

First Name	Surname	Organisation	Email address	Do you agree the Design Guide overall will help to provide clarity to those involved with the planning process?Comments	Recommendation
Amy	Kitching	Natural England	amy.kitching@naturalengland.org.uk	The guide contains good references to green infrastructure provision and the importance of maintaining coherent ecological networks across the landscape. Specific comments on these aspects are provided in the sections below. In accordance with paragraphs 8 and 170 of the NPPF, Natural England recommends that clear reference is made to the requirement for development to achieve net gains for biodiversity. A clear opportunity for strong wording around net gain is presented in DG10, however references to net gain can be included in other sections to reinforce/highlight net gain requirements / opportunities.	Consider where references to net biodiversity gain would be appropriate.
Kate	Wiseman	Natural England	Katy.Wiseman@nationaltrust.org.uk	The Design Guide is useful as it set out clear parameters and expectations to those involved in the planning process seeking to achieve high quality development within the High Weald AONB. The guide provides a useful incite into the essential character of the High Weald that makes its such a special place.	Noted, no amendments required.
Natalie		Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	It's a starting point	Noted, no amendments
Hedley	England	-	hedley.england@lineone.net	So long as the house builders agree to follow the Design guidelines, it may be viable for small developments only. But due to the money involved, compromises are always made, and in one case I know of in suburban housing, nefarious means were used to push through bad housing decisions. So the high ideals of the Design could take second place to profit. You show examples of the poor housing that has been built, so it will be built again. At the end of the day, house builders want to make a profit, at the expense of the Weald. They have a lot of power. Once the High Weald is gone under concrete, it's gone.	Noted, no amendments required.
Sheena	Carmichael		sheena.carmichael1@gmail.com	Excellent design guide	Noted, no amendments required.
			clerk@westhoathly.gov.uk	The Guide will only be valuable if developers, officers and members of Planning Committees read and take note of it. The relevant Highways Authorities also need to take the guide into account when commenting on development in the High Weald.	Noted, no amendments required.

Surname	Organisation	Email address	Do you have any comments on the Design Guide overall?	Recommendation
Wiseman	National Trust	Katy.Wiseman@nationaltrust.org.uk	Clear and concise to read so will be a usable guide in practice. Checklist boxes are also helpful. The Design Guide could be improved by including more guidance to help applicants identify specific opportunities to make a positive contribution to the historic environment, highlighting the importance of considering the relationship and impact on existing historic assets and their setting, such as listed buildings and the positive contribution such locally distinctive historic buildings have on the overall character of the High Weald AONB.	Include references to historic environment - possibly within DG1.
Richards		alanjohnrichards@tiscali.co.uk	This area suffers from an inadequate infrastructure relative to the current level of population and requires upgrading of hospitals, roads, education to cope with a significant increase in housing development.	Noted, no amendments required.
Maslen		sharonmaslen@btinternet.com	I do not think there should be ANY DEVELOPMENTS in an AONB so there is no case for the DESIGN GUIDE to answer	Noted, no amendments required.
Jeffries		chrisjeffries5@gmail.com	Observation of recent and current new builds, especially in Heathfield, show exactly why this guide is needed. Unfortunately, it is swimming against the tide when it comes to developers' proposals and WDC's Planning approach to the subject.	Noted, no amendments required.
Mortley		chrismortley@btinternet.com	The Design Guide is a positive contribution to an understanding of the characteristics of the High Weald that deserve protection and perpetuation. Moreover, it is an attractive document in its own right, and a pleasure to read and assimilate. In addressing the issues arising from new housing developments (and, by association, roads), it does, however, overlook some opportunities for the consideration of other elements of the built environment e.g. commercial, retail, agricultural, passenger & goods transportation, and the utility services. Although some of these sectors are subject to national and industry-specific design & planning policies and standards, this Design Guide does not suggest measures to persuade and encourage convergence by other sectors on the good practice being sought via housing developers. Many of the recommendations (particularly DG7, Local Details) seem to focus too much on 'village' type developments. In fact, the HWAONB incorporates many already large communities, facing future expansion, that have characteristics of urban town-scale environments (e.g. Wadhurst, Battle, Forest Row). There is insufficient focus on such places. The DG does not give sufficient guidance on major changes expected to occur during the next few years: climate change; air quality & emission restraint; transition to net carbon neutrality; development of widespread EV charging infrastructure etc.	The Guide is specifically aimed at housing developments and does not purport to address other types of development. It is as relevant to large villages as to small ones. Consider where in the Guide to add references to climate change and sustainability.
Gonzalez		sunnyekg@gmail.com	I can see that you have done a lot of work into this and whether we like it or not we are in desperate need of houses.	Noted, no amendments required.
Cartwright		miltoncartwright@aol.com	I note its content and am generally supportive of the principles. What I am less clear on is its status and how it will be enforced.	Noted, no amendments required.
Wayt		bryn.wayt@icloud.com	The immediate reference to AONB is the root cause of my heavy dissent at the fomentation of underlying my total mistrust in your plans. I 'site' the over development of Dad's Hill in Cross-in-Hand where 26 houses were built in an Tiny field within an AONB and against a flood of local objectors. I have NO FAITH in any forthcoming plans that try and pretend to protect our local AONB.	Noted, no amendments required.
Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hiliary.hosford@gmail.com	We discussed the proposed Guide at our last Committee meeting and the consensus supported it as an important step in trying to secure better and more appropriate housing development in the sensitive areas of the High Weald eg adjoining Sissinghurst and Cranbrook. However the difficult area will be enforcement - will the local authority TWBC be prepared to support the important tenets of the Guide at appeal. Will developers listen and take note or just ride rough shod and do what they always do ? Are workshops planned to try to get them on side ? Has there been negotiation beforehand. We all know there is a virtual cartel of a few major housing developers currently in the UK. They need to sign up and be engaged in what the Design Guide is trying to achieve. Although the Guide mentions innovation and design this could be given more coverage - it's only referenced in para 33. Although the CCAAC is a Conservation body we are conscious that we are enjoying the good design and innovation of earlier centuries in Cranbrook and Sissinghurst. We need the new build of the 21st century to be just as interesting and innovative. In this context it is also important to emphasise the importance of building Eco houses with maximum energy efficiency, above and beyond current building regs, which is little mentioned in this Guide On another general point the photos showing bad and good practice are very helpful and could be added to - in a few cases it was unclear whether a photo was a bad or good example eg LHS of p 21..	Consider where more reference could be made to innovative design, and energy efficiency. Make clear what photos are showing and whether good or bad.
Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	Environmental sustainability: Hastoe has serious concerns that the guide does not pay any consideration to its own environmental impact. There is no mention of the use of sustainable building materials, thermally efficient building envelopes, or the inclusion of renewable and sustainable energy sources. Most notably it also remains silent on the use of photovoltaic/solar thermal panels within the AONB area. Guidance on how these can be used to enhance new homes would be invaluable.	Consider where more references could be made to sustainable design.
Longbon		klongbon13@googlemail.com	Ensure brown field sites and councils have a robust void policy.	Noted, no amendments required.
Marchant	Dallington Parish Council	clerk@dallington.org.uk	Dallington Parish Council are pleased that there will now be guidance and that it is sensitive to the historic and unique landscape of the HWAONB.	Noted, no amendments required.
Marchant	Mounfield Parish Council	clerk@mountfield.org.uk	MPC welcome that there is guidance now available and that it is sensitive to the historic landscape of the HWAONB.	Noted, no amendments required.
Hickey		andrew.t.hickey@gmail.com	While a clearly well thought through design guide for the here and now, it seems to take very little account of the climate emergency by including guidance on solar panels, ground heat sink equipment, electric vehicle charging points and other equipment designed to reduce the carbon footprint of settlements. Additionally, there will be an increased momentum towards active travel which has implications, even in the High Weald, for cycling and walking provisions that are addressed only lightly with respect to guidance for developers.	Consider where more reference could be made to climate change, sustainable design and accessibility by cycling and walking.
Petley		johnpetley@yahoo.co.uk	I am concerned not so much about the quality of development but of the scale. There are too many houses being built in this lovely area. There should be stronger protection for AONBs against development	Noted, no amendments required.
Langton	councillor in Tandridge District Council	chrislangton50@yahoo.com	There has been taken into account a great deal of knowledge of the area. Careful & clear conclusions have been made. But of course the guide does not address the volume of housing that is appropriate. It almost invites people to conclude that any amount is OK as long as the design guidelines are followed. Excessive development (even if it complies fully with the guidelines) will still erode the character of our area. Please remain aware of people taking advantage of this limitation in your study.	Noted, no amendments required.
Ince		arthur.j@inceonline.co.uk	If possible I would suggest that building regulations should require a charge point suitable for an electric car for all new builds. All public car parks should be required to provide these as should all out of town shopping centres. Stores with their own car parks should also be included. The number to increase up to 100% by 2040.	Noted, no amendments required.

Nelson		cllr.Nelson@tenterden.towncouncil.gov.uk	Excellent guidance in sufficient detail and with sufficient examples of good and bad practice to be extremely useful. Both interesting and useful - a rare combination!	Noted, no amendments required.
Bruder		adrian.l.bruder@gmail.com	Stop building houses. There's no shortage of housing, they are just too expensive to buy.	Noted, no amendments required.
Howells	Westerham Town Council	office@westerhamtowncouncil.gov.uk	A thoughtful and well-judged balance	Noted, no amendments required.
Newson		annenewson@aol.com	First of all, O'd like to say how much I welcome this Design Guide and enjoyed reading it - I do think there are improvements to be made, but the project is massively important and I really hope it will have a very strong impact. The questions in the survey so far, however, are difficult questions to answer. The securing of high quality development is dependent on planning authorities adopting / endorsing the Guide and requiring developers to adhere to it. I have no idea whether this is something that can be achieved - i very much hope it can, but the question back to yourselves is - what can you and we as a community do to make sure that happens? ON question two. with some amendments the guide should provide clarity, but there are some aspects of the guide as it stands that remain ambiguous. Some photos are clearly labelled to show what is and is not appropriate, others leave the reader slightly confused as to what is or is not wrong and also if wrong - what is a better suggestion. It needs to be idiot-proofed otherwise it is open to misinterpretation, which, for a larger-scale developer could be costly in terms of re-design if they have got the wrong end of the stick or were not sure what a good alternative could be. I hope a more detailed response can be submitted by Burwash Parish Council / Neighbourhood Plan - but this is just a quick reply.	Annotate photographs.
Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	Concern about giving an open door to developers whose sole goal is to make money to build anywhere as long as they keep within the design local authorities because of now very weak planning has to accept whatever as they are desperate for money. Addition of compliance with council's local duty to UNCRDP and KCC Kent Design which I was involved with as chair of independence access. Access group registered of the whole of Kent and founded for hte then Kent reference panel with KCC High ways and adult services. Homes for life is an important issue to take on board as it saves councils moving in the long term.	Consider where reference could be made to accessibility requirements and flexibility for lifetime use.
Leyland		28 Walnut Way Swanley Kent BR8 7TW	I am utterly against both my priviso is that building is confined to so called brownfield sites not further building on green fields. There are sites available such as Hailsham Horsebridge which was once the NHS Hospital	Noted, no amendments required.
			I do hope the guide will include information as to which Wards have their own Neighbourhood Development Plan s(NDP) in place and they should be complied with.	The Guide includes references to neighbourhood planning in general but would not be feasible to refer to every parish with a NDP as this will go out of date too quickly.
Thompson	Hawkhurst NDP		Hawkhurst's NDP does refer to the AONB and more specifically the Hawkhurst NDP specifies houses to be "Built for Life".	Noted, no amendments required.
Elvey	West Sussex Access Group		I have had a quick look at this. It struck me that it was more to do with design than functionality, perhaps not surprisingly and I was not sure that it was really that relevant to us. One thing I did notice though - and I have been struck by it elsewhere too - is the absence of any reference to horse riders. It does seem a singular omission in the context of a paper about such an essentially rural area as the High Weald.	Consider where reference to horseriders would be appropriate - possibly DG2.
Montford	Access Auditor	Hand written	with amendments to meet needs of disabled people as per legal duties. Addition of compliance with council's legal duty to UNCRDP and KCC Kent design which I was involved with as chair of Independence and Access. Homes for life is an important issue to take on board as it saves councils money in the long term.	Consider where reference could be made to accessibility requirements and flexibility for lifetime use.
Robertson	SGN	gary.robertson@sgn.co.uk	Very thorough specification given on style, layout, materials to be used in any new construction design.	Noted, no amendments required.
		KSLPlanning < KSLPLANNING@environment-agency.gov.uk >	Development must ensure there is no deterioration to watercourses ecologically, chemically or physically. Gill woodland streams are particularly vulnerable and therefore there should not be any significant discharges to these watercourses. Local Authorities and developers must understand from the outset of the risk of damaging these irreplaceable habitats through even small discharges of water from urban environments. The guide could emphasise that development should ensure there is a significant buffer from watercourses to ensure the stream corridor is kept dark, and disturbance does not significantly increase. (Whilst this approach we would recommend to all watercourses particularly on greenfield sites, for the High Weald most of these are ordinary watercourses that the EA may not provide site specific advice on, and the wooded high weald streams are of particularly high ecological value.) If new development enabled the removal of existing discharges or pollution risk to gill woodlands, by creating viable alternative solutions that are less of an environmental impact, this could be a potential benefit to development taking place. The design guide could provide more details or links to useful information on integrating items such as bird and bat boxes into developments, particularly when factoring in all the other requirements facing a development within the High Weald.	Consider where the Guide could provide more information on watercourses, probably DG1 and include links to more information on bird and bat boxes in DG10.
Munro		Lesley Munro < lezmunro2@gmail.com >	I looked at this, and saw only pro-development propaganda, devoid of a single specific as to types of house to be allowed and proposed locations of developments. Already, building in the SE is so overdone, roads(A and M)are frequently overwhelmed with traffic, to the extent I am considering moving away, e.g.a more civilised county like Shropshire.	Noted, no amendments required.
Purdy,	Gatwick Aerodrome Safeguarding	gal.safeguarding@gatwickairport.com	General Guidance on Aerodrome Safeguarding ODPM, DfT Circular 01/2003 'Safeguarding aerodromes, technical sites & military explosives storage areas: The town & country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002. Further general guidance can also be found in the following documents; AN 01 'Safeguarding of Aerodromes' AN 02 'Lighting Near Aerodromes' AN 03 'Wildlife Hazards Around Aerodromes' AN 04 'Cranes & Other Construction Issues' AN 05 'Renewable Energy & Impact on Aviation'	Noted, no amendments required.

Haines	Marine Management Organisation	Abigail.Haines@marinemanagement.org.uk	Standard responses from the Marine Planning Team, Marine Management Organisation. Please ensure this response is read in its entirety. After reading 'Building for the High Weald' - A Design Guide for new housing development in the AONB, the Marine Management Organisation would welcome the inclusion of marine planning. For the design guide to be sound there should be a clear inclusion of marine planning in line with the NPPF and Marine and Coastal Access Act (MCAA). NPPF: 166. In coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes. MCAA: 58(1). A public authority must take any authorisation or enforcement decision in accordance with the appropriate marine policy documents. MCAA: 58(3). A public authority must have regard to the appropriate marine policy documents in taking any decision which relates to the exercise of any function capable of affecting the whole or any part of the UK marine area. The PAS soundness self-assessment checklist also states a recommended requirement to "take account of marine planning". We recommend reference to the legal duty to co-operate with the Marine Management Organisation, as well as reference to Marine Planning, the Marine Policy Statement, and the South Marine Plan	These requirements apply to Local Plans not guidance documents. Can include reference to Marine Policy Statement and Coastal Management Plans in the Appendix.
Copsey		nigelcopsey_uk@hotmail.com	Why aren't solar panels and solar-heated water panels included in the planning to lessen the potential negatives?	Consider where to add references to sustainable design.
Briggs			No matter how well thought out this detailed guide may be the bottom line is no one should be building a new housing development in areas of outstanding natural beauty.	Noted, no amendments required.
Goodare		Penelope Goodare <penelope.goodare@virgin.net>	I am very worried about the ruination of our beautiful precious countryside. We have already had too much building in Hawkhurst, and they are threatening a huge amount more. I don't want anyone to be homeless but what we need is jobs in the North, where there is no shortage of housing. It's mad to keep building in the South-East just because that's the only place people can get work.	Noted, no amendments required.
Colquhoun	Robertsbridge & Salehurst Parish Council	clerk@salehurst-pc.org.uk	Salehurst & Robertsbridge Parish Council Response to High Weald Consultation on 'Building for the High Weald – A Design Guide for new housing development' Salehurst and Robertsbridge Parish Council is pleased to respond positively to this consultation and support its adoption. We are very pleased to note the consultation's focus on issues which we ourselves have identified as of critical importance within our own Neighbourhood Plan. In particular: · The importance for new development to respect local history and topography. · The importance of using appropriate building materials such as tile hanging and weather boarding. · The importance of effective storm-water management – being sited on a flood plain and having experienced severe flooding both due to river flooding and rainwater run-off, makes our village particularly sensitive to this issue. · The importance of permeability of developments, providing for connections to existing walk and cycle ways wherever possible to encourage people not to use their cars as a default. · The importance of effective parking provision – our village already has a major parking issue and new developments should not be allowed to exacerbate the problem. · The importance of incorporating green spaces in new developments and joining them up with existing green spaces where possible. · The importance of road design, e.g. sufficient width, in new developments. Too many modern developments contain overly narrow roads resulting in congestion and difficulty of access for recycling vehicles and emergency services. Thank you for the opportunity to comment on this document. Please confirm safe receipt.	Noted, no amendments required.
Watters	Rother District Council		The Design Guidance is welcomed and supported. It aligns well with our Core Strategy Policy EN3, and will help support our various roles in the planning process, from plan-making including development site allocation, through to Neighbourhood Plan liaison, and the Development Management process, helping us to successfully deliver housing requirements and meet NPPF and Core Strategy policy objectives. The labelling of the photographs and images used within the Guidance to indicate whether they are showing good or bad examples would be welcomed; as at present it is confusing. It would be useful to include reference to sustainable building technologies, with specific reference to the High Weald	Annotate photographs. Consider where to add references to sustainable building techniques
Gallios	SGN Network Planning		Section 9 (1) and (2) which provides that: 9. General powers and duties (1) It shall be the duty of a gas transporter as respects each authorised area of his:- (a) to develop and maintain an efficient and economical pipe-line system for the conveyance of gas; and (b) subject to paragraph (a) above, to comply, so far as it is economical to do so, with any reasonable request for him - (i.) to connect to that system, and convey gas by means of that system to, any premises; or (ii.) to connect to that system a pipe-line system operated by an authorised transporter. (1A) It shall also be the duty of a gas transporter to facilitate competition in the supply of gas. (2) It shall also be the duty of a gas transporter to avoid any undue preference or undue discrimination - (a) in the connection of premises or a pipe-line system operated by an authorised transporter to any pipe-line system operated by him; and in the terms of which he undertakes the conveyance of gas by means of such a system	Noted, no amendments required.
Knowles	Tonbridge & Malling BC		As a Council we support the aims and intentions of the design guide. Whilst the High Weald covers only a small proportion of our borough, it rightly acknowledges that the AONB is under significant development pressure. It is extremely important that if development is to continue within the AONB boundaries in future, it is as sensitive as possible to the landscape and the traditional historic vernacular of the area. The document is well laid out and the use of pictorial examples both - good and bad – is welcomed and provides clear guidance. I wonder whether there is any merit in identifying where the good/bad examples are located?	Annotate photographs. May not be appropriate to identify locations of people's private homes.

		clerk@westhoathly.gov.uk	The Parish Council want to know what weight the Design Guide has in the context of planning - is it a Guide or is it taken into account as part of the material considerations. The assumption is that the guide covers all development including infill/backland development but the Parish Council would like the Guide to explicitly state that it is relevant for all development in the High Weald however small.	Weight will depend on whether LPAs adopt as SPD but will be a material planning consideration. Applies to all housing development, clarify in Chapter 1.
Noble	West Sussex Local Access Forum		As the Forum's main remit is to "ensure the existing network of ProW and the wider access network is protected and where possible enhanced", it is encouraging to note, also in the Introduction, the reference to the High Weald AONB Management Plan 2019-2024. This document clearly sets out (more so than in the Design Guide), the "top 5 issues relating to 'routeways' (pages 38 & 39), their particular importance, current and historical value, and the value of the connectivity of woodland and 'wooded routeways' (page 40). We welcome the reference to ProW and their reduction in accessibility" (page 60), which is a matter of great concern to us, and welcome the reference to reducing speeds on all roads (page 63).	
Moore	none	philipmmoore@yahoo.co.uk	Yes, The guide does a fantastic job of highlighting the factors that we all appreciate as good local design, even though we would'nt be able to identify the factors ourselves unprompted.	Noted, no amendments required.
Connoley	Save Wealden from Overdevelopment Team		See in general comments above. More applicable to in-fill or brownfield sites - not greenfield mass housing estates (currently).	Noted, no amendments required.
Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	Pictures are extremely helpful, however it would be useful if each picture was annotated so that it is clear what the image intends to show. The Design Guide does not address the challenges of climate change, in that there is no reference to the possible use of PV panels/ Heat pumps etc. Another missing issue is the involvement of local people in placemaking. In the CPRE Sussex 'Making Places' project (please see our website) we demonstrated how the involvement of local people in identifying key characteristics of a place are valuable. It should be made clear that this guidance is equally applicable to social/affordable homes as it is to market housing. We would like to draw to your attention a checklist produced by Transport for new Homes: Checklist for new housing developments (see http://www.transportfornewhomes.org.uk/the-project/checklist-for-new-housing-developments/) and wonder how the guidance relates to this and whether any elements can be incorporated?	Annotate photographs. Consider where to add references to climate change and sustainable design. Also refer to importance of community involvement in design. Clarify applies to affordable as well as market housing (Chapter 1). Add reference to checklist for transportfornewhomes.
Hollidge	Sustrans Volunteer / Cycle Group representative.	irhollidge@icloud.com	Detailed below under specific points on encouraging sustainable / future transport.	Noted, no amendments required.
Moore		philipmmoore@yahoo.co.uk	Guidance on how best to adopt and enforce the guide (as per Q1 and Q2) is critical to its success. The illustrations are welcome - however it would be helpful to add subtitles to all of them - in order to ensure it is completely clear whether they are good / bad examples. It could be helpful to add a glossary - to assist the lay-person (e.g. definition of building grain, SuDS). The design guide is obviously for new development - is there any intention to produce guidance for conversion / extension of existing buildings or for other types of development - e.g. public/commercial/agricultural buildings?	Annotate photographs. Add glossary of terms like building grain, SuDS etc.
	Speldhurst Parish Council	asst.clerk@speldhurstparishcouncil.gov.uk	The DG provides guidance, advice and recommendations to entities in housing development in clear and practical language without being prescriptive. SPC's concern is that much of the DG is open to interpretation and consequently desired outcomes may not always be achieved. It is dependent on what weight local planning authorities will give to the DG when approving planning applications.	Noted, no amendments required.
Bessant	Redrow		Case Studies It would be useful for the document to include a broader range of positive case studies. The document as it stands appears to have a more generally negative assessment of development which is not welcomed, which can be far harder to compare a new scheme against than some examples of good or desired development. Strictly speaking, there is no need for those examples to be limited to within the Weald area – presumably some developments in other bordering settlements and countryside could provide some positive examples. If the above is not the case, and there are no good examples, then it may be necessary to consider in greater depth whether the design guidance can be realistically applied. For Planning Officers' the document should be a useful guide as to the positive features they should be looking for, and to aid them in pointing developers in a positive direction. In its current form, the document is likely to be a blunter tool, and as such officers will only be able to give it limited weight, where the positive developments it references cannot be considered a good guide for developments needing to meet modern standards – Officers' will be well aware of this nuance. Again, the over-focus on negative development is much harder to assess against. The same can be said for the public and for Council members. As a reinforcement of the above, it is worth considering the audience of your proposed guidance. For developers, the document should be a source of information about what types of development will be positively received – developers can be flexible, but it is much harder to imagine a new form of development, whilst meeting all the modern requirements for new homes, highways, and services, than it is to balance those needs against positive examples.	Case studies may be added at a later date. Consider adding more positive examples.
Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Ticehurst Neighbourhood Plan supports many of the design guide features advocated within the AONB Design Guidance. The checklists in the guide to assist developers would ensure that plans being put forward are broadly in line with NPPF.	Noted, no amendments required.
Cotteringham	Barton Willmore	Sarah Cottingham <Sarah.Cottingham@bartonwillmore.co.uk>	The general vision of the document is written positively and it accepts that housing development in the High Weald is necessary and desirable to create a thriving and successful place. We advise that further consideration should be given to the way in which design can enhance the character and landscape of the AONB through contemporary and innovative developments such as high quality contemporary design. There are helpful resources such as the colour study however the document remains aspirational. Needs to reflect KCC Highways regulations and the hierarchy of how this Design Guide sits within other statutory regulations such as NPPF and local planning policies should be addressed.	Consider adding more references to innovative designs. Already refer to Highway Authority guidance.

First Name	Surname	Organisation	Email address	Chapter 2 – Understanding the High Weald comments	Recommendations
Sharon	Maslen		sharonmaslen@btinternet.com	There is no mention of the EXTRA STRAIN on natural resources such as water, which would be adversely affected by any building	The Design Guide is intended to assist in making development more distinctive to the High Weald, it does not affect the quantity of development in the High Weald.
Captain Bryn	Wayt		bryn.wayt@icloud.com	I am not ignorant about what an AONB is, and why they came about - no lessons required.	Noted, no amendments required.
Robert	Wear Davis		Montgomery20@ymail.com	A brushed over approach with no discussion of the communities this will destroy due to increased traffic and lack of amenities etc	Noted, no amendments required.
Jan	Miller		jan.miller@education.gov.uk	I don't need the guild to tell me how beautiful the countryside is and that we shouldn't be putting more housing developments in these places particularly on green belt.	Noted, no amendments required.
Nichola	Watters	Rother District Council		The 'Overview' text on page 9 could helpfully include reference to the use of the Guide in producing Design & Access Statements – I see that this is explored in more detail in the Appendices, but it would be useful to have an 'upfront' reference too.	Agreed, could be incorporated in the last sentence of the overview section.
Jenny	Knowles	Tonbridge & Malling BC		Under defining components of the High Weald on page 3 there could also be an opportunity to highlight the man made features of beauty that are also defining characteristics, as well as the natural ones.	Clarify with T&MBC what changes they are seeking.
Jane	Noble	West Sussex Local Access Forum			
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	This section mainly covers the period prior to 1900. Where later additions to villages are substantial it may be that the village has already had much built that is not characteristic of the Weald and it is therefore hard to impose a 'Wealden' form of development.	Most locally distinctive characteristics will be pre-1840 before railway transport enabled import of other materials and ideas about layouts became more standardised. Do not wish to dilute this character further.
Ian	Hollidge	Sustrans Volunteer / Cycle Group representative.	irhollidge@icloud.com	Excellent document, only a few comments which you may wish to consider.	Noted, no amendments required.
Philip	Moore		philipmmoore@yahoo.co.uk	Yes, The guide does a fantastic job of highlighting the factors that we all appreciate as good local design, even though we would'nt be able to identify the factors ourselves unprompted.	Noted, no amendments required.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Geographical areas have distinct architectural features that can be used to blend in new buildings. It would be interest to Ticehurst Parish Council to contribute towards kit houses being designed with distinctive Wealden features to assist self-build partnerships and developers looking to build in the area.	Noted, no amendments required.
Robert	Banks		roberttrgf@outlook.com	4 The overview on page 9 is not helpful as it does not differentiate between the policies to help the reader. I suggest that that section should be replaced with the following: The policies Connecting new developments with the High Weald Area of Outstanding Natural Beauty (AONB) and its setting	The Guide is not allowed to include policies, it can only supplement existing Local Plan policies.

Surname	Organisation	Email address	DG1 comments Responding to Site & Context	Recommendations
Wiseman	Natural England	Katy.Wiseman@nationaltrust.org.uk	Welcome the positive approach to landscape-led design and the section using existing features in scheme design and the reinstatement of lost features as the National Trust strongly believe that places reflect the history that has shaped them, and gives them local identity.	Noted, no amendments required.
Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	This section fails to consider the benefits of public transport to communities in the AONB and the effects of private vehicle use.	The Design Guide does not try to influence the location of sites, that is for Local Plans to determine, but rather seeks to assist developments to be more locally distinctive to the High Weald. Accessibility is covered in DG2.
Richards		alanjohnrichards@tiscali.co.uk	This area suffers from an inadequate infrastructure relative to the current level of population and requires upgrading of hospitals, roads, education to cope with a significant increase in housing development.	Noted, no amendments required.
Maslen		sharonmaslen@btinternet.com	There is NO CASE for building in an AREA OF OUTSTANDING NATURAL BEAUTY. We have SO FEW of these areas left that they should be left as they are WITHOUT building for everyone to enjoy - walking, riding etc.....	Noted, no amendments required.
Jeffries		chrisjeffries5@gmail.com	The whole approach, which is very positive, depends upon the space being available in areas that people want to live. That space is decided by the Local Plan which forces development into a few very high density locations. There is little to no provision for development within the actual AONB, only on its periphery.	Noted, no amendments required.
Mortley		chrismortley@btinternet.com	The paragraph starting with "A multidisciplinary approach (urban design,...." includes highways engineering, but omits reference to other potentially intrusive services e.g. electricity substations, etc.	Add 'and other infrastructure provision' after 'highways engineering'.
Bacon	Essenden Design Limited	james@essendendesign.com	the location of original properties would have been greatly influenced by site topography and access, following the contours; layouts have often appeared to be based on a desk plan solution in isolation from the site.	Noted, no amendments required.
Carmichael		sheena.carmichael1@gmail.com	n the Ticehurst Neighbourhood Plan, we wanted to make an LVIA and DAS compulsory for developments of 6 or more. We were told by Rother that this was unenforceable.	Noted, no amendments required.
Treherne		ktreherne@btinternet.com	My suggestion is to be even more emphatic about where new building sites should go. I would spell out – 'in grey/brown areas'. There are plenty of them around. You only have to look at Heathfield and Crowborough to observe sad, worn out 'no man's land' situated near the commercial districts.	The Design Guide does not try to influence the location of sites, that is for Local Plans to determine, but rather seeks to assist developments to be more locally distinctive to the High Weald.
Gonzalez		sunnykeg@gmail.com	It is worrying building on Weald anywhere. It's a beautiful view. I know Burwash and I think it has the space to build. So does Tunbridge Wells. Surely you can make the space without destroying High Weald.	Noted, no amendments required.
Cartwright		miltoncartwright@aol.com	I welcome and support in particular the design principles that design should take account of and not harm views as well as the principle that new developments should not dominate the "parent" settlement. I also strongly support the need to use "EXISTING SITE FEATURES IN SCHEME DESIGN AND REINSTATEMENT OF LOST FEATURES"	Noted, no amendments required.
Wayt		bryn.wayt@icloud.com	Haphazard building has and will take place, and I have no faith in your protection capabilities.	Noted, no amendments required.
Holt	Kent County Council		An understanding of the plan form of the settlement, and how it has changed over time, should be used to inform the siting of new buildings that are sensitive to, and enhance, the historic character of the site. New development might include the demolition of modern or insignificant buildings and the opening of spaces to better reveal the significance of heritage assets, enhancing the contribution that historic buildings make to the surrounding settlement and landscape. Page 13 of the Design Guide refers to the reinstatement of historic landscape features identified using historic maps and other resources. This does not promote the replication of lost buildings, but it could apply to the repair of an existing historic asset and the reinstatement of its missing features in order to enhance its character or setting. The practice is to be encouraged, provided it is based on accurate evidence rather than conjecture.	Consider including the repair of an existing historic asset and the reinstatement of its missing features in order to enhance its character or setting.
Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	Although one understands the point about following the contours and thus is generally to be supported there are of course many historic villages eg Hawkhurst where many streets definitely do NOT follow the contours. The General premiss of looking and understanding the site in the Guide is however well made	Consider whether the 'following the contours' advice should be caveated.
Petford	Hastoe	Joanne.Petford@hastoe.com	1. Development Challenge - Whilst it is widely understood that it is both a '...responsibility and privilege to make long lasting interventions in a special and protected landscape ...' this needs to be considered in the wider context of the development scheme for example, the quality of existing building provision. To redevelop an existing site is often more costly and risky. To then require standards significantly above the previous scheme that impacts so significantly on cost, could prohibit future development coming forward. This seems contrary to achieving the overall objectives of this guidance with the existing building offering little/no benefit to the wider AONB environment. From an affordable housing perspective this is not considered to be an acceptable position to be in, where we should be encouraging redevelopment of all housing that falls below modern standards.	Redevelopment of existing housing sites are rare in comparison to greenfield sites and LPAs will take exceptional viability issues into account as appropriate when applying this Guide.

Noble	West Sussex Local Access Forum		DG1: Responding to Site and Context (page 10) – The requirement for a robust Design & Access Statement is supported. This should incorporate all PRoW (and their status), within the proposed development and in the wider countryside, to enable an assessment of the opportunities to provide connectivity and improvement (possibly by upgrading of PRoW) both within the development and to the wider access network. DG1: Responding to Site and Context (page 11) – Checklist – the requirements to analyse the site and wider landscape in relation to ‘routeways’, and study historic maps to identify opportunities for reinstatement of ‘routeways’ is supported, but clarification of the terminology is recommended, i.e. use wording PRoW.	Routeways is the appropriate term as it includes not just PROWs but roads and other routes that currently have no public rights but have been historically used as such.
Moore	none	philipmmoore@yahoo.co.uk	I would like to see more pictures of examples, good and bad, of how developments sit into a long view. I am glad to see the highlighting of views through developments into the landscape but wonder if guidance can be provided on how this can be quantified as adequate for a development: particularly for a ridge-top view. Can a more objective measure of exposure and prominence of developments from views be provided?
 On a similar point, with regard to hedgerow retention it would be good to have some objective measures of acceptable levels of disturbance. (Noting that while ancient woodland has some definitive protection, the removal of hedgerows (though protected under certain circumstances) is less clear.)
	Consider whether we can include examples. The treatment of hedgerows is an advice note in itself and too detailed for inclusion in this one.
Card	East Sussex County Council - Public Health	anna.card@eastsussex.gov.uk	Although walking and cycling is mentioned within this section I think a more explicate explanation of how developers can support this is required. Recognising the challenges in a rural area to develop well connected routes for active travel between key community facilities, I still believe it is important to highlight the need for active travel and recreational travel within the development areas themselves and that routes should be safe, welcoming, well maintain, durable and clearly signposted. Further information about this is available in the Sport England Active Design Guide in chapter 2 (walkable communities) and chapter 3 (connected walking and cycling routes).
 I think a key element that should be added to the current section is for new routes and connections to existing ones to be as accessible as possible. For example; using gates instead of styles can support disabled people, people with buggy's, cyclists, and older people to use routes more easily.
 Within the wayfinding section a connection could be made to walking and cycling e.g. if connectivity is clear it can encourage and support active travel.	Include reference in DG2 to routes being safe, welcoming, well maintained, durable and clearly signposted as per the Sport England Active Design Guide and to them being as accessible as possible, using gates instead of stiles to support disabled people, people with buggy's, cyclists, and older people to use routes more easily.and make it clear that connectivity supports active travel.
Norman	Ramblers GB (East Sussex Area Footpath Officer)	eastfootpath@sussexramblers.org.uk	We would strongly recommend that routes via estates must NOT go across dwelling driveways. In our experience this stores up issues for the future, both for the landowner and the user.	Include reference in DG2 to routes avoiding private spaces such as driveways.
Connoley	Save Wealden from Overdevelopment Team		Major builders are only interested in greenfield sites that look like 'imported and bolted on housing estates - normally as an appendage to the edge of a Wealden village. Please furnish me with a best example of a housing estate built in Wealden in the last 10 years.New mass housing developments should never be built on Wealden ridge top positions. Both Wadhurst new build mass development sites (Rydon and Newcourt) have been built on ridge top positions and are now subsiding down the valleys, open to flooding, destroy dark skies environment and have to be heavily cloaked in trees to avoid long view desecration. Surface drainage to local rivers or lakes (Bewl) may now cause pollution (garden fertiliser use). An opportunity to build an integrated pond on the SANG of the Rydon estate has been missed - instead Rydon took 3 months to build a substantial stone wall and integrated drain to restrict land slippage and the 30 metre drain path will be fenced off I understand	Noted, no amendments required.
Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	SITING DEVELOPMENT IN THE LANDSCAPE : what does the phrase 'as end-stops which block the view' mean? I think this could be better phrased/explained. USING EXISTING SITE FEATURES IN SCHEME DESIGN AND REINSTATEMENT OF LOST FEATURES: excellent section which starts to describe how to make a sense of 'place' in new developments. This could be reinforced by a set of typical examples/typologies to demonstrate the dos and don't s of the strategies of open space and retention/enhancement of features/hedgerows etc.	Include clarification of 'end stops' and consider whether can include examples.
Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	Some of these issues may need to be picked up at the review of Local Plan. It might be helpful to give examples of what could be achieved through a s106 agreement if the issue is wider than the application site?The reference to maintaining of the network of fields, woods and hedgerows is most important, because in Rother recently, this has been ignored when granting applications on greenfield sites. The same is true of field boundaries.We completely agree with your point that proposals should be landscape-led and informed at an early stage by a consideration of a detailed understanding of the character of the landscape of the site and surrounding area. We agree that the Design Guide should be used throughout the design to inform a robust DAS and not 'retro-fitted' merely to accompany a formal application and would like more information as to how this can be achieved. For example, can this be built into pre-application advice / checklists? The other issue is ensuring that design elements are not dropped through the development process.	Noted, no amendments required.
	Speldhurst Parish Council	asst.clerk@speldhurstparishcouncil.gov.uk	Further guidance and more detailed advice on boundaries and in particular types of fencing considered appropriate versus inappropriate fencing and boundary barriers. Content to include design, acceptable materials, height and positioning.	May be included in further advice note, too detailed for this one.

Harding	part of CPRE response		p.10 Whilst agreeing with the thrust of what is on this page, it has to be accepted that a planning application site can only be responsible for matters within its own confines, unless there is a S.106 agreement, and therefore some of the aspirations mentioned on this page cannot be achieved by a single planning application. 'Check List': The point made above has to be emphasised, that a single planning application cannot alter/improve the wider context. p.11 The third paragraph on this page refers to LVIA's; these should be viewed with considerable caution, as an applicant will tend always to portray their proposal in the best possible way. P.13 The reference to maintaining of the network of fields, woods and hedgerows is most important, because in Rother recently, this has been ignored when granting applications on greenfield sites. The same is true of field boundaries.	Noted, no amendments required.
Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Ticehurst Parish Council commends the Design guidance on advocatig the use of the natural landscape, ditches, pomds, field boundaries and existing trees. Protection for tree and hedge root zones should be rigorously adhered to and it is suggested that ths is included in the section on exsiting site freatures on page 13 document.	Include protection of tree and hedgerow roots on p13.
Cotteringham	Barton Willmore	Sarah Cottingham <Sarah.Cottingham@bartonwillmore.co.uk>	We can see that there has been detailed analysis of the High Weald its history and character and how this can be used when considering how development should respond to the site and its context. However we would note that the Guide predominately leans towards rural villages for its inspiration and the resultant guidance is more focused towards development in rural areas. We would advise that more consideration is given to development within and round towns withtin the AONB and how this may differ to developmet in rural areas.	There is only one town within the AONB, Battle, and development here would need to follow the same principles. Similarly development on the edge of towns outside the AONB (Tunbridge Wells, Horsham etc or inset within it, like Heathfield and Crowborough, will still have important High Weald features that should inform the design. In Chapter 2, under settlements, clarify that Guide also applies to development on the fringes of these towns.

First Name	Surname	Organisation	Email address	Connecting beyond the site DG2 comments	Recommendations
Amy	Kitching	Natural England	amy.kitching@naturalengland.org.uk	Natural England supports the promotion of safe access into the countryside which is suitable for the needs/requirements of all users. In addition to the provision of new routes, new development should consider how existing public rights of way and national trails will be protected, ensuring users are not impacted at both short and longer distances from the development site.	Include in this section the requirement to protect and enhance existing routes.
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	As above (This section fails to consider the benefits of public transport to communities in the AONB and the effects of private vehicle use.)	Noted, no amendments required.
Alan	Richards		alanjohnrichards@tiscali.co.uk	This area suffers from an inadequate infrastructure relative to the current level of population and requires upgrading of hospitals, roads, education to cope with a significant increase in housing development.	Noted, no amendments required.
Sharon	Maslen		sharonmaslen@btinternet.com	Again there is NO CASE to answer because we should not be building here.	Noted, no amendments required.
Chris	Jeffries		chrisjeffries5@gmail.com		
James	Bacon	Essenden Design Limited	james@essendendesign.com	The detrimental effects of new development could do with more attention I feel; having lived in the village of Knockholt for 10 years it was apparent that travel provision does not keep pace with the population and the accumulative effect of new development along the 'feeder' routes. Increased traffic volumes are highly detrimental to villages; many original dwellings are located close to the through road with street parking and limited footways, the traffic creates noise & pollution and the danger to pedestrians - especially families attempting to walk to school - encourages more car use which exacerbates the problem. I agree with the suggestion to make use of existing connecting routes, but this needs to be more bold - new development must be accompanied by improvements to transport with the objective of reducing through traffic and increasing safety for pedestrians, also through a wider improvement of connecting cycle routes across the county and area, the accumulative effect of development can then be mitigated I suggest this can be done by : 1. Creating new footpaths and cycleways by acquiring rights to fence say an average 2- 3m strip of fields adjacent/ alongside existing lanes leaving existing hedges in place, to serve existing and new dwellings and connecting to external links. 2.Improve existing roadside footways by increasing their width - especially school routes. 3.Where villages currently have high traffic volumes a sensitive proposal should be made to consider a new route to permit through traffic to avoid the villages. This may require robust conditions to resist unnecessary harmful Highway standards - many existing A class roads are little more than over-used slightly wider country lanes and the formation of similar new routes should not be detrimental to the existing countryside when balanced with the greater improvement to well being, safety and village life. I do not consider the reduction in through traffic would be detrimental to businesses in the villages as these are often a destination in themselves and would be improved as such. The High Weald area is beautiful and proactively creating connected cycle routes within this area would enhance the enjoyment of it, reduce the necessity of car travel and improve sustainable access to the countryside. In my view there should be dedicated cycle routes connecting all towns as a basic requirement, they can be straightforward to construct but can transform the ability of many people to healthy and safe travel. A 2.0m wide path of consolidated base course is relatively inexpensive and adequate. I feel that contributions to these travel improvements are much more important than contributions to play areas and libraries etc.	Noted but these measures go beyond what can be required in a Design Guide and in some cases what can be required under the planning system at all.
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAA)	hilary.hosford@gmail.com	The reference to connecting up from new developments to existing settlements via twittens or similar is important to make the towns work as a total entity . All the small towns and villages in the Weald are experiencing much higher traffic levels with all the new housing that has occurred. So all efforts to maximise journeys on foot or by cycle are important.	Noted, no amendments required.
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	2. Replicating the key characteristics of the AONB needs to be considered against the suitability of sites in relation to the settlement. For example in the context of landownership arrangements and viability, this will ensure deliverability of the scheme in practice. This will be of particular relevance when considering the merits of any exception site scheme that is not typically considered as part of any local plan allocation and where such opportunities are rare	Noted, no amendments required.
Kathleen	Foster		Kathie.thefosters@gmail.com	People and animals should be able to walk between existing residential areas, the new and the area beyond.	Noted, no amendments required.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	Cyle paths if not properly desinged with physical demarcation can find the mobility of disabled people Dead ends and cul de sac area character of towns and must be banned from villages as these destroy the village communities as my village of Aldington has proved make a community within a community.	Noted, no amendments required.
Francoise	Montford	Access Auditor	Hand written	Independent access as extremely important if not it isolates disabled people, older peopl and even young familties who donto hve a means of access. Re-instate public transport is a very needed requirement for the health of villages and pollution. Cycle paths if not properly designed with physical demarcation can hinder the mobility of disabled people. Dead ends and cul de sac are a character of towns and must be banned from villages as these destroy the village communities s my village of Aldington has proved making a community within a community.	Noted and recommend include reference to accessibility of routeways.
Jan	Miller		jan.miller@education.gov.uk	As per my previous comments too much housing cropping up and spoiling our contryside and small villages and towns.	Noted, no amendments required.
			clerk@westhoathly.gov.uk	The preservation of historic rights of way is very important.	Noted, no amendments required.

Jane	Noble	West Sussex Local Access Forum		lanes used extensively by Non-Motorised Users (NMUs), walkers, cyclists and equestrians, as links in the presently very fragmented ProW and access network. The National Planning Policy Framework, para 98 states 'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks.' The promotion of safe and connected access in new developments for all vulnerable road users (walkers, cyclists, equestrians) is a WSRAF priority, and although the Design Guide does address these issues, the Forum does not consider the terminology used, especially in relation to ProW and their status (footpath, bridleway, byway), is set out clearly for the intended users of the Guide. 3) Chapter 2; Understanding the High Weald (page 5) – Routeways – It is appreciated that AONB documents have habitually used this terminology, but Members feel it does not meet the Aim of giving clear advice, and is considered confusing. The explanation of the term as 'a dense network of historic routeways (now roads, tracks and paths)', is felt to be insufficient and not technically accurate. Most, if not all, of the 'tracks and paths' will be ProW (footpaths, bridleways, or byways), and if the intention of the document is to give 'clear, succinct, practical and consistent advice' to planning decision makers, then all these paths should be referred to by their correct status. The definition used in 'Routeways' also seems less clear than that in 'Other qualities' on the same page, which refers to 'the ability to get close to nature through the myriad of public rights of way.' In our view the present ProW will naturally reflect the ancient character of the High Weald. Development Plans should show an awareness of the existing ProW network, and how new developments will interact and connect with it so as to provide improvement. DG2: Connecting beyond the Site (page 14) – Connected streets, lanes and routeways – The aims of this section are supported but again the use of the term 'routeways' is considered unhelpful without clarification. The opportunities for all Non-Motorised Users (NMUs) to connect to historic routes should indeed be maximised, ideally by safe off-road routes. DG2: Connecting beyond the Site – Designing for Walking, Cycling and Active Lifestyle – Whilst we would support the statement that walking and cycling are extremely important within the High Weald, it is essentially a rural area (page 5, 2nd para), and because of this supports a large number of equestrians. These riders contribute to the local rural economy in many ways, and they are also recognised by the Department for Transport (DfT) as vulnerable road users. It is surprising (and disappointing) there is no mention of them in this document, even though bridleways are referred to which they can legally use. Designs should maximise opportunities for safe off-road routes for all NMUs (including equestrians). DG2: Connecting beyond the Site – Forming Site Edges and Transitions – The use of green infrastructure on the fringes of development is supported, which ideally could include a multi-user ProW as a green corridor. This will improve the network's connectivity, and bring benefits for safety, leisure and recreation, health and wellbeing, wildlife and biodiversity. DG2: Connecting beyond the Site – Permeability – Connectivity both through and around proposed developments into the wider countryside is supported. The greatest public benefit can be derived through improving the off-road ProW network. The West Sussex Rights of Way Management Plan 2018-2028 states 'A starting point for new schemes will be to consider who can benefit from a new route, such as walkers, cyclists, horse riders and the disabled, and be inclusive as possible, often the aim will be to achieve at least bridleway status.' Safe NMU use should be prioritised within developments to improve permeability. Paths should not be adjacent to roads unless no alternative is possible. More positive statements to separate paths and roads within formal streets is recommended, with paths being multi-user wherever practical and possible. The provision of 'twitchen' style lanes can maintain and improve connectivity with ProW.	Include in glossary definition of 'routeways'. Include reference to horseriders.
Phil	Moore	none	philipmoore@yahoo.co.uk	A great description of what is important but we would like to see guidance on how to objectively measure acceptability of changes to views to open countryside. Wadhurst Parish has seen a number of developments with views being blocked as houses are crammed onto site. Guidance on how to objectively measure reduction in a view, and what percentage reduction is acceptable would be welcomed.	Not possible to include within the Guide. Suggest he refers to Landscape Institute guidance on LVIAS.
Anna	Card	East Sussex County Council - Public Health	anna.card@eastsussex.gov.uk	The sentence in the street layout and hierarchies section which refers to street design should state walking 'and cycling' experience as oppose to just walking. Within the locating meaningful public realm - the health message could be strengthened to link to the evidence that access to green and opens spaces supports a broad spectrum of health and wellbeing from both a personal health perspective (both physical and mental) as well as the social environment influences. e.g. 'well designed public spaces add value to new housing, offer valuable amenity to the community and have a vital role in promoting good health and mental wellbeing, preventing illness, and providing opportunities for social development and interaction with others. Green open spaces can also support health through benefits such as improved air quality.' Very much agree with the location of green public spaces paragraph. The section includes lining the green space with lanes, I think there is an opportunity here to reinforce the importance of connectivity. To encourage walking and cycling routes with a particular focus of ensuring linkages with the open public space, the development areas and key community facilities, if applicable. Providing space for locally grown food can also have multiple health benefits from the provision of locally produced produce, to the physical activity of maintaining the area as well as social benefits from local communities working and interacting together. This could also be used as an example as well as the street furniture and public art which are mentioned with the last paragraph of this section. Multiple functional green spaces section - should encouraging formal sport, recreation and play within these settings which is of an appropriate scale for the development also be included as well as informal play? Further information to support these comments can be found in Sport England's Active Design Guide - Chapter 5 (network of multifunctional open spaces)	Include this additional information within this section.
Justin	Norman	Ramblers GB (East Sussex Area Footpath Officer)	eastfootpath@sussexramblers.org.uk	All effort should be made to protect verges and footpaths being used as car parking areas with suitable physical barriers, bollards or trees.	Could emphasise this through annotating second photograph on p20.
David	Connoley	Save Wealden from Overdevelopment Team		There was an opportunity to include the existing small farm track in the Rydon estate but this was ignored - instead 5 bedroom houses were built within 10 feet of the neighbours existing boundary. Now large tractors are forced to use small public lanes or the major roads. Structural landscaping is planned on the Rydon estate to block views from Bewl Water (up Hook Straight) to the new houses but these trees are likely to be displaced / curtailed by the new residents and will take 10 years to grow to sufficient density.	Noted, no amendments required.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Excellent section. In Balcombe we are fighting 2 of these aspects in a proposed development, a pedestrian route through the site has finally been won after 8 months but screening rather than appropriate design is still an issue with MSDC not grasping the nettle on the issue.	Noted, no amendments required.
Kia	Trainor	CPRE Sussex	kia.trainor@cpressussex.org.uk	It would be helpful if page 14 included an illustration of a small site which has not used a cul-de-sac approach as a comparator, especially one with a very small frontage to the main access. We agree that designs should maximize opportunities for walking and cycling connections.	May not be possible to find one but we will try.
Ian	Hollidge	Sustrans Volunteer / Cycle Group representative.	irhollidge@icloud.com	DESIGNING FOR WALKING, CYCLING & ACTIVE LIFESTYLES: Footpaths are often over grown or poorly signposted, however exist as a Public Right of Way suitable only for walkers. Bridleways are suitable often just for horse riders. Both these are based on historic transport options. In AONB many only use the motor vehicle as their means of travel so both are underused as a utility route and only for recreational purposes. Modern transport methods, mid 19th Century onwards, have seen cycling and motor vehicles dominate using the road networks. There is an opportunity here when designing new housing in AONB that existing traffic free routes can be upgraded to a suitable design standard, surface, safety and signage with a new designation of Cycle Way. Pedal assist electric bikes are here to stay so longer distances and hills can be negotiated by these relatively new machines. It is the ideal opportunity to encourage housing developments to be designed with access beyond the site to key destinations.	Noted, no amendments required.
Assistant Clerk		Speldhurst Parish Council	asst.clerk@speldhurstparishcouncil.gov.uk	In terms of structural landscaping, it is very important that, where possible, hedges be used as a "screen" versus the more common use of fencing. Hedging is an inherent and indigenous part of the local countryside and should be added/retained to maintain the natural appearance.	Noted, no amendments required.
Robert	Banks		robertgrf@outlook.com	3) Where possible there should be open vistas to existing settlements and the countryside. For more detail, see Policy DG2 at page 15.	Noted, no amendments required.

First Name	Surname	Organisation	Email address	Layout & Structuring the Site DG3 comments	Recommendations
Amy	Kitching	Natural England	amy.kitching@naturalengland.org.uk	Natural England welcomes early consideration of green infrastructure (GI) provision, and recognition of GI as an integral feature of development which is also linked to wider ecological networks It is recommended that from the outset, design of green infrastructure features and multifunctional green spaces incorporates future maintenance requirements to ensure the multi-functional benefits of such features are effective for the lifetime of the development.	Add reference to management of open spaces.
Kate	Wiseman	National Trust	Katy.Wiseman@nationaltrust.org.uk	Welcome guidance on 'principles of site structure' and emphasising the importance of green infrastructure throughout development. May be useful to include incorporation of multi-functional green infrastructure into site structure within checklist. Pleased that the guidance identifies the need to locate public green space in the heart of communities, as this provides opportunities for people to gather, which aligns with the National Trusts objective that 'everyone has easy local access to high quality, nature rich greenspace'.	Amend checklist number 4 to include reference to multi-functional greenspace.
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	We agree with and support the statement following "street character " on page 18. However comments from the Conservation Guide should be integrated into this section " DG3" in respect of the landscape and views.	Not clear what Conservation Guide is being referred to but not all sites will be within a Conservation Area.
Sharon	Maslen		sharonmaslen@btinternet.com	There is no case to answer because we SHOULD NOT be building on any of these sites	Noted, no amendments required.
James	Bacon	Essenden Design Limited	james@essendendesign.com	I am largely in agreement with the advice here, but it should also have reference to the lifestyle of current day living and not just be based on design concept. What about the many vehicle owners who use quite large vans for their business - how is provision for these incorporated so that they do not need to be parked in the road or at the front of properties? most families enjoy having visitors and friends, maybe from a distance and there is a need for adequate parking space within the development that avoids neighbour nuisance. when properties are planned without vehicular access to the front door this can be detrimental to those with disabilities whether visiting or purchasing.	More appropriate under DG6. The Design Guide does not set parking standards but may be appropriate to refer to the need for parking of larger vehicles, especially for land-based workers.
Sheena	Carmichael		sheena.carmichael1@gmail.com	I will be interested to see if the Highway authorities accept the principles of tight radii and fewer road signs.	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	I strongly support the requirement to ensure developments have sufficient green. I think the guide could be strengthened further by giving some indicative proportion of green space to density of development.	Not appropriate for a design guide, should be set in Local Plans.
Stephanie	Holt	Kent County Council		KCC recommends that the Design Guide considers Sport England Guidance1. This guidance is focussed on tackling inactivity and supporting underrepresented groups to be active. Through the national Active Lives Survey, approximately 25% of people nationally (24% now in Kent, compared to 26% two years ago) are inactive; and this is having knock on effects on physical and mental health, as well as individual and community development. New developments should consider this and incorporate a mix of formal and informal areas/spaces (indoor and outdoor) where people can be active, including walking and cycling routes and open spaces. https://www.sportengland.org/facilities-planning/active-design/ KCC is pleased to see that the Design Guide highlights the importance of ensuring that green space should be designed to be multifunctional and provide biodiversity benefits.	Noted and this point is covered in recommended changes to DG2.
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	Agree with points about using buildings to define site rather than just scattering them like many new housing estates	Noted, no amendments required.
Kevin	Longbon		klongbon13@googlemail.com	No building on green belt land	Noted, no amendments required.
Andrew	Hickey		andrew.t.hickey@gmail.com	Layout and structuring of sites seems to take very little account of the climate emergency by including guidance on solar panels, ground heat sink equipment, electric vehicle charging points and other equipment designed to reduce the carbon footprint of settlements.	Noted and covered by recommended changes to DG1 and 3
Lucy	O'Neill		lucyc0125@gmail.com	Multifunctional green spaces - I agree with the concept however, in reality, if a piece of land has a sole use e.g. planting, or play, it should remain so. Planting areas, which are sole planting areas, provide a visual relief to the surrounding buildings, and is a place anyone can access and enjoy to aid their mental wellbeing. They also aid in air pollution - something that can aid the performance targets for emissions. Play areas, that are solely used as play areas, should remain as such, when considering building work, unless footfall data shows the areas are unpopular. However, the reasoning for their unpopularity should be explored, e.g. disruptive, youths, and measures should be taken to mitigate this (contacting the Police) so children can learn with outside play - something the council should encourage.	Noted, no amendments required.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	importance of footways as well as carriage ways	Noted, no amendments required.
Francoise	Montford	Access Auditor	Hand written	Importance of footways as well as carriage ways	Noted, no amendments required.
Phil	Moore	none	philipmoore@yahoo.co.uk	I would like to see guidance on objective measures of how much space should be left as green space within a new development. The description of street hierarchy and particularly the development of the lesser streets without pathways is very helpful, especially when set against the homogeneous approach of most recent developments in the Parish. I particularly liked the highlighting of the use of materials to minimise the distinction of pavements and road markings.	Noted. Standards for Greenspace are set in Local Plans.

Lee	Hatcher	Cranbrook and Sissinghurst Neighborhood Development Plan Steering Committee	leehatcher@madasafish.com	Regarding 'left over space'. Potential for left over space, rather than being designed out of a development could be utilised as wild flower areas?	Noted, but such spaces still need to be maintained. With leftover spaces there is often confusion about who is responsible for them.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Ticehurst Parish Council agrees that sufficient space must be allow for soft landscaping, hedgerows, verges and tree canopies to break up the form of development. The creation of public realm areas (p20) within or adjacent to new developments creates a sense of place and belonging	Noted, no amendments required.
Sarah	Cotteringham	Barton Willmore	Sarah Cottingham <Sarah.Cottingham@bartonwillmore.co.uk>	We would suggest that the Guide acknowledges that while a development can be sucessfully landscape led, designers do need to give due consideration to ther factors such as accessibility and requirements relating to road and pavement widths. The example of page 18 does provide a wide parvement however these are somtimes a requirement of the highway authority and have to be designed for the scheme. Therefore while we acknowledge that this may be not represent direable design with the AONB the guide should be mindful of other requirements during the planning porcess and that the NPPF is clear that where the design of a development accords iwth expectations within plan policies design should not be used for a reason to boject o development.	Noted, no amendments required.
Robert	Banks		robertrgf@outlook.com	15) Developers must understand the topography of the area of their site. They should create settlements that are in harmony with the topography. This is particularly so with the arrangement of the streets. Streets should generally run with the contours and not across them. Cut and fill should be minimised. Distance and close-up views must be considered. Sites which are at or near exposed ridges are not able to accommodate any development because the area would be too steeply sloping to have buildings without harming the character of the area. Such development would be too prominent. For more detail, see Policy DG1 at page 12 and Policy DG3 at page 16. 21) It is important that access to and from development sites should connect with the villages and not create separate estates bolted onto a settlement. Dead ends should not be built unless there is no other solution. Where street connections cannot be made, walkways should be used to connect the nearby settlements and the countryside. For more detail, see Policy DG2 at page 14 and Policy DG3 at page 18. 22) Streets should create convenient and pleasant walking experiences rather than proving routes for vehicles. Roundabouts should not be incorporated into schemes. For more detail, see Policy DG3 at pages 16 and 17. Streets within a settlement should have their own hierarchy in terms of size so they fit well together. In most new settlements there should be three tiers in the hierarchy. For more detail, see Policy DG3 at page 17. 33) The design of public open spaces should reinforce local landscape character and create a valuable amenity for the residents. They should be prominent and accessible. There are advantages to triangular open spaces. Green spaces should be linked with lanes. Where possible they should be placed at the heart of a scheme. Their furniture should reflect the character of the area. For more detail, see Policy DG3 at page 20. 34) Green spaces should integrate amenity land, play area and water management. For more detail, see Policy DG3 at page 21.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.

First Name	Surname	Organisation	Email address	Using Buildings to define streets & spaces DG4 comments	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	Reduction in numbers can create a more attractive street scene but the need for numbers of houses can negate this. Has staggered development been considered?	Slight staggering can work but more dramatic staggering loses the relationship with the street scene.
Sharon	Maslen		sharonmaslen@btinternet.com	We should be defining our spaces with fields, streams and woodland not with buildings!!!!	Noted, no amendments required.
James	Bacon	Essenden Design Limited	james@essendendesign.com	I believe this needs to be balanced with a provision of greater landscaped public space. Tenterden is an example of a wider high street with many properties at the back of pavement but also highway trees which provide screening and softening of the street scene.	Refer to street trees and roadside open space last paragraph P20.
Sheena	Carmichael		sheena.carmichael1@gmail.com	Open front gardens (no front border of hedge or picket fence) are seen as modern - you will have to persuade builders and planners to be different in the High Weald.	Noted, no amendments required.
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	support soft edges, small front gardens, using buildings to define corners and other features typical of Wealden villages	Noted, no amendments required.
Joanne	Petford	Hastoe	Joanne.Petford@hastoe.com	10. Enclosed front gardens – this will have cost implications. Adding to further additional costs for affordable housing schemes. 11. Provision of open green space - this again needs to be considered in terms of the direct cost implications both on delivering the scheme and the long term management / maintenance of the site. 8. Public open space/detailed landscaping requirement's onsite will have service charge implications that must be considered and should be largely influenced by the developer in terms of the end user/risk to sales. For wholly affordable housing schemes, such costs must be kept to an absolute minimum to ensure homes remain affordable in perpetuity	Noted, no amendments required.
Lucy	O'Neill		lucyco125@gmail.com	Left over space should be sold with the property closest to it, or designated as a community area e.g. street allotment. There could be an opportunity for street environment initiatives e.g. not wasting plastic packaging and giving it to a neighbour to reuse. Or left over space should have planting to aid pollution and the visual affects of the streets. Boundaries and gardens - 'picket fences' - it should be made clear that picket fences should be made of timber or wood (natural materials similar to the local area) and not barbed wire. Properties in Queen's Road in Lewes have this, and it looks unsightly, particularly as Lewes has character.	Better to avoid leftover space in the first place. Picket fences are wooden, but we can add this clarification.
Francoise	Montford	Access Auditor	Hand written	level access to buildings important	Add reference under Understanding Topography on P12.
Jan	Miller		jan.miller@education.gov.uk	Depends what you mean by 'using buildings' would have helped to have a brief narrative here instead of keep reading back. But basically, i think the answer is No as the streets and spaces particularly open spaces should define the building works i.e. busy streets already, don't put more housing in.	The Design Guide is intended to assist better design of new housing not to prevent it.
Jenny	Knowles	Tonbridge & Malling BC		Avoidance of close boarded fencing to define boundary treatments is also an extremely valid point. A point on this could be added as the placement of new developments next to roads can often result in such barriers being needed, but with careful placement of landscaping areas to provide a buffer this could be avoided entirely. Building design, typology and parking sections are prescriptive but well considered and a necessary response to designs in the past. The concept of reinstating lost features is interesting although there must be a balance between 're-creation as a pastiche' and taking local 'design cues'. Similarly the concept of multi-functional green spaces is welcomed but there are often difficulties with ongoing ownership and maintenance issues which the does not seem to be addressed.	Positive relationship with the street is better than buffering with landscaping. Noted, no amendments required.
		Royal Tunbridge Wells access group		agree	Noted, no amendments required.
Phil	Moore	none	philipmmoore@yahoo.co.uk	This is very useful in defining how house should be laid out to define the streets. I particularly liked the block plan mapping. It is something along with the positioning of parking provision that has been totally ignored on recent local developments and again highlights a factor that people notice but cannot define themselves.	Noted, no amendments required.
David	Connoley	Save Wealden from Overdevelopment Team		There is only one estate road exit onto major roads for both the Rydon and Newcourt estates. The Newcourt estate exit road has a significant hill to climb which will cause chaos in winter. There are no integral footpaths / cycle paths on either estate. Opportunities to link to existing adjacent footpaths have been missed. We are being told the SANG is for private use of Rydon estate users only. If public access is allowed to the SANG then this would be the only public green space / children's playground within 1.5 miles. Dangerous overhead power cables have not been buried / removed and will run over the children's playground (I have seen lightning hit these cables before).	Noted, no amendments required.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	STREET LAYOUT & HIERARCHIES : use of the term pavement rather than footways/footpaths is incorrect. This section should include mention of footways not directly adjacent to access roads, ie separated by green verges/space/planting. This is included in next section -STREET CHARACTERACCESSING GARDENS : great section on twittens! MULTI-FUNCTIONAL GREEN SPACES : bit messy, jumps from water to trees and back to water again	The word 'pavement' is used to describe a footway adjacent to the road, not sure why this is considered incorrect. Add 'Footways' to title of section on footpaths and cycleways through the development on P18.
Kia	Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	It would be helpful if good examples of successful street layouts were given to flesh out the comment re 'placement of buildings, tree planting and street surfacing'.	Examples are provided in the photographs on P17, annotations to these will help.
Ian	Hollidge	Sustrans Volunteer / Cycle Group representative.	irhollidge@icloud.com	All effort should be made to protect verges and footpaths being used as car parking areas with suitable physical barriers, bollards or trees.	Reference in annotation to second photograph on P20.
Stephen	Harding	part of CPRE response		P.22 Whilst wishing to achieve the best for the High Weald, this page does seem to wish for placement in a new development akin to that which has been built up in a village over five hundred years from medieval beginnings. Those older buildings themselves have developed, grown and merged with other buildings, forming in many places, the defined street patterns we see today. p.25 'Left over space' is a problem, which planners seem not properly to take into account in requiring ongoing maintenance structures to be set up as part of the permission. Properly managed by an LPA in the beginning, it should not be a problem. p.23 The middle example here appears, apart from the street definition, to show examples of structures elsewhere criticised or criticisable, ie semi-detached, all-over painted, replication of same or very similar designs.	Taking cues from historic layouts is a key way to make development locally distinctive, which is what the Guide is trying to do. Left over space should be designed out not left to deal with through maintenance. The annotation of the middle photograph on P23 makes it clear that it is the placement of houses which is recognised as good.

Philip	Moore		philipmmoore@yahoo.co.uk	This is very useful in defining how house should be laid out to define the streets. I particularly liked the block plan mapping. It is something along with the positioning of parking provision that has been totally ignored on recent local developments and again highlights a factor that people notice but cannot define themselves.	Noted, no amendments required.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Relating to buildings to the street - the suggestion use of Twittens linking houses with parking areas and footpaths is supported by the Parish Council replicating what has worked well in the past and current landscape. The use of hedging to define gardens close to the street scene adds soft landscaping as opposed to harsh fence lines.	Noted, no amendments required.
Sarah	Cotteringham	Barton Willmore	Sarah Cotteringham <Sarah.Cotteringham@bartonwillmore.co.uk>	we understand the intention behind the desire to ensure development and the placement of buildings within a plot should respond to traditional High Weald settlement layouts, however in practise this can be difficult to achieve as this can lead to a higher density of developmet than intended. which can be resisted by local people due to the dwelling per hectare resulting figure being higher than 30dph. The density of a site is often driven by the site constraints and policy considerations. In cases where site specific allocations within Local Plans area seeking lower densities it s therefore not always possible to effectively respond to the close knit layout of development as seen in rural villages. Therefore while desirable to reflect the close street pattern of an exisiting rural settlement, this is not always policy compliant in practice. We consider that it would be advisable within the wording of DG4 to recognise this.	Noted, densities can be lowered where necessary by inclusion of more open space whilst retaining the characteristic settlement layouts.
Robert	Banks		robertrgf@outlook.com	17) Discernible building lines should be established. Front curtilages should be enclosed. For more detail, see Policy DG4 at page 24. 18) New buildings should be positioned to define and reinforce street layout. Solid brick frontage is required. For more detail, see Policy DG4 at page 22. Walkways, streets, access and frontage 19) The Manual for Streets principles should be applied both to streets and their junctions. For more detail, see Policy DG3 at pages 16 and 19. 20) Buildings should be placed in relation to the street, so they have a clear and purposeful relationship with the street to create an active and attractive edge. There should be a clear boundary between the public and the private areas. For more detail, see Policy DG4 at pages 23 and 24. 23) Access to back gardens should be through cut-throughs and 'twillen'-style lanes. Long narrow lanes or pathways with high-sided walls or fences should be avoided. For more detail, see Policy DG3 at page 18. Twittens and pathways should lead from the street to parking courts, other development and the countryside. For more detail, see Policy DG4 at page 22. 24) Close-board fences are not appropriate. For more detail, see Policy DG4 at page 24. 25) Front doors and windows to the building frontage must feel connected, safe and welcoming. Blank building edges or sides of buildings facing public spaces should be avoided. Corner buildings should have their entrances on the more significant street in the hierarchy of streets. Blank spaces should be avoided. For more detail, see Policy DG4 at page 25. 35) Green spaces should be managed functionally through traditional productive means such as coppicing. 36) Small left-over spaces should be avoided. Well-designed open spaces and good layout design should avoid left-over spaces. For more detail, see Policy DG4 at page 25.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.

First Name	Surname	Organisation	Email address	DG5 comments The Right Built Form	Recommendations
Sharon	Maslen		sharonmaslen@btinternet.com	There is No right build form as there should be no building	Noted, no amendments required.
Christopher	Mortley		chrismortley@btinternet.com	Demolition & re-purposing existing buildings: New & infill development is often adjacent to other structures. The DG should include reference to re-use, removal, modification, conversion, etc.	The Design Guide is only aimed at new housing development.
James	Bacon	Essenden Design Limited	james@essendendesign.com	I think this is important but the example of the rather bland timber clad terraced dwellings is unfortunate, they offer little interest either in detail or design and as the timber weathers will become rather drab, they also appear to have timber enclosures which will need regular maintenance.	Not clear which photograph is referred to.
				Agreed that domestic buildings should be no more than 2 storeys, but there are plenty of current examples of builders designing houses of two and a half storeys so as to squeeze in some 5-bed properties (more profit). So please emphasise that this is not acceptable.	P27 says two storey is typical, sometimes with rooms in the roof (which is sometimes called 2.5 storeys). Only says very tall buildings are not appropriate. One of the purposes of the Design Guide is to explain to Inspectors what High Weald character is.
Sheena	Carmichael		sheena.carmichael1@gmail.com	I see that the Coachworks in Ticehurst is given as a bad example (far too big) for apartments (something with which most people in the village agree). This design was initially refused planning permission by the LPA for exactly this reason, but given permission on appeal - how do you educate inspectors who do not know the High Weald?	This is a Local Plan function not appropriate for the Design Guide.
Milton	Cartwright		miltoncartwright@aol.com	I support the requirement for mixed size developments and lower densities towards the edge of settlements. The guidance could give further detail here of what might be appropriate in terms of density in different areas, accepting other considerations such as infrastructure will also affect this decision.	
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	Agree about height and form	Noted, no amendments required.
				5. Scale of new developments – the document suggests that the scale of the new scheme should not dominate that of the ‘parent’ settlement...’ – this directly conflicts with the exception site policies for delivery of affordable housing, often requiring higher densities and smaller house types to meet local need. If applied rigorously this could prevent delivery of such schemes coming forward that are often already constrained.	Exception sites do not need to dominate the parent settlement. Smaller units / higher densities can be achieved without conflict with the settlement patter. The guidance will be considered in conjunction with Local Plan and national policies and practical issues such as landownership.
				6. Extreme engineering solutions – Clearly these are best avoided but in some cases may be necessary. If these are written off then the number of sites which could be used for housing will become limited. This guidance should be seen in conjunction with other planning policy considerations.	
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	7. Optimising permeability across the site. This needs to be considered in the broader context of deliverability, i.e. in overcoming landownership issues that may cause significant delays/costs to the scheme coming forward.	
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	ensure that developers do not build anything out of place with the surrounding areas	Noted, no amendments required.
Francoise	Montford	Access Auditor	Hand written	Ensure that developers do not build anything out of place with the surrounding areas	Noted, no amendments required.
		Royal Tunbridge Wells access group		Independent access for all	Noted, no amendments required.
Justin	Norman	Ramblers GB (East Sussex Area Footpath Officer)	eastfootpath@sussexramblers.org.uk	All effort should be made to protect verges and footpaths being used as car parking areas with suitable physical barriers, bollards or trees.	Reference in annotation to second photograph on P20.
Ian	Smith		heffalump@gmail.com	No mention of electric vehicles and the need for charging provision.	Add to first paragraph of DG6.
Emma	Grundy	Horsham District Council	emma.grundy@horsham.gov.uk	Good parking strategies recognise the reliance in the rural area on the car and the need to position parking areas to ensure it does not look like a car park and see the character of the house not just a car adjoining the street.	Noted, no amendments required.
David	Connoley	Save Wealden from Overdevelopment Team		There is only one estate road exit onto major roads for both the Rydon and Newcourt estates. The Newcourt estate exit road has a significant hill to climb which will cause chaos in winter. There are no integral footpaths / cycle paths on either estate. Opportunities to link to existing adjacent footpaths have been missed. We are being told the SANG is for private use of Rydon estate users only. If public access is allowed to the SANG then this would be the only public green space / children's playground within 1.5 miles. Dangerous overhead power cables have not been buried / removed and will run over the children's playground (I have seen lightning hit these cables before).	Noted, no amendments required.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Good section with lots of tips and guidance.	Noted, no amendments required.
				p.27 If continuity in building line is to be encouraged, then the requirement of chimney pots should be considered. The three examples on this page show good, bad and bad, because of the lack of chimney pots in the last two.	Chimneys mentioned on P33 but not appropriate for all buildings, especially modern architecture.
Stephen	Harding	part of CPRE response			
				Height and Massing One key theme of the guidance is the two-storey nature of development within the Weald. Whilst this represents an accurate description of current development form, greater consideration should be given to the positive contributions that larger buildings can make. One of the balances to be struck in the modern planning system is the need for a greater quantum of housing to be delivered whilst protecting open spaces, the countryside, and local character, amongst others. This is set against the backdrop of increasing unaffordability, particularly in rural areas, and a lack of smaller dwelling sizes. One way to achieve this, amongst others, is to allow for taller, flatted development. A further benefit is that affordable homes can often be best provided and managed in this form. From our experience, discussions during the workshop, and from the guide, it is clear that the Unit does not feel three storey buildings are appropriate within the Weald if only its historic context is taken into account. However, Redrow invite the Unit to reconsider this position and give greater weight to the current and future context outlined above. Redrow consider that three storey buildings can be appropriate, particular for use as feature, or wayfinding, buildings within a development. The guide should be worded carefully to allow for flexibility later, where an instance does arise where such a building height is appropriate.	P27 says two storey is typical, sometimes with rooms in the roof (which is sometimes called 2.5 storeys). Only says very tall buildings are not appropriate. It is agreed that 2.5-3 storey can be appropriate as part of a mix in some locations. Consider clarifying text.
Matthew	Bessant	Redrow		Could guidance also be provided on how best to incorporate modern technology into schemes - including energy efficient technology e.g. solar panels / double or triple glazing / satellite dishes/ aerals....	Include as part of additional section on sustainable design.
Philip	Moore		philipmoore@yahoo.co.uk		
Frankie	Nown	Ticehurst Parish Council	frankenowne@btconnect.com	page 27 the use of common features fenestration chimney stacks within a row of distinctive properties subtly brings the street scene together- Ticehurst supports the statement on page 28 to reflect the local characteristic they should site as part of a strong streetscene of regular rhythm- church street is a typical example of this principle.	Noted, no amendments required.

				5) New development should reflect the historic density and grain of the area. Grain and density should closely relate to street pattern. There should be denser development around junctions and the centre of the development and lower density around the edge of the development. Clusters of large, detached buildings of a similar size and footprint are to be avoided. For more detail, see Policy DG5 at page 26. Note: A word other than 'grain' should be used, as it is unclear to so many people and is an imprecise word. 6) Very tall buildings are not appropriate. Typical heights should be two storeys with, on occasions, an attic floor. Hipped or half-hipped roofs and catlides are appropriate. Too much variation within a design and distribution of the buildings should be avoided. Repetitious designs should also be avoided. For more detail, see Policy DG5 at page 27 and 29. 7) Terraces should reflect local designs. Traditional proportions, detailing materials and front curtilages should be incorporated into schemes. For more detail, see Policy DG5 at page 28. 8) Deep-plan buildings are to be avoided. Blocks of flats should not sit unanchored in their own grounds. For more detail, see Policy DG5 at page 29. 9) Note: A word other than 'deep-plan' should be used, as it is unclear to so many people and is an imprecise word.	
Robert	Banks		roberttrgf@outlook.com		Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.

First Name	Surname	Organisation	Email address	Parking Strategies DG6 comments	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	We agree and support this	Noted, no amendments required.
Sharon	Maslen		sharonmaslen@btinternet.com	If we do not build, we will reduce the number of cars in this area and therefore parking will not be an issue	Noted, no amendments required.
Chris	Jeffries		chrisjeffries5@gmail.com	See the development in Heathfield High Street. Vehicles dominate to the exclusion of everything else. The guide is too late!	Noted, no amendments required.
Christopher	Mortley		chrismortley@btinternet.com	New technology: This section overlooks, almost completely, provision for the changes foreseen in the context of the HMG policy of transition from fossil fuel road vehicles (FFRV) to rechargeable electric vehicles. This change is expected to lead to the widespread installation of home and roadside vehicle charging systems with the risk of visual impairment of street scenes.	Include reference to EV charging points in first paragraph
James	Bacon	Essenden Design Limited	james@essendendesign.com	I feel it is important to place parked vehicles away from the frontage of dwellings, this can be achieved with parking between plots/ car ports, using a wider street for parallel parking but soften with intermittent tree planting or small well defined parking courts.	Noted, no amendments required.
Sheena	Carmichael		sheena.carmichael1@gmail.com	Many developments are now being designed with no garages, so the guidance for parking needs to be very clear.	Noted, no amendments required.
Elizabeth	Gonzalez		sunnyekg@gmail.com	As I am aware each house has to have two car spaces. I think this is bad for an animal.	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	Accepting that rural communities are much more reliant on private cars is a key consideration and therefore ensuring there is sufficient parking for the development is critical. I would prefer this to be off the road to avoid access issues.	Noted, no amendments required.
Hilary	Hosford	CRANBROOK Conservation Area Avisory Committee (CCAAC)	hilary.hosford@gmail.com	We thought this section was particularly strong. Accepting the car and making sensible provision eg in areas behind houses, accessed under a 1 st floor bridge or along the street and NOT just dumping cars on a hard standing which breaks up the building line	Noted, no amendments required.
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	9. Parking - In practice, most people typically have two cars and will generally attempt to park as near to their home as possible - regardless of the provision of courtyards and suitability of on street parking. Once a scheme is occupied, this could have a more adverse impact on the wider landscape, compared with providing adequate parking provision (ie double driveways) to begin with. We note that courtyards can be expensive to maintain and they often become disused areas offering poor surveillance that attracts fly tipping /other anti-social behaviour.	Noted, no amendments required.
Andrew	Hickey		andrew.t.hickey@gmail.com	What impact will a) electric vehicles and b) the well-documented emerging changes to transportation solutions have on developments?	Noted, no amendments required.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	parking places are important for the survival of shops cars parked in front of gardens destroy the look of a village	Noted, no amendments required.
Francoise	Montford	Access Auditor	Hand written	parking places are important for the survival of shops cars parked in front gardens destroy the look of a village.	Noted, no amendments required.
Jan	Miller		jan.miller@education.gov.uk	Simply don't put housing in where the streets and parking are already having problems. I live on a busy road into Tonbridge and Tonbridge has and is seeing more and more housing developments going up without thinking of the knock on effect it has on more traffic and the roads and pedestrians using the roads and people living on them.	Noted, no amendments required.
Jane	Noble	West Sussex Local Access Forum		DG6: Parking Strategies – Parking Solutions – On-street parking can cause obstructions and potential safety concerns for all NMUs and needs to be carefully considered before use	P30 Add to sentence on On-street parking 'but should be broken up to allow safe crossing of the street including by those with mobility issues or disabilities'.
Phil	Moore	none	philipmmoore@yahoo.co.uk	Could more specific guidance be provided on what would be considered an adequate number of parking spaces. It would be good if a definitive guide to the required number of car spaces could be included (e.g spaces per bedroom for example) as parking spaces in plans seem to always be traded away for the overly optimistic provision of bicycle parking which is often never used.	Parking standards are generally set by County Councils or sometimes in Neighbourhood Plans. It would not be appropriate to include them within a Design Guide.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Another excellent section.	Noted, no amendments required.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Parking strategies the use of car barns is supported where adjacent parking to houses cannot be supplied. Double parking aras between two houses should be avoided as advocated in the document as it promtoes wide aras of hardstanding between buildings. DG6 principles of partking strategies are supported	Can overcome this issue with vegetation between parking spaces, include reference or photograph.
Robert	Banks		robertrgf@outlook.com	Parking and driveways 26) Designs should ensure that parked cars do not dominate a street. Parking needs to be adequate and conveniently located with visitor parking distributed around the site. Private parking areas should be at the side of buildings and not at the front. Double parking spaces for dwellings on either side should be avoided. For more detail, see Policy DG6 at pages 30 and 31.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.

First Name	Surname	Organisation	Email address	DG7 comments Local Details	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	Fully support this as described in the Conservation area documents, but this needs to be mandatory.	Noted but this is only guidance not policy.
Alan	Richards		alanjohnrichards@tiscali.co.uk	This area suffers from an inadequate infrastructure relative to the current level of population and requires upgrading of hospitals, roads, education to cope with a significant increase in housing development.	Noted, no amendments required.
Sharon	Maslen		sharonmaslen@btinternet.com	It is very important to PROTECT the AONB areas. We should not even be contemplating building when we NEED countryside, fields, woods and streams for the good health of people and to try and sustain wildlife.	Noted, no amendments required.
Chris	Jeffries		chrisjeffries5@gmail.com	The small development in Rotherfield of 12 houses appears in keeping with the guide's objectives. I believe this took 12 years to bring about. We need to find a way to encourage and speed up small projects of this scale which can more easily conform to the objectives.	Noted, no amendments required.
James	Bacon	Essenden Design Limited	james@essendendesign.com	I like chimney stacks but to be realistic and not cause unnecessary costs I don't think this provision should be artificially continued; brick chimneys are very expensive to build, will eventually require scaffolding for maintenance and insulated flues are quite adequate. To insist on a chimney and end up with a grp bolt-on to me is false. Traditional detailing would include the practical affect of weathering on this is important in creating shadow lines, interest and 3 dimensional shape and can be missing in some modern designs, even when timber is used which requires careful weathering. modern metal cladding and roofing often omits overhangs and can produce long term unsightlystaining of the façade.	P33 amend 'Tall chimneystacks' to include possibility that modern architecture may include more modern replacements such as metal pipes.
Elizabeth	Gonzalez		sunnyekg@gmail.com	Will all of this affect the environment? Surely, at some time, you will build on fields?	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	I strongly support enforcing requirements that built forms should be in the character of the surrounding settlement, including details and materials. I consider this to be one of the key issues that designs stand or fall by in terms of blending into the existing settlement.	Noted, no amendments required.
Hilary	Hosford	CRANBROOK Conservation Area Avisory Committee (CCAAC)	hilary.hosford@gmail.com	good section going far beyond usual nod to the vernacular	Noted, no amendments required.
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	12. The section on 'local details' to include build details and materials is of most concern to Hastoe, primarily due to the prescriptive language used and the significance of the document as a material planning consideration. This sections states for example that '...use of the right local materials as a key factor in creating High Weald housing developments...'. Whilst the principle of using local skills and materials is worthy, this is simply not realistic in commercial terms, to enable value engineering required to drive down scheme costs and to ensure deliverability of affordable homes. 13. Hastoe question the compatibility of the requirements against other wider environmental considerations for example, inclusion of chimney stacks. This goes against current sustainability requirement and adds build and maintenance costs. Additionally it is not clear from the guidance the general compatibility and acceptability of environmental technologies such as photovoltaics on roofs.	Section to be added on sustainable construction. Local materials such as wood and clay tiles can be affordable and have been used on affordable housing sites. Building in an AONB does mean additional requirments on quality compared to building in an undesignated areas and this should be reflected in land value.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	time for environment friendly material is used to protect damaging it further	Section to be added on sustainable construction.
Patrick	Thompson	Hawkhurst NDP		The DG should also include reference to parking strategies in the broader context of shopping centres, railway stations, etc.	The Design Guide only relates to housing developments.
Graham	Elvey	CBC		Climate change might lead to growth in sun-blocking parking space shelters. Guidance on HWAONB design parameters could include wooden, rather than metal, structures, featuring vegetation screens rather than opaque plastic.	Car barns are referred to on P31.
Francoise	Montford	Access Auditor	Hand written	time for environment friendly material is used to protect damaing it further	Section to be added on sustainable construction.
David	Connoley	Save Wealden from Oversevelopment Team		That people will use bicycles (and integrated bicycle sheds) on estates to get to shops / local rail stations is a myth - the UK inclement weather, poor road surfaces, narrow and dangerous roads, 1:4 hills preclude this for all except the madman.Electric charging points are included in the Rydon estate but some new residents already have 5 cars.The new Wealden Local Plan to develop the Wadhurst Foxhole site for 40 additional homes will evidently need to use the Rydon estate roads to access the main road. Parking on the estate roads will therefore cause chaos.	Noted, no amendments required.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Like the reference to car dependency in rural areas. Perhaps this should be stronger such that the DCs allow more parking on rural sites than in towns. We have found that often local authorities are keen to restrict parking numbers leading to crowded and unsuitable parking. Add requirement for car courts to have sufficient turning space to allow vehicles to enter and exit forwards via twitten access, (we have a site proposed in Balcombe where 6 cars are double stacked end to end in a car barn fitting 3 with 3 outside, ie 3 by 2, with no turning space.)	Parking standards are generally set by County Councils or sometimes in Neighbourhood Plans. It would not be appropriate to include them within a Design Guide.

Kia	Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	Car parking and the problems it creates is a very serious issue for many High Weald villages. The first section does appear to be rather bland and aspirational. Words like 'adequate' and 'conveniently located' cannot exert control. There is also the interface to be considered with East Sussex, at least the County Council's own planning guidance for car parking, which in one area perhaps makes the problem worse, by regarding a garage as only providing one third of a parking space. It takes no account of on-street parking for commercial premises and people visiting them need somewhere to park. In Robertsbridge for example, the Neighbourhood Plan contains a policy which requires that any new development cannot reduce the number of on-street parking spaces by the creation of accesses. It has to provide free additional on-site parking to make up for that loss. A preferred solution should be the use of car ports or barns which are set at the rear of any development which fronts on to a major or side street, thus enabling the building line to be preserved and not harmed in the way as shown on page 24, bottom right. The barn or car port would not be used for storage, unlike a garage. Could the issue of electric charging points, their preferred location and design, be added to this section?	Parking standards are generally set by County Councils or sometimes in Neighbourhood Plans. It would not be appropriate to include them within a Design Guide. Reference to EV charging points will be added to first paragraph on P30.
Assistant Clerk		Speldhurst Parish Council	asst.clerk@speldhurstparishcouncil.gov.uk	The guidance in relation to on-street parking is weak and light in detail. With more and more multi-car families, on street parking is becoming a big concern causing a bottleneck for traffic. Even if new developments incorporate parking spaces it is very likely that these will be insufficient with greater numbers of cars being parked on the street. Furthermore, there is no guidance concerning types and size of vehicles and whether restrictions should apply to say large vans. A guideline of "1/2 on, 1/2 off" to street parking may work as it allows space for traffic flow, or allowing indentation in the road/pavement to allow cars to be parked without taking up a full car space on the road.	Parking standards are generally set by County Councils or sometimes in Neighbourhood Plans. It would not be appropriate to include them within a Design Guide.
Stephen	Harding	part of CPRE response		p.33 We doubt the absolutism in the statement about soldier courses. Should the use of wood burners be encouraged still, in the light of climate change?	Noted. Wood burners are a sustainable form of heating where local wood is used as it encourages the management of woodland. Air quality concerns are restricted to dense urban areas.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Local details - TPC agrees with the principle of the use of the right materials and details is a key factor in creating High Weald housing developments that are genuinely of the place. The detail on p.33 providing information on roof pitches, open eaves, windows heads and chimney stacks are welcomed and it is hoped that potential developers will use this information in their initial designs. The provision of the colour code on page 35 should result in good quality design and the list of local materials that should be reflected in architectural practice in the High Weald is valuable.	Noted, no amendments required.
Robert	Banks		robertrgf@outlook.com	10) Designers should find imaginative ways of reinforcing the local designs, building on local crafts and skills. Poor and muddled copies of traditional designs are unacceptable. For more detail, see Policy DG7 at page 32. 11) Roof pitches of clay-tiled roofs should never be lower than 42.5°. The usual range should be 47.5°-50°. Open eaves are suitable. Bulky boxed upvc soffits should not be used. Porches should normally be simple canopies. Window heads in brick elevations should normally be arched. Soldier brick lintels are inappropriate. Tall chimney stacks are characteristic of the High Weald and have other advantages. For more detail, see Policy DG7 at page 33. Note: The phrase 'upvc soffits' should perhaps be explained. 12) Full-height brick buildings are not appropriate. Typically, the ground floor of new buildings should be made of brick and the first floor should have tile-hung walls or timber corner file. Bricks should have the hue of the local area. Clay tiles for roofs and tile-hung walls should be locally sourced. Concrete substitutes should not be used. Small module tiles with a natural camber should be used. Local rather than imported stone should be also used. For more detail, see Policy DG7 at page 34. Note: The phrases 'timber corner file' and 'small module tiles' should perhaps be explained. 13) Stuck-on timber structures should not be used. Timber weatherboard cladding painted white is in sympathy with the buildings in the High Weald. The timber should be locally sourced. For more detail, see Policy DG7 at page 35. 14) Boundaries between housing units should reflect the character of the street or lane and be typically 0.9-1.2m in height. They should be made of local materials, such as riven post and rail or picket timber fences, chestnut paling, hazel hurdles, native hedges or brick or stone walls. For more detail, see Policy DG7 at page 33.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.
David	Connoley	Save Wealden from Oversevelopment Team		It is ridiculous to built tall chimney stacks in AONB. They are an eyesore, restrict neighbour views and are unnecessary. My wife can see the new chimney stack of the new Rydon house when laying in bed !	Noted, no amendments required as Guide does not recommend building new tall chimneys it just acknowledges that they are a feature of historic buildings.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Couple of anomalies in this section. Good to see the reference to modern architecture, Balcombe PC allowed/encouraged this in our Design Guide where appropriate so as to avoid a pastiche. Arched lintels to windows? almost every photograph in this document has headers obscured or seem square? A mix is appropriate but to ban square lintels ??? Odd. Timber corners to tile hung is a feature I am not familiar with. Not prevalent in our part of the Weald. Reword to say can be used not should be used. COLOUR : this sections needs elaboration. Explain how to use the table better in the narrative and provide some visual examples (sketched or actual photos)	Check why soldier lintels are considered inappropriate. P34 amend wording of last sentence as not used in all areas. Full details of how to use colour study in that document, too lengthy to include here but add link.

First Name	Surname	Organisation	Email address	DG8 comments Ancillary & Storage	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	We agree with the checklist. We would encourage bin sharing.	Noted, no amendments required.
Christopher	Mortley		chrismortley@btinternet.com	Better management of domestic & light commercial waste sorting, storage, and disposal is critically important, and the mention of waste bin siting is insufficient in detail and forthrightness. Greater provision is needed to discourage fly tipping and long-term holding of time-expired white goods, furniture etc. Consideration should be given to the availability of local community holding sites for refuse pending LA collection.	Beyond the remit of this Design Guide. Waste collection methods will be different for each local authority.
Sheena	Carmichael		sheena.carmichael1@gmail.com	There is no way to make wheelie bins unobtrusive. We are all bin-men now.	Noted, no amendments required.
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	Another strong section with sensible advice about how to house bins etc . Also strongly support point about appropriate street lighting - keep rural areas as dark as possible with discrete Low level lighting	Noted, no amendments required.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	hidden storage space required	Noted, no amendments required.
Patrick	Thompson	Hawkhurst NDP		Many FFRV filling stations will become redundant and suited for change-of-use during the next 20 years. With existing strong hard standing areas, for delivery/collection vehicle, and scope for underground tank replacement by storage receptacles, should old filling stations be repurposed as local short-term waste disposal sites?	Beyond the remit of this Design Guide.
Francoise	Montford	Access Auditor	Hand written	hidden storage space required	Noted, no amendments required.
Stephen	Hardy	part of CPRE response		p. 36 Storage for bins and cycles is a problem, but a positive suggestion, given that all new developments require some form of private parking provision, for it to be incorporated in car ports or barns. The positive examples shown at the bottom of this page do not seem very positive to the writer's eye.	Car barns are usually communal which would only work for communal bin stores, i.e.for flats.
Philip	Moore		philipmmoore@yahoo.co.uk	Could guidance also be provided on how best to incorporate items such as electric car charging points/ bicycle racks or stores - which are often a feature of new developments.	Consider adding bicycle storage , EV points will be covered in DG6
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Ancillary and storage - good planning to ensure that creates space to store waste and recycling containers in a way that does not detract from the stree scene will make a huge difference to the current requirements of a number of bins and should take into account potential for adding one or more bins for the future.	Noted, no amendments required.
Robert	Banks		robertrgf@outlook.com	Bins and storage 29) Storage areas must be well designed to preserve the character of the streets etc. That would help the streets and open spaces to be uncluttered and visually appealing. Screening should be used and should be made of locally sourced timber. It must be easy to access by the authorities meaning in most situations the storage area should be at the front of the building. In blocks of flats the storage unit should be integrated into the building. If this is not possible the bins should be in an outbuilding. For more detail, see Policy DG8 at page 36.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.
Kia	Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	Could storage for bins and cycles be incorporated in car ports or barns? The positive examples shown at the bottom of this page still seem quite obtrusive.We feel that guidance/images about the size, type and location of street signs, as well as way markers for footpaths or bridle paths would be useful.	Car barns are usually communal which would only work for communal bin stores, i.e.for flats. Signage design too detailed for this Guide. Most local authorities have own standard designs for street signage.

First Name	Surname	Organisation	Email address	DG9 comments Street Character & Detail	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	fully support	Noted, no amendments required.
Christopher	Mortley		chrismortley@btinternet.com	Street clutter & signage: RV charging infrastructure is likely to make existing clutter worse, and design principles deserve sharper focus now. References to signage should be expanded to include other private roadside signage and advertising.	The Design Guide seeks to influence the initial design of housing development, subsequent private signs/adverts will be a matter for enforcement action by local authorities if appropriate.
Elizabeth	Gonzalez		sunnyekg@gmail.com	I always believe a house should be similar to the rest of the houses in the village/town or road	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	I strongly support the need to limit/prevent additional light pollution in this environment.	Noted, no amendments required.
Stephanie	Holt	Kent County Council		KCC has a standard palette of materials that is acceptable for use in the highway, which includes standard tarmac and block paving. The use of coloured chips in Hot Rolled Asphalt (HRA), imprinted materials and resin bound gravel are unacceptable for the use on the Kent highway network, as the whole product life cycle cost of these products is considerably more than a standard material.	P37 first paragraph amend to 'depending on the hierarchy and role of the street and the requirements of the local highway authority ... '
Hilary	Hosford	CRANBROOK Conservation Area Advisory Committee (CCAAC)	hilary.hosford@gmail.com	Good section . Avoid anything goes turning Circles and the like.	Noted, no amendments required.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	mention to meet disability legislation etc required in the guide	P37 add sentence under Surfaces and Materials highlighting the need for surfaces to be accessible to those of limited mobility and assist those with disabilities to sense when moving from a safe space to one where they might encounter bicycles or vehicular traffic.
Francoise	Montford	Access Auditor	Hand written	mention of meet disability legislation etc required in guide	P37 add sentence under Surfaces and Materials highlighting the need for surfaces to be accessible to those of limited mobility and assist those with disabilities to sense when moving from a safe space to one where they might encounter bicycles or vehicular traffic.
		Royal Tunbridge Wells access group		to ensure that all new build and refurbished buildings, dwellings and workplaces are independently accessible to all see example in letter Also the concept of Homes for Life enabled the interiors of homes to be altered to meet changing needs without reference to a local planning authority thus helping families born in a village to remain thus keeping the villages alive and not dormitories for weekenders or commuters.	Add reference to need for level access for disabilities under <u>Understanding Topography</u> on P12. Include section on ensuring buildings are flexible for future needs and disabilities on P26
Phil	Moore	none	philipmmoore@yahoo.co.uk	Could guidance also be provided on other street furniture items such as benches, planters and rubbish bins? Perhaps also including the wooden "fingerpost" signs that are such a feature of our local area.	Too detailed for this Guide.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Good section. Perhaps some better examples and a plan/sketch of how to orientate a suitable storage area in any of the given typologies?	Not currently aware of better examples but could include in future case studies.
Philip	Moore		philipmmoore@yahoo.co.uk	Could guidance also be provided on other street furniture items such as benches, planters and rubbish bins? Perhaps also including the wooden "fingerpost" signs that are such a feature of our local area.	Too detailed for this Guide.
Frankie	Nown	Ticehurst Parish Council	frankienowne@btconnect.com	Street character and details - Ticehurst supports the principle of minimising the light pollution and promotes dark skies. It also advocates the use of materials for road surfacing that is less harsh than black asphalt and supports the use of good design rather than the use of painted lines.	Noted, no amendments required.

				Materials for streets, paths, pavements and parking areas 27) The materials for streets etc. should be visually pleasing and must not create an urban look. Lines on streets should be avoided wherever possible. Where blocks of brick are used it should not be in a herringbone pattern. Pavements should generally match the street surface. Footpaths through green areas should be of a softer material. Kerbs should be avoided. Soft roadside verges should be used to reduce the hard surfaces of developments. Parking areas should be of a permeable material to help prevent flooding and excess water nearby. For more detail, see Policy DG9 at page 37. Signage and lighting 28) To ensure that developments are uncluttered, signage should be minimal. Where possible it should be located with another sign or on a building. The High Weald area and many villages have a dark sky policy to prevent interference with wildlife (particularly bird life) and waste of energy through street lighting. This policy enhances the beauty of such areas. Consequently, lighting should only exist where it is absolutely necessary for public safety. In the rare event where it is necessary, street lights should not clutter the highways or damage the visual appearance of the development. Steps must be taken to minimise its impact. For more detail, see Policy DG9 at page 37.	
Robert	Banks		robertrgf@outlook.com		Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.
Kate	Wiseman	Natural Trust	Katy.Wiseman@nationaltrust.org.uk	It states that herringbone patterns are not typical of the HW and should not be used, it would be useful to have an example here of typical HW permeable paving.	Try to source photograph of HW appropriate permeable paving.
		Royal Tunbridge Wells access group		Walking cycling and active lifestyles: segregated from footpaths within the street scene they must be delineated by a trapezoidal dlineator strip have the necessary tactile indicators - see letter	P37 add sentence under Surfaces and Materials highlighting the need for surfaces to be accessible to those of limited mobility and assist those with disabilities to sense when moving from a safe space to one where they might encounter bicycles or vehicular traffic.
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	Not sure why this very short section is here. Street hierarchy is discussed in DG3, why not combine the sections?	This section is about the details of streets such as surfacing so it was located near the 'Right Details' section.

First Name	Surname	Organisation	Email address	DG10 comments Reinforcing local planting character and habitats	Recommendations
Amy	Kitching	Natural England	amy.kitching@naturalengland.org.uk	This section presents a valuable opportunity to ensure new development within the High Weald provides net gains for biodiversity in accordance with paragraphs 8 and 170 of the NPPF. Whilst the current wording within DG10 provides some suggestions as to how development may provide biodiversity net gains, it is recommended that explicit reference to the requirement for net gain is included within this section so that developers are aware at the earliest planning stages, and that opportunities for net gain can be maximised.	Add a heading at beginning of DG10 'Net Biodiversity Gain' and refer to Government's intention to make this a legal requirement.
Kate	Wiseman	Natural England	Katy.Wiseman@nationaltrust.org.uk	Reinforcing local planting character and habitat could make reference to building resilience to climate change.	Noted, no amendments required.
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	fully support	Noted, no amendments required.
Chris	Jeffries		chrisjeffries5@gmail.com	Climate change is already bringing change to the characteristics of the AONB. Disease is quickly forcing visual change. Native species may no longer be the right choice for the longer term future and deep consideration should be given to this. Plantings are governed at present by cost, speed of establishment and a quick SANG type solution without enough regard for what will result in 50 years time. Wrong choices now will undo centuries of natural progress and decline.	Most native species of trees / hedgerows are also found in hotter and drier parts of Europe and therefore should be reasonably resistant to climate change. Management of grassland as meadows is more drought resistant than frequently cut grass.
Christopher	Mortley		chrismortley@btinternet.com	Management plans to use traditional land management skills: No guidance is given on how to use traditional skills – their use costs money. For example, woodland coppicing – a previously widespread skill that has left a strong visual identity across the HW – is dying out. In this context, the words 'management plan' are empty and meaningless.	Noted, no amendments required. Local agricultural colleges and organisations like the Trust Conservation Volunteers and Wildlife Trusts do provide courses in traditional land management skills.
James	Bacon	Essenden Design Limited	james@essendendesign.com	I support this but would add that it could benefit by encouraging connecting green links and not just isolated sites	P38 add reference to the need to create and reinforce habitat corridors, connecting into the surrounding landscape.
Sheena	Carmichael		sheena.carmichael1@gmail.com	Agree with all your advice on planting, but again developers will take the cheapest approach, which is non-native estate planting.	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	All developments should be required to adhere to this part of the guidance. Indeed I would go further and suggest that any development that results in the removal of trees/hedgerows should be required to replace the lost green habitat 3 times over to act as an incentive to develop sympathetically.	Noted, reference to net biodiversity gain will be added.
Stephanie	Holt	Kent County Council		The Design Guide states that “within existing and proposed green spaces and landscape features opportunities for wildlife should be maximised” (page 39). KCC is supportive of this approach and would like to highlight that the mitigation hierarchy must be implemented in developments to retain habitats of interest. The mitigation hierarchy is avoid, mitigate, compensate and enhance. Therefore, where green spaces are proposed, they ideally should be located within the areas where there are existing habitats, rather than involve creating new habitat.	Add reference to mitigation hierarchy at beginning of DG10.
Hilary	Hosford	CRANBROOK Conservation Area Avisory Committee (CCAAC)	hilary.hosford@gmail.com	The green quality of many Wealden towns such as Cranbrook is a vital component, adding so much to the quality of life and the setting of the historic buildings. Understanding and using planting, hedges, appropriate trees is key to new developments blending in, as well as supporting local biodiversity.	Noted, no amendments required.
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	14. Planting - we would advise against being overly prescriptive on the planting guide. They need to be appropriate to the site and end users – i.e. maintenance of certain trees including fruit trees can add significant maintenance costs to affordable development. This also raised this question whether or not such information should be passed to the occupiers and not just developers? Once residents move in they will plant according to their own personal preferences/budget available and may not have an understanding of the wider implications on the AONB and ecological benefits of native planting.	Native trees are no more expensive than non-native and will usually need less maintenance because they are suited to the soil and local conditions. Design Guide can only cover initial planting as future planting by residents is not generally controlled by the planning system.
Catriona	Chatfield		Cat.chatfield@gmail.com	I was particularly interested in this section. Given what we know about the importance of carbon sequestration in high weald woodland and wildflowers to support wildlife I would like to see these emphasised even further in the guide.	Refer to natural capital / carbon sequestration benefits from habitat protection and creation at the beginning of this section.
Lucy	O'Neill		lucyco125@gmail.com	Local Planting Character & Habitats should be at the forefront of building guides and there should be a minimum quota of plants on a site to ensure the street looks and feels green for mental wellbeing, encourages wildlife and aids emission levels. The increased housing encourages more cars in the area, which is more pollution, therefore shrubs/trees are vital to new developments.	Noted but minimum quota would not work as some sites will have more existing habitat than others.
Kathleen	Foster		Kathie.thefosters@gmail.com	Habitats are more than just planting flowers and trees. If possible there should also be a move to create more ponds and wildlife meadows. Spaces should not always be kept tidy - rough areas are also important	P38 Change heading to 'Habitats and New Planting' and include reference to ponds. P39 include management of grassland as wildflower meadows under Management of Green Spaces.
Jan	Miller		jan.miller@education.gov.uk	Very important if you must pull up green belt and disturb nature and trees but would like it to be preserved rather than building more new houses in the first place. Are these homes for local people?	Noted, no amendments required.
Philip	Moore		philipmmoore@yahoo.co.uk	The section focuses on planting - it may be implicit but it would be helpful to reinforce the concept of retaining, and incorporating into the scheme, as many existing locally native species as possible (alongside objective guidance re hedgerows, as noted in the comments to Q5) Could the section on opportunities for wildlife incorporate guidance for aquatic features (e.g. ponds /wetlands etc) as well	P38 Change heading to 'Habitats and New Planting' and include reference to ponds. Retention of existing features is covered under DG1.
Frankie	Nown	Ticehurst Parish Council	frankenowne@btconnect.com	Local planting character and habitats - supports the use of native hedging plants which can be coppiced. The use of hedges rather than fencing to define house boundaries is preferarable and agrees that oak, hornbeam, field maple, hawthorn, hazel, and birch can be use. Non native species should not be introduced - in recent years the importation of species or plants from overseas has introduced diseases that hve been devastating the landscape. Leylandii and Laurel should not be used as hedging plants.	Noted, no amendments required.

Robert	Banks		robertrgf@outlook.com	Wildlife, trees and other planting 31) Green spaces and wildlife spaces should have the maximum opportunities for wildlife. Nest boxes and roost boxes should be installed. Barriers to connectivity such as roads and paths should be improved through aerial connections. For more detail, see Policy DG10 at page 39. Planting should have a range of vegetation heights. For more detail, see Policy DG5 at page 38. Native plants should be used. For more detail, see Policy DG2 at page 15. Native wildflowers should be included in schemes. The ubiquitous use of ground-cover plants like berberis, pyracantha, photinia, mahonia etc. is not appropriate. Non-native invasive species should be avoided. For more detail, see Policy DG10 at page 38. 'Soft landscaping', grass verges and full tree canopies should be built into developments. For more detail, see Policy DG3 at page 16. Note: The 'ground cover' sentence needs to be reworded since the four plants listed are not normally ground-cover plants. 32) During the construction phase, mature trees and hedges should be protected from damage. For more detail, see Policy D31 at page 21	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.
Justin	Norman	Ramblers GB (East Sussex Area Footpath Officer)	eastfootpath@sussexramblers.org.uk	Ensure planting planning is subject to ongoing constraints of maintainance that ensures PRoW are not obstructed by overgrowth.	Covered by existing legislation.
Kia	Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	CPRE Sussex is currently developing guidance on incorporating biodiversity measures into new development which we have attached as this may be useful. We would suggest that this section is reviewed in light of new planning guidance around 'net gain.' We would be happy to discuss this with you and the Wildlife Trust at a future High Weald Network meeting.	Noted, for future discussion.

First Name	Surname	Organisation	Email address	Appendices comments	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	It would be very useful to use as a checklist to draw up a meaningful Design Access Statement but is it enforceable?	It is guidance only not policy or legislation.
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	mention to relevant disability legislation (Equality Act include mobility UN convention on Rights of Disabled People etc are missing from your list and must be added	P41 Add heading at end 'Relevant Legislation' and include Countryside & Rights of Way Act 2000; Equality Act 2010 and UN Convention on the Rights of Disabled People
Francoise	Montford	Access Auditor	Hand written	mention to relevant disability legislation etc	P41 Add heading at end 'Relevant Legislation' and include Countryside & Rights of Way Act 2000; Equality Act 2010 and UN Convention on the Rights of Disabled People
Nichola	Watters	Rother District Council		On page 41, I would like to see reference to ‘adopted development plans’ in the first paragraph – perhaps after ‘national policies’? It would also be useful to include weblinks/hyperlinks where possible on this page.	P41 add heading 'Adopted Development Plan' with links to the planning policy pages of each Council (this will pick up Neighbourhood Plans as well.
Konstantinos	Gallios	SGN Network Planning		SGN would therefore request that, where the Council are in discussions with developers via the Local Plan, early notification requirements are highlighted. Additionally, SGN are aware of the advances being made in renewable technologies, especially those related to the production of biomethane. Should any developer be proposing to include such technology within their development, then we would highlight the benefits of locating these facilities near existing gas infrastructure. Again, where the Council are in discussions with developers via the Local Plan, we would hope that these early notifications requirements are highlighted.	Noted, no amendments required.
Jane	Noble	West Sussex Local Access Forum		Chapter 4: Appendices (page 40)– Creating a meaningful Design & Access (DAS) statement- This section is strongly supported, particularly DAS in the Pre-Application Process.	Noted, no amendments required.
Anna	Card	East Sussex County Council - Public Health	anna.card@eastsussex.gov.uk	I noted there was a lack of guidance with regards to the development of any community facilities with in the design guide - these types of facilities are of key importance within rural areas such as the AONB and I thought if any developments are going to include any type of facility however big or small you would want to include guidance on how this should work within the AONB setting. The addition of a sentence could be included around the provision of suitable infrastructure with promotes physical activity and good health could be included e.g. community or residential cycle storage/facilities which would support active travel and recreational cycling	The Design Guide only relates to the design of new housing developments, the requirement for community facilities and other infrastructure would be covered in Local Plans.
Louise	Kleinschmidt	Chiddingstone Parish Council	Louise.clerk@chiddingstone.org	Our main concern is that, currently, Inheritance Tax law does not encourage woodland to be left undisturbed. Unless it is used as a business (ie tree felling) or cleared to allow animals to graze, it will be subject to Inheritance Tax. Consequently there is no incentive to leave woodlands undisturbed. The government should be alerted to this situation with a view to encouraging wooded areas to be left undisturbed for wildlife.	Noted, no amendments required.
Ian	Smith		heffalump@gmail.com	As advised above - air quality, embodied emissions in construction and emissions from building operation, electrical infrastructure for electric vehicles and heating, provision for on street car charging, need to move away from traditional construction materials and adopt wooden construction	Section on sustainable design to be added.
Emma	Grundy	Horsham District Council	emma.grundy@horsham.gov.uk	Reference to susatiable issues such as solar panels/UVP and how these should be addressed, fuel supplies-oil fuels (tanks-where to be located, access for oil delivery lorries)? More guidance on materials to be used for hard-surfaced areas-not just tarmac perhaps.	Section on sustainable design to be added. Oil tanks not encouraged. Guidance for hard surfacing contained in DG9.
David	Connoley	Save Wealden from Overdevelopment Team		Some trees being planted on the Rydon estate will grow to eventually impact the foundations of the new houses. Home Insurance companies demand 12-25 feet between any tree or house structure - or add substantial subsidence risk premiums.	Noted, no amendments required.

First Name	Surname	Organisation	Email address	Other aspects comments	Recommendations
Natalie	Brett	Withyham Parish Council	clerk@withyhamparishcouncil.org.uk	We note again that there is little or no reference to the detrimental effects of the increased number of private use vehicles and inadequate public transport on narrow roads. This is exacerbated by a lack of footpaths and cycle paths.	Noted, no amendments required.
Alan	Richards		alanjohnrichards@tiscali.co.uk	This area suffers from an inadequate infrastructure relative to the current level of population and requires upgrading of hospitals, roads, education to cope with a significant increase in housing development.	Noted, no amendments required.
Sharon	Maslen		sharonmaslen@btinternet.com	Please do not build or develop these areas. We need a bit of countryside in the South EAST. We do not just want to concrete over the entire south east.	Noted, no amendments required.
Chris	Jeffries		chrisjeffries5@gmail.com	The current policies of WDC that prevent any development in the AONB	Noted, no amendments required.
James	Bacon	Essenden Design Limited	james@essendendesign.com	There should be provision for allotments where gardens are small The guide is for housing so this comment may be slightly out of context but I would like to see much more fresh food for sale in the countryside, I am not sure that planning Policy is helpful for smallholders; if housing at the fringe of villages was allowed at a reduced density but the land retained for agricultural/ smallholding purposes that could be a way to help and provide a soft edge to development.	Noted, no amendments required.
Elizabeth	Gonzalez		sunnyekg@gmail.com	we must make houses for people who are poorer as well, not just the rich. So we don't forget nature, and this country really loves wildlife, you have to have gardens. Area of Outstanding Beauty.	Noted, no amendments required.
Milton	Cartwright		miltoncartwright@aol.com	I have one last overarching comment and that is the need to ensure that this guide is consistently applied across authority boundaries.	Noted, no amendments required.
Stephanie	Holt	Kent County Council		The Design Guide provides robust and practical advice as to how new developments should take account challenges arise as a result of being within the AONB. It does not refer specifically to design issues that relate to the historic environment and their management in the face of new development. This advice could form a separate section of the guide, as set out in the following paragraphs. The Historic Environment The landscapes of the High Weald AONB have been created by historic and locally distinctive agricultural and architectural practices. Conserving and enhancing the qualities of such landscapes are a material consideration in considering planning applications within or adjacent to them. Elements of the historic landscape, such as below-ground archaeology or upstanding structures and monuments, may survive in whole or in part, close to or on a development site, or they may have been lost altogether. The scale and design of new housing will have an impact on the character and setting of historic structures. This impact can be positive if carefully managed.It is therefore important that the legislation and best practice relating to features of the historic environment are followed when plans for new developments in and around existing settlements are being formed. Balancing the needs of the Historic Environment with new developments The historic potential of a site should be assessed, and the likely impacts on it of any development should be analysed before the process of design begins. The assessment process can be summarised as follows:A 'Site Assessment Summary' provides the basis to consider the capacity for change and other issues at the pre-application stage and before presenting a scheme. When assessing a site's capacity for change, a consideration should be whether some of the proceeds from the development could be used to secure the future of highly significant buildings or structures on the site that have low potential for change 1. Define the historic character of the site and its heritage potential 2. Identify any historic assets or archaeological features that may be affected by development 3. Assess the significance of the heritage assets on or near the site 4. Analyse the site's potential for change	DG1 refer to opportunities to make a positive contribution to the historic environment, highlighting the importance of considering the relationship and impact on existing historic and archaeological assets and their setting, such as listed buildings and the positive contribution such locally distinctive historic buildings have on the overall character of the High Weald AONB.
Hilary	Hosford	CRANBROOK Conservation Area Avisory Committee (CCAAC)	hilary.hosford@gmail.com	Just more support to innovative and / or Eco design which supports the tenets of the Guide. Other countries in Europe eg Netherlands have been more successful with new design. We don't just want pastiche all the time.	
Joanne	Petford	Hastoe	Joanne Petford <jpetford@hastoe.com>	Affordable housing viability: Affordable housing schemes are already marginal in terms of financial viability and the prescriptive nature of this document will increase building costs. Due regard should be given to the housing need and in some cases the design requirements may have to be reduced – i.e. using local materials is often prohibitively expensive. Hastoe recommend that the financial implications of the design guide should be fully considered throughout the local plan review and when allocating new housing sites within the district, this will ensure the guidance is deliverable going forward. Design guide vs other considerations: The guidance currently appears heavily weighted in favour of design requirements in isolation of any other site constraint. A pragmatic approach should be taken to ensure the scheme remains deliverable and to address the number of competing priorities/site constraints (i.e. affordable housing and M4(2) accessible homes). The provision of Affordable Housing is rightly a statutory duty of Local Authorities and a planning consideration. What priority will the design guide be given, ie. Would the need for affordable housing override the AONB's design guide? No guidance is given on this.	
Kevin	Longbon		klongbon13@googlemail.com	Non combustible cladding is used	
Andrew	Hickey		andrew.t.hickey@gmail.com	Carbon neutrality targets are now set by government and developers need to be nudged/guided towards this aim by design guides like this. I would like to have seen some reference to this topic and the implications thereof.	

Lucy	O'Neill		lucyco125@gmail.com	Encouraging animals from the surrounding area Mental wellbeing	Noted, no amendments required.
Chris	Langton	councillor in Tandridge District Council	chrislangton50@yahoo.com	As said above, the volume of appropriate development is equally important as the design, but is not dealt with.	Noted, no amendments required.
Kathleen	Foster		Kathie.thefosters@gmail.com	Please add something about fencing in relation to the movement of wildlife between gardens. As we build more and more there are fewer opportunities for animals such as hedgehogs to roam.	GD10 Add link to Wildlife Trust Guide 'Homes for people and wildlife'.
Robert	Wear Davis		Montgomery20@ymail.com	How is affordable housing to be offered to those in desperate need with security of tenure at a reasonable price? Rural hamlets without adequate public transport needs are shown to be a disaster for the environment as everyone will have to drive. Where are the extra schools and hospitals and GP surgeries going to come from. This is a profit making scheme for those who quite frankly don't need the extra cash.	
Francoise	Montford	Access Matters	Strawberry Hill Knoll Hill Aldington Kent TN25 7BZ	What about solar panels If we are serious about our environment these must now apprea on all newly built homes	
Francoise	Montford	Access Auditor	Hand written	what about solar panels If we are serious about our environment these must now apprearance all newly built houses.	
Jan	Miller		jan.miller@education.gov.uk	What impact it has on people in the area and surrounding areas. What affect does it have on doctors, schools, shops, roads and hospitals. Do not build just because you think the homes are needed from people who are not local as you just end up pushing the local people out and push the problem onto somewhere else.	
		Uk Powernetwork		Affordable housing viability: Affordable housing schemes are already marginal in terms of financial viability and the prescriptive nature of this document will increase building costs. Due regard should be given to the housing need and in some cases the design requirements may have to be reduced – i.e. using local materials is often prohibitively expensive. Hastoe recommend that the financial implications of the design guide should be fully considered throughout the local plan review and when allocating new housing sites within the district, this will ensure the guidance is deliverable going forward. Design guide vs other considerations: The guidance currently appears heavily weighted in favour of design requirements in isolation of any other site constraint. A pragmatic approach should be taken to ensure the scheme remains deliverable and to address the number of competing priorities/site constraints (i.e. affordable housing and M4(2) accessible homes). The provision of Affordable Housing is rightly a statutory duty of Local Authorities and a planning consideration. What priority will the design guide be given, ie. Would the need for affordable housing override the AONB's design guide? No guidance is given on this.	
		Royal Tunbridge Wells access group		all local planning authorities and highway authorites have a legal duty since 2000 to compy with the requirements of Articles 9,19 & 28 of the UNCRDP and UKDS by virtue of the ESLG - please see rest of letter there was no clarity regarding solar roof panels and wind turbines	
Phil	Moore	none	philipmmoore@yahoo.co.uk	How to help the HWAONB make sure that this great guide is implemented more rigorously in practise.	
Alison	Stevenson	Balcombe Parish Council	alison.stevenson@balcombeparishcouncil.co.uk	A DAS is a good tool but needs to have sufficient weight and to involve the parishes not just the planning authority as many rural Weald villages have Neighbourhood Plans and the planning teams often overlook consultation with those who wrote the NPs preferring to defer to their own officers in isolation. Neighbourhood Plans!!! Some of us even have Design Guides !! Balcombe won a CABE grant of an enabler for a year as our aim was to have design led housing. Our experience in Balcombe has been that the District Council has given advice outside the NP and also were unaware when they advised, on the first scheme to come forward under the NP, of the Design Guide which forms a supporting document to our NP. Its difficult to convey all then intent for a site on written form in policies and so a sperate Design Guide is essential but of course doesnt form part of the policy such tht achieving great design is an almost impossible task,	
Kia	Trainor	CPRE Sussex	kia.trainor@cpresussex.org.uk	Please see our earlier comments in relation to sections on community involvement and climate change.	
Ian	Hollidge	Sustrans Volunteer / Cycle Group representative.	irhollidge@icloud.com	Yes the Welsh Travel Act gives access and rights of way more importance than Manual for Streets. How people move and access their property should be a starting point not something that is an afterthought. Future transport is likely to include electric charging requirements and working towards zero carbon is another development consideration.	

Assistant Clerk		Speldhurst Parish Council	asst.clerk@speldhurstparishcouncil.gov.uk	There is no mention in the DG of the need for use of sustainable materials and buildings that reduce their environmental impact. The building of new dwellings without taking sustainability and impact on the environment into consideration is a major outage in this DG. This should encompass both the materials used for dwellings and their use for the local amenities. For example, use of solar panels - we realise this may be controversial and not a feature of today's dwellings but as the climate warms and these panels become more efficient, use of these panels will enable reduction of power generation externally and reduction in CO2 emissions.	
Stephen	Harding	part of CPRE response		It would be helpful if all the photograph examples of either good or bad practice were specifically identified, in order to make them more helpful to any user of the DG. The DG does not fully face up to the very serious challenges of climate change, in that there is no reference to designing in energy efficiency and climate change impacts, in terms of design, materials, energy supply sources, and site layout. It does not refer to the clutter of signage, which may be generated by any new development. There could be useful guidance about the size, type and location of street signs, as well as way markers for footpaths or bridle paths. There should be specific reference throughout to affordable housing, which is generally needed in the High Weald area; your guidance must apply to all types of housing. The Guidance does not question the need for housing within the High Weald area; it appears to accept that housing development is inevitable. There should be guidance to assess whether and if so, to what degree a proposed development within or adjacent to the area would harm its character and landscape; therefore asking the question whether it should be allowed at all.	
Fiona	Hensher	Heathfield and Waldron Parish Council	Fiona Hensher <asstclerk@hwpc.org.uk>	Sustainability – Additional or modified emphasis should be placed on sustainable energy initiatives; for example, solar energy, discouraging the use of wood burning stoves and open fires, as these can cause air pollution and an impact on the environment and may be subject to future legislation. The document should mention the provision of electric car charging points to promote this form of transport use. 2. Heritage: The document should emphasise the importance of taking into consideration Heritage aspects of the built environment context, to include: · Archaeological Notification Areas. · Conservation Areas · Listed and Locally Listed Buildings · Scheduled Monuments. · Historic Parks and Gardens.	
Matthew	Bessant	Redrow		Redrow broadly support the introduction of the Design Guide and feel that it will make a useful contribution towards local planning guidance for developers, planners and the public. However, a balance must be struck between using the Guide to outline the development the Unit feels is most appropriate and highlighting key local vernacular, meeting the needs of the modern housing market, modern housing standards, and the need to provide quantum and quality, and protect our existing human and natural places. As such, the guide should have some 'built-in' flexibility to allow all types of appropriate development to come forward in the variety of unique circumstances that may arise.	
Philip	Moore		philipmmoore@yahoo.co.uk	As stated above - ideally guidance on ; - how to ensure adoption of the guide - how best to enforce the guide - how to objectively measure (and what is considered acceptable change) some of the elements described (e.g. views, tranquility etc etc) - how other ancillary development should be incorporated into designs (e.g. commercial /public buildings that form part of the scheme) - other street furniture such as planters / rubbish bins / benches etc	
Tamara	Galloway	Planning Secretary, Green Street Green Village Society Planning Co-ordinator, Bromley Friends of the Earth	Tamara Galloway <tamaragalloway@yahoo.com>	Spaces to store bicycles, and to secure them when not at home. • Charging points for electric vehicles and the fact that in the near future most vehicles are likely to get much smaller. • The carbon footprint of buildings: - o How much insulation and of what kind is used? For example it should not be carcinogenic like rockwool and not flammable either. Thermafleece insulation might be better. - o Favourable designs for solar panels, both for hot water and for electricity. - o Geothermal power opportunities.	

Robert	Banks		robertrgf@outlook.com	them, as they may be spread over a number of sections. The officials of the High Weald unit may notice the way the Core Strategy of Rother District Council has been drafted. In that document, the policies for each section are put prominently together in a box. This feature must have saved a very large number of hours of people's time. 6 The titles to the sections provide little if any assistance to the reader. This is made more significant because there is no index. 7 The section titles give too little help to the reader to find the relevant section. The division is in conflict with the aim of the guide to be clear and succinct. The section titles in the substituted part above provide a much better division of this document than those in the draft for consultation. The substituted section titles are readily understandable and do not have a particular policy split into different sections. The reader might find it helpful to note that the sections above have their policies spread widely in the draft document. 8 For committee meetings and public inquiries, it would help if para numbers were inserted in order to direct participants to the right section of a page quickly. Para numbers are standard tools in planning and other official directive documents. 9 The use of the word CHECKLIST is unhelpful. It should be replaced by REQUIREMENTS. The document is about policies and the policies are what should be highlighted rather than how to approach the difficulties that may arise. 10 A number of people have considered the document with me and all have found sections they found confusing. In each area the other readers could not assist as to what the guidance meant. Since 1986, the authorities have given clear statements that official documents must be clear, concise and easy to understand. The planning jargon in the document is not clear because jargon has a number of interpretations. The language in the suggested substituted section is so much easier to understand than the guidance. However, there are parts in the substituted section which I have found ambiguous and I have had to leave them in. Unless I know what the authors meant to say, that is all I can do. 11 Examples of the ambiguities can be found in the photographs at pages 12, 15, 17-18, 25 and 34-35. The photographs would benefit from more and better descriptions next to them. If some of the photos are simply there to lighten the text, those photographs will confuse the reader if they are next to others which seek to illustrate a point.	Suggested 'list of policies' duplicates function of the checklist. Check whether any important requirements have been missed from the checklist or whether points can be highlighted more in text.
Matthew	Bessant	Redrow		During the workshop, concerns were raised that the guidance did not express support for more architectural variety. Redrow build traditional homes, many of which would work well within the boundaries of the guidance provided. However, the guidance should be more open to both other traditional architectural styles and contemporary architecture. Whilst the most recent incarnation of the NPPF focuses more heavily on design, it does not prescribe that architectural style should be constrained where different styles can make a positive contribution to place-making. The guidance should reflect this nuance and demonstrate an understanding that whilst it describes a development style and architectural type which would most usually be appropriate, other positive contributions are welcome.	
Sarah	Cotteringham	Barton Willmore	Sarah Cottingham <Sarah.Cottingham@bartonwillmore.co.uk>	We support the guide recognition that the use of high quality materials is a key factor in the creating High Weald housing development that are genuinely of the place. Paragraph 124 of the NPPF states that being clear and design expectations and how these will be tested is essential in achieving better places to live and work. We consider that the Design Guide does set out a clear design vision so those preparing applications in the AONB can see what would and would not be acceptable. However we consider that allowing a degree of variety as set out by Paragraph 126 of the NPPF has not been fully achieved. For instance, the Guide does not consider whether outstanding and innovation designs would be appropriate with the AONB. Paragraph 131 of the NPPF provides great weight to outstanding design and we consider there is opportunity within the Guide to explore this further. We would advise that not all development that does not reflect traditional materials is harmful and that thought should be given to contemporary architecture and how this can positively contribute to the landscape. We consider the AONB should not just be conserved yet also enhanced through innovative designs as supported by the NPPF (paragraphs 131/172)	