grounds can be affected by fluvial flooding, as well as surface flooding.

The area has a number of streams that feed into ponds of various sizes. The lands along the tributaries of the River Cuckmere, in particular, that run generally southwards through the parish are susceptible to flooding.

Listed buildings

According to Historic England's records, there are 20 listed buildings, all of which are listed Grade II and shown in [Figure 5](#). These include:

- Ballsocks, Vine's Cross;
- Barn to Oasthouse at Moorings to North East of the house, Marle Green;
- Brookside, Horam;
- Diamonds Farm Barn, Vines Cross Road;
- Foord's Farmhouse, Vine's Cross;
- Funnell's Farmhouse, Maynard's Green;
- Hilltop House, Vine's Cross;

- Hook's Farmhouse, Horam;
- Horam Manor Farmhouse and Stables, Horam;
- Horam War Memorial, Outside Christ Church Horebeech Lane, Horam;
- Huggett's Farmhouse, Marle Green;
- Hylands, Horam;
- Leather Bottel Cottage Sicklehatch Lane, Maynard's Green;
- Marle Green Farmhouse, Marle Green;
- Mephams Farmhouse, Horam;
- Mill Farmhouse, Horam;
- Thatched Cottage, Horam;
- The Furnace, Horam;
- Wells Croft, Tubwell Lane, Maynard's Green; and
- West Street Farmhouse, Maynard's Green.

For more details on the historic background of Horam parish, please see [Horam Parish: Historic Overview, Character and Issues](#)

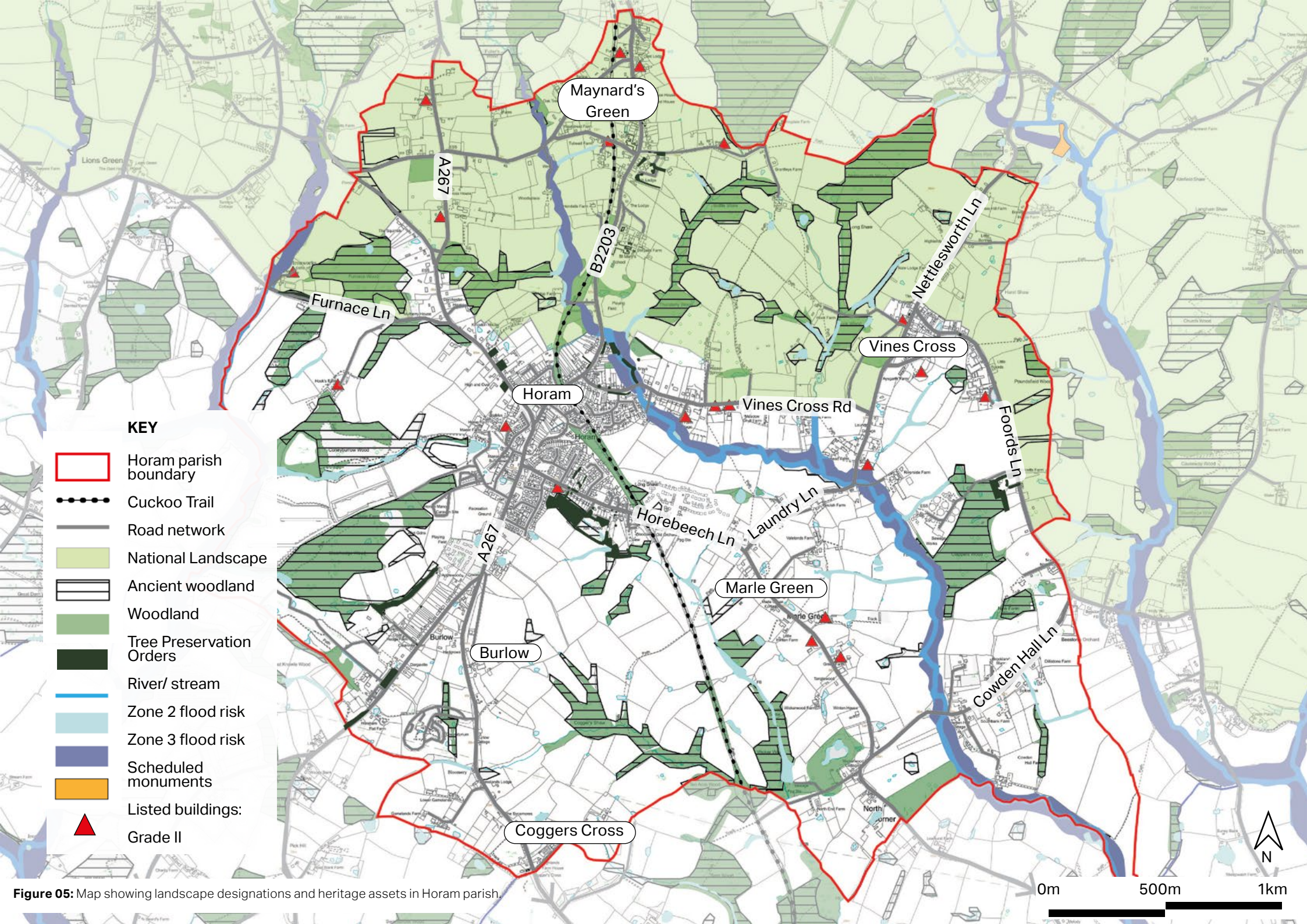
[Statement](#) by Murphy Associates and the Horam Neighbourhood Plan Background Paper titled '[Approach to Identifying and Protecting Local Heritage Assets](#)'¹, in addition to the [East Sussex HER](#) which can be accessed via the Heritage Gateway website².



Figure 04: View from public footpath across field close to junction of Furnace Lane (A267) looking across Grade II listed Hook's Farm and the valley beyond, towards Copsford (just outside the parish boundary), the subject of Walter J C Murray's book 'Copsford'.

1 Please see the Approach to Identifying and Protecting Local Heritage Assets Report at www.horam.com

2. <https://www.eastsussex.gov.uk/environment/archaeology/her>



KEY

-  Horam parish boundary
-  Cuckoo Trail
-  Road network
-  National Landscape
-  Ancient woodland
-  Woodland
-  Tree Preservation Orders
-  River/ stream
-  Zone 2 flood risk
-  Zone 3 flood risk
-  Scheduled monuments
-  Listed buildings: Grade II

Figure 05: Map showing landscape designations and heritage assets in Horam parish.

Some additional notable landscape characteristics are:

- **Natural Character Areas - Natural England**

Horam parish straddles the southern edge of the High Weald National Landscape, although the whole of the parish is identified as being within the High Weald Natural Character Area, as defined by Natural England and shown in [Figure 6](#).

Distinguishing characteristics of this area are the mixture of small pasture fields, enclosed by thick hedgerows, shaws and small woodlands, with farmsteads connected by historic routeways, tracks and paths.

Although generally in small blocks, woodland cover in High Weald is notably high, with the majority of it classed as ancient woodland. The area was the centre for iron-making from the 15th to the 17th century and evidence of the area's industrial past remains, including road names like Furnace Lane, as well as in the many

coppiced (for charcoal) woodlands.

The railways also made a significant impact on settlement and agriculture in the High Weald, opening up the London market for hops, fruit and poultry and, locally, creating a new role for Horam.

The following 'Environmental Opportunities' that are set out in the NCA Profile are relevant to Horam:

- **SEO 1:** Maintain and enhance the existing woodland and pasture components of the landscape, including the historic field pattern bounded by shaws, hedgerows and farm woods, to improve ecological function at a landscape scale for the benefit of biodiversity, soils and water, sense of place and climate regulation, safeguard ancient woodlands and encourage sustainably produced timber to support local markets;
- **SEO 2:** Maintain and restore the natural function of river catchments at a landscape scale;

- **SEO 3:** Ensure that any development recognises and retains the distinctiveness, biodiversity, geodiversity and heritage assets present, reaffirm sense of place and enhance the ecological function of routeways to improve the connectivity of habitats and provide wildlife corridors; and
- **SEO 4:** Manage and enhance recreational opportunities, integrated with the



Figure 06: Map showing the High Weald National Character Area (source: Natural England, <https://publications.naturalengland.org.uk/publication/4706903212949504>)

conservation and enhancement of the natural and historic environment, a productive landscape and tranquillity.

• East Sussex County Landscape Character Assessment

This document identifies 15 landscape character areas (LCAs) in the county, with a description of the key ecosystem services for each character area and an evaluation of the current condition of the landscape and ecosystems. Suggestions for how these key services can be enhanced are outlined for each character area. This in turn informs the Landscape Management Guidance and suggestions for Managing Change into the future.

Horam parish lies centrally in the Southern Slopes of the High Weald LCA, as shown in [Figure 7](#).

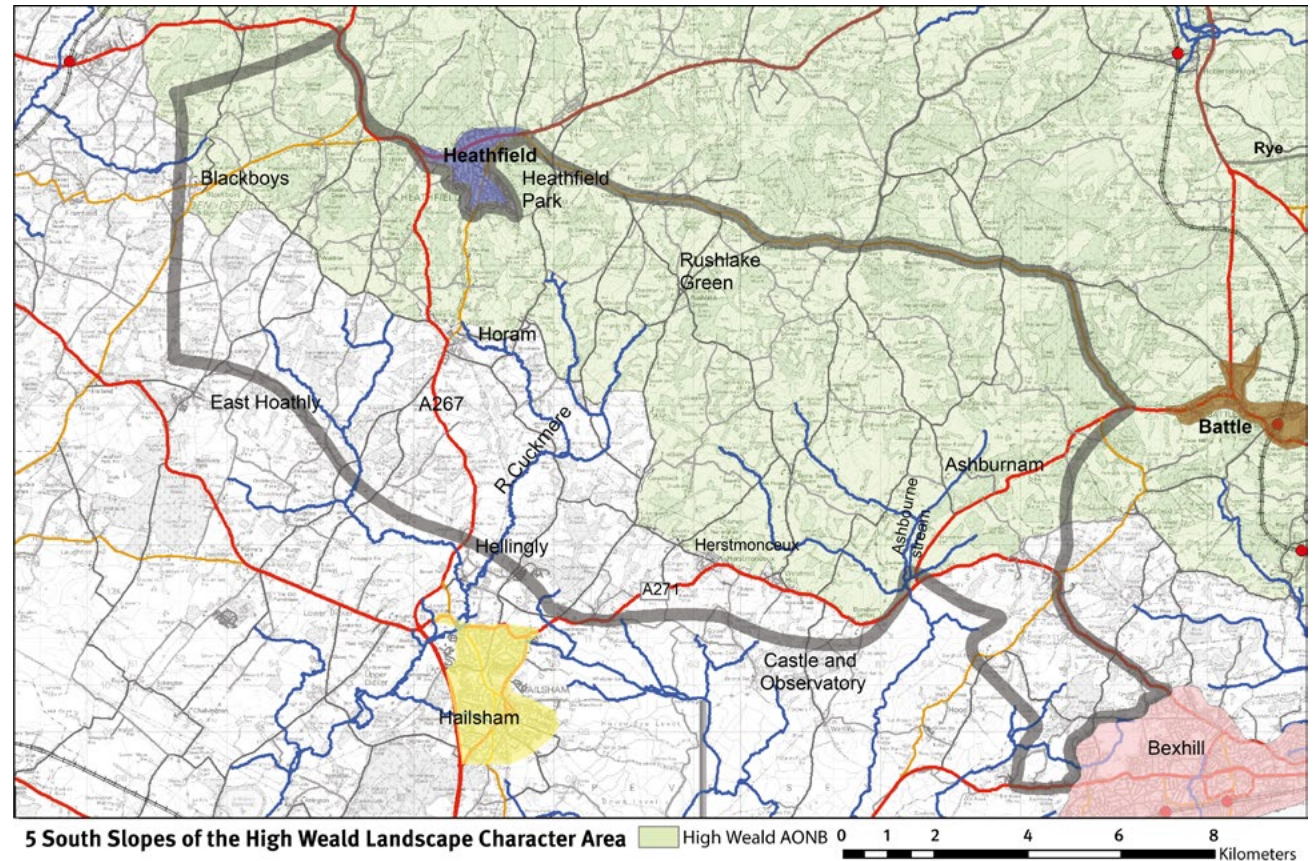


Figure 07: Map showing the Southern Slopes of the High Weald LCA area and the location of Horam (source: <https://www.eastsussex.gov.uk/environment/landscape/landscape>)

Key positive attributes of this area include:

- An intricate small-scale landscape with a strong pattern of hedgerows;
- Wide views to the Downs;
- The River Cuckmere;
- Many scattered small farm ponds and hammer ponds, as relics of the iron industry which thrived in this area;
- A sense of tranquillity and relative remoteness away from the main settlements and roads; and
- Frequent scattered small woods and shaws, many of which are semi-natural ancient deciduous woodland, with an abundance of hornbeam ('horebeechn') and characteristic Ghyll woodlands.

The Landscape Management Guidelines more relevant to Horam and neighbourhood planning relate to:

- Conserve hedges, trees and ghyll woods;
- Protect and manage historic field patterns and conserve boundary features;
- Conserve and enhance byways and rural lanes;
- Enhance the biodiversity value of wet meadows, drainage and streams;
- Address existing flooding issues of farmland and properties through flood management and by identifying areas which can provide flood alleviation;
- Plant new small woods, wet woodland and tree belts to strengthen the landscape character and where this is appropriate habitat creation;
- Actively manage trees and woodland, plant trees and woodland to contain existing and new built development;

- Encourage management of river and stream channels, especially conservation of riverside trees and vegetation, and planting of trees along streams and ditches where appropriate for the habitat;
- Conservation and re-creation of wet meadow/ pasture habitats;
- Develop Green Infrastructure Strategies;
- Encourage Neighbourhood Plans which incorporate village design guides;
- Ensure that new development in the villages is designed to a high standard to reflect local character and sense of place;
- Consider traffic management on rural lanes; and
- Conserve and enhance flood plains, and maximise opportunities for the creation of SUDs schemes which contribute to local amenity and habitat creation.

• Wealden Landscape and Settlement Character Assessment (2014)³

Wealden District Council commissioned a more fine-grained 'Landscape and Settlement Character Assessment' from Chris Blandford Associates in 2014.

Within the context of the East Sussex LCAs, this Assessment identifies Local Landscape Character Area (LLCA) A6: Horam⁴, within the broader 'Local Landscape Character Type A: Ridges and Valleys'. This can be seen from [Figure 8](#) of the Assessment. It states, at paragraph 4.4.12⁵:

A6: Horam

This LLCA encompasses an intricate patchwork of woodlands and stream corridors, which are also lined in places by woodland. The undulating landform, coupled with the intermittent woodland patches, results in a strong sense of enclosure within much of the landscape. The network of rural lanes is lined with mature trees and hedgerows and there is a relatively strong

³ <https://www.wealden.gov.uk/planning-and-building-control/planning-policy/planning-policy-evidence-base/landscape/>

⁴ The High Weald Landscape Study, 2014

⁵ The High Weald Landscape Study, 2014

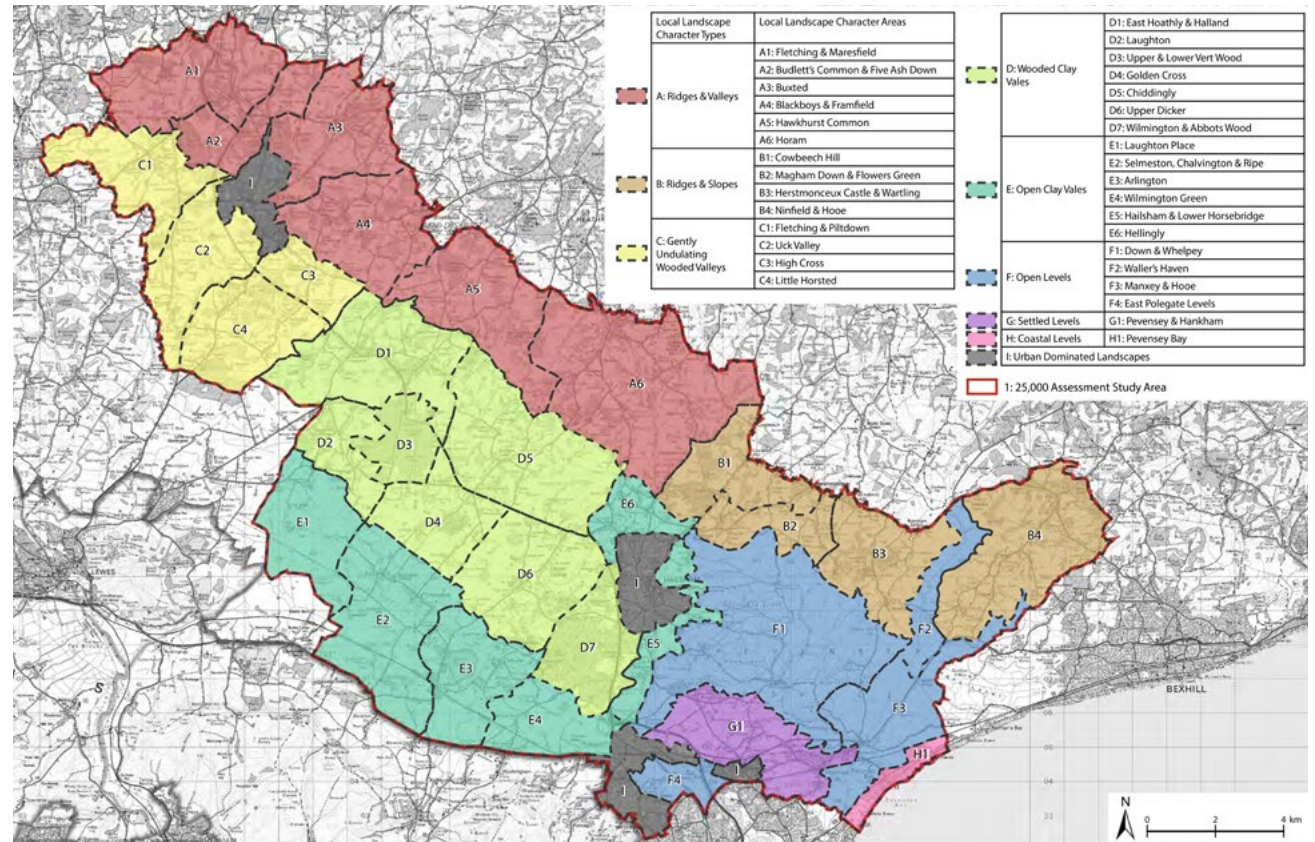


Figure 08: Map showing the Southern Slopes of the High Weald LCA area and the location of Horam (source: <https://www.eastsussex.gov.uk/environment/landscape/landscape/>).

sense of tranquility throughout much of the area. In the north of the area, views to the small nucleated village of Horam contribute to recognisable sense of place. To the south of Horam, the settlement pattern comprises a series of farmsteads, which tend to be located alongside the rural road corridors. The field pattern is small scale, and many of the fields are ancient. The upper course of the Cuckmere River valley runs through the eastern part of this area, with a patchwork of small-scale fields lining the river corridor.

In addition, within the report, *Section 4.27 Landscape Setting of Horam*⁶ presents a landscape character assessment specific to the village. It identifies the key features and characteristics of the landscape around Horam as being:

- **Remnant Historic Landscapes:** Pockets of Ancient Woodland of varying size (with the largest to the north and west) are scattered around the settlement within a patchwork of a predominantly ancient field pattern. The principal field types present are cohesive and aggregate

assarts, with areas of regular piecemeal enclosure;

- **Urban Edges:** The settlement edges surrounding the village are all considered to be sensitive (lined with trees or hedgerows) and none prominent;
- **Watercourses/Waterbodies:** The landscape is bisected by a stream, the Waldron Ghyll, which flows past several farmsteads to later join the valley of the Cuckmere River. This is a key landscape feature within the setting of the village. Several ponds have formed along the course of the stream; and
- **Footpaths/Bridleways:** The Cuckoo Trail, a major route for recreation, is along the route of the former Eastbourne to Tunbridge Wells railway and passes through the middle of this settlement contributing to its tourism. A number of other footpaths connect with the Cuckoo Trail and also connect the village to its landscape setting.

The plan, shown on [Figure 9](#), also identifies

three distinctive 'Landscape Setting Areas' around the village.

- **Area 1** is characterised by north-south orientated stream corridors, often lined with mature trees and belts of Ancient Woodland;
- **Area 2** has east-west stream corridors within this undulating landscape, while large areas of Ancient Woodland provide an intermittent sense of enclosure; and
- **Area 3** has a small to medium-scale patchwork of ancient pastoral fields and east-west running stream corridors, a network of predominantly rural lanes and numerous farmsteads, while the vineyard to the east of the village is a key landscape feature.

⁶ Horam Landscape Study, 2014

Its conclusions in terms of landscape value, sensitivity and capacity are:

- **Landscape Setting Area 1** is considered to have Low Landscape Capacity as a result of its High Landscape Sensitivity and High Landscape Value. The area has a strongly distinctive sense of place, encompassing Ancient Woodland, mature native field trees and stream corridors; coupled with high overall landscape value. This area is also situated within the High Weald National Landscape. There is a relatively strong sense of tranquillity within this Landscape Setting Area and Oast houses are culturally significant features;
- **Landscape Setting Area 2** is considered to have Low Landscape Capacity as a result of its High Landscape Sensitivity and High Landscape Value. The area has a strongly distinctive sense of place, encompassing Ancient Woodland, mature native field trees and stream corridors; coupled with high overall landscape value. There is a relatively strong sense of tranquillity within this Landscape Setting Area; and

- **Landscape Setting Area 3** is considered to have moderate overall landscape capacity overall. Whilst Landscape Sensitivity within this area is still considered to be high, as a result of

the small to medium-scale patchwork of ancient pastoral fields and east-west running stream corridors, there are fewer valuable landscape features than within adjacent Landscape Setting Areas.

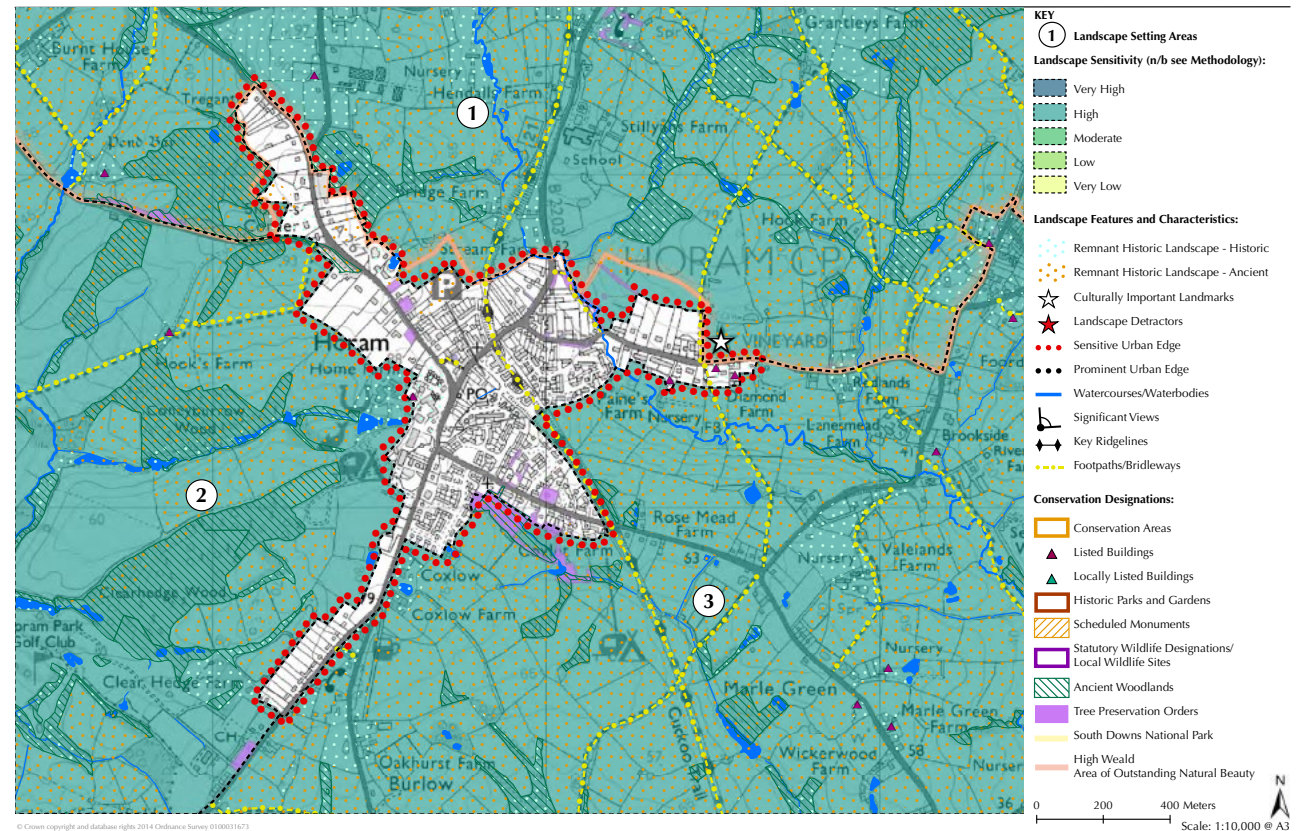


Figure 09: Map showing the three distinctive Landscape Setting Areas around the village (source: Horam Landscape Study, 2014)

• Landscape Character Assessment for Wealden District (May 2022)

This is a strategic district scale landscape evidence base to help inform the production of the Local Plan and provide a framework for more detailed landscape studies and sensitivity assessments. Its stated intention is to inform work on policy development and development management, guiding development and landscape change that is appropriate to local character and the qualities of the landscape.

The LCA states that: *“Understanding the character of place and evaluating an area’s defining characteristics is a key component in managing growth sustainably and ensuring that the inherent character and qualities of Wealden’s landscape can continue to be appreciated. An understanding of character can be used to ensure that any change or development does not undermine whatever is valued or characteristic in a particular landscape, and help guide positive change that conserves, enhances, restores, or creates local character.”*

The LCA is presented as having drawn on the National Character Area profiles for the High Weald (which wholly covers the parish), the East Sussex Landscape Character Assessment (2016), High Weald National Landscape Management Plan 2019-2024 (2019), as well as the Wealden Green Infrastructure Study (2017).

The whole of Horam Parish lies within ‘LCA 6E: High Weald - Cuckmere / Pevensey Catchments’.

The ‘Landscape qualities’ of notable value in a Horam Parish context include:

- The landform of ridges and valleys associated with the River Cuckmere provide topographical interest to the landscape, creating a sense of place;
- Hammer ponds and gill streams, support wetland habitats, increasing biodiversity;

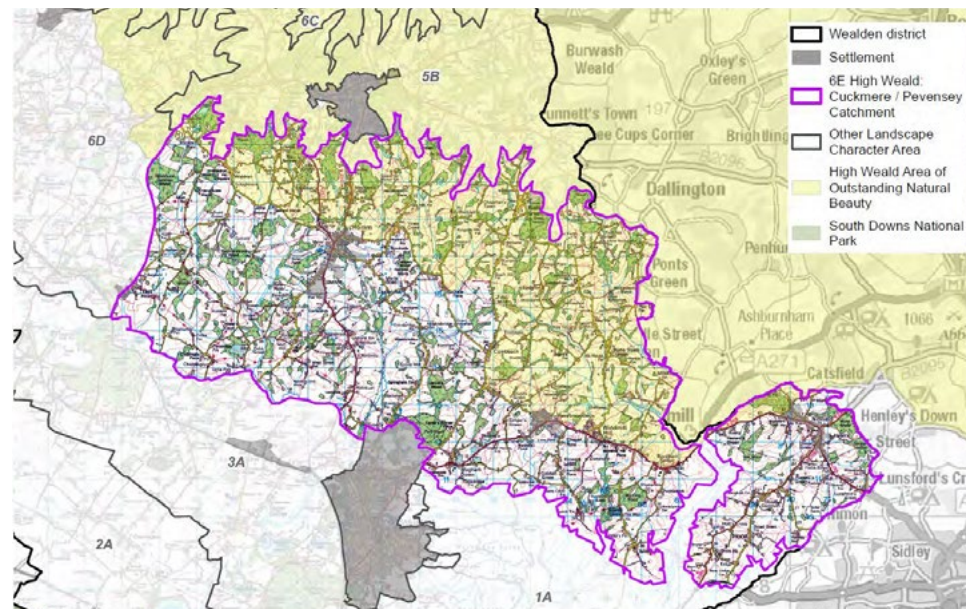


Figure 10: Map showing the 6E: High Weald - Cuckmere/ Pevensey Catchments character area (source: <https://www.wealden.gov.uk/UploadedFiles/Wealden-LCA.pdf>)

- The woodland, riparian vegetation and wetland habitat of the Cuckmere catchment provides nutrient and sediment filtration that enhances water quality, help to regulate water flow and assist in reducing flooding during heavy rainfall;
- The numerous woodlands (with a high proportion of Ancient Woodlands), trees and mature hedgerows, provide a sense of place as well as habitat connectivity to support biodiversity, carbon sequestration and the regulation of temperatures;
- Coppicing of woodland offers opportunities for timber provision and a potential source of local fuel and building materials;
- Semi-natural habitats including deciduous woodland, grassland and wet meadows, support a range of important flora, insects and breeding birds. They allow soil stabilisation/retention, have a higher soil carbon content than cultivated habitats and provide nutrient filtration, enhancing water quality;

- The small-scale medieval field patterns, with sinuous hedgerow boundaries provide a sense of place and history;
- Hammer ponds, coppiced woodlands and historic forges provide a link to the Wealden iron industry and a sense of time depth;
- The vernacular of red brick, oak timber, sandstone and flint which reflects the locally available materials, provides a sense of place and accords with a distinctive architectural colour palette;
- The extensive network of public rights of way contributes to people's physical health and mental well-being;
- Contrasts between the enclosed character around woodlands and sunken lanes, and open views to the South Downs provides visual interest and a sense of place; and
- The low density of settlement provides a sense of rural tranquillity and experience of dark skies.

Accordingly, particularly relevant Landscape Guidelines relate to:

- Restore buffer strips along watercourses and field ponds to minimise run off;
- Encourage active and appropriate management of woodland;
- As climatic conditions change, plant suitable species or encourage natural regeneration;
- Safeguard ancient woodland and protect and enhance vulnerable woodland habitats including gill woodlands and wet woodlands;
- Support a sustainable woodland industry;
- Protect and manage the existing hedgerow network, and plan for the restoration of, and linkages between, hedgerows, to maintain habitat corridors and to retain the medieval field pattern typical of the High Weald;
- Maintain and restore links between the numerous woodlands in the area, other woodland habitats (such as hedgerows

and parkland) and species-rich habitats such as wet meadows and unimproved grasslands;

- Restore species-rich grassland through appropriate management;
- Maintain the mixed farmed character of the area, while increasing areas of permanent pasture;
- Encourage sympathetic integration of horse paddocks through the maintenance of hedgerow field boundaries, conservation of existing scale of field parcels, avoiding overgrazing of pastures or the proliferation of field shelters and other hard infrastructure;
- Protect the remaining features related to the Wealden, Iron industry, such as hammer ponds, increasing interpretation and opportunities for heritage trails and walks where appropriate to link communities with their local heritage;

- Limit the amount and scale development in rural areas, protecting the existing settlement pattern of dispersed rural villages, hamlets and scattered farmsteads, and the separation of these different settlement types.
- Ensure new building reinforces and responds to local character in its scale, layout and design, reflecting the local vernacular in use of materials;
- Extend woodland around existing settlement edges to filter light pollution and reduce the visual impact of further urbanisation;
- Maintain the historic network of routeways, ensuring new roads or ‘upgrades’ take account of their rural context and avoid over-engineered features and/or the introduction of lighting into dark areas. Maintain the trees and species-rich grasslands on road verges;

- Restore and establish new hedgerows and shaws to create habitat connectivity and restore historic landscape character;
- Retain the characteristic contrast between areas of enclosed character and long open views to the South Downs and landmark church towers; and
- Maintain the strong scenic qualities of the landscape and its sense of remoteness, tranquillity and experience of dark skies.

• **Horam Neighbourhood Plan
Background Paper: Landscape
Character (May 2023)⁷**

The Horam Neighbourhood Plan Steering Group prepared a landscape character background paper to inform the emerging Horam Neighbourhood Plan. The background paper provides an overview of the main landscape influences in the area and sets out the most salient landscape attributes of Horam Parish.

⁷ Please see the Landscape Character Report at <https://horam.com/>

3.2 Settlement pattern

• Horam parish

Horam parish is located in the county of East Sussex within the administrative area of Wealden District Council.

The A267 and B2203 are the principal routes through the parish, connecting Horam north to Heathfield and south to Hailsham. From Heathfield, further A and B roads connect westwards to Uckfield, north to Tunbridge Wells and eastwards to Battle, while roads coastward from Hailsham connect to Hastings, Eastbourne and Lewes, then on to Brighton.

The nearest train station to Horam is in Buxted, about 7 miles north west of the parish and an 18 minute drive. However, often Polegate train station, about 8.7 miles south of the parish, is quicker to reach, approximately a 13 minute drive. Both stations serve the Southern railway line.

The number 51 bus route between Heathfield and Eastbourne runs through Horam and Maynard's Green.

• Horam village and surrounding villages and hamlets

Horam village, due to its location to the centre of the parish and its proximity to A and B-roads, acts as a service centre for all the surrounding villages and hamlets.

The junction of A267 and B2203 roads form the traditional commercial heart of Horam village where there is a number of smaller independent retailers alongside a Co-op convenience store. In addition, several other local services can be found including a doctor's surgery, dentist, cafes, the local butchers, a pre-school and the village hall.

The village railway station, which closed in 1965, used to be part of the former London, Brighton and South Coast Railway. Today the railway line has been converted into a pedestrian and cyclist route known as the Cuckoo Trail. This 22km footpath and cycleway runs from Heathfield to Hampden Park in Eastbourne.

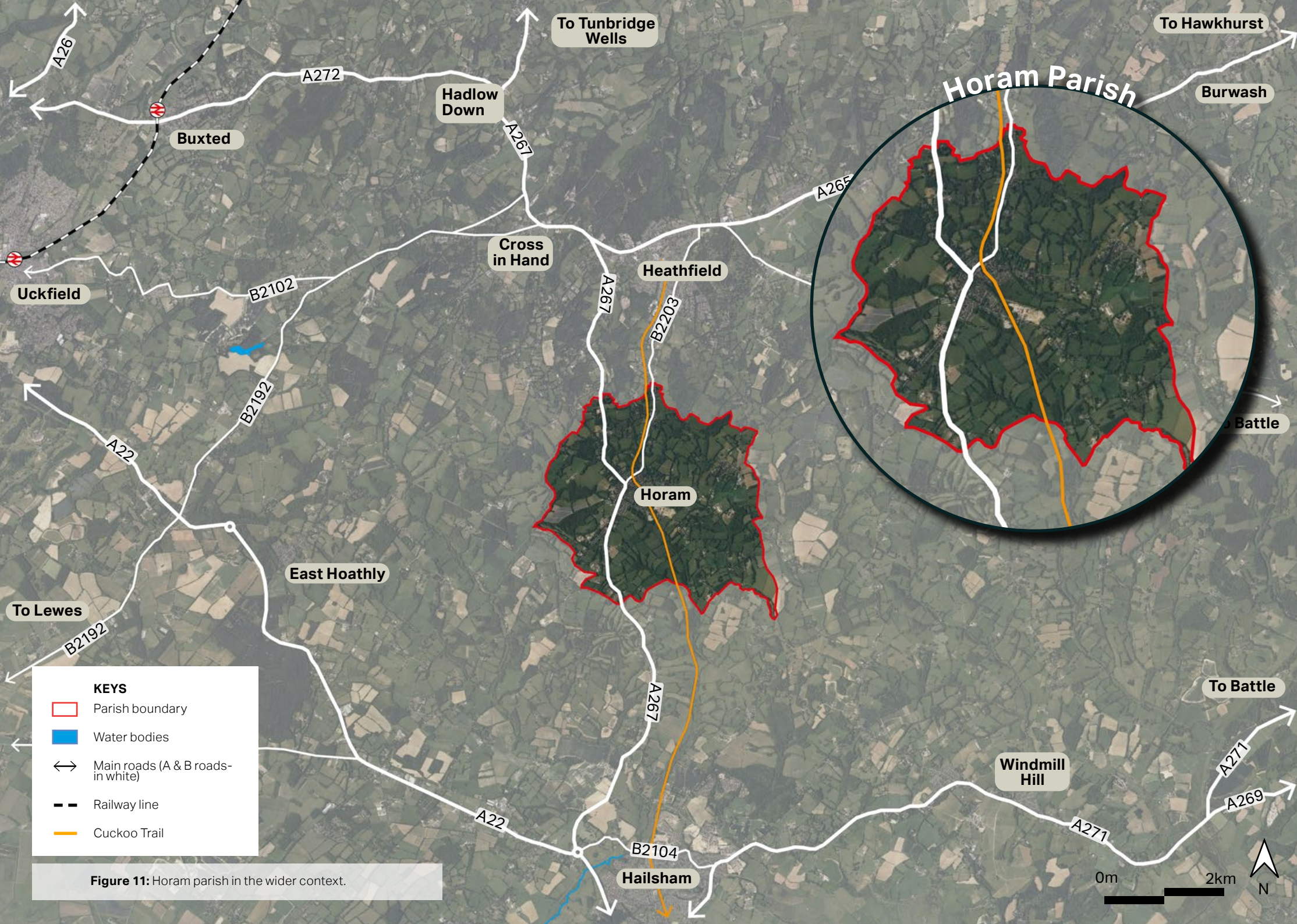
In addition to the village of Horam there are two other villages in the parish: Maynard's Green, where the parish's primary school along with St Marys School (a Special

School for students with SEMH needs) are located, and Vines Cross, which has a pub, The Brewers Arms. There are also small settlements located within the Low Weald of the parish including Marle Green, Burlow and Coggers Cross, shown in [Figure 12](#).

Maynard's Green is the closest village to Horam, approximately 1 mile to the north and thus, 20 min walking and 3 min driving, whilst Cuckoo Trail offers an alternative and safer route to Horam for both pedestrians and cyclists.

Vines Cross is located approximately 1.5 miles to the north-east and thus, 30 min walking and 5 min driving. However, the majority of the people prefer driving than walking to Horam village, since there is no footway alongside the road to encourage it. The existing public footpath network provides routes, if not always direct ones, towards Horam, Maynard's Green and Marle Green.

In addition, Burlow and Marle Green settlements can only be safely reached by car. Burlow is located 0.6 miles to the south of Horam village and thus, 2 min driving but



there is no footway along the narrow, busy and fast A267 south of the Junction with Chiddingly Road. Marle Green is located 1.1 miles to the south-east of Horam village and thus 5 min driving, but there is no footway alongside the road east of the junction of Horebeech Lane with Laundry Lane. The option to walk, from those settlements to Horam village, is not safe, as large parts of the distance include narrow countryside roads with no provision for pavements. They are also both relatively distant from the facilities available in Horam.

Overall, although the Cuckoo Trail and the existing footpath/ Public Right of Way network offer connections between some of the above mentioned villages and settlements, these are not practical year round as the muddy terrain is off-putting during winter and other wet periods while the frequent stiles preclude anybody who is disabled. The only road with a continuous footway is the B2203 from Horam to Maynard's Green and on to Heathfield, and that is only along the western side of the road. Northwards from Horam the A267 only has a footway alongside it to 50 metres

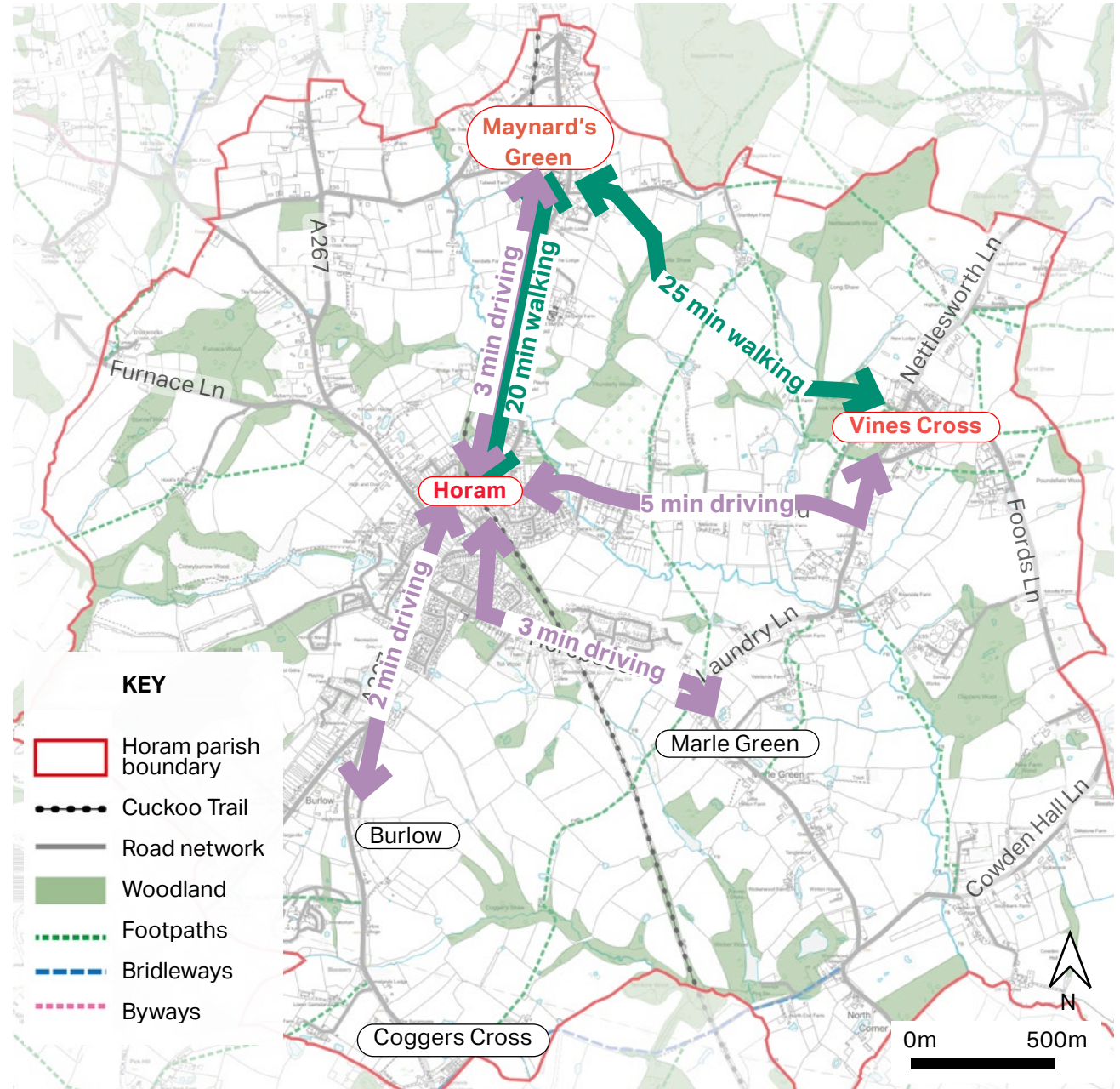


Figure 12: Map showing the location and walking and driving distance of Horam village, Maynard Green and Vines Cross and other dispersed hamlets in the parish.

north of the junction with Furnace Lane. Therefore, with these truncated footways and the current bus service, the majority of the population mainly depends on driving to move around the parish.

- **Nature and value of gaps between the settlements**

The setting of Horam includes both the High Weald and Low Weald landscape which is experienced with views to and from different areas of the parish. The villages of Horam and Vines Cross sit in the Low Weald, whilst Maynard's Green sits in the High Weald.

Overall, the existing rural landscape, which according to the Sussex Historic Landscape Characterisation (HLC) retains a pattern of post-medieval, informal fieldscapes, characterises the parish.

In addition to this, the location of each settlement within the parish, combined with the rich vegetation and woodlands, allows for large nature gaps contributing to the rural character of the parish. The countryside lanes that connect most of the surrounding settlements with Horam village help retain the rurality of the parish.



Figure 13: View from the popular footpath Horam 11 looking north towards the High Weald.

3.3 Access and movement

• Street hierarchy

Two main roads dominate the parish; the A-road, A267, and the B-road, B2203, whilst the rest of the street network includes tertiary streets and local roads of countryside character.

The A-road runs through Horam village offering connections to Hailsham and Eastbourne towns to the south and Heathfield to the north, as well as to smaller settlements, hamlets and farmsteads.

The B-road starts from the high street of Horam Village continuing to the north running through Maynard's Green settlement, some farmsteads, as well as Heathfield town.

The rest of the street network includes tertiary streets and local roads that offer connections to Vines Cross, hamlets and farmsteads.

• Footpaths and access to countryside

There is a good network of footpaths, mainly to the east of the parish connecting the settlements with neighbouring woodlands and parks.

In addition to this, another feature of the parish that, although it is not designated as a Public Right of Way, is the Cuckoo Trail, designated as part of Sustrans National Cycle Network 21 and the European London to Paris Cycle Path 'Avenue Verte'. The trail uses the disused railway track and runs through the village in an arc from the north to the south-east. The trail is heavily tree-lined adding to the richness of the area's green landscape, green links and wildlife corridors. It is well used by local people for walking, cycling and horse-riding.

• Public transport

The closest railway stations to Horam parish are in Buxted, Polegate and Uckfield, with approximate distances of 7, 8.7 and 8.4 miles respectively, offering connections to the north (e.g. London), the west (e.g. Brighton, Portsmouth, Southampton) and to the east (e.g. Hastings, Ashford).

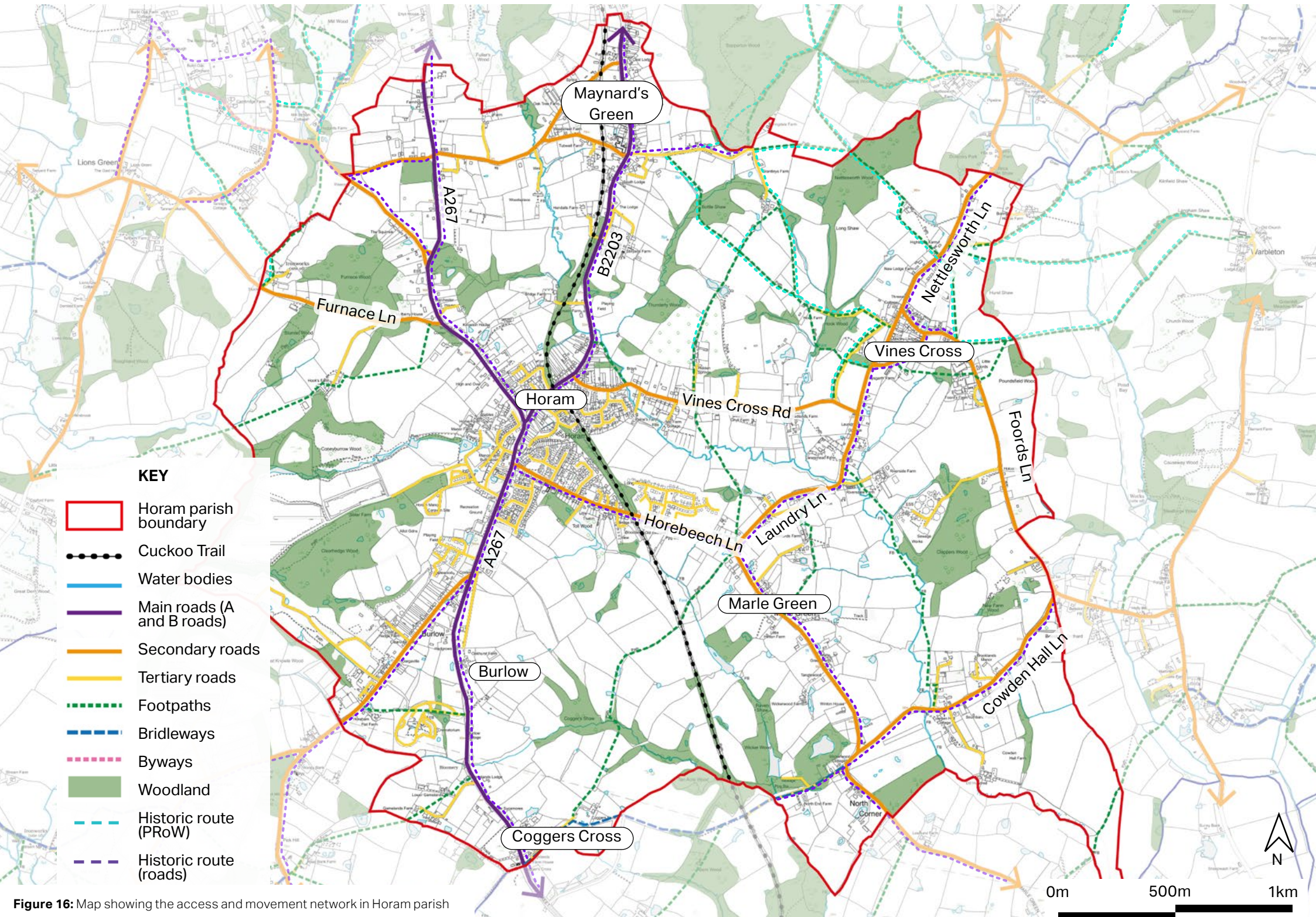
The number 51 bus route between Heathfield and Eastbourne runs through Horam and Maynard's Green. In addition a single school bus serves Horam and Maynard's Green taking students to Heathfield Community College in the morning and back in the afternoon.



Figure 14: Cuckoo Trail runs to the north to the south connecting Horam village with Maynard's Green and other surrounding settlements and it is widely used by the locals of any age.



Figure 15: The A267 road runs from the north to the south passing through Horam village.



3.4 Local character

As already mentioned, the parish consists of the main settlement of Horam Village, two other smaller villages, Maynard's Green and Vines Cross, as well as dispersed hamlets and farmsteads, as shown in [Figure 17](#).

The analysis over the next pages includes, firstly, an analysis of Horam Village, and then, an analysis of the other two smaller villages Maynard's Green and Vines Cross. A brief analysis will also cover the hamlets and farmsteads found around the parish.

The 'Historic Overview, Character and Issues Statement' report, that Murphy Associates have produced in 2021 to inform the Neighbourhood Plan, is also used as reference to inform the character analysis of the those settlements in the parish.

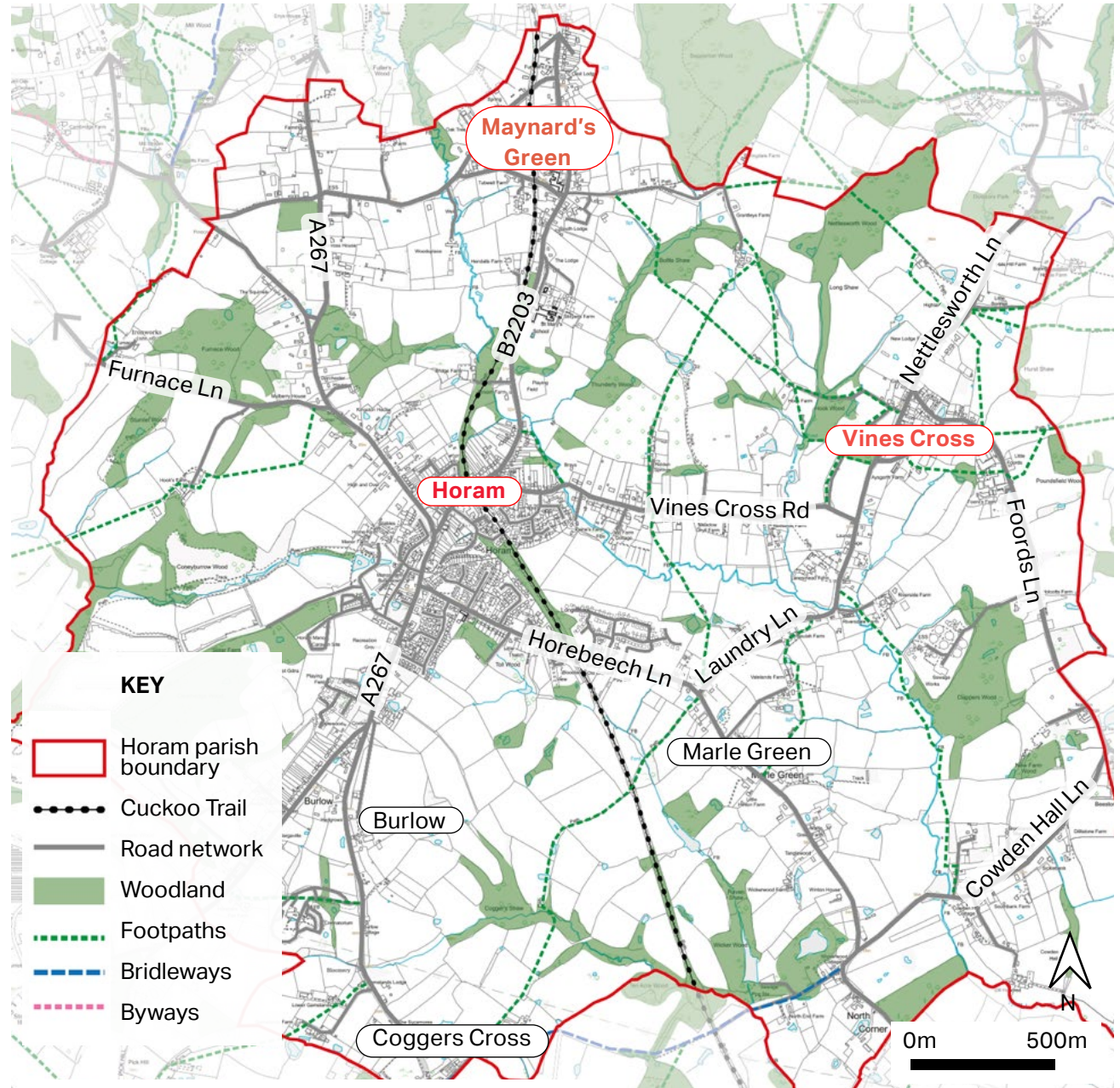


Figure 17: Map showing location the settlements of Horam village, Maynard Green and Vines Cross and other dispersed hamlets in the parish.

Horam village

3.4.0.1 Horam village¹

Horam village is the main settlement and is located in the geographic centre of the parish.

Access and movement

The A-road, A267, is the primary access to the village, from the south and north-west. It carries local traffic, as well as traffic coming from surrounding settlements and towns; including many lorries. North of the junction with Furnace Lane and south of the junction with Chiddingly Road it is a narrow, sinuous lane with a single carriageway and closely bounded by hedges and trees with only a narrow or no grass verge; there are no pedestrian footways/pavements. The 1.4km stretch through Horam village, between Furnace Lane in the north and Chiddingly Road in the south, does have pavements/footways, but generally only on one side or the other rather than both sides. This 1.4km stretch includes the village centre, and although the street gets wider, to provide bus stopping areas and some on-street

parking, it is still narrow at the junction with the B2203 where the A267 makes a sharp bend.

The B2203, is another major road route acting as an entrance to the village from the north, whilst the rest of the streets include tertiary lanes and cul-de-sacs.

Bus stops are available along the A267 south of the junction with the B2203 and along the B2203 north of it; with the main bus route being No.51. It operates a half-hourly service, from around 6.28am to 7.17pm (north) and 6.51am to 8.10pm (south), except on Sundays when it runs hourly and starts and finishes later, from 9.14am to 6.22pm (north) and 10.01am to 6.56pm (south).

The network of footpaths provides useful connections for the community. For example Cuckoo Trail connects with many public footpaths and bridleways which in turn connect Maynard's Green, Vines Cross and Marle Green villages together. Apart from early Sunday morning cycle club outings, cyclist movement is unusual along the A267 and existing road network, but

there are a lot of cyclists who access the nearby Cuckoo Trail.

Land uses

The commercial heart of the settlement has been traditionally focused at the junction of the High Street (B2203) and Little London Road (A267) offering a number of small independent retailers and one larger convenience retailer, whilst the eastern part of the village is mainly residential, with exemption the Manor Oak Surgery and Christ Church located along Horebeech Lane.



Figure 18: The range of local shops and services in the village centre meets the needs of the local community and it is also the main source of local employment.

1. Please see Horam Parish: Horam Overview, Character and Issues Statement Report at www.horam.com

Horam village

Pattern of growth and layout of buildings

There are a variety of patterns of growth in the village, however, development is largely concentrated on the eastern side of the A267.

Ribbon development can be found to the north, along B2203 road, and north-east, along Vines Cross Road, as well as to the north-west, along Little London Road, and south, along Chiddingly Road and Horebeech Lane. In those linear layouts, the buildings are set along slightly meandering



Figure 19: The ribbon development that is set along Chiddingly Road offers a rural feel due to the low density and the rich vegetation along the streetscape.

roads, whilst buildings lines are generally irregular offering variations in the sizes of front gardens. Building rotations also show some variety, which combined with the varied plot sizes and widths contributes to the rural character of the village. The front and back gardens are well-sized enhancing the feeling of openness across the streetscape, whilst maintaining building density quite low below 15 dph (dwellings per hectare). Building typologies vary between detached and semi-detached units with some bungalows too.

The commercial, mixed-use, centre follows a ribbon layout, however, the environment offers a different feel due to the slightly higher building density and the continuous frontages that the Victorian and Edwardian terraced typologies create.

The former railway line, now the Cuckoo Trail, forms an important feature of the village as its location had a great impact on the formation of the settlement.

Another pattern of growth includes cul-de-sac developments, where plot sizes are smaller and widths are less irregular. The building lines retain a level of variety and thus, the rural feel is preserved. However, building density goes higher compared to the linear layouts, approximately 18 dph, which explains the smaller plot sizes.

The Merrydown site and the developments along Poppy Drive and Autumn Drive are cul-de-sac layouts as well, however, they are recent developments and thus, should be analysed separately.



Figure 20: The massing of the 3-storey flats on top of the hill within the Merrydown site contrasts with the existing buildings along the A267.

Horam village

The massing of the three-storey flats on top of the hill within the Merrydown site contrasts with the existing buildings along the A267 and the scattered development to the rear of the site that includes the Horam Manor Farm, the designated heritage assets and the ancient woodland of Coneyburrow Wood. The woodland is identified as comprising Deciduous Ancient and Semi-Natural Woodland.

The other two recent developments follow a similar pattern and grain of development. They are both relatively denser developments compared to the rest of the village, over 20 dph, which, in combination with the lack of vegetation, creates a more semi-urban than semi-rural environment, despite their context.

Views and open spaces

Horam's position on the side of a valley above Waldron Ghyll affords views out into the surrounding countryside. In particular, the low density, landscape and open spaces, at places, offer long-distance views to the open fields. For instance, the High

Weald landscape can be appreciated along Little London Road and The Merrydown site, as shown in [Figure 21](#) whilst other open views to the fields can be appreciated at the end of Grange Close (to the south) and along Vines Cross Road (to the north).

Apart from the views towards the countryside, the approach from the north west along Little London Road also reveals pleasant views to the townscape and the terrace of buildings climbing uphill and continuing along Horam Road.

In addition, the Playing Fields by the Village Hall is a designated open green space that provides important landscape breaks and amenity spaces reinforcing the feel of openness in the village, whilst catering for the needs of the locals. The Green on Horebeech Lane is another amenity area and an important space framed by mature trees.

Car parking

There is a range of car parking typologies in the village including on-street parking

along the high street as well as some neighbourhood streets, parking courts and on-plot and garage parking.

Boundary treatments

Being a rural village, Horam is characterised by having tree-lined main roads with traditional hedgerows, neighbourhood streets with well-sized green verges and properties bordered with rich vegetation, hedgerows and large trees. In particular,



Figure 21: View from the Merrydown development over the roofscapes of the settlement of Horam to the north east and the High Weald landscape.

Horam village

the rich mix of horse chestnut, oak, beech and other broad leaf varieties provides an impressive tree canopy for the village. There are also some examples of hard boundary treatments, but those are limited to low-height (less than 90cm) brick walls always combined with softer, green, elements.

In addition to this, the Cuckoo Trail, running through the village in an arc from the north to the south-east, adds to the richness of the area's rural landscape, since it is bordered with large trees.

However, the clearly rural setting of the settlement of Horam has been eroded, due to the more urbanised residential developments that have taken place over the past few decades.

Within the pre-21st century developments all of the individual properties are enclosed; it is very unusual to see a front garden which does not have a boundary. Where the roadside is open to allow off-street parking, the sides of the gardens are bounded by hedges or fences/walls.

Building heights and roofline

Horam's position on a ridge, the topography falling away to the north-west and the varieties in building density generate varieties in rooflines as well. The average building height in the village is 2 storeys, however, there are also examples of 2.5-storey dwellings with roof dormers, as well as bungalows. The Merrydown development creates a contrast to the general lower height landscape with its poor and over dominant presence emphasised by the dramatic change in levels and the 3-storey blocks of flats that face onto the A267.

The predominant roof form is pitch with gable ends, whilst there is a number of gable fronted or part gable fronted properties. In addition, there are examples of hipped roofs. The roofscape is also characterised by the chimneys of the properties, the Victorian and Edwardian properties have taller more ornate chimneys with decorative brick coping details and clay chimney pots. Some of the post war properties also have chimneys and these add interest and



Figure 22: Local examples of soft and hard boundary treatments that reinforce the rural context of the village.

Horam village

rhythm to the roofscape.

The roofline is continuous along the high street due to the terraced typology and higher densities, whilst it gets interrupted with chimneys, dormers and pitches. Towards the edges of the settlement, where density is lower and nature prevails, the roofline becomes less continuous. However, there are examples of continuous rooflines outside the compact commercial core, for instance in the Merrydown or Four Seasons developments, due to high building



Figure 23: Local example of a continuous roofline which often gets interrupted with chimneys, dormers and pitches.

densities that create a strong contrast with the surrounding rural context.

Local vernacular

There is a great variety of architectural styles and details within the village. The predominant materials used for the facades are red brick, darker at places, clay tile hanging and white render, with fewer examples of brown brick, cream render, white, black or dark red weatherboarding or



Figure 24: Local example of less continuous rooflines which gets interrupted with rich vegetation.

buff coloured gault brick.

There was a well-developed local brick and tile industry. The multi-red bricks containing iron deposits were common and can be seen throughout the area, as can plain red clay tiles, with some of the Victorian and Edwardian properties having decorative ridge tiles that add interest. Concrete roof tiles, mostly in post-war development, mimic the clay tiles, not very successfully, whilst there are also examples of darker slates.

Some of the Victorian and Edwardian properties have box or canted bays at ground floor with some extending to first floors. These, along with more traditional porch design with clay tile roofs, add interest, texture and rhythm to the townscape.

Brick window and door dressings are evident and this adds texture and refinement to the buildings. The white wooden detailing of the sash or casement windows, fascia and porch details help articulate and brighten the facades.

Horam village

Traditional sash windows remain in some of the older properties, but many have been changed to Upvc. There is a clear hierarchy of window details and size of the opening from the ground to the upper floors that helps define the order and proportion of the buildings. There are some exceptions evident such as Manor Road where the semi-detached gable fronted dwellings with yellow stock brick and red brick quoining to windows and doors were built by the railway company to house railway workers and so follow the corporate design and building materials, rather than the local vernacular.



Gabled roof with red clay tiles



Hipped roof with concrete tiles



Gabled roof with dark slates



Red brick



Timber frame with white render infills



White render



Red clay tile hanging



Combination of brick colours



Dark weatherboarding



Yellow brick with red brick dressing around windows



Sash windows with wooden detailing



Box bay hipped porch with red clay slates

Horam village

KEY

Horam parish boundary

Cuckoo Trail

Roads

Water course

Woodland

Trees

Open fields

Playing field

Allotment

Recreation ground

Grade II listed buildings

Bus stops

Building uses:

Health

Community

Businesses

Retail

Restaurants/ pubs/ takeaways

Religious

Education

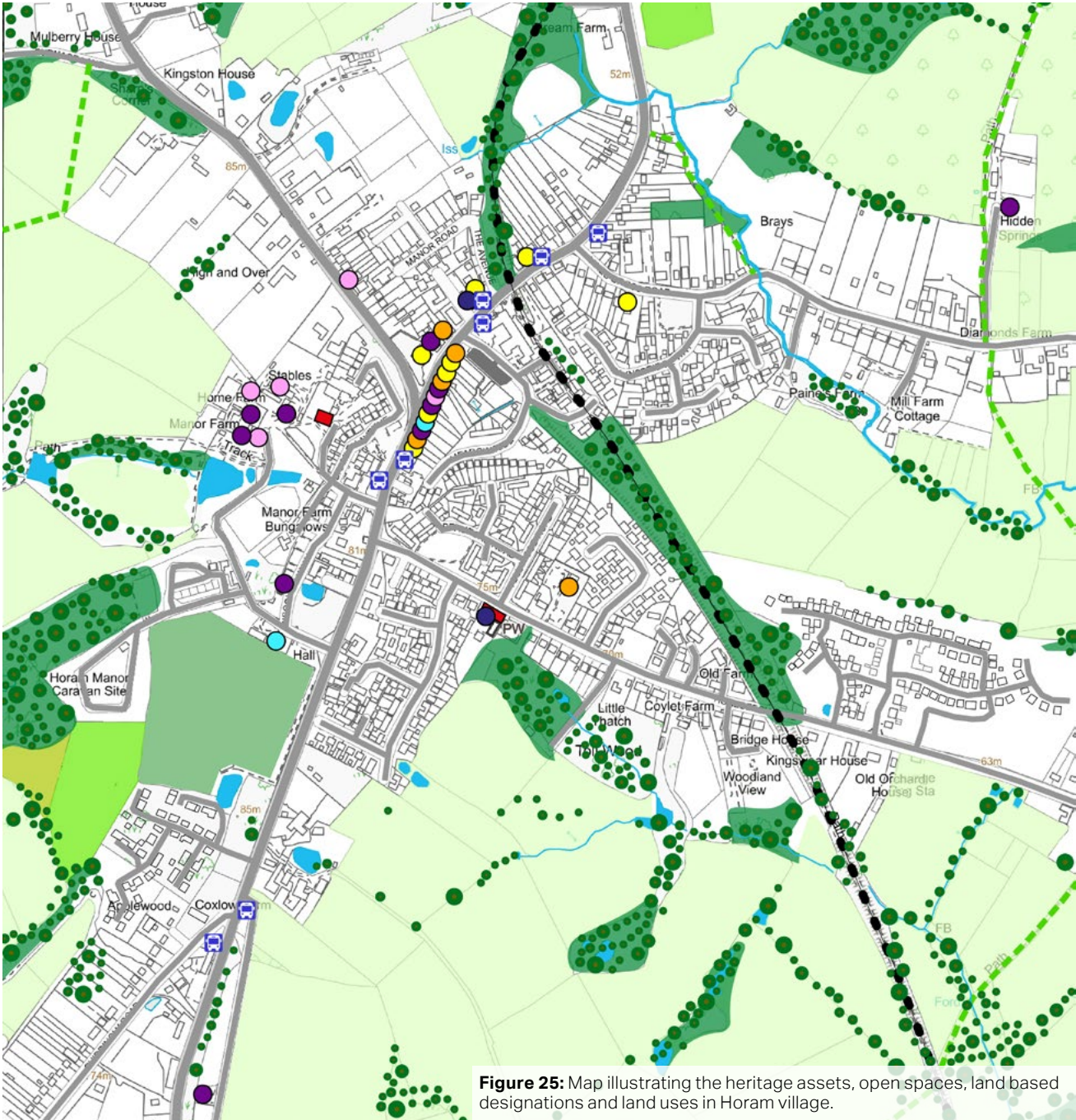


Figure 25: Map illustrating the heritage assets, open spaces, land based designations and land uses in Horam village.

Maynard's Green

3.4.0.2 Maynard's Green²

Maynard's Green is located at the northern end of the parish and sits within the High Weald Area of Natural Beauty. The village is smaller and more rural in nature compared to Horam village and shares certain characteristics with Vines Cross.

Access and movement

The B-road, B2203, which forms the primary access to Maynard's Green linear settlement carrying traffic between Horam village and Heathfield, is a single carriageway lane. The road is equipped with pavement on one side and green verges on the other. In addition, West Street Lane, Tubwell Lane and Sicklehatch Lane are tertiary roads with a countryside character, no pavements and narrower width, offering access to some sparsely located properties.

Bus stops are available along the B2203, but the services are limited, the No. 51 operates half-hourly with buses from Maynard's Green from 6.47am-8.07pm (south) and 6.30am-7.19pm (north).

The network of footpaths provides useful connections for the community. In addition, as well as providing a direct car-free link between Maynard's Green and Horam, the Cuckoo Trail connects with several public footpaths and bridleways which in turn connect Maynard's Green, Vines Cross and Marle Green villages together. However, during the winter and wet periods many of those footpaths become muddier and they are therefore, more difficult to use.

Land uses

Overall land use is mainly residential, but there are some small businesses. Additionally there are two schools in Maynard Green, St Marys Special School (for children with SEMH needs) and Maynard's Green Primary School.

Pattern of growth and layout of buildings

Maynard's Green is predominantly linear in pattern with properties set along slightly meandering roads. Building lines are relatively irregular allowing for a variety of depths for the front gardens and therefore, a visual interest along the streetscape.

However, there are also examples of buildings with either small-sized front gardens or no front gardens and thus, directly fronting the pavement or green verge. This variety also creates different levels of enclosure along the streetscape. Plot sizes and widths vary which reinforces the rurality of the place.

The average building density in this settlement is generally lower compared to Horam village. In particular, it is approximately 8 dph (dwellings per hectare) along the B2203, whilst it goes lower along the rest of the rural lanes, West Street Lane and Tubwell Lane, approximately 2 dph.



Figure 26: Maynard's Green Primary School.

2. Please see Horam Parish: Horam Overview, Character and Issues Statement Report at www.horam.com
AECOM

Maynard's Green

Views and open spaces

There are no designated open spaces in Maynard's Green and the village is characterised by high levels of enclosure due to the rich vegetation and narrow rural lanes. This enhances the rural character of the village.

Car parking

The prevailing car parking typologies are on-plot parking and garage, however, there are also examples of on-street parking along the B2203 and, in recent developments, parking courts.

Boundary treatments

Maynard's Green is characterised by rich vegetation, due to the strong rural character, and therefore, natural boundary treatments prevail over the hard ones. In particular, there are examples of hedges, hedgerows, trees, bushes and flower beds bordering or decorating the front gardens, whilst hard boundary treatments, for instance low-height (less than 90cm) brick walls and timber fencing, are also found along the countryside lanes.

Within the pre-21st century developments all of the individual properties are enclosed, it is very unusual to see a front garden which does not have a boundary; where the roadside is open to allow off-street parking the sides of the garden are bounded by hedges or fences/ walls.

Building heights and roofline

The average building height is relatively low, in both settlements, up to 2 storeys reinforcing the rural character of the area. The roofscape presents varieties along the streets due to the variety of building typologies and heights, as well as the variety in building densities.

In particular, the roofline in Maynard's Green is generally irregular and mainly non-continuous due to the low density and large gaps between properties. The residential properties are a mix of historic, inter and post-war, and late 20th century houses, whilst some others have their origins in farming, being former farmhouses or farm buildings. In addition, there is a mix of detached units, terraced cottages



Figure 27: View along the B2203 road where its slight meandering layout offers interesting visuals along the streetscape.



Figure 28: Buildings are set in a linear form along the street with generally irregular building lines and rotations reinforcing the rural character of the settlement, Maynard's Green.

Maynard's Green

and semi-detached dwellings. However, rich vegetation also contributes to a level of irregularity since it often interrupts the roofline.

Roof types range between gabled, cross gabled, hipped, half hipped, catslide and dual pitched.

Local vernacular

There is a good variety of architectural materials and details in both settlements contributing to the local vernacular of the parish.

In particular, the traditional Sussex vernacular prevails with the use of red brick, or part red brick and part tile hung facades, brick dressings to openings and white wooden sash or casement windows. There are also some examples of lighter red bricks, rendered elements and painted weatherboarding. Roof materials include red/brown clay tiles, concrete tiles, slates (natural and man-made), terracotta finials and decorative chimneys. Fencing includes chestnut post and rail.



Gabled roof with brown clay tiles



Gabled roof with red clay tiles and hipped dormers



Dutch roof with red clay tiles



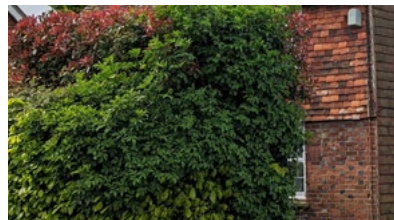
Thatched roof



Oast house with red clay tiles



Catslide roof (main property) and dutch roof (out-building)



Half tile hanging and red brick



Timber frame and white render infills



Lighter red brick



Timber fencing (with gaps)



Hedgerow



Grass, trees and flowerbeds

Maynard's Green

KEY

Horam parish boundary

Cuckoo Trail

Roads

Water course

Woodland

Trees

Open fields

Playing field

Allotment

Recreation ground

Grade II listed buildings

Bus stops

Building uses:

Health

Community

Businesses

Retail

Restaurants/ pubs/ takeaways

Religious

Education

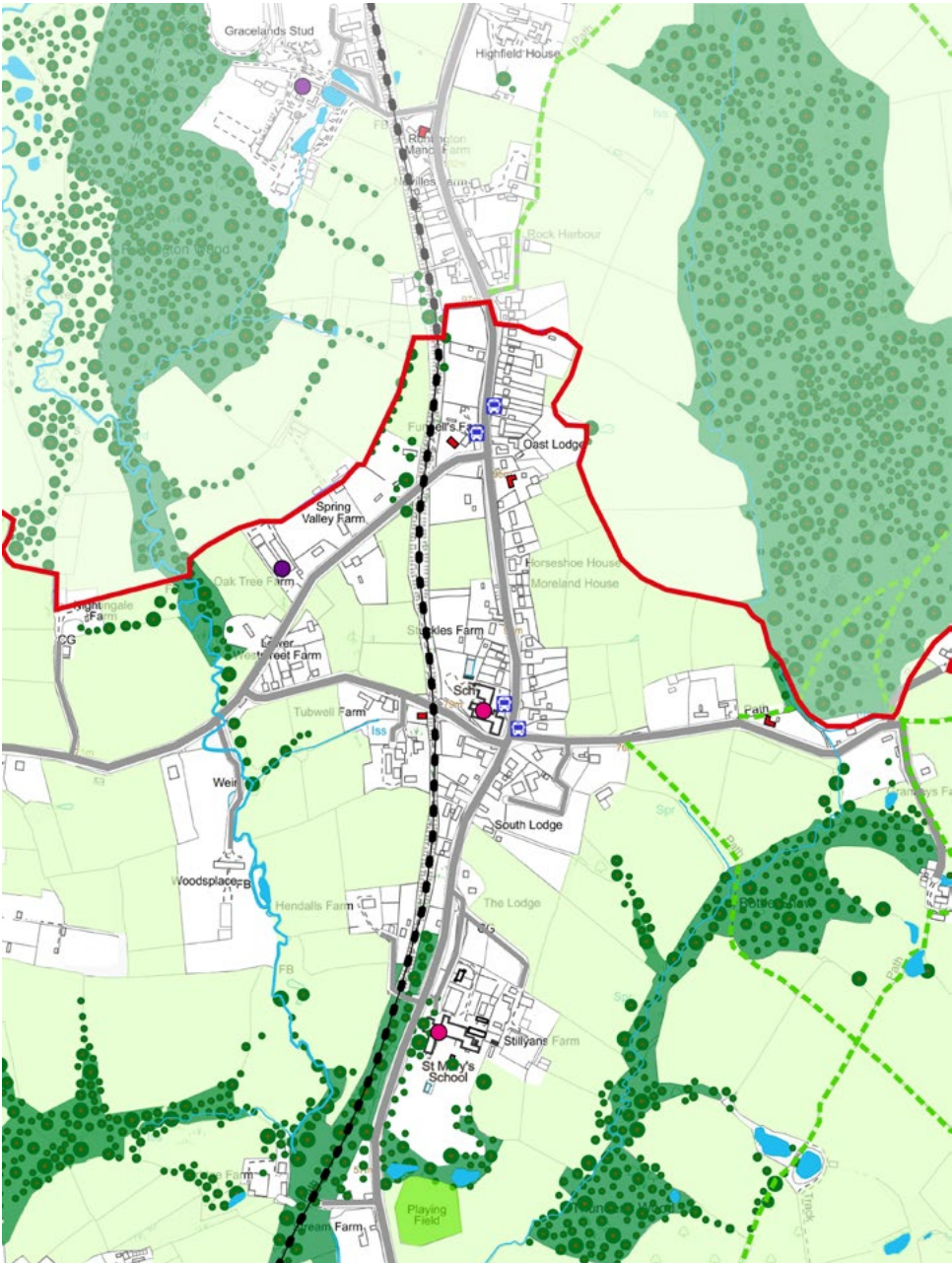


Figure 29: Map illustrating the heritage assets, open spaces, land based designations, land uses and views in Maynard's Green settlement.

Vines Cross

3.4.0.3 Vines Cross³

Vines Cross is located between Horam and Old Heathfield and it is adjacent to the High Weald Area of Natural Beauty boundary. The village is smaller and more rural in nature compared to Horam village and shares certain characteristics with Maynard's Green.

Access and movement

Nettlesworth Lane, a tertiary road with a countryside character, forms the primary access to the village, whilst it also connects to Vines Cross Road which offers access to the B2203 and therefore, Horam village.

In addition, other tertiary roads, of similar character to Nettlesworth Lane, are Foords Lane and Ballsocks Lane offering access to the rest of the properties in Vines Cross.

The network of footpaths provides useful connections for the community. In addition, as well as providing a direct car-free link between Maynard's Green and Horam, the Cuckoo Trail connects with several public

footpaths and bridleways which in turn connect Maynard's Green, Vines Cross and Marle Green villages together. However, during the winter and wet periods many of those footpaths become muddier and they are therefore, more difficult to use.

Land uses

Land use is mainly residential, but there are some small businesses. There are small industrial units on Foords Farm, a pub, the Brewers Arms, at the junction of Nettlesworth Lane with Foords Lane and a car repair/ servicing business opposite the pub.

Pattern of growth and layout of buildings

Vines Cross presents more irregularity than Maynard's Green, with properties set along meandering lanes characterised with irregular building lines, rotations and setbacks. The development growth is more compact along the three lanes, approximately 15 dph, compared to Maynard's Green settlement, creating higher levels of enclosure. The narrow rural lanes and the rich vegetation along the property

lines also create high levels of enclosure. However, the housing development towards the east, along Foords Lane, is set opposite to open fields reducing the levels of enclosure and creating a feel of openness in the area providing long distance views towards the surrounding countryside.

The northern part of the village settlement, where The Brewers Arms Public House and the garage opposite, Parker Motors, can be found, provide a focus point for the village.



Figure 30: View to Brewers Arms Public House which is located to the junction of Nettlesworth Lane and Foords Lane acting as a landmark building and a focal point for the village.

³ Please see Horam Parish: Horam Overview, Character and Issues Statement Report at www.horam.com

Vines Cross

Views and open spaces

There are no designated open spaces in Vines Cross and the village is characterised by high levels of enclosure due to the rich vegetation and narrow rural lanes. This enhances the rural character of the village.

Vines Cross also offers some long-distance views towards the open countryside to the east along Foords Lane and Nettlesworth Lane, for example from Froods Lane there are long distance views to Warbleton Church.



Figure 31: The properties set along Nettlesworth Lane have small-sized front gardens which in combination with the rich vegetation on the other side of the road and the narrow street creates high levels of enclosure.

Car parking

The prevailing car parking typologies are on-plot parking and garage, however, there are also examples of on-street parking, along the B2203 and Foords Lane, and, in recent developments, parking courts.

Boundary treatments

Vines Cross is characterised by rich vegetation, due to the strong rural character, and therefore, natural boundary treatments prevail over the hard ones. In particular, there are examples of hedges, hedgerows, trees, bushes and flower beds bordering or decorating the front gardens, whilst hard boundary treatments, for instance low-height (less than 90cm) brick walls and timber fencing, are also found along the countryside lanes.

Within the pre-21st century developments all of the individual properties are enclosed, it is very unusual to see a front garden which does not have a boundary; where the roadside is open to allow off-street parking the sides of the garden are bounded by hedges or fences/ walls.

Building heights and roofline

The roofline in Vines Cross presents more continuity than Maynard's Green, due to the more compact layout of the properties and smaller front gardens. However, there are also examples of properties that are bordered with rich vegetation and are set further from the carriageway creating gaps in the roofline and therefore, more visual interest along the streetscape. The roofline also gets interrupted with chimneys, pitches and dormers. The residential properties offer a mix of historic and some post war eras development including a mix of detached units, terraced housing and some semi-detached dwellings.

Local vernacular

There is a good variety of architectural materials and details in both settlements contributing to the local vernacular of the parish.

In particular, the traditional Sussex vernacular prevails with the use of red brick, or part red brick and part tile hung facades, brick dressings to openings and

Vines Cross

white wooden sash or casement windows. There are also examples of lighter red bricks, rendered elements and painted weatherboarding. Roof materials include red/brown clay tiles, concrete tiles, slates (natural and man-made), terracotta finials and decorative chimneys. Fencing includes chestnut post and rail.



Gabled roof with brown clay tiles



Gabled roof with red clay tiles and hipped dormers



Dutch roof with red clay tiles



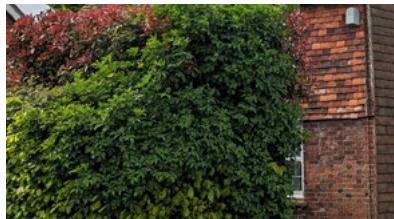
Thatched roof



Oast house with red clay tiles



Catslide roof (main property) and dutch roof (out-building)



Half tile hanging and red brick



Timber frame and white render infills



Lighter red brick



Timber fencing (with gaps)



Hedgerow



Grass, trees and flowerbeds

Vines Cross

KEY

Horam parish boundary

Cuckoo Trail

Roads

Water course

Woodland

Trees

Open fields

Playing field

Allotment

Recreation ground

Grade II listed buildings

Bus stops

Building uses:

Health

Community

Businesses

Retail

Restaurants/ pubs/ takeaways

Religious

Education

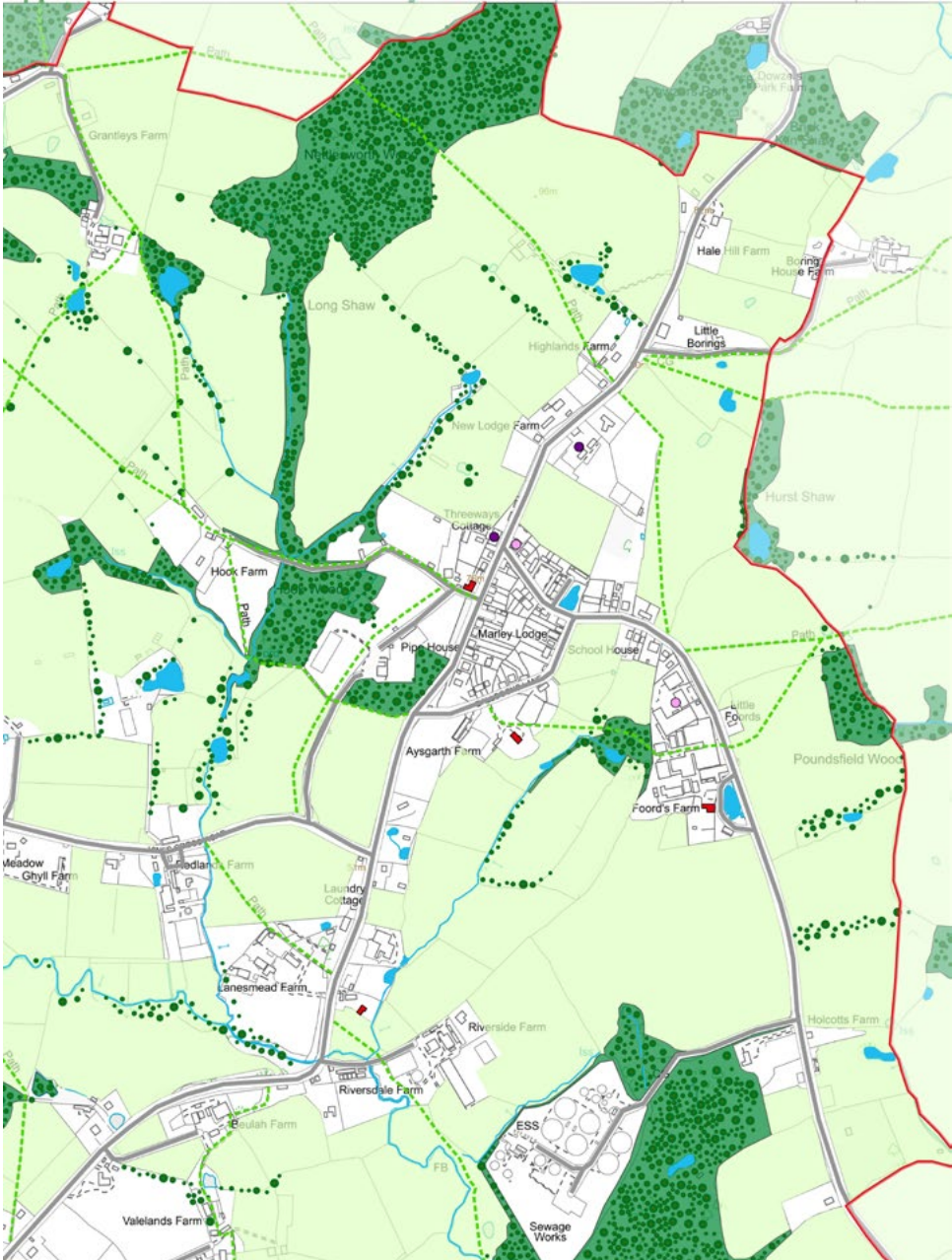


Figure 32: Map illustrating the heritage assets, open spaces, land based designations, land uses and views in Vines Cross settlement.

Hamlets, farmsteads and rural areas

3.4.0.3 Hamlets, farmsteads and rural areas⁴

Apart from Horam, Maynard's Green and Vines Cross, there are three hamlets namely Marle Green, Burlow and Cogger's Cross. Numerous farmsteads are also present throughout the parish.

These small settlements generally have a linear form, low building density and are accessed through Horebeech Lane, to reach Marle Green, and the A267 to access Burlow and Cogger's Cross. In addition, all settlements beyond the High Weald designated National Landscape.

The average building height in all rural settlements and hamlets is low, similar to the main settlements; up to 2 storeys with a number of single-storey dwellings and a number of dwellings with rooms within the roof space making them 2.5 storeys because often the gutter-line of the roof is lower than the lintel above the first-floor windows.

4. Please see Horam Parish: Horam Overview, Character and Issues Statement Report at www.horam.com

In terms of boundary treatments, the natural elements prevail, due to the strong rural character of those settlements, however a combination of natural and hard boundary treatments, like low-height (less than 90cm) brick walls can also be found along the streetscape. Within the pre-21st century developments all of the individual properties are enclosed, it is very unusual to see a front garden which does not have a boundary; where the roadside is open to allow off-street parking the sides of the garden are bounded by hedges or low height fences/ walls (less than 90cm).

Marle Green settlement has a strong rural feel including dwellings and farm buildings. The buildings are setback from the street and they are bordered with well-sized green verges and large street trees enhancing the feel of openness along the streetscape. In terms of materials on facades, red/ orange bricks, painted brickwork, white weatherboarding and rendered or painted ground floor elevations with tile-hanging to the first floor can be found along the streets. In addition, occasional coursed cobbled flint farm buildings and flint walls are also seen along the lane.

Burlow rural settlement incorporates lands around the junction of the Horam Road (A267) and Chiddingly Road. The settlement has extended over time along Chiddingly Road in a linear form. To the east side of Chiddingly Road and along the A267, development is less dense and sporadic. The open fields provide an essential break in the built-up form and define the rural edges of the larger settlement of Horam. The settlement includes a mixture of typologies ranging between detached, semi-detached and terraced properties. In terms of materials on facades, red brick is extensively used along with red clay tiles on the roofs. Examples of tile hung on upper floors and red brick base are also found in the area.

Lastly, Coggers Cross sits at the southern end of the current parish of Horam, on either side of a crossroads formed by the A267, Cogger's Lane and Swansbrook Lane. Cogger's Lane is a bridleway and it offers footpath connections to the Cuckoo Trail and then onwards towards the junction of Horebeech Lane and Laundry Lane and to the junction of Grove Hill and Cowden Hall Lane.

Hamlets, farmsteads and rural areas

The local vernacular shows similar qualities to the materials found in Marle Green and Burlow settlements.



Figure 33: Example of timber fencing combined with trees and bushes.



Figure 36: View to the May Garland where low-rise buildings form a slightly irregular building line, whilst the roofline is generally continuous interrupted by chimneys and pitches.



Figure 34: Local example of rich hedgerow bordering the property along the street.



Figure 37: Gamelands Methodist Church is set in the corner acting as a landmark building and a positive feature of the prevailing materials used in the rural settlements.



Figure 35: Local example of well-sized front gardens with the property set back from the street decreasing enclosure and enhancing the feeling of openness.



Figure 38: Local example of semi-detached typology set along the street with small-sized front gardens, low-height brick walls and green verges.

Summary table

Settlements	Key qualities & characteristics to be preserved in future development	Relevant design guidelines
Horam Village	<ol style="list-style-type: none"> 1. Main village and service centre for the surrounding settlements. The commercial heart of the parish. 2. Serviced by A-road and B-road. 3. Cuckoo Trail is an important feature in the village offering safe pedestrian and cycle routes to Maynard's Green. 4. Variety of development patterns with also examples of modern developments that are not in keeping with the surrounding context in terms of density, massing and character. 5. Extensive views towards the countryside, as Horam is on the side of a ridge and the topography is undulating. 6. Public open space and Playing fields in the Village Hall provide a good amenity space. 7. Tree-lined roads, well-sized green verges and properties bordered with rich vegetation and hedgerows. There are also examples of hard boundary treatments (e.g. low height brick walls). 8. Average building height is 2 storeys. The Merrydown development creates a contrast with its over dominant presence emphasised by the dramatic change in levels and the 3-storey block of flats. 9. Local vernacular mainly includes red brick (variety of shades), clay tile hanging and white render, whilst for the roofs red clay tiles, concrete roof tiles and darker slates are used. Brick window and door dressings are evident. White wooden detailing is also used for window frames, fascia and porch details. 	<ol style="list-style-type: none"> 1. DG.01.2 Settlement pattern and settings and DG.01.3 Settlement form 2. DG.02.1 Connectivity between settlements and traffic mitigation and DG.02.4 Layout considerations for roads, parking and servicing 3. DG.02.2 Cuckoo Trail and access to the countryside and DG.02.3 Promote walking and cycling 4. DG.04.1 Types of development; DG.04.2 Housing mix; DG.04.3 Development form and DG.04.6 Materials and architectural details 5. DG.01.1 Landscape character and DG.01.4 Important views and landmarks 6. DG.03.4 Providing biodiversity and open spaces in development and DG.04.8 Community facilities and public realm 7. DG.04.4 Building lines, boundary treatments, external areas and landscaping 8. DG.04.2 Housing mix and DG.04.3 Development form 9. DG.04.6 Materials and architectural details

Summary table

Settlements	Key qualities & characteristics to be preserved in future development	Relevant design guidelines
Maynard's Green	<ol style="list-style-type: none"> 1. Accessed by the B2203 and local lanes. 2. Easily accessed on foot from Horam via Cuckoo Trail. Connections to Vines Cross via footpath only for able bodied during daylight and outside of wet weather due to muddy terrain and number of stiles. 3. Location of the Primary school of the parish. 4. Predominantly linear development, irregular building lines, informal setting, varied sizes on building plots. 5. Low density contributes to the rurality of the settlement, while nature prevails. 6. Rich vegetation, prevalence of physical boundary treatments over the hard surfaces. 7. Average building height is 2 storeys. Irregular and non-continuous roofline interrupted by nature. 8. The traditional Sussex vernacular prevails with the use of red brick, or part red brick and part tile hanging, examples of catslide roofs. 	<ol style="list-style-type: none"> 1. DG.02.1 Connectivity between settlements and traffic mitigation and DG.02.4 Layout considerations for roads, parking and servicing. 2. DG.02.2 Cuckoo Trail and access to the countryside and DG.02.3 Promote walking and cycling. 3. DG.04.1 Types of development. 4. DG.01.2 Settlement pattern and settlements; DG.01.3 Settlement form and DG.04.4 Building lines, boundary treatments, external areas and landscaping. 5. DG.01.3 Settlement form and DG.03.1 Trees and woodland 6. DG.03.1 Trees and woodland and DG.04.4 Building lines, boundary treatments, external areas and landscaping. 7. DG.01.3 Settlement form and DG.04.3 Development form. 8. DG.04.6 Materials and architectural details.

Settlements	Key qualities & characteristics	Relevant design guidelines
Vines Cross	<ol style="list-style-type: none"> 1. Accessed from Horam via car. There is no provision for pavements. Connections to Maynard's Green via footpath only for able bodied during daylight and outside of wet weather due to muddy terrain and number of stiles. 2. The northern part of the village, where the pub and the garage opposite can be found, provide a focus for the village. 3. Informal pattern, meandering lanes, irregular building lines, rotations and setbacks. Compact development along three lanes. 4. Panoramic view from Foords Lane at start of footpath Horam 6 looking east with Warbleton Church on the horizon. 5. Low density contributes to the rurality of the settlement, while nature prevails. 6. Rich vegetation, prevalence of physical boundary treatments over the hard surfaces. 7. Average building height is 2 storeys. Irregular and non-continuous roofline interrupted by nature. 8. The traditional Sussex weald vernacular prevails with the use of red brick, or part red brick and part tile hanging, examples of catslide roofs. 	<ol style="list-style-type: none"> 1. DG.02.1 Connectivity between settlements and traffic mitigation; DG.02.4 Layout considerations for roads, parking and servicing and DG.02.3 Promote walking and cycling. 2. DG.01.3 Settlement form and DG.01.4 Important views and landmarks. 3. DG.01.2 Settlement pattern and settings; DG.01.3 Settlement form and DG.04.4 Building lines, boundary treatments, external areas and landscaping. 4. DG.01.4 Important views and landmarks. 5. DG.01.3 Settlement form and DG.04.3 Development form. 6. DG.04.4 Building lines, boundary treatments, external areas and landscaping and DG.03.1 Trees and woodland. 7. DG.01.3 Settlement form and DG.04.3 Development form. 8. DG.04.6 Materials and architectural details
Hamlets, farmsteads and rural areas	<ol style="list-style-type: none"> 1. Mainly linear form settlements of low density accessed by B-roads or local roads. Slightly meandering lanes. 2. Average building height is 2 storeys with a number of single-storey dwellings. 3. Strong rural feel, rich vegetation, prevalence of physical boundary treatments over the hard surfaces. 4. Traditional Sussex weald vernacular mainly includes red/orange bricks, painted brickwork, tile-hanging, red clay tiles on roofs. 	<ol style="list-style-type: none"> 1. DG.01.3 Settlement form; DG.02.1 Connectivity between settlements and traffic mitigation and DG.02.4 Layout considerations for roads, parking and servicing 2. DG.01.3 Settlement form; DG.04.3 Development form and DG.04.2 Housing mix 3. DG.04.4 Building lines, boundary treatments, external areas and landscaping and DG.03.1 Trees and woodland 4. DG.04.6 Materials and architectural details

**Design vision & key design
principles**

04

4. Design vision and key design principles

This chapter will present the design vision and the key design principles which are informed by the wider context considering the built environment as well as the landscape and local character of the locality.

4.1 Design vision

The design vision is expressed as a future state and it should cover:

- **A.** The essentially rural character of Horam parish and its settlements, which as a primary attribute for local people, will have been retained;
- **B.** The parish's landscape character, that reflects its location in the 'Southern slopes of the High Weald' (the northern part of the parish being within the designated High Weald National Landscape), with high woodland and tree cover and hedgerows, enclosing generally smaller fields as well as settlement will have been retained and enhanced, including through a 'landscape-led' approach to development;
- **C.** The influence of the parish's topography on the pattern and form of settlements, on visual linkages with the surrounding countryside, and on the tendency for flash flooding of the Waldron Ghyll, will have been recognised and reflected in development proposals;
- **D.** The general 'greenness' of the parish, not only the fields and woodlands of its countryside but also in terms of its trees, hedges and green spaces within built-up areas, will have been retained and enhanced, including by identification of a 'green infrastructure' network that promotes biodiversity and reinforces connections with the surrounding countryside;
- **E.** Opportunities for walking, cycling and horse riding, provided notably by the Cuckoo Trail as well as the Public Rights of Way (PROW) network and highways, will have continued to be encouraged, including through new and improved links and routes, in ways that increase access to the countryside and to local shops and services;
- **F.** The distinct identities of individual settlements will not have been further eroded. In particular, it has been noted that the gap between Burlow and Horam has already been eroded by the recent development, while the remaining

separation between Horam and Marle Green is now a bare minimum. The countryside gap between Horam and Maynard's Green is also in danger of being undermined;

- **G.** Horam will retain a core of businesses and community facilities that serve the surrounding area, which has been supported by a range of initiatives to encourage their use by both residents and visitors;
- **H.** The nature and mix of development will have clearly helped meet local needs;
- **I.** The local vernacular of building forms and materials will have been effectively reflected in new buildings, whilst also contributing to the mitigation of and adaptation to climate change; and
- **J.** The heritage of the parish will have been respected, while references to Horam's historical ties with the railway and the wider parish's ties with iron making and brick making will have been

recognised.

4.2 Key design principles

The design guidelines, with reference to Horam Neighbourhood Area, will follow a brief introduction of the general design principles.

The guidelines developed in the document focus on residential environments including new housing development in the parish, as well as any potential infill or small scale development.

In any case, considerations of design and layout must be informed by the wider context, considering not only the immediate neighbouring buildings, but also the landscape and local character of the wider village. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a

development.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area.

Therefore, some key design principles that should be present in any design proposal are:

- a. Respect the existing pattern of the parish to preserve the local character;
- b. Respect the heritage, landscape and key views identified in the parish;
- c. Aim for high quality design that reflects and respects the local vernacular;
- d. Retain and incorporate important existing features into the development;
- e. Integrate with existing paths, streets, circulation networks and improve the established character of streets,

greens and other spaces;

- f. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- g. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- h. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- i. Respect surrounding buildings in terms of scale, height, form and massing;
- j. Provide adequate open space for the development in terms of both quantity and quality;
- k. Preserve views towards the open countryside, as well as views from the countryside towards the village

settlement;

- l. Reinforce or enhance the character of streets, greens, and other spaces;
- m. Relate well to local topography and landscape features, including prominent ridge lines and long-distance views; and
- n. Incorporate the best practicable measures that promote sustainability, including in relation to building materials, energy generation, waste management, consistent with local character and amenities.

Design guidelines

05

5. Design guidelines

This chapter provides guidance on the design of development setting out the guidelines that applicants for planning permission in Horam parish will be expected to follow.

5.1 Horam parish design guidelines

This section introduces a set of design guidelines that are specific to Horam parish. These are based on:

- Baseline analysis of the settlement pattern, landscape and rural character of the parish in [Chapter 2](#);
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life which informed the principles and design guidelines; and
- Discussions with members of the Neighbourhood Plan Steering Group.

The design guidelines are divided into **4 sections**, shown on the next page, each one with a different number of subsections. Each section and subsection is numbered (e.g DG.01) to facilitate its reading and consultation.



The design guidelines aim to set out clear design parameters on the 4 themes to establish what good quality design should look like in Horam parish, based on the baseline analysis and local aspirations for how the area will develop.

They also offer a more specific steer on what is acceptable, or not, within the parish and they are usually visual including indicative photos and illustrative diagrams.

Each theme will be accompanied by design guidelines, however, the extent to which each one will go depends on the particular theme, whether it requires more generic or technical guidance.

Theme	Guidelines	Title	Design Vision
DG.01 Respecting local landscape character and settlement pattern	DG.01.1	Landscape character	A, B
	DG.01.2	Settlement pattern and settings	F
	DG.01.3	Settlement form	F
	DG.01.4	Important views and landmarks	C
	DG.01.5	Heritage assets	J
DG.02 Safe and sustainable access and movement	DG.02.1	Connectivity between settlements and traffic mitigation	E
	DG.02.2	Cuckoo Trail and access to the countryside	E
	DG.02.3	Promote walking and cycling	E
	DG.02.4	Layout considerations for roads, parking and servicing	E
DG.03 Supporting nature, green spaces and water management	DG.03.1	Trees and woodland	D
	DG.03.2	Creating a green network (for biodiversity and amenity)	D, E, G
	DG.03.3	Water management	C
	DG.03.4	Providing biodiversity and open spaces in developments	D
DG.04 Built form	DG.04.1	Types of development	G, H
	DG.04.2	Housing mix	H
	DG.04.3	Development form	I
	DG.04.4	Building lines, boundary treatments, external areas and landscaping	B, I
	DG.04.5	Street Lighting	A
	DG.04.6	Materials and architectural details	I
	DG.04.7	Sustainable construction	I
	DG.04.8	Community facilities and public realm	G

DG.01 Respecting local landscape character and settlement pattern

DG.01.1 Landscape character

As extensively mentioned in [Section 3.1](#), Horam parish boasts high quality natural areas with distinctive landscape that needs to be retained in any future development.

In particular, Horam parish straddles the southern edge of the High Weald National Landscape, covering the entire settlements of Maynard's Green, whilst the whole of the parish is identified as being within the High Weald Natural Character Area. Horam also lies centrally in the Southern Slopes of the High Weald LCA and it encompasses a patchwork of woodlands and stream corridors. The undulating landform results in a strong sense of enclosure within much of the landscape. The network of rural lanes is lined with mature trees and hedgerows and there is a relatively strong sense of tranquility.

In addition to this, the historic significance of the landscape, as database by ESHER indicated that the landscape retains a pattern of post-medieval

informal fieldscapes, needs to also be considered into the design process of new developments within the parish.

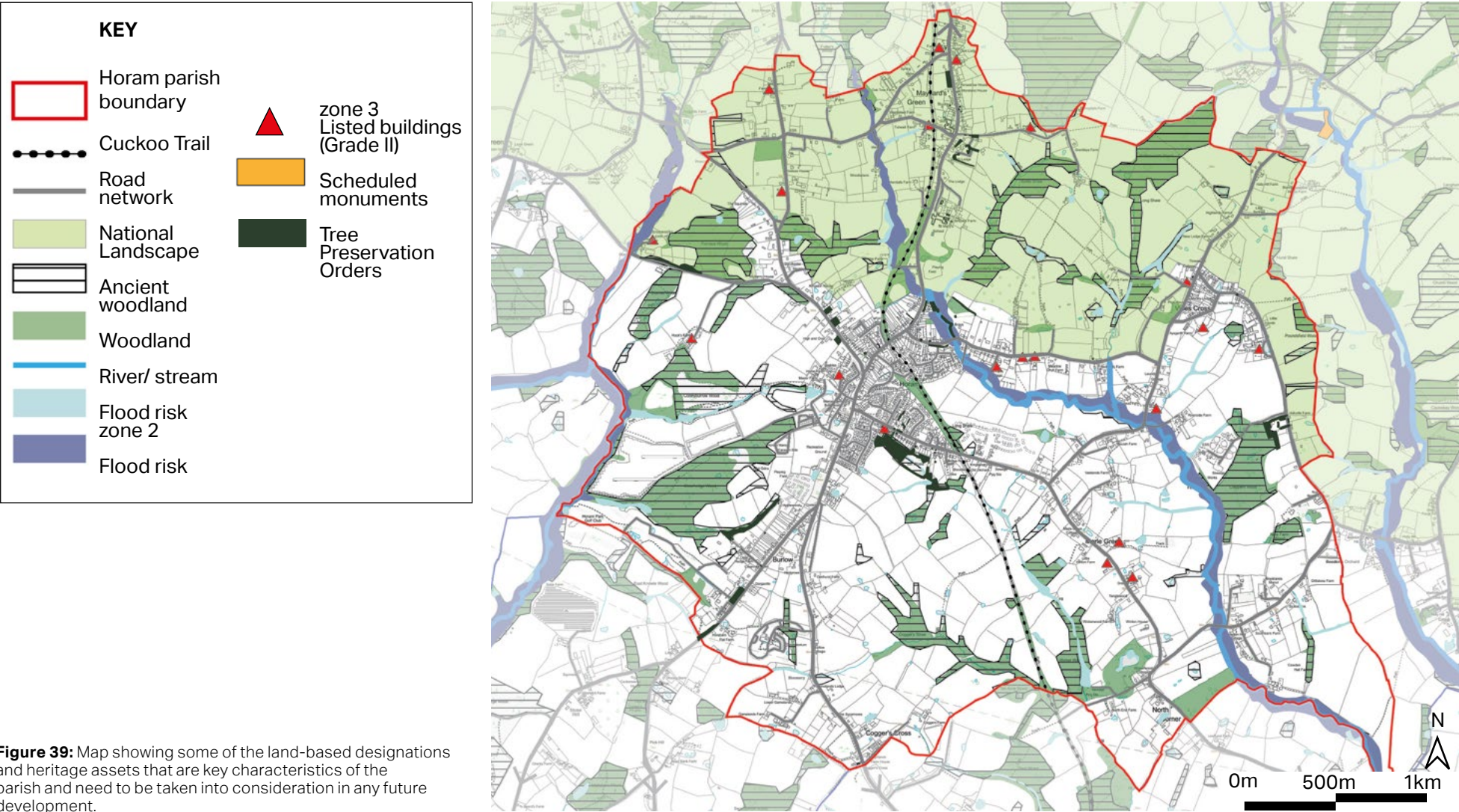
DG.01.1: Design guidelines for future development are:

- a. New development should have a good understanding of the landscape character and characteristics of the study area as well as the surrounding areas and aim to preserve the key qualities of the landscape. Those key qualities, regarding views, woodlands, TPOs, green and stream corridors, landform, topography, should be taken into consideration and integrated into the design;
- b. New development should take into account the fact that a large part of the northern end of the parish falls into the National Landscape. In particular, Horam village and Vines Cross border the National Landscape, whilst Maynard's Green wholly lies within it. Therefore, any new design should respect the existing rural qualities and aim to reinforce them. In addition, the High Weald Housing Design Guide and High Weald National Landscape Management Plan should be used as reference for any development taking place within or in close proximity to the National Landscape area. The High Weald National Landscape Management Plan is of particular importance as it is a statutory document which details the characteristics of the National Landscape and sets a framework for its management;
- c. New development should respect and retain the existing green and blue assets of any form (woodlands, green verges, trees, hedges, hedgerows and streams) to preserve the rural landscape of the parish as well as the character of the rural lanes. In addition to this, new green links and corridors should be proposed to enhance the existing green network and landscape

DG.01 Respecting local landscape character and settlement pattern

- and improve biodiversity. All green assets should be integrated into the design process and shape the design outcome. Please see [DG.03.1](#), [DG.03.2](#) and [DG.03.4](#) for more details on the benefits of creating green networks within built environments;
- d. New development should carefully assess any important views, towards the open countryside, heritage assets or structures of historic significance, that are generated within the study area and aim to preserve them. Those viewpoints and views should be protected and appreciated, which may in some cases be achievable by creating green corridors, tree-lined streets, open spaces and footpaths within the new development. Please see [DG.01.4](#) for more details on how to protect views;
 - e. New development should respect the existing heritage assets, including any contribution made by their setting,
- and make sure actions are taken to mitigate any impact. For example, should any new development take place in close proximity to a heritage asset, then careful consideration needs to be taken in terms of views, landmarks, massing, density, enclosure and architectural details. Please see [DG.01.5](#) for more details on how to protect heritage assets;
- f. New development should aim to retain all the elements that create strong levels of enclosure in the parish, for instance the rural landscape, topography and rich vegetation along the rural lanes. For that reason, a careful assessment of the current landscape and setting should be conducted prior to any design to make sure all those qualities are taken into consideration. Any proposal that would negatively impact the current landscape and setting of the parish and give rise to unsympathetic development will not be accepted;
 - g. New development should protect and
- enhance the existing green corridors, for instance the Cuckoo Trail and footpath network, and propose new ones to improve walkability and access to the surrounding countryside and other settlements within the parish. In edge locations, it is important to connect all streets to the network of public footpaths. Please see [DG.02.1](#), [DG.02.2](#) and [DG.02.3](#) for more details on how to promote walking and cycling and improve access to the countryside; and
- h. Although most of the settlements are on higher grounds, new development should implement measures to mitigate against any risk of surface flooding, for instance, green buffer zones or Sustainable Urban Drainage Systems (SuDS). Please see [DG.03.3](#) for more details on water management.

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DG.01 Respecting local landscape character and settlement pattern

DG.01.2 Settlement pattern and settings

Horam parish has a strong rural landscape with development being contained in the High Weald landscape due to the extensive tree cover. Thus, any new development, either large or small, should respect and retain the existing settlement pattern.

DG.01.2: Design guidelines are as follows:

- a. New development should respect the existing settlement pattern which is formed by Horam village and other discrete villages and hamlets within the parish and make sure that any development is well contained in the High Weald landscape, whilst the tree cover remains as a prevalent characteristic. Development should ensure that it protects and does not negatively affect the existing settlement pattern of the parish.
- b. In general, it is important that each settlement, village or hamlet, is perceived as a separate entity with its own character and identity. Policy HCD1 of the plan sets out important principles with which new development should comply on settlement pattern and landscape character.
- c. Harsh edges to development with little vegetation or landscaping should be avoided. Rather, rich vegetation fringing a development will be an appropriate treatment to provide a transition from built-up areas to the rural landscape. New development should be well-wooded within the built form and around the edges to offer a smooth transition into the farmed countryside settings and preserve the existing rurality of the parish. On the contrary, examples of recent development in the parish, for instance Four Seasons and Rosemead clash with the surrounding rural environment as the presence of green elements is kept to a minimum;
- d. New development should conserve existing native trees, green verges and shrubs, especially along the lanes and incorporate any green asset within design, whilst any unnecessary loss of flora should be avoided. In general, new development should preserve the rural feel of the area by maximising the soft surfaces within the built environment; and
- e. New development should aim to link rather than segregate existing and new neighbourhoods. Therefore, green corridors should be proposed to provide additional pedestrian and cycle links that will improve connectivity with surrounding settlements and contribute to the successful integration of the new development within the parish. In addition, any new link should connect with the existing Public Rights of Way and Cuckoo Trail to offer connections to surrounding settlements as well.

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Figure 41: Local examples that highlight the backdrop landscape and vegetation, as well as the prevalence of soft surfaces over the hard ones, Horam village.

Figure 40: Local examples that highlight the prevalence of natural environment within the villages and hamlets and the discrete presence of the built environment, Maynard's Green and Vines Cross.

Figure 42: Local examples of recent developments that are not sympathetic to the surrounding context as no, of little, consideration has been given to the landscape, topography, massing, physical boundary treatments and street's character.

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DG.01.3 Settlement form

As the parish owes much of its character to the historic pattern and layout of the roads and buildings, as well as its close relationship with the surrounding countryside, new development, of any scale, needs to relate to the existing patterns and layouts of built form.

As analysed in [Section 3.4](#), Horam parish consists of a variety of settlement forms and patterns of growth with the main ones being developed within Horam village, Maynard's Green and Vines Cross.

DG.01.3: Design guidelines for each respective settlement are set out below:

Horam village

- a. New development must demonstrate a good understanding of Horam village's settlement form and suggest design that is sensitive to the local context. For example, the commercial core should be enhanced, whilst the ribbon

development along the street should be preserved. Any infill development should follow the existing building lines and small setbacks to preserve the continuous frontage;

- b. New development should suggest pedestrian and cycle links to Cuckoo Trail and other footpaths to enhance connectivity with the commercial centre and neighbouring settlements;
- c. New development should aim to preserve existing layouts and propose design that is sensitive to the surroundings. For example, the linear layouts along some streets, like Vines Cross Road, B2203 and Horebeech Lane, should be respected. In the case of cul-de-sac layouts, which prevail along secondary and tertiary lanes, new development should ensure they are connected with the rest of the community via pedestrian and cycle lines. Overall, new development in Horam should demonstrate the variety of layouts that already exist in the village;

- d. New development should propose tree-lined streets with green verges and slight meandering character to preserve the rural character of the village. Secondary and tertiary streets should have the character of rural lanes bordered with rich vegetation;
- e. New development should take into account the existing landscape and topography and suggest design that is in keeping with the local context in terms of massing and density. Horam's position on the side of a valley above Waldron Ghyll affords views out into the surrounding countryside. Those views should be investigated and then, integrated into the new design;
- f. New development should respect the existing building heights, predominantly 2 storeys (with occasional 2.5 storeys where extension into the loft space has occurred) and suggest design that is sensitive and sympathetic. However, the buildings heights should

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be decided in conjunction with the topography due to Horam's position on a ridge to avoid buildings dominating the skyline and to provide a variety of roof height/ roofscape within a development. This is important to retain views through the development and retain the openness and rural character described in [Section 3.4.01](#); and

- g. The size and width of the plots in the new design should be varied to create visual interest along the streetscape and enhance the rural character of the village.

Maynard's Green

- h. New development should take into account the fact that Maynard's Green falls into the National Landscape. Therefore, any new design should respect the existing rural qualities and aim to reinforce them. In addition, the High Weald Housing Design Guide should be used as reference for any development taking place within or



Figure 43: B2203 is slightly meandering offering interest to the perspectives along the continuous frontages along the high street.



Figure 44: Example of a compact linear layout where the terraced properties face directly onto the pavement creating a continuity along the streetscene, B2203.



Figure 45: The single storey properties allow views to the background vegetation, whilst the lack of boundary treatments creates a feel of a shared environment, Horam village.



Figure 46: Example of a cul-de-sac layout where building plots and widths are smaller compared to the ones in the linear layouts resulting in higher densities as well, Horam village.

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in close proximity to the National Landscape area;

- i. Maynard's Green is a linear settlement, mainly formed along B2203 road. Thus, any new development should respect and preserve the existing linear pattern and propose design that shares similar principles. In addition, any development along Tubwell Lane and West Street Lane should also follow linear form, whilst short cul-de-sacs, like Orchid Homes, could also be accepted;
- j. New development should encourage access to the Cuckoo Trail and the rest of the footpath network by proposed pedestrian and cycle links;
- k. Building density is significantly lower compared to Horam village and thus, any new development should not suggest design that goes higher than 10 dph in order to preserve the existing tranquillity and local character;
- l. New development should respect the existing building heights, of predominantly 2 storeys; no more than 2.5 storeys where there are a few loft

conversions;

- m. The size and width of plots in any new development should be varied to create visual interest along and streetscape and contribute to the rural character of the settlement. New development should use the neighbouring properties as a reference for the plot sizes and widths to ensure consistency;
- n. New development should create a diversified building line to allow for a variety in sizes for front gardens, visual interest and short and long-distance views;
- o. New development should suggest streets with meandering character to retain and enhance a level of informality and thus, rurality, along the streetscene;
- p. New development should preserve the landscape setting and vegetation in the settlement to allow for a smooth transition between the built environment and the open countryside;



Figure 47: The rich vegetation bordering the property boundaries enhances the rural character of the settlement whilst improves the aesthetics along the streetscape, Maynard's Green.



Figure 48: Example of a less dense linear layout where properties are setback from the road creating irregular building lines contributing to the informality of the rural context, Maynard's Green.

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- q. Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green networks. In addition, a further assessment of suggesting a village green for Maynard's Green should be investigated if further development were to come;
- r. Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided; and
- s. Appropriate signage should be incorporated along pathways and roads to maintain high levels of pedestrian and road safety. Please see [DG.02.1](#) for more details on signage.

Vines Cross

Vines Cross shares many similarities with Maynard's Green settlement and thus, most of the design guidelines will overlap.

However, some additional guidelines that are specific to Vines Cross are:

- t. New development should take into account the fact that Vines Cross is adjacent to the National Landscape. Therefore, any new design should respect the existing rural qualities and aim to reinforce them. In addition, the High Weald Housing Design Guide should be used as reference for any development taking place in close proximity to the National Landscape area; and
- u. Any new development should propose design that is well-contained within the core of the settlement, along the three rural lanes that form the triangle, and along the north side of Foords Lane. Any extensive development that will alter the existing settlement form will not be accepted.



Figure 49: The rich vegetation bordering the property boundaries enhances the rural character of the settlement whilst improves the aesthetics along the streetscape, Vines Cross.

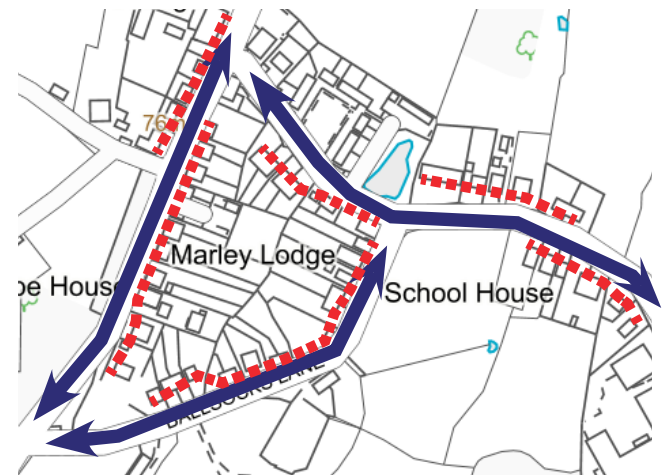


Figure 50: Example of a layout that is developed along three lanes forming a triangle. In addition to this, a linear format is developed along Foords Lane. In both patterns, the properties are setback from the road bordered with rich vegetation and trees contributing to the informality of the rural context, Vines Cross.

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DG.01.4 Important views and landmarks

Due to its distinctive landscape and settlement pattern, Horam parish offers a good number of viewpoints that enable appreciation and experience of the tranquility, landscape character and historic landmarks. Therefore, any new development needs to be aware of those viewpoints and stimulate ways in which they could be further promoted and protected.

DG.01.4: Design guidelines are as follows:

- a. Scenic values and tranquillity of the countryside views should be retained and enhanced in future development. An investigation of long distance views needs to be conducted to make sure that their key attributes, such as important open land and aspects, as well as views towards ancient or deciduous woodlands and open fields

will remain protected;

- b. Short-distance views towards landmark buildings, listed buildings or non-designated buildings of historic importance that act as focal points for the commercial core in Horam parish, should not be blocked by new development. For that reason, the proposed scale and massing of any new building or development should make sure they preserve those important views. In addition, appropriate gaps between buildings could also help demonstrate the significance of a landmark asset or even a community building or a preserved tree;
- c. In general, new development should aim to create both short and long-distance views. Short-distance views broken by buildings, trees or landmarks create memorable routes and help people navigate around, whilst long-distance views and vistas allows to visually link places and admire the

surrounding landscape; and

- d. Development densities should allow for spaces between buildings to preserve the views towards the countryside setting and maintain the perceived openness of the settlements. A variation in the height of the roofscapes will also preserve the countryside setting and maintain the perceived openness of the settlements. Any proposal that is visually intrusive and out of scale compared with the surrounding context must be avoided.

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DG.01.5 Heritage assets

While there are no designated Conservation Areas within Horam parish, the area has a number of heritage assets, as mentioned in [Section 3.1](#), including listed buildings, a Scheduled Ancient Monument north of Vines Cross, Ancient Woodlands, as well as a pattern of post-medieval informal fieldscapes as indicated by the Sussex Historic Landscape Characterisation (HLC) database curated by Esher. Statutory listed buildings are listed within the Approach to Identifying and Protecting Local Heritage Assets Background Paper⁵.

Wealden District Council has not yet prepared a list of building of local interest (non-designated heritage assets). However, some buildings that is worth highlighting in terms of importance on place-making are the Christ Church, dating from 1890, the Grange, Grange Close dated from 1887, Maynard's Green School original buildings due to prominence, architecture and association and the eastern side of the

⁵ Please see the Approach to Identifying and Protecting Local Heritage Assets Background Paper at www.horam.com

High Street due to tight-knit commercial character.

Therefore, any new development needs to be aware of these assets, or any other that might be added after further assessments, and stimulate ways in which they could be further promoted and protected.

DG.01.5: Design guidelines are as follows:

- a. New development affecting a heritage asset or its setting must respect its significance and demonstrate how local distinctiveness is reinforced. For example, historic features should be retained, while any new development in proximity to an asset should seek to conserve its significance, including through a generous setback, and sensitive massing and scale;
- b. New development proposals should not block key views to and from heritage assets. This should be achieved through proposing

appropriate density and design including footpaths and green links;

- c. New development should retain the existing open spaces, vegetation and trees where these are important to the setting of a heritage asset;
- d. Local wooden finger post signs are a distinctive local feature (for example the caps have to conform to a set design and can only be sourced from a WDC/ESCC authorised supplier) and should be retained and reinstated where appropriate; and
- e. The design of a new development that is in close proximity to a heritage asset should be informed by architectural details and materials used in the surrounding heritage assets. This will ensure that the existing local vernacular is respected and preserved. More details on the local vernacular and materials that are used in the village are analysed in [Section 3.4 and DG.04.19](#).

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Figure 51: Grade II listed thatched cottage on Vines Cross Road. Any new development in close proximity to listed buildings should sit sensitively next to them respecting their scale and massing whilst allowing for a generous setback.



Figure 52: Positive example of edge treatment of a recent infill development (photo below) next to a listed building (photo above), elsewhere in rural UK. The infill property is setback from the main street allowing for a generous gap between itself and the neighbouring listed building which faces directly onto the pavement. As a result, the recent addition is discrete and not visually intrusive, as it is also surrounded with rich vegetation and large trees, respecting the scale and massing of the listed building.



Figure 53: Positive example of a recent infill development (seen to the left in the photo) which does not obstruct the views towards the church along the street. Its scale, roofline and boundary treatments respect the surrounding rural context and create a sympathetic addition into the built form, elsewhere in rural UK.



Figure 54: Local example illustrating the negative impact that the recent development to the left has on the existing built environment to the right. In particular, the massing, roofline and density of the recent development does not reflect the existing low-rise, low density local context.

DG.02 Safe and sustainable access and movement

DG.02.1 Connectivity between settlements and traffic mitigation

The settlements within Horam parish are not concentrated in one place, but they are spread within the open countryside. Those settlements are connected to each other through a network of A-roads, B-roads and rural lanes. In particular, the A267 is running through Horam and connects with Burlow and Coggers Cross to the south, whilst the B2203 from Horam to Heathfield is running via Maynard's Green. In addition, Horebeech Lane leads to Marle Green and Vines Cross Road to Vines Cross settlement.

Connectivity between the settlements is a priority and thus, attention must be paid to the condition of the road network, the amount of traffic they carry and how this affects the character of the lanes as well as the surrounding environment.

DG.02.1: Design guidelines are as follows:

- a. Streets must meet the technical

highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users;

- b. Traffic on A267 should be monitored to establish where pinch points/ congested areas are, which, in turn, can help establish where highway interventions/ improvements are most needed;
- c. Junction reconfiguration and markings should be investigated to increase capacity at A267 and B2203 junction. For instance, [s 71](#) and [72](#) are examples of spaces that have been sensitively designed to the context of the particular places and make use of subtle changes in materials to demarcate space and indicate crossing opportunities for different users. In addition, other measures like road narrowing and street planting could also be introduced to encourage

courteous driving;

- d. Although the prevailing parking typology is on-plot parking, it is important that where on-street parking is introduced, it does not impede the access for pedestrians and other



Figure 55: Example of on-street parking bays that are placed between green verges and street trees, elsewhere in UK.



Figure 56: Example of a junction improvement with clear markings and crossing points to improve legibility and facilitate movement for vehicles, cyclists and pedestrians, elsewhere in UK.

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vehicles and it is well-vegetated.

- e. Roundabouts should be avoided as they clutter the rural character of the parish and instead priority junctions should be implemented where possible;
- f. New streets should be built commensurate with their function, location and the safe movement for all road users, rather than to maximise vehicle speed or capacity and should discourage rat-running which is an issue within the parish. Traffic calming measures, like speed cushions and bumps, speed tables or raised pedestrian crossings could be implemented at places to manage traffic speeds, but non-engineered approaches will be favoured that maintain rural character;
- g. Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and
- h. Signage to indicate the speed limits is important to encourage courteous driving and therefore, create a safer environment for people to walk and cycle. For example, within Horam village centre or by Maynard's Green Primary School.



Figure 57: Example of a junction improvement with raised pedestrian crossing and use of different styles of stones to create markings and facilitate movement, elsewhere in UK.



Figure 58: Example of an interactive signage to indicate speed limits within a residential area, elsewhere in UK.



Figure 59: Example of a speed cushion.



Figure 60: Example of a signage to indicate speed limits while approaching a residential area and school grounds, elsewhere in UK.

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DG.02.2 Cuckoo Trail and access to the countryside

Across Horam parish, there is a relatively well-established network of footpaths, mainly to the east of the parish, which offers good rural walks and long-distance countryside views. The Cuckoo Trail is the spine of the network, providing a valuable pedestrian and cyclist, as well as equestrian, connection between Horam and Maynard's Green, continuing to Heathfield to the north and Hailsham, Polegate and Eastbourne to the south.

However, there are accessibility issues as footpaths which connect settlements to Horam village can become muddy and difficult to use in the winter, whilst there are also difficult stiles and lack of dog gates. Additionally some settlements are less connected than others and there are fewer footpaths in the west of the parish. Therefore, new developments should aim to improve the existing pedestrian and cycle networks and provide safe routes for both users.

- a. Working with ESCC PROW and Highways Teams, opportunities to improve and where appropriate expand the network (such as to create circular footpaths and bridleways from the villages) will be pursued as part of new developments;
- b. Footpath networks need to be in place before first occupation of houses on the sites;
- c. Where appropriate, connections between developments and the Cuckoo Trail should be created and/or enhanced to continue to encourage usage by both local residents and visitors, including between Horam and the primary school;
- d. The rural countryside setting of the Cuckoo Trail and footpaths should be retained;
- e. Public access to Horam Manor farm should be enhanced;
- f. Where possible, newly developed

- g. areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities and amenities. Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling. Figure 63, shows existing green links that could be enhanced or added to as part of the new developments; and
- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths to the different settlements in the parish and to the surrounding villages and hamlets. However, new signposts must respect the rural character of the parish and avoid creating visual clutter.

DG.02.2: Some design guidelines are:

AECOM

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Figure 61: Example of an existing green link in Horam parish, the Cuckoo Trail.



Figure 62: Cul-de-sac street which, however, allows for pedestrian and cycle connections to the surrounding neighbourhoods and countryside, elsewhere in UK.

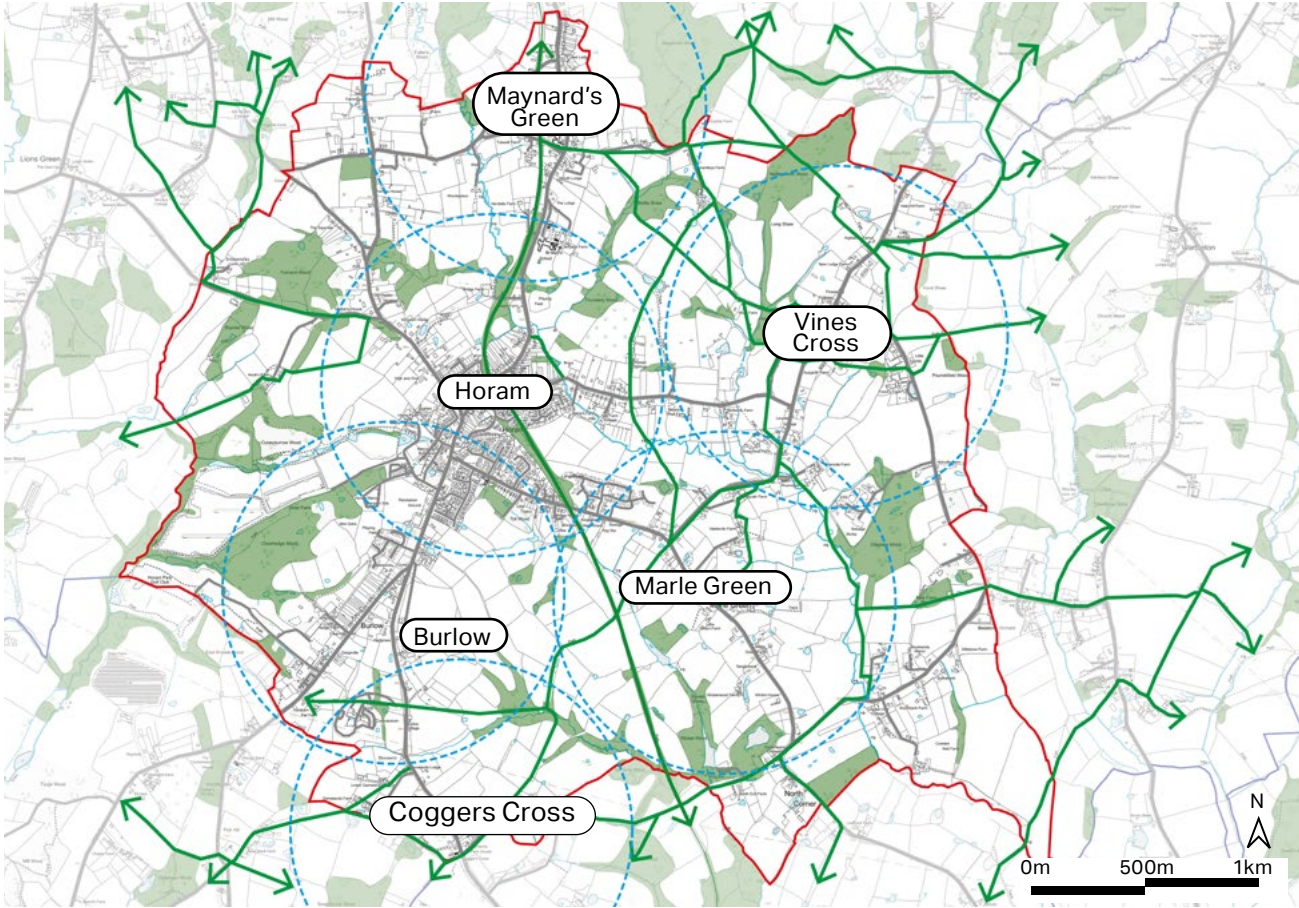


Figure 63: Existing green links around the parish which could be enhanced or added to in order to encourage walking and cycling between the settlements and the surrounding villages as well as to green spaces. The circles indicate an 800m distance (approx. 10min walk).

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DG.02.3 Promote walking and cycling

The Cuckoo Trail in Horam is very popular with both pedestrians and cyclists and forms an important connection north-south through the parish. The rest of the footpath network and twittens is reasonably extensive in the east; however footpaths are limited in the west and there are also accessibility issues due to the often muddy ground grounds and many stiles.

Therefore in order to encourage the uptake of active travel modes the existing networks should be improved and enhanced where necessary, for example by replacing stiles with gates so they are accessible for disabled users and increasing paths in the west of the parish, and protected from impacts of any new development. Additionally new cycle paths should be added to provide safe and easy access to the local amenities and surrounding countryside. The design of new footpaths and cycle connections should be an integrated part of the design in any new development.

DG.02.3: Design guidelines are as follows:

- a. New developments must, where possible, provide direct and attractive footpaths to the Cuckoo Trail and/or other existing public footpaths, neighbouring streets and local facilities and amenities, and surrounding countryside;
- b. Well-designed, consistent signage should be used to assist pedestrians and cyclists with signage and increase awareness of publicly accessible paths to facilities, without creating "clutter", including Horam high street, the Recreation Ground and Village Hall, Horam Manor Farm and Hidden Spring Vineyard, as well as the Cuckoo Trail itself;
- c. Wherever practicable, new footpaths and cycleways should be contained within open space corridors, especially where there are existing hedgerows and trees/tree belts;
- d. Newly proposed green routes within built up areas should always be overlooked by properties to create natural surveillance and offer good sightlines and unrestricted views to make people feel safer;
- e. Cul-de-sac development layout should be avoided in new developments. However, if it is proposed then it should be connected to footpaths to avoid blocking pedestrian and cycle flow;
- f. Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences, as shown in [Figure 67](#), must be avoided;
- g. Cycle parking should be implemented in both private or public spaces, next to amenities, to encourage cycling in the area. A higher level of provision should be expected for larger dwellings; and
- h. Paving used along the pedestrian and cycle links should, in principle, be permeable to help absorb surface water and mitigate flooding. Thus, concrete paving should be avoided. [Figure 66](#) shows examples of both permeable and concrete paving. In addition, in terms of materials, those

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can vary depending on the context, however, an overall earthy palette is recommended to fit nicely to the rural surroundings. For example, different colours and shapes of stones can be used within the built environment, whilst edge lanes or footpaths within the countryside can have a less formal character using mainly gravel, as shown in [Figure 66](#) (top photo).



Figure 66: Examples of permeable (top photo) and impermeable (bottom photo) paving, elsewhere in UK.



Figure 64: Footpath integrated within residential development offering alternative walking and cycling routes to people, elsewhere in UK.



Figure 65: Example of a footpath along a green edge which is overlook by properties and play area offering a pleasant environment for walking, cycling and play, elsewhere in UK.



Figure 67: Examples of less attractive footpaths located at the back of the properties that discourage people for using them, elsewhere in UK.

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DG.02.4 Layout considerations for roads, parking and servicing

It is essential that the design of new development within Horam parish includes streets that retain the rural character of the area and also incorporate the needs of pedestrians, cyclists, as well as public transport users. For that reason, the character of the streets, parking provision and the visual impact of bins are all issues that need to be taken into consideration and integrated into the new design since the beginning.

DG.02.4: Design guidelines for future development are:

- a. Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is important that traffic and speed is filtered to encourage walking and cycling for users. Thus, a legible street hierarchy should include primary, secondary and tertiary roads. The next pages include detailed design guidelines for each street typology. Please see [Appendix](#) for more details on the street typologies;
- b. New streets should have a gentle meandering character to retain the rural and informal character of the parish, while also providing evolving views to the surrounding countryside;
- c. Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage. In addition, primary streets should be tree-lined including green verges to help retain the green coverage in the area;
- d. Parking bays, both on-street and off-street, should be well-vegetated placed along green verges and street trees and natural physical boundaries. In general, the green coverage in the area should prevail in order to mitigate the presence of cars;
- e. Off-street parking standards applicable to rural areas must be followed (ESCC);
- f. Cycle parking should be implemented in developments and in public spaces next to amenities to encourage people to cycle;
- g. New development should provide for sufficient waste storage and also give suggestions on how to integrate the bins into the front gardens to achieve a good aesthetic result; and
- h. Electric vehicle charging infrastructure must be considered for every parking space in any development including both on-street and on-plot parking.

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Additional guidelines for street hierarchy

Primary streets

- i. Primary streets are the widest neighbourhood roads, approximately 6.1m of carriageway, and constitute the main accesses into any new development. They are also the main routes used for utility and emergency vehicles, as well as buses;
- j. The quality of the public realm must be of a high standard and consistent throughout the whole primary road. Footpaths should be minimum 2m; and
- k. Street trees and green verges, approximately 2.6m wide, along the road should be provided to contribute to local biodiversity, and provide cooling and shading;

Secondary streets

- l. Secondary streets provide access between primary streets and neighbourhoods. They should emphasise the human scale and be designed for lower traffic volumes compared to primary streets;
- m. Secondary streets should accommodate carriageways wide enough, minimum 5 m, for two-way traffic and on-street parallel car parking bays. On-street parking may be on or accommodated on the street or inset into green verges, approximately 2m wide;
- n. Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings; and
- o. Where possible, secondary streets should be tree-lined (with green verges) on both sides and footways, minimum 2m wide.

Tertiary streets

- p. Tertiary streets have a strong residential character and provide direct access to residences from the secondary streets. They should be designed for low traffic volumes and low speeds, ideally 20mph;
- q. Carriageways should accommodate two-way traffic, minimum 5m, cyclists and parking bays. These streets should also accommodate footways, with a 2m minimum width on both sides, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding;
- r. Tertiary streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks; and
- s. Street trees should be provided with suitable gaps, wherever possible.

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Edge lanes

When new development is adjacent to the open countryside, then edge lanes may be appropriate to provide a green buffer to the wider countryside beyond.

Design guidelines are as follows:

- t. Edge lanes are low-speed and low-traffic streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists. The width of the shared carriageway ranges between 3.70 and 6.50m;
- u. The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings; and
- v. Alternatively, an edge green space may be proposed, which can accommodate a footpath/ cycleway/ bridleway.



Figure 68: Example of a primary street, elsewhere in UK.



Figure 69: Local example of a secondary street, Horebeech Lane, which is lined with vegetation and trees and features on-plot parking.



Figure 70: Local example of a tertiary street, Grange Close, which has strong residential character, meandering layout which helps reduce vehicle speed and consistent building line, set back from the road. There is a lack of pavements, where possible footways, of minimum 2m width, should be accommodated on both sides of the street.



Figure 71: Edge lane overlooking open space with trees and hedgerows, elsewhere in the UK

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Additional information on car parking

Although, the aim to create a good network of walking and cycling routes within Horam parish is a priority, with no immediate railway station nearby (the nearest in Buxted, Uckfield and Polegate, 7, 8.4 and 8.7 miles away respectively) and a limited bus service, the demand and necessity for private cars still remains very high and therefore car parking has to be carefully integrated into the design of developments. In addition, electric vehicle infrastructure is becoming increasingly important due to the ongoing climate crisis. The following guidance sets out principles for both on-street and off-street electric vehicle charging points.

The dominant car parking typology found in the parish is on-plot parking, including on-plot garage parking. However, there are also a few instances of on-street parking and (in the new developments) parking courts. Therefore, the design guidelines on the following pages will focus on the requirement for on-plot parking, with other options only where there is a clear justification.

Design guidelines are as follows:

On-plot or on-front car parking

- w. Parking should be well integrated into design so as not to dominate the public realm;
- x. All on-plot parking should be designed to enable individual vehicles to access the highway independently;
- y. High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the parish;
- z. Hard standing and driveways must be constructed from porous materials, to minimise surface water run-off and therefore, help mitigate potential flooding; and
- aa. In terms of electric vehicles charging points, mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking, whilst cluttering elevations, especially main façades and front elevations, should be avoided.

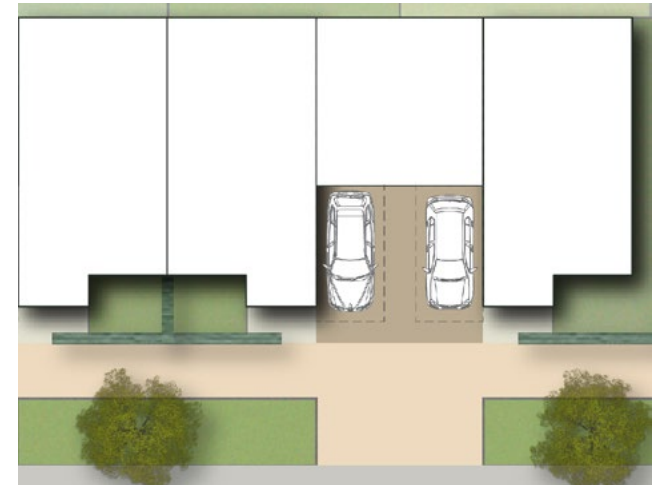


Figure 72: Illustrative diagram showing an indicative layout of on-plot side parking.



Figure 73: Example of a well vegetated on-plot front parking that improves the aesthetics of the surrounding environment and enhances the rural character of the village, elsewhere in UK.

DG.02 Safe and sustainable access and movement

On-street car parking

- ab. The streetscape should not be dominated by continuous on-street parking spaces. Where possible, tree planting and grass areas can be incorporated between parking bays to improve aesthetics;
- ac. On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles;
- ad. On-street parking should be widened to allow each bay to be able to charge electric vehicles;
- ae. Car charging points should always be provided adjacent public open spaces. Street trees and vegetation is also supported to minimise any visual contact with the charging points;
- af. Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and
- ag. Car charging points within parking

courts are highly supported, since they can serve more than one vehicle.

Design guidelines on how development should design for electric vehicle charging points are:

On-street car parking or parking courts

- ah. Car charging points should be located so that they are easily accessible to those using them. Street trees and vegetation are also supported to minimise any visual contact with the charging points;
- ai. Where charging points are located on the footpath, a clear footway width, ideally of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and
- aj. Car charging points within parking courts are highly supported, since they can serve more than one vehicle.

Off-street car parking

- ak. Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking; and
- al. Cluttering elevations, especially main façades and front elevations, should be avoided.



Figure 74: Example of on-street electric vehicle charging points.

DG.02 Safe and sustainable access and movement

Parking courts

- ao. Parking courts, such as on Hillside Drive, should be acceptable for small building clusters and permeable paving should be used where possible;
- ap. Parking courts must be overlooked by properties to increase natural surveillance; and
- aq. Planting and vegetation should be integrated into design to soften the presence of cars and preserve the rural character of the area.

Garages

- am. Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and
- an. They should provide minimum sufficient internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.



Figure 75: A courtyard with informal perpendicular and garage parking, elsewhere in UK.



Figure 76: Example of an on-plot garage parking within a rural environment which is 'hidden' behind the rich vegetation along the building frontage mitigating any visual impact, elsewhere in UK.



Figure 77: Example of a cul-de-sac street which includes only on-plot garage parking typologies, however, the strong presence of vegetation enhances the softness and rurality of the area mitigating any feeling of a car-dominated environment, elsewhere in UK.

DG.02 Safe and sustainable access and movement

Additional information on waste storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased, posing a problem with the aesthetics of the property and the management of the bins. Therefore, new development should cater for integrating waste storage whilst retaining the rural context of the village.

Some guidelines for new development are:

ar. When dealing with waste storage, servicing arrangements and site conditions should be taken into account. In some cases waste management should be from the front of the building and in others, from the rear. It is recommended that bins are located away from areas used as amenity space;

- as. A specific enclosure of sufficient size should be created for all the necessary bins;
- at. Bins should be placed within easy access from the street and, where possible, with the ability to open on the pavement side to ease retrieval;
- au. Bins should be placed as close to the dwelling's boundary and the public highway, such as against a wall, fence, hedge but not in a way as to obstruct the shared surface for pedestrian and vehicle movements;
- av. Soft surfaces could be added on or around the bins, not only to improve the aesthetics of the front garden, but also to enhance biodiversity; and
- aw. Wheelie bin storages are recommended to improve the aesthetics of the environment.



Figure 78: Example of bin storage surrounded by flowers and plants improving the surroundings and enhancing biodiversity.



Figure 79: Example where the bins are stored under the shed, whilst the side wall is decorated with flowers and plants to improve the environment. This arrangement combined with the particular permeable paving contributes a rural feel.

DG.02 Safe and sustainable access and movement

Additional guidelines for cycle parking

Houses without garages

- ax. For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- ay. Cycle storage must be provided at a convenient location with an easy access;
- az. The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

- ba. Garages should be designed to allow sufficient space for cycle storage;
- bb. Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;

- bc. The design of any enclosure should integrate well with the surroundings; and
- bd. Bicycles must be removed easily without having to move the vehicle.

Cycle storage

- be. Each new dwelling should have sufficient cycle storage in accordance to the number of bedrooms¹.

1. Please see East Sussex County Council, *Guidance for Parking at New Residential Development*, for more detailed guidance.



Figure 80: Example of cycle parking storage that fits sensitively within a rural environment, elsewhere in UK.

DG.03 Supporting nature, green spaces and water management

DG.03.1 Trees and woodland

One of the prevailing characteristics of Horam parish is the rich vegetation, Ancient and Deciduous Woodlands, TPOs and tree-lined streets. All those assets help preserve and maintain the rural context and improve biodiversity. In addition, within build-up areas, street planting helps maintain visual consistency along the public realm, whilst it offers other benefits like better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements.

DG.03.1: Design guidelines for new development are:

- a. New development should aim to preserve existing mature trees and hedges by incorporating them in the new landscape design, particularly trees protected by Tree Preservation Orders (TPOs) across the parish. There is a range of mature trees, including chestnut, oak, beech and other broad leaf varieties which provide a rich tree canopy and contribute to the character of the village. Additionally mature

trees, along with hedgerows, help define Horam's open countryside field patterns that have historic significance;

- b. New development should retain the areas of ancient and deciduous woodland, as shown in [Figure 5](#) and aim to integrate them into the new design. In addition, it is important that the management plans for woodlands form part of development schemes;
- c. Tree coverage should be increased in new development, especially where this contributes to providing green networks, biodiversity corridors or along the edges to help integrate development within its surrounding rural setting;
- d. To ensure resilience and increase visual interest, a variety of native tree species, suited to local soil conditions, is preferred over a single one;
- e. Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the liveliness of the streetscape and create visual interest and colour to their surroundings;

- f. Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;
- g. Native trees can normally be used to mark reference points and signify edges of development;
- h. Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and
- i. The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.



Figure 81: Local example of a mature tree on Paynsbridge Way which can act as a wayfinding device.

DG.03 Supporting nature, green spaces and water management

DG.03.2 Creating a green network (for biodiversity and amenity)

Horam parish is home to a wide variety of green and blue infrastructure for recreational purposes, whilst it also serves as a vital wildlife corridor. Key habitats are Ancient and other Deciduous Woodlands, stream (and ditch) corridors, unimproved grassland, ponds, hedgerows.

Well-connected green networks should be created throughout new developments to connect people with the countryside and to link habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity.

DG.03.2: Some design guidelines for green networks are:

- a. Biodiversity, Ancient and Deciduous Woodlands, TPOs and green verges should be protected and enhanced where possible. For example, the preservation of the variety of Ancient and Deciduous Woodlands could benefit the natural environment, as well as the built environment into which they will be integrated;

- b. New development should ensure that small and isolated woodlands in the parish are linked to larger green areas nearby to protect connectivity of habitats and biodiversity. For instance, isolated woodlands could be linked with existing footpaths, including the Cuckoo Trail, or larger woodlands and the National Landscape area to allow for the movement of species;
- c. New development should propose green links to enhance the pedestrian and cycle movement within the parish

connecting the new and existing residential neighbourhoods between them and with the surrounding open space and surrounding settlements, as shown in [Figure 82](#);

- d. New development should propose strategic signage located along walking and cycling routes to signalise the location of local assets or other important destinations. For instance, local amenities along the high street, the school in Maynard's Green, Cuckoo Trail, Horam Manor Farm and Village Hall, Horam Park and playgrounds. Signage should relate well to the rural setting of the host building, whilst illuminated signage will not be recommended;

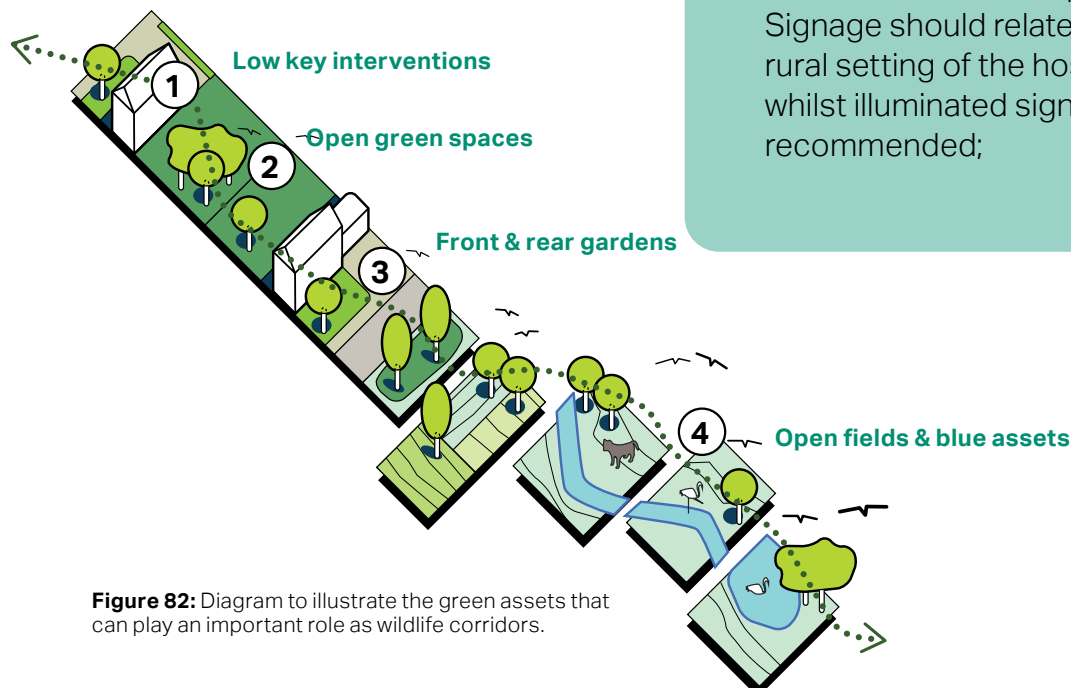


Figure 82: Diagram to illustrate the green assets that can play an important role as wildlife corridors.

DG.03 Supporting nature, green spaces and water management

- e. New development should propose street trees, green verges, front and rear gardens, open spaces and habitat sites, where possible, to enhance the green network within the built environment, boost biodiversity and strengthen the connections with the surrounding countryside and water elements;
- f. New development should provide a front garden that incorporates natural green space and shrubs to create a natural transition along the boundary of the property;
- g. Where space is limited, new development should aim to provide hedges, verges and street trees, bushes and shrubs to maintain continuity of “greenness”;
- h. SuDS should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue; and
- i. Green corridors could encourage walking and cycling over driving.

However, since car users still represent a major group in the area, car parking should be well incorporated, e.g. parking bays with green verges and street trees, into the public realm to minimise the presence of cars. For further information about car parking please see the principles that are listed in Building for a Healthy Life and Manual for Streets documents in pages 8 and 9.



Figure 83: Positive example of green verges along Vines Cross Road that need to be preserved and used as reference for new development.



Figure 84: Example of swales check dam integrated with a crossing point, somewhere in UK.



Figure 85: Example of a sign post indicating the location of public footpaths, whilst the wooden material fits perfectly into the surrounding rural context.

DG.03 Supporting nature, green spaces and water management

DG.03.3 Water management

Sustainable drainage solutions (SuDS)

Waldron Ghyll and other stream courses, running generally north to south, have considerable and quick rises in levels due to topography causing flooding, including of settled areas on lower ground, as shown in [Figure 5](#). In addition, clayed soils limit effectiveness of SuDS and permeable paving, whilst they are often important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream. Flooding is also caused from overflowing of ditches and drains. Therefore, the introduction of sustainable drainage systems, known as SuDS, could be beneficial to the parish in mitigating against flood risk as well as improving biodiversity. The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination.

DG.03.3: Relevant design guidelines include:

- a. Site new buildings well away from areas liable to flooding;
- b. Aim to prevent any increase in runoff rates from new development, and where practical, achieve a reduction in peak runoff rates;
- c. Permeable paving is generally supported where it provides effective means to maintain soil permeability, notably unbound gravel, clay pavers, or stone setts, although is not effective on clay soils;
- d. Manage surface water as close to where it originates as possible;
- e. Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;
- f. Improve water quality by filtering pollutants to help avoid environmental contamination;
- g. Integrate into development and improve amenity through early consideration in the development process and good design practices;
- h. SuDS are often also important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- i. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;
- j. Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- k. SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



Figure 86: Example of SuD designed as a public amenity and filly integrated into the design of the public realm, Stockholm.

AECOM

DG.03 Supporting nature, green spaces and water management

Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation.

DG.03.3: In general, some design guidelines to integrate water storage systems are:

- I. Consider any solution prior to design to appropriately integrate them into the vision;
- m. Conceal tanks by cladding them in complementary materials;
- n. Use attractive materials or finishing for pipes; and
- o. Combine landscape/planters with water capture systems.



Figure 87: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.



Figure 88: Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

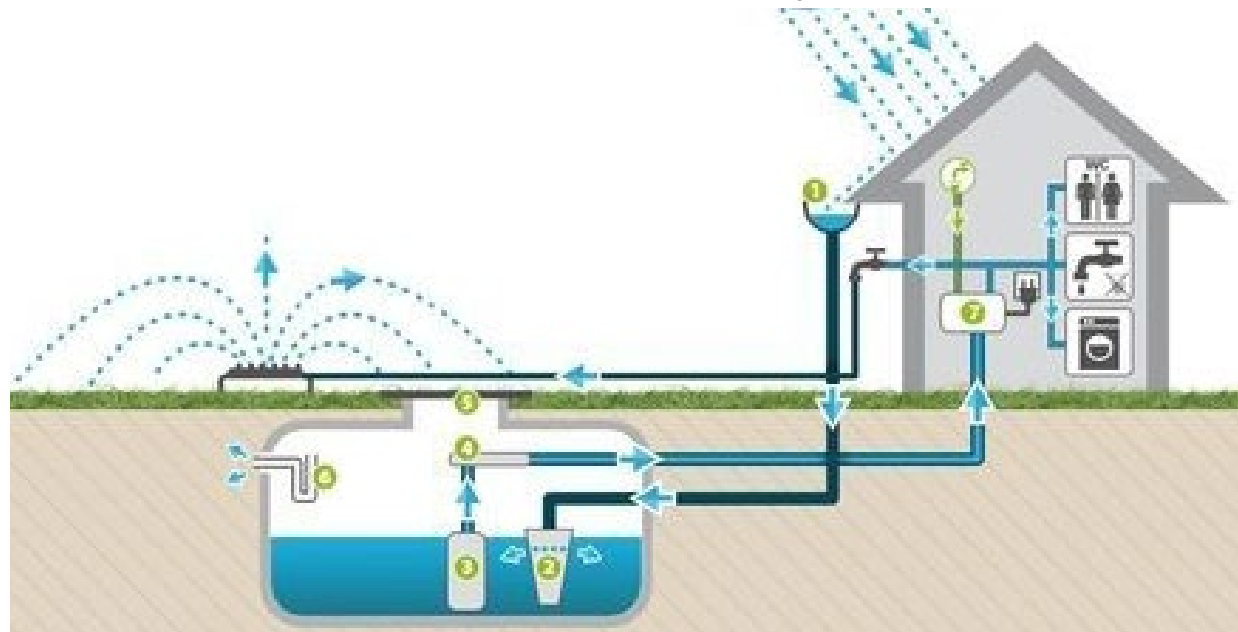


Figure 89: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

DG.03 Supporting nature, green spaces and water management

Permeable paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving.

DG.03.3: Design guidelines for new development are:

- p. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts; and
- q. Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

- r. Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:
 - Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems¹.
 - The SuDS Manual (C753)².
 - Guidance on the Permeable Surfacing of Front Gardens³.

1. Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

2. CIRIA (2015). The SuDS Manual (C753).

3. Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

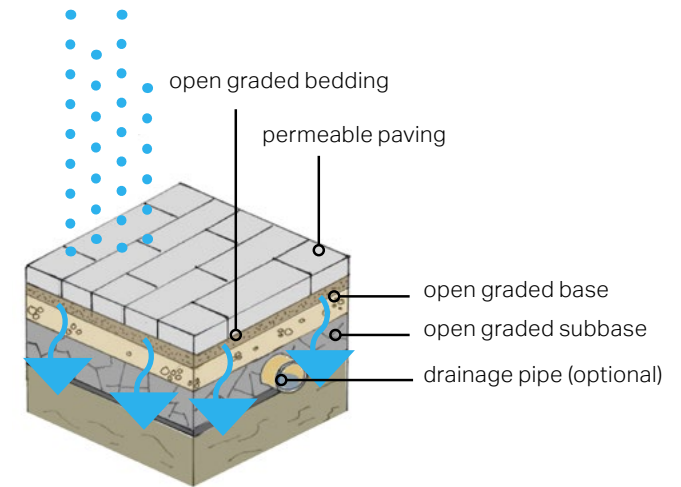


Figure 90: Diagram illustrating the function of a soak away



Figure 91: Example of a permeable paving that could be used from driveways

DG.03 Supporting nature, green spaces and water management

DG.03.4 Providing for biodiversity and open space in developments

Open spaces could play a vital role in creating a positive environment and preserving the rural character of an area like Horam. These are places that could also encourage communities to gather and engage - creating lively, harmonious and diverse neighbourhoods, for example the recreation ground and allotments in Horam village. However, apart from the social aspect, open spaces can also contribute to a biodiversity boost for an area. Under the wider backdrop of climate change and global warming, protection of biodiversity is becoming an important priority and should start at the local level.

Thus, open spaces and biodiversity should be in the interest of new developments in Horam parish.

DG.03.4: Design guidelines include:

- a. The location of new open spaces within new development should be decided based on the location of the existing ones considering the needs of the existing population too.
- b. Landscape should not be used as a divisive measure between new and existing development however, green buffer zones between older and new development are acceptable. This can be achieved by procuring a landscape consultant early on in the design process;
- c. Substantial recreational space should be provided to include woodland walks, trees, green verges, habitat sites, sport pitches and play areas;
- d. All recreational spaces should be available for all groups of people and designed to link up with each other and with existing adjoining sites and footpath networks, like Cuckoo Trail;

- e. Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;
- f. Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots;



Figure 92: A positive example of a cul-de-sac in Polegate where properties, with their well-sized front gardens, overlook a public open space which is equipped with grass areas, large trees, bushes, flowerbeds and street furniture.

DG.03 Supporting nature, green spaces and water management

- g. The materials and style of any street furniture in the open spaces should be consistent throughout the parish and aim to proudly represent the local character;
- h. New development should protect and enhance the existing habitats and wildlife corridors. In particular, help increase movement between isolated wildlife populations and provide escape cover from predators and shelter during bad weather;
- i. Biodiversity, woodlands, hedgerows, ditches should be protected and enhanced where possible and be an integrated part of the design process rather than an afterthought. In particular, there is a good number of woodland areas throughout the parish that could be integrated into new design to not only improve biodiversity, but also the aesthetics of the environment;
- j. New development should propose green links to help link up formal and informal green spaces and woodlands;
- k. New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens, adding pollinator gardens or installing bird boxes, bug hotels, bat boxes or hedgehog houses;
- l. Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested. However, other types of boundaries like timber fencing are also recommended as long as there are gaps between the panels. The large gardens within the parish give access to substantial areas of private green space with much wildlife evidenced including hedgehogs, snakes, badgers and birdlife;
- m. Blue assets can also contribute to biodiversity connectivity, for instance Waldron Ghyll and other streams courses. Therefore, the existing ditches and streams should be considered in design proposals when planning for wildlife corridors;
- n. All areas of biodiversity that require further planting/ enhancement should be planted before the start of construction; and
- o. The choice of plants in new development should be appropriate to the setting of the proposal and its proximity to the National Landscape and areas of Ancient and Deciduous Woodland.

DG.03 Supporting nature, green spaces and water management



Figure 93: Example of a structure used as a frog habitat corridor located in an outdoor green space.



Figure 94: Example of a bug hotel that could be placed in the front or rear garden of a property.



Figure 95: Example of a bat box placed in the front or rear garden of a property,



Figure 96: Example of a bird feeder located on a grass area opposite a public footpath.



Figure 97: Example of a pollinator garden that could be placed in a communal green space within the built environment.



Figure 98: An example of a hedgehog tunnel within a garden fence.

DG.04 Built form

DG.04.1 Types of development

Horam parish is mainly residential in nature. The commercial heart of the area lies along B2203, the high street, providing a range of facilities for the locals. There are no large business areas, but smaller ones located in the village as well as within the rest of the settlements in the countryside, for instance garage stores in Maynard's Green and Vines Cross. The rest of the parish consists of agriculture, mostly pasture, and woodland in countryside.

It is important that the character of the parish is preserved and enhanced, and thus, the types of new developments should be sensible to what already exists in the area.

DG.04.1: Design guidelines for future development are:

- a. The scale of new development should be proportional to the scale of the existing settlement and represent a sustainable and organic growth of the existing patterns;
- b. New development should aim to retain and support the commercial character of Horam village centre in serving the local communities. The commercial core is a critical characteristic of the area and it should be retained;
- c. Business areas should be retained to meet employment needs and remain compatible with local amenities; and
- d. Subject to further work, residential developments, including conversions, should provide for accessible and adaptable housing to meet local needs, notably of an ageing population.



Figure 99: View towards the high street providing an overview of the number of businesses and facilities in the village.



Figure 100: Garage business located in Vines Cross settlement.

DG.04 Built form

DG.04.2 Housing mix

There is an aspiration for the parish to maintain and improve its services and local employment opportunities which support the rural population and enable Horam village to be an independent rural settlement. Residents want housing which is in suitable locations and is of a type and quantity appropriate to the needs of the parish and local people. There is especially a need for affordable homes (as defined by the Government) to meet the needs of first-time buyers (including First Homes) and housing for the elderly.

DG.04.2: Design guidelines are as follows:

- a. New development should propose variety rather than homogeneity. A mix of housing is recommended to include a range of house types and sizes with preference given for smaller 1-2 and 2-3 bedroom starter homes over flats and 4-5 bedroom houses.

This may include custom/ self build, to allow for a variety of options and bring balance to the population profile. Note: further work that was conducted by AECOM on housing provision should be used as reference, as it includes recommendations on housing mix; and

- b. Affordable housing should be provided in medium and larger new developments and its quality and architectural design should be of high standards to complement the local vernacular.



Figure 101: Example of terraced housing typology on Horebeech lane in Horam village.



Figure 102: Example of Victorian/ Edwardian semi-detached housing along the High street (B2203) which forms part of the local vernacular of the village.



Figure 103: Example of bungalows on Manor Close.

DG.04 Built form

DG.04.3 Development form

New developments

There has been a large amount of recent developments coming forward in Horam village. In particular, the recent larger-scale developments, in the Merrydown site, along Poppy Drive and Autumn Drive, are characterised with poor visual containment and undue massing.

Building heights, massing, scale and housing densities are some parameters that can have a substantial impact on the built form of an area if not done sensitively based on the surrounding context.

Therefore, the next pages present design guidelines regarding building heights, massing and density in new developments to ensure that any new design is in keeping with the local rural context of Horam parish.

Building heights, roofs and rooflines

There is a variety of building heights across the parish ranging between 1-2.5 storeys. In particular, the properties in Horam village range between 1-2.5 storeys, whilst the average building height in the rest of the rural settlements is 2 storeys.

The rooflines are irregular, due to the topography and the variations in pitches, and either continuous, where density gets higher resulting in clusters of houses or terraced typology, or they get interrupted with nature or chimneys and dormers.

Maintaining gaps between the buildings and therefore, along the roofline as well is important to preserve the rural context of Horam and allow nature to prevail.

DG.04.3: Design guidelines are as follows:

- a. Any new development anywhere in the parish should propose a more irregular roofline with a good amount of interruption in the form of gaps, setbacks and vegetation to maintain

their rural character;

- b. Any new development should consider building heights in conjunction with the topography as this may have an adverse impact on the general design outcome.
- c. Monotonous building elevations should be avoided, therefore subtle changes in the roofline should be ensured during the design process to reinforce the rural character of the parish;
- d. New development should suggest roof pitches that are in line with the existing style in the parish, around 30 to 35 degrees, and avoid examples of excessively steeply sloped pitches (over 40 degrees). This helps maintain rural character as well as being optimal for solar panels;
- e. The scale of the roof should always be in proportion with the dimensions of the building. Flat roofs for buildings, extensions or garages should be avoided;

DG.04 Built form

- f. Across Horam there is a variety of roof types including gabled, cross-gabled, hipped, dutch roof, thatched, catslide roofs. Thus, any new development should use local examples to inform roof design;
- g. Roof shapes and pitches must employ a restrained palette on a given building, whilst overly complex roofs must be avoided;
- h. Local traditional roof detailing elements should be considered and implemented where possible. More details on the local vernacular and roof materials that are found in the village are analysed in [Section 3.4](#) and [DG.04.19](#); and
- i. Roofs should also be designed with photovoltaic taken into consideration, either as part of the initial design or for future retrofit. The orientation and available roof space should also be considered. Please see [DG.04.20](#) for more details on building orientation.



Figure 104: Local example of a continuous roofline generated by the terraced typology of the buildings along the high street. Building heights of 2.5 storeys can only be justified along this stretch of the road, whilst the rest of the village should have an average building height of 2-2.5 storeys.



Figure 105: Local example of a recent development in close proximity to the high street, the roofline of which clashes with the surrounding low rise buildings. Horam parish is characterised by a unique landscape which needs to be taken into account when designing the roofline.



Figure 106: The rooflines in the more rural parts of the parish are either continuous and irregular due to subtle variations in heights, pitches and the existence of chimneys and dormers or non continuous as they get interrupted with nature.



Figure 107: The topography within the cul-de-sacs in Horam village varies generating interesting visuals along the streets. Building heights vary between 1-2 storeys allowing the backdrop vegetation to prevail.

DG.04 Built form

Density, enclosure and corner plots

Overall, there is a low housing density, as described in [Section 3.4](#) in the parish reinforcing its rural character. Housing density is higher in the most built-up area of Horam village and much lower in the rural settlements like Maynard's Green, Vines Cross, Marle Green, Cogger's Cross and Burlow. However, some recent developments in Horam village are characterised by higher densities which results in smaller plots, less soft/green surfaces and more compact layouts undermining the rural character of the parish. Therefore, some guidelines for new development are needed to ensure that the existing housing density and local character are respected and the overall rural character of the parish is maintained.

DG.04.3: Design guidelines are as follows:

- j. Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village and smaller settlements. Green buffers between existing and new developments could be proposed to offer some openness;
- k. Slightly higher densities, around 20 dph, could be proposed around key movement intersections, neighbourhood centres or along main roads in Horam village to also support the viability of potential local services and facilities. However, any development within the more rural settlements should match the existing lower housing densities;
- l. Housing densities should be reduced towards development edges, lower than 15 dph, and along rural edges in order to create a gradual transition towards the open countryside;
- m. Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development;
- n. Small scale redevelopment and infill schemes within urban areas may be appropriate where they follow the scale and pattern of existing streets, be reasonably consistent with existing building lines, complement the street scene in terms of massing and form, and otherwise retain the character of



Figure 108: Example of a higher density development (approx. 18 dph) with relatively regular building lines and subtle variations on plot sizes and widths. Any new development in close proximity needs to reflect the surrounding density, whilst go lower on the edges to allow for smooth transition to the countryside.



Figure 109: Local example of a lower density development (approx. 10 dph) with generous gaps between properties and good-sized rear gardens, Maynard's Green. Any new development in close proximity should respect the existing properties and sit sensitively next to them in terms of scale, roofline, massing and architectural details. Green buffers are welcomed to mitigate potential visual impact.

DG.04 Built form

the area (including where important trees) and conserve amenities. On the other hand, larger development proposals are unlikely to be compatible with the small-scale, rural character of the parish's settlements; however, any such proposal should be subject to a detailed environmental assessment covering how they would accord with the HNP policies and design guidelines and provide substantial community benefits;

- o. New development should first assess the level of enclosure in the surrounding streets and suggest design that is suitable to the surrounding context. Enclosure can be achieved by adding trees and vegetation along the boundary lines in combination with the width of the road and building setbacks. Horam parish, especially the smaller settlements and more countryside areas, is characterised by high levels of enclosure seen, for instance along the rural lanes which are bordered with rich

vegetation and large trees or along the high street which is characterised with continuous frontages;

- p. Buildings should be designed to turn corners and terminate views. Corner buildings should have both side façades animated with doors and/or windows. Exposed, blank gable end buildings with no windows fronting the public realm should be avoided;
- q. The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride. Also, given their prominence, decorative architectural elements should also be considered. More details on the local vernacular and materials that are used in the village are analysed in [Section 3.4](#) and [DG.04.19](#); and
- r. A variety of plot widths, building heights, and façade depths should be considered during the design process to create an attractive streetscape and offer varied levels of enclosure.



Figure 110: A good level of enclosure can be achieved by a narrow road bordered with active frontage on one side and rich vegetation on the other side, Vines Cross.



Figure 111: Rich vegetation and large street trees can help create high levels of enclosure, Horam.

DG.04 Built form

Additional design guidelines for small scale and infill development

Small scale and infill developments should follow the scale and pattern of the existing grain and therefore, maintain the rural character of the parish. Any proposed design for small or infill development should be appropriate and sensitive to the surrounding setting of the village or settlement.

DG.04.3: Relevant design guidelines are presented below:

- s. Small infill developments should complement the street scene into which they will be inserted. The new design needs to reflect the materials, scale, massing and layout of the surrounding properties. Thus, a good understanding of the character of the main village and the rural settlements, as analysed in [Section 3.4](#), is needed, before proposing any new design. [Figures 113 and 114](#) include some specific guidance for the rural settlements in the parish;
- t. Natural boundary treatments are

recommended to preserve the character along the streetscene and levels of enclosure as well as improve biodiversity;

- u. In case of cul-de-sacs, pedestrian and cycle links should be proposed to allow for permeability for the users and offer connections with the existing footpath network, including Cuckoo Trail;
- v. Small infill developments need to be considered in relation to topography, views, vistas and landmarks. In particular, any important views towards the countryside should not be blocked by any new development, while such developments should also be compatible with maintaining the significance of any heritage assets, including views towards them; and
- w. Infill developments should generally follow existing building lines, unless there are overriding reasons why this would not be appropriate and would still maintain the integrity of the street scene. New building lines should be reasonably consistent along a street with existing buildings and offer subtle variations to enhance the rural context.



Figure 112: Positive example of a recent infill development (photo above) in a rural village elsewhere in UK that fits nicely into the local context (photo below) in terms of scale, massing, architectural styles and details.

DG.04 Built form

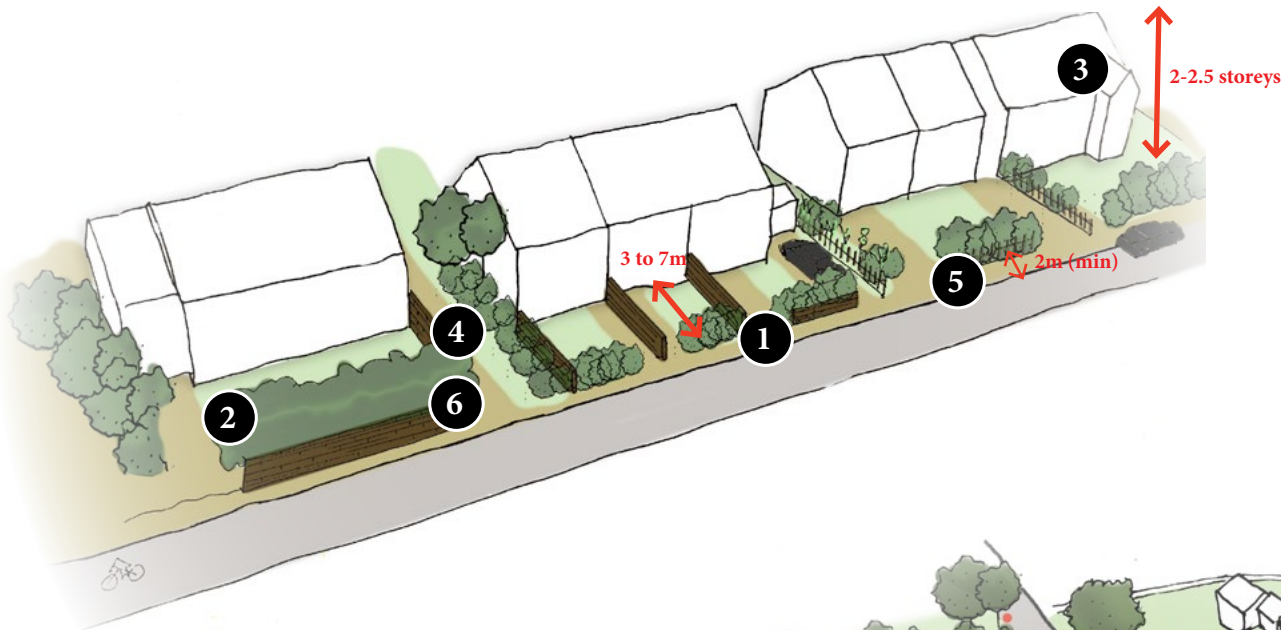


Figure 113: Illustration to show a linear development (with reference to Maynard's Green pattern of growth) highlighting design elements, related to building heights, setbacks, gaps and boundary treatments.

1. Linear format of development along slightly meandering roads with variety of building setbacks (suggested range would be from 3 to 7m). Although there are also examples of buildings facing directly onto the pavement, this is not suggested for new infill developments as a proper green buffer would be required.
2. Front gardens decorated with rich vegetation, bushes, hedges and trees.
3. Dwelling height should be up to 2 storeys. Examples of 2.5 storeys could be accepted if they do not undermine the rural setting.
4. Integration of footpaths where possible.
5. Wider pavement (minimum 2m) along main roads, on one side, to accommodate movement.
6. Low brick walls with vegetation to give a good visual impact to pedestrians and ensure a level of privacy for the owners. Panel fencing should be avoided.

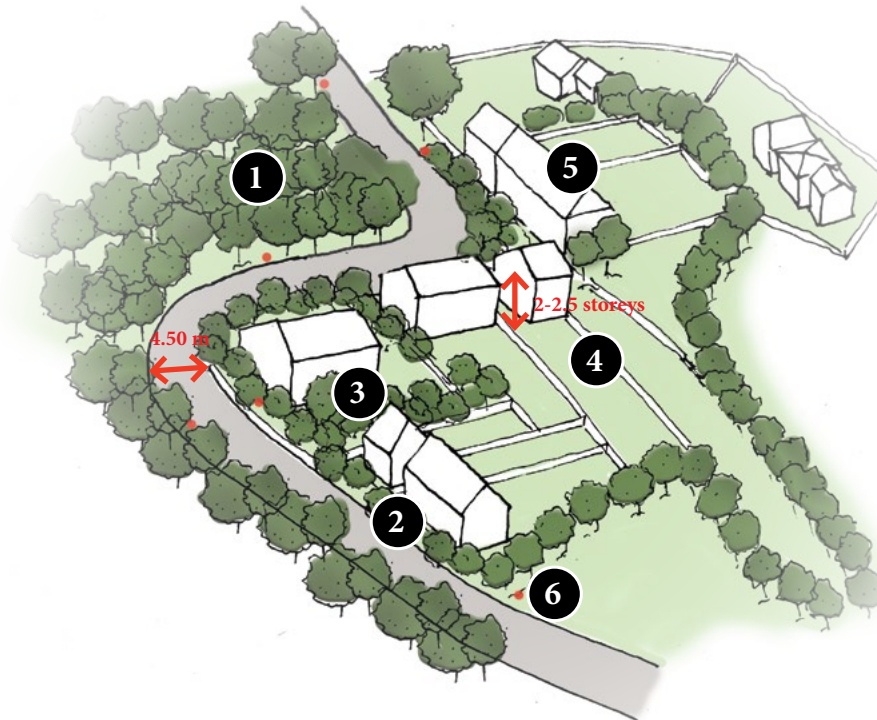


Figure 114: Illustrative plan for a rural edge development (with reference to Maynard's Green and Vines Cross pattern of growth) highlighting design elements, related to building heights, setbacks, gaps and boundary treatments.

1. Green infrastructure (ancient woodlands, deciduous woodlands, TPOs) should be protected and enhanced where appropriate.
2. Front gardens should be decorated with soft landscape elements and vegetation.
3. Properties should be separated with green buffers while long brick walls should be avoided.
4. Well-sized front and back gardens.
5. Variety of building typologies and roof pitches.
6. Appropriate signage indicating speed limits.

DG.04 Built form

Extensions

Housing extensions to dwellings can make a dwelling more suited to its occupants space requirements. There are multiple ways to create extra space within a building using different types of extensions. However, it is important that housing extensions are designed to an appropriate scale to the original building to preserve the character and appearance of the building itself as well as the street scene within which it sits.

The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and designed to complement these existing elements. Many household extensions are covered by permitted development rights, meaning that they do not need planning permission.

DG.04.3: Some guidelines for extensions are as follows:

- x. The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions;
- y. External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene;
- z. Extensions should be subordinate in terms of scale and form and shall not be visually dominant or taller than the existing building;
- aa. The roof of the extension should harmonise with that of the original building and flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.;
- ab. Extensions should be designed using materials and details to match the existing building or alternately, use contrasting materials and details with a contemporary design approach. However, in either case, extensions should create a harmonious composition overall and a strong degree of unity with the original building. More details on the local vernacular and materials that are used in the village are analysed in [Section 3.4](#) and [DG.04.19](#);
- ac. Extensions should safeguard the privacy and daylight amenity of neighbouring properties;
- ad. Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers; and
- ae. Extensions of existing buildings should reduce carbon emissions by complying with high energy efficiency standards and utilising low energy design.

DG.04 Built form

Front extensions

- af. These extensions are generally not acceptable. If proposed, front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height, though this would depend on the context. The extension can project maximum 2 metres beyond the front façade and should not cover more than 50% of surface area of the front elevation.

Side extensions

- ag. Side extensions should not detract from the appearance of the building, its surroundings and the wider rural setting and it should be set back from the main building and complement the materials and detailing of the original building;
- ah. Single-storey and double storey side extensions should be set back from the main building and complement its materials and detailing, whilst the roof of the extension should harmonise with that of the original building; and

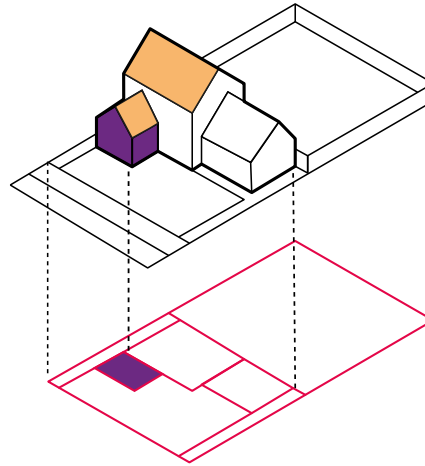


Figure 115: An example diagram of a front extension.



Figure 116: Positive example of a front extension.

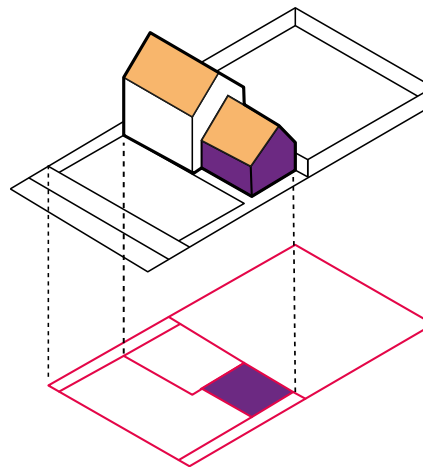


Figure 117: An example diagram of a side extension.



Figure 118: Positive example of a side extension that respects the existing building in terms of scale and building materials.

DG.04.3:

- ai. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear extensions

- aj. Single storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light. Gabled, hipped and flat roof styles are generally acceptable for a single storey rear extension; and
- ak. Double storey rear extensions are becoming more common but they can affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

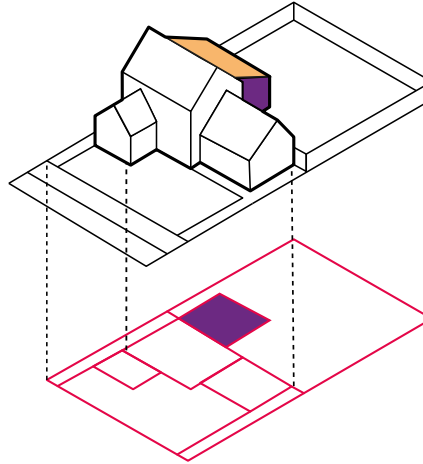


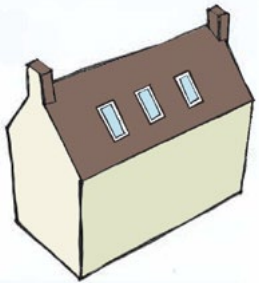
Figure 119: An example diagram of a rear extension.



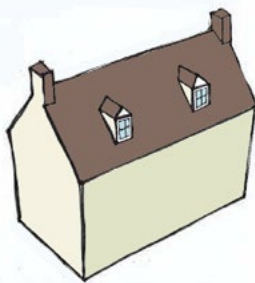
Figure 120: Positive example of a rear extension.

DG.04 Built form

Design treatment in case of loft conversion:



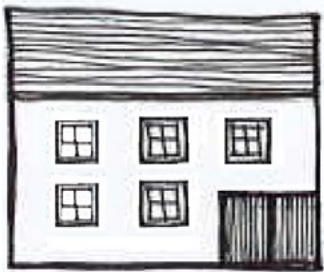
Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



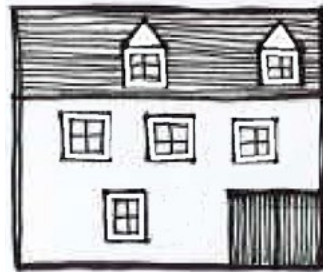
Loft conversion incorporating a long shed dormer which is out of scale with the original building.



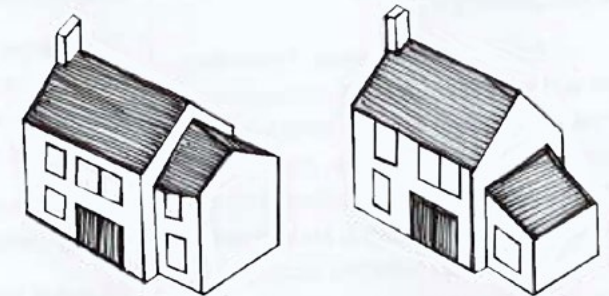
Original roofline of an existing building.



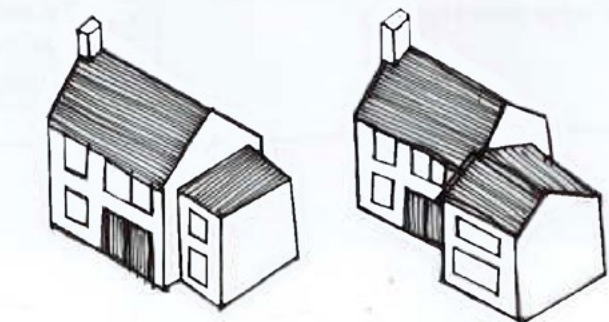
Loft conversion incorporating gabled dormers.



Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.



Good example for side extensions, respecting existing building scale, massing and building line.



Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

DG.04 Built form

DG.04.4 Building lines, boundary treatments, external areas and landscaping

Chapter 3 provides a detailed character assessment of the landscape of the parish as well as of each one of the settlements. Building lines, boundary treatments and external areas and landscaping are three crucial aspects that can help create a successful streetscape and urban form.

Informal building lines with variations and natural boundary treatments enhance and promote the rural character of the parish. Trees, hedges, and other landscaping features are strong features that help soften the built environments and add interest to them, as well as creating a visual continuity with the rural setting. External areas provide for people's leisure, as well as providing a setting for properties, and have been especially valued during the Covid pandemic.

DG.04.4: Design guidelines are as follows:

- a. Road layouts should have a meandering character to reinforce

rurality and be designed to slow traffic and advantage pedestrians and cyclists over vehicles;

- b. Buildings should front onto streets and be informed by/respond to historic development pattern. The building line may have subtle variations in the form of recesses and protrusions to enhance the rural context;
- c. Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;
- d. All the façades overlooking the street or public space should be treated as primary façades. They should have some form of street contact in the form of windows, balconies, or outdoor private space;
- e. Trees and hedges should be retained, or planted, as part of developments, to create a consistent setting, help define open spaces, to link buildings together

and define edges of public and private spaces. Please see [DG.03.1](#) for more details on trees;

- f. Natural boundary treatments should be preferred to reinforce the sense of continuity of the building line and help define the street, appropriate to the rural character of the area. They should be mainly continuous hedges, but they could also be combined with split chestnut post and rail fencing, or low height palisade fences/brick walls;
- g. In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment; and
- h. Surface treatments will depend on the context but, in principle, they should be permeable. Please see [DG.03.3](#) for more details on permeable paving.

DG.04 Built form



Figure 121: Local example of a building at a corner junction in Horam village with a distinctive architectural form.



Figure 122: Flower beds along Nettlesworth lane in Vines Cross form an attractive boundary treatment and reinforces the rural character of the area.



Figure 123: Local example of low height red brick wall and hedgerow boundary treatment.



Figure 124: Buildings overlooking a pedestrian path and open space on Paynsbridge Way in Horam village improves natural surveillance and the meandering character of the street seen in the background helps to slow traffic and advantage pedestrians and cyclists over vehicles.



Figure 125: Use of chestnut post and rail fencing, together with hedging, which provide privacy for housing and a rural character to the street.



Figure 126: The Brewers Arms pub placed at an important intersection in Vines Cross can be used as a landmark or wayfinding cue.

DG.04 Built form

DG.04.5 Street lighting

Horam parish has a strong rural character and thus, dark skies is one of its characteristics as well. More particular, light levels identified by CPRE research show that the parish has dark skies, with the exception of the centre of Horam and with lower light levels at nearby estates.

In order to preserve those dark skies there is a presumption that any new development will not have street lighting; what follows are guidelines for those relatively few areas where lighting schemes may be justified.

Therefore, although artificial light may provide some benefits and it may make areas feel more welcoming at night-time, it is important for new development to minimise any potential impact of street lighting or house lighting to the natural habitat and light pollution.

DG.04.5: Design guidance is as follows:

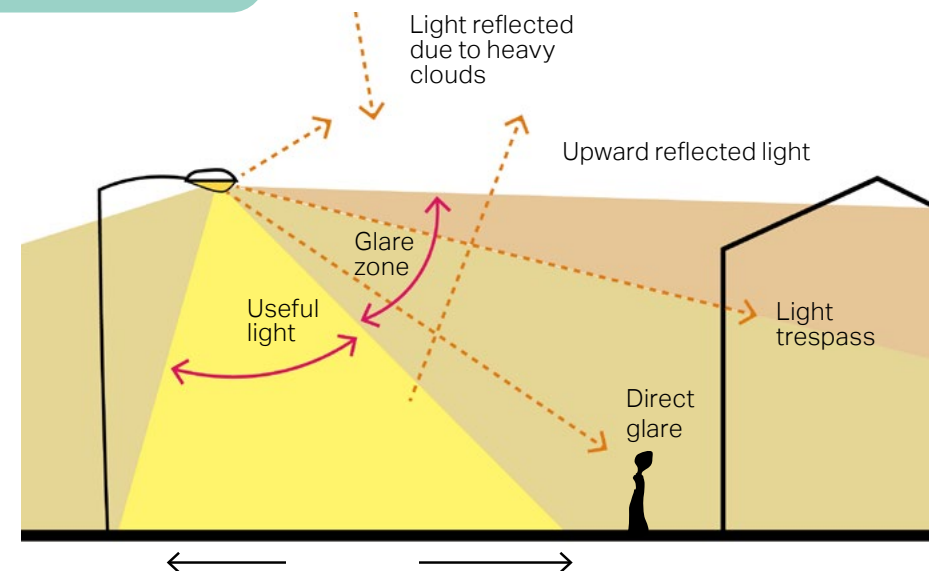
- Lighting schemes should be part of a strategic approach where all light sources switch off, including columns, bollards, PIR, porch lights, solar cat's eyes, up-lighting, path lighting,

backlighting and downlighting, are put in an hierarchical order based on their use. This order will define the light levels and switch off times;

- Light sources should be less than 3000K to ensure appropriate levels of light spill and glare. Light shields can also be used at light sources for additional protection over glare and light spill and thus dark skies;
- Choice of lighting should be energy-efficient and sustainable. The installation of carefully directed motion sensors should be encouraged;

- Lighting schemes should be directed downward to avoid reducing dark skies or disturb neighbours or passers by, as shown in [Figure 129](#); and
- Foot/cycle path light should be in harmony with surrounding rural landscape. Lighting such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced, as shown in [Figure 132](#).

Figure 127: Diagram to illustrate the different components of light pollution and what 'good' lighting means.



DG.04 Built form

Up-lighting. Focus light and attention on an object or tree from a low fixed location.



Figure 128: Example of up-lighting which is used to illuminate the trees within a property.

Path lighting. Use of low fixtures which direct illumination downward and outward.



Figure 130: Example of path lighting where all lights are directed downwards, whilst the light sources are obscured.

Backlighting. Fixtures placed at the back of an object to create a 'glowing' effect.



Figure 131: Example of backlighting used at the back of a bush to create a glowing effect.

Downlighting. Bullet type fixture placed well above eye level on an object or tree.



Figure 129: Example of down lighting which was used to illuminate the pathway.

Cat's-eye lighting. This technique can be used along footpaths and cycleways.



Figure 132: Example of a foot/cycle path which is lit by solar cat's-eye providing some light for pedestrian and cyclists without creating any disturbance to the nearby properties or unacceptable levels of light pollution.

DG.04 Built form

DG.04.6 Materials and architectural details

Horam parish has a wide variety of architectural styles and details that can act as references for new developments. New developments should be respectful of architectural styles and use of materials of surrounding housing, whilst ensuring that a mix of styles are provided that is in keeping with the Horam palette.

A summary table on the next page provides an overview of the commonly recurring materials seen across the main village settlement and the rural smaller settlements, whilst more details on local vernacular for each of the settlements can be found in [Section 3.4](#).

DG.04.6: Some design guidelines for new development are:

- a. Architectural design in new developments shall reflect the high quality local design references in both the natural and built environment and make a valuable contribution to the rural character of the parish;
- b. Regarding the natural environment, the number of trees in the village contribute to its rural character and reinforce biodiversity. Therefore, any new development should make sure it proposes a similar level of greenery in the new design to create a consistent setting. Please see [DG.04.4](#) for more details on boundary treatments and landscaping;
- c. Regarding the built environment, new development shall only use appropriate materials that contribute to the local vernacular. Those materials should be, notably mottled (due to iron content) and red/burnt orange brick, use of contrasting brick dressings and burnt headers, timber-framing with rendered infill, white render, red clay tile hanging

and weatherboarding (normally on upper storeys), and plain clay roof tiles.

- d. New development can propose a combination of soft, natural, and hard boundaries to match the surrounding styles along the streetscape. In particular, there are stretches of brick walls, or timber fencing bordering some properties in the village combined with either trees or hedges and bushes;
- e. The choice of colour and finish of materials is an important design factor in reducing the impact of the buildings on the surrounding landscape. Generally very light colours, like white, cream or light grey, and large areas of intense strong colours do not blend well with the rural landscape. Thus, muted and darker tones could be a better option; and
- f. The use of traditional, natural and preferably locally sourced materials is generally more appropriate than man-made synthetic, pre-coloured materials, as there lack the variation on colour and texture found in natural materials.

DG.04 Built form

This table identifies some of the materials and finishes found in the villages in the parish, as marked by “**x**”. However, in terms of respecting the local vernacular please refer to the guidelines in section DG.04.6.

	Horam village	Rural settlements
Gabled roof	x	x
Hipped roof	x	x
Thatched roof		x
Cat slide roof		x
Dutch roof	x	x
Clay tiles	x	x
Concrete tiles	x	x
Dark slates	x	x
Timber frame facade feature	x	x
Weatherboarding (black)	x	x
White render	x	x
Combination of brick colours	x	
Yellow brick with red brick dressing around windows	x	
Red brick	x	x
Half red brick and half white render		x
Tile hanging	x	x



Figure 133: Local example of a red brick property with a gabled roof and dark slates bordered with hedgerows and trees.



Figure 134: Example of a property that combines tile hanging with red brick on the facade. The hipped dormers on the gabled roof offer a visual interest.

DG.04 Built form

DG.04.7 Sustainable construction

Buildings contribute almost half (46%) of carbon dioxide (CO₂) emissions in the UK. The government has set rigorous targets for the reduction of CO₂ emissions and minimising fossil fuel energy use.

Given the acknowledged urgency of responding to climate change a universal commitment needs to be made by communities and developers to achieve carbon net zero by designing houses and environments that would be adaptable to the climate.

Horam Parish Neighbourhood Plan aspires to have a positive impact on the environment. Any future development should aim to minimise energy use and contribute to biodiversity.

In general, sustainability principles should accord with the latest national and local guidances. This guidelines set out ways to reduce carbon footprint of development relative to established means. However, previous design guidelines, between DG.03.1-DG.03.4, also have a significant

contribution to the environment and therefore, water efficiency and ecological sustainability.

There are a good number of energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to futureproof buildings and avoid the necessity of retrofitting. Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar panels for electricity generation and/or water heating.

Figure 135 features an array of sustainable design features. The images at the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset. The appropriateness of such measures on listed buildings and buildings of traditional construction should be considered. Further clarity on this matter is provided in Historic England Guidance¹.

¹ <https://historicengland.org.uk/images-books/publications/eehb-how-to-improve-energy-efficiency/>

Lifetime homes

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

‘Lifetime’ homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/contracting families who may be dependent on nearby friends and family for emotional and physical support.

The HAPPI (Housing our Ageing Population Panel for Innovation) principles, based on 10 key design criteria, should be taken into consideration in any new development. Those criteria reflect space and flexibility, daylight in the house and shared spaces, balconies and outdoor space, adaptability, natural environment, energy efficiency etc.

DG.04 Built form

Building fabric -Thermal mass

Thermal mass describes the ability of a material to absorb, store and release heat energy. Thermal mass can be used to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. Thermal mass can be used to store high thermal loads by absorbing heat introduced by external conditions, such as solar radiation, or by internal sources such as appliances and lighting, to be released when conditions are cooler. This can be beneficial both during the summer and the winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combined with suitable ventilation strategies.

Insulation

Thermal insulation can be provided for any wall or roof on the exterior of a building to prevent heat loss. Particular attention should be paid to heat bridges around corners and openings at the design stage.

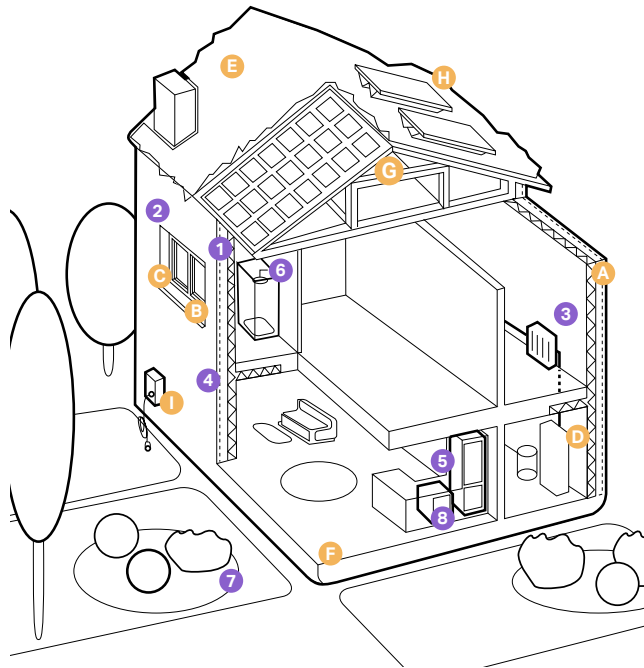
Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom). Provide insulation and electrical insulation to prevent the passage of fire between spaces or components and to contain and separate electrical conductors.

Airtightness

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric.

An airtight layer should be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Interfaces between walls, the floor and between walls and the roof, including around the perimeter of any intermediate floor should be linked. Water pipes and soil pipes, ventilation ducts, incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security cameras and satellite dishes should be considered.

DG.04 Built form



Existing homes

- 1  **Insulation**
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading**
(e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low- carbon heating**
with heat pumps or connections to district heat network
- 4  **Draught proofing**
of floors, windows and doors
- 5  **Highly energy-efficient appliances**
(e.g. A++ and A+++ rating)
- 6  **Highly waste-efficient devices**
with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)**
to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance**
with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

- A  **High levels of airtightness**
- B  **Triple glazed windows and external shading**
especially on south and west faces
- C  **Low-carbon heating**
and no new homes on the gas grid by 2025 at the latest
- D  **More fresh air**
with mechanical ventilation and heat recovery, and passive cooling
- E  **Water management and cooling**
more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls
- F  **Flood resilience and resistance**
e.g. raised electrical, concrete floors and greening your garden
- G  **Construction and site planning**
timber frames, sustainable transport options (such as cycling)
- H  **Solar panel**
- I  **Electric car charging point**

Figure 135: Diagram showing low-carbon homes in both existing and new build conditions.

DG.04 Built form

Building orientation

The orientation of buildings or extensions within the plot, along with the site topography, must be considered to maximise solar gain, while keeping a consistent frontage to the street.

In addition, living spaces within each typology should be oriented according to the expected use of each room, e.g. sun in the morning for kitchens, during the day for living areas, and in the evening for bedrooms;

In general, the design of new developments must maximise the use of energy efficiency and energy conservation fixtures, fittings and technology. Passive methods of heating and cooling and the use of renewable energy technologies such as ground source and air source heat pumps, biomass heating, photovoltaics and solar panels must be considered for new developments. Opportunities for the use of the same technologies in existing buildings, when undergoing refurbishment, will also be expected.

Appropriate materials and detailing should also be considered to minimise heat loss, whilst direct entry from the street to an interior living space should be avoided where possible.

Solar access along the south façade should be maximised and openings on the north one minimised. Appropriate shading elements and cross ventilation should be employed in new and existing buildings.

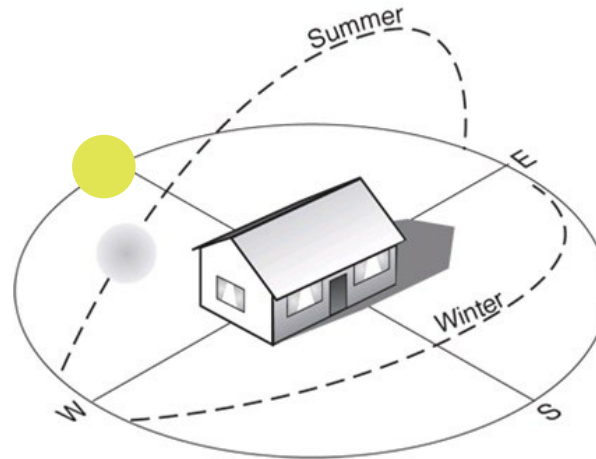


Figure 136: Illustration to show the appropriate building orientation so as to maximise solar gains. Windows should be placed mainly on the southern side whilst fewer openings should be located on the northern. A deep roof overhang can offer some shading. This can also be improved with some trees and vegetation around the house. (Source: <https://nextdayinspect.com/building-orientation-for-optimum-energy/>).

Heating

Drawn by an ever more critical ecological agenda, the direct use of fossil fuels are being phased out and other techniques, for instance air/ground source heat pumps will be preferred over gas boilers. These draw in heat from the air or the ground around the houses and use that to warm the inside of the house, whilst they cool by pulling the warm air out of the house, rather than using energy to cool air from outside. Electric heat pumps are not only used during winter, but also during summer for cooling.



Figure 137: Example of an electric heat pump that is placed to the back of the house, whilst its grey colour fits nicely with the black weatherboarding of the property.

DG.04 Built form

Roof solar panels

Solar panels over a rooftop can have a positive environmental impact, however their siting, design and installation should be handled sensitively, particularly on heritage assets, and may not always be appropriate. Preserving the character of the host building and wider setting/village should be a priority. It is also important to note that solar panels on listed buildings require consent.

DG.04.07: Some design guidelines for the sensitive implementation of solar roof panels are as follows:

On new builds

- a. Design solar panel features from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates; and

- b. Use the solar panels as a material in their own right.

On retrofits

- c. Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- d. Consider introducing other tile or slate colours to create a composition with the solar panel materials;
- e. Conversely, aim to introduce contrast and boldness with proportion. There has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels; and
- f. Solar panels can be added to listed buildings, but they need to be carefully sited and Listed Building consent will be required.



Figure 138: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.



Figure 139: Positive example of implementing solar panels since the design stage.

DG.04 Built form

Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;

- Identify materials used in high volumes; and
- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.

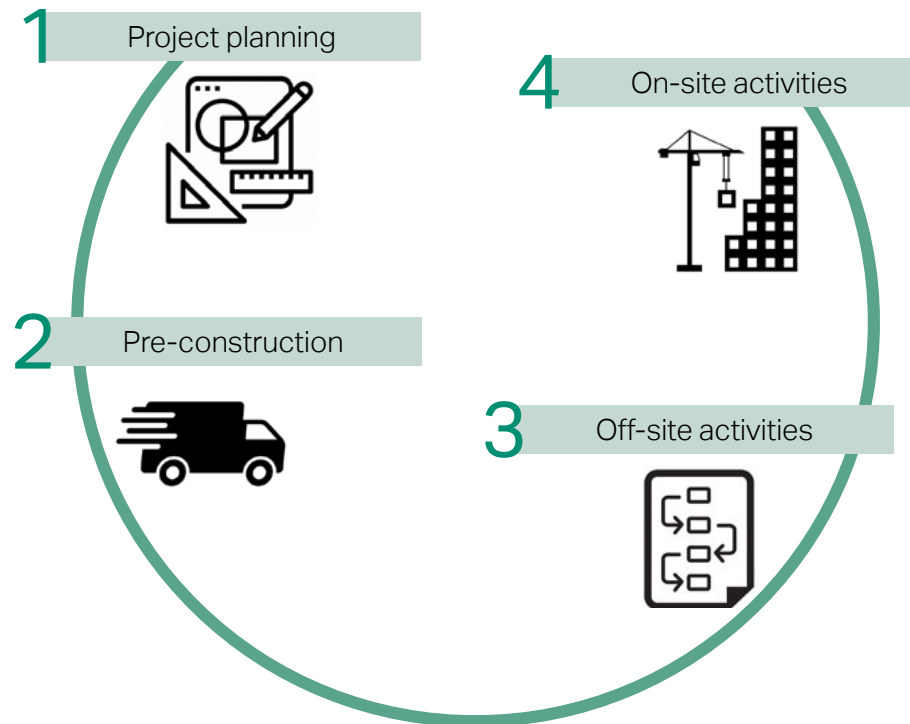


Figure 140: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

DG.04 Built form

Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.

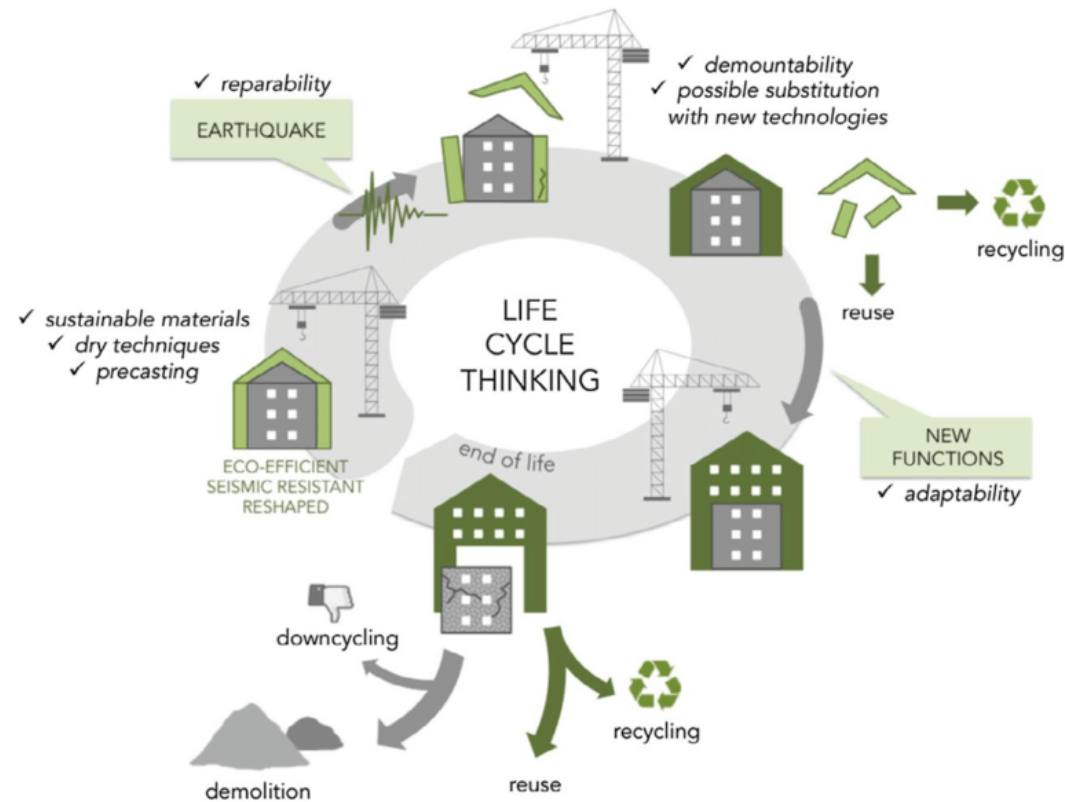


Figure 141: Diagram to illustrate the life cycle thinking for recycling materials and buildings. (Source: https://www.researchgate.net/publication/319464500_Combining_seismic_retrofit_with_energy_refurbishment_for_the_sustainable_renovation_of_RC_buildings_a_proof_of_concept)

DG.04 Built form

DG.04.8 Community facilities and public realm

The commercial heart of Horam parish lies along the high street in Horam village centre and serves the local needs. There are a number of small independent retailers and one larger convenience store as well as social and community facilities which contribute to the character of the village.

In addition to this, the public realm along those facilities should be of good quality to allow pedestrian flow and improve the aesthetics of the environment.

DG.04.8: Design guidelines are as follows:

- a. New development should aim to retain and support the commercial character of Horam village centre in serving the local communities. The commercial core is a critical characteristic of the area and it should be retained;
- b. New developments in Horam village should offer pedestrian and cycle links to the local facilities to support the independent stores and improve accessibility;
- c. Existing and proposed social and community infrastructures along the high street should respond to the existing patterns, building lines, rooflines and they should be sympathetic with the existing architectural style. In particular, the commercial centre is characterised by a more compact layout compared to the rest of the settlement, terraced typologies that create a continuous frontage, whilst red brick (of different shades) and tile hanging are widely used along the high street;
- d. Public buildings and spaces, like Horam Village Hall and Recreation Ground, represent a social focal point for communities and community activities and form part of the character and charm of the village. For that reason, they should be easily accessible from around the village and pedestrian and cycle links should be integrated in new communities;
- e. Similarly, places of worship shall be carefully designed as part of the specific character area where they are located;
- f. In terms of parking provision, they shall not create additional congestion in the area and avoid parking dominance, whilst ideas of sharing parking areas with existing facilities in the village settlement should be considered; and
- g. Signage and wayfinding must be used to highlight the options for sustainable transport modes, promoting walking and cycling. This would potentially increase movement and activity in the streets enhancing natural surveillance and therefore, minimising any possibility of antisocial behaviour.

DG.04 Built form

Public realm, materials and street furniture

Streets are the most important components of public space and these are referenced in the hierarchy of movement section. This is particularly important for places like the high street which serves as the village centre. Key design principles, such as maintaining a good quality of public realm, frontages active and natural surveillance for streets, are fundamental to creating vibrant and attractive streetscapes.

The design of paved areas also has a significant impact on the overall appearance, quality and success of a scheme. Care must be taken when choosing appropriate materials and when detailing paved areas as part of the overall design.

High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there is an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The

laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme.

DG.04.8: Some guidelines for new developments are:

- h. Active frontages should be encouraged to add to the vitality and vibrancy of the streets and public realm, whilst enhancing the user experience of the village centre;
- i. High level of natural surveillance should be provided to create vibrancy and vitality along the high street. Use of larger well-proportioned windows or floor to ceiling windows on the ground floors help achieve adequate overlooking;
- j. In-out spill out spaces are encouraged across the commercial centre, where possible, to create activity on streets. Businesses like restaurants,

cafés, shops etc. could have seating or display on the street within well-organised spaces that do not impede pedestrian movement. Those are recommended to be located on wider pavements. Street clutter shall be avoided at all times;

- k. The public realm should provide high quality paving that is of a cohesive design using a palette of sustainable and durable materials. Permeable paving should be preferred to contribute to rain water infiltration;
- l. Materials should be robust, aesthetically attractive and with excellent weathering characteristics defining a sustainable and attractive place for residents and visitors;
- m. The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme;
- n. Large unbroken areas of a particular surface material should be avoided,

DG.04 Built form

especially tarmac. Areas can be made distinctive by using materials of a similar colour but with different textures;

- o. Seasonal planters and hanging baskets along the public realm could improve the aesthetics of the environment and add an element of greenery along the streetscape; and
- p. Traffic calming measures are highly important to improve pedestrian flow in Horam's village centre. They aim to encourage safer, more responsible driving and potentially reduce traffic flow. Examples of traffic calming measures are speed bumps / humps and cushions, speed tables or raised pedestrian crossings.



Figure 142: Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.



Figure 143: Example of speed cushion.

5.0 Checklist

Because the design guidance in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

1

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

2 (continued)

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

2

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

3

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between hamlets?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

4 (continued)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

4

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

5

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

6

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

7

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

8 (continued)

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

8

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

9

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

Next steps

06

6. Next steps

The Design Guidelines will be a valuable tool in securing context-driven, high quality development in Horam, especially on potential sites that might come forward in the future. They will give more certainty to both developers and the community in securing developments that are designed to the aspirations of the community and potentially speed up the planning process.

Subject to consideration by the Horam Neighbourhood Plan Steering Group and how this report is incorporated into the Neighbourhood Plan following public consultation, the opposite table summarises the various ways that this document can be used by each actor in the planning and development process.

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Table 01: delivery

Appendix

07

7. Appendix - Street typologies

Primary streets

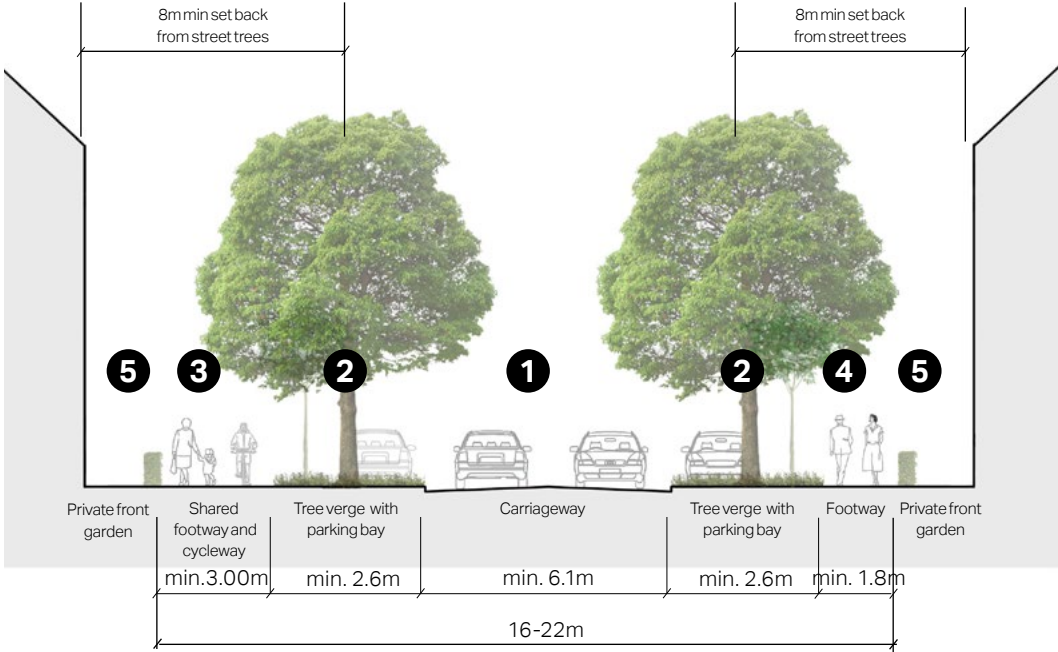


Figure 144: Cross-section to illustrate some guidelines for primary streets.



Figure 145: Example of a primary street, elsewhere in UK.

- 1. Carriageway (town-wide traffic).
- 2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
- 3. Shared footway and cycleway can provide an opportunity for cyclist to be segregated from vehicle traffic.
- 4. Footway.
- 5. Residential frontage with boundary hedges and front gardens.

Secondary streets

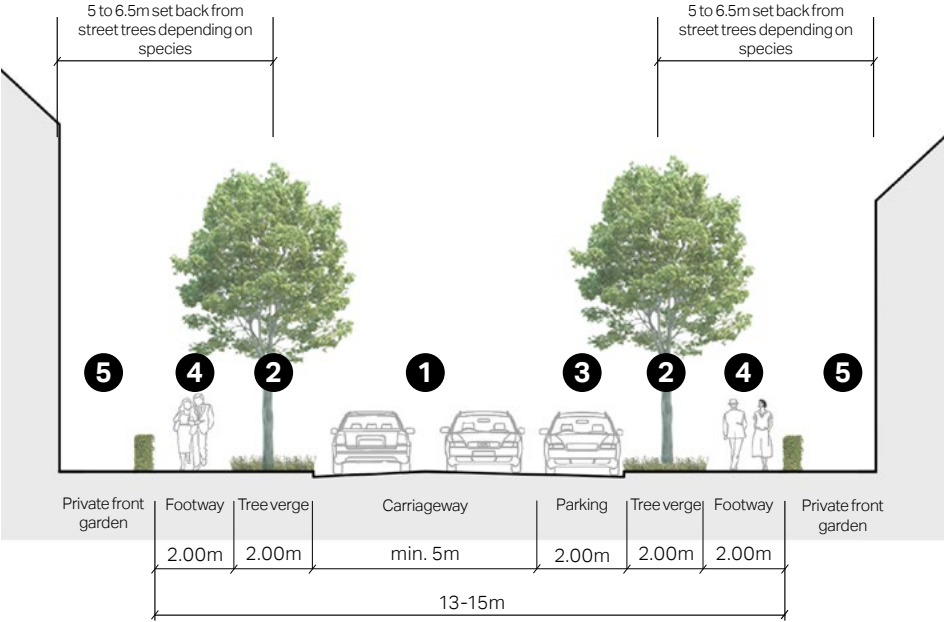


Figure 146: Cross-section to illustrate some guidelines for secondary streets.



1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations if needed.
2. Green verge with medium trees. The latter are optional but would be positive additions.
3. Parking bay (may also be inset into verges).
4. Footway - utilities typically located underneath.
5. Residential frontage with boundary hedges and front gardens.

Figure 147: Example of a secondary street with inset parking bays alternating with street trees on both sides of the street, elsewhere in UK. (Street typology to be considered only).

Tertiary streets

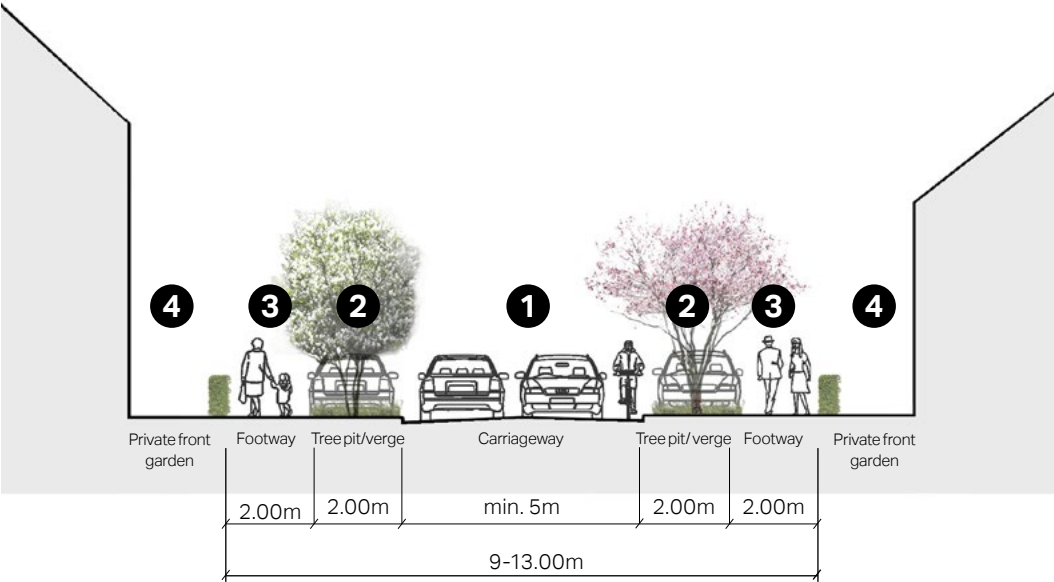


Figure 148: Cross-section to illustrate some guidelines for tertiary roads.



Figure 149: Example of a tertiary street with inset parking bays alternating with trees on both sides, elsewhere in UK.

- 1. Carriageway should accommodate both vehicles and cyclists (local access). Traffic calming measures may be introduced at key locations.
- 2. Tree verge or pit with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
- 3. Footway.
- 4. Residential frontage with boundary hedges and front gardens.

Edge lanes



Figure 150: Cross-section to illustrate some guidelines for edge lanes.



- 1. Shared lane (local access) - width to vary.
- 2. Residential frontage with boundary hedges and front gardens.
- 3. Green space and potential for implementing swales into the landscaping.

Figure 151: Edge lane overlooking basin in open space.

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