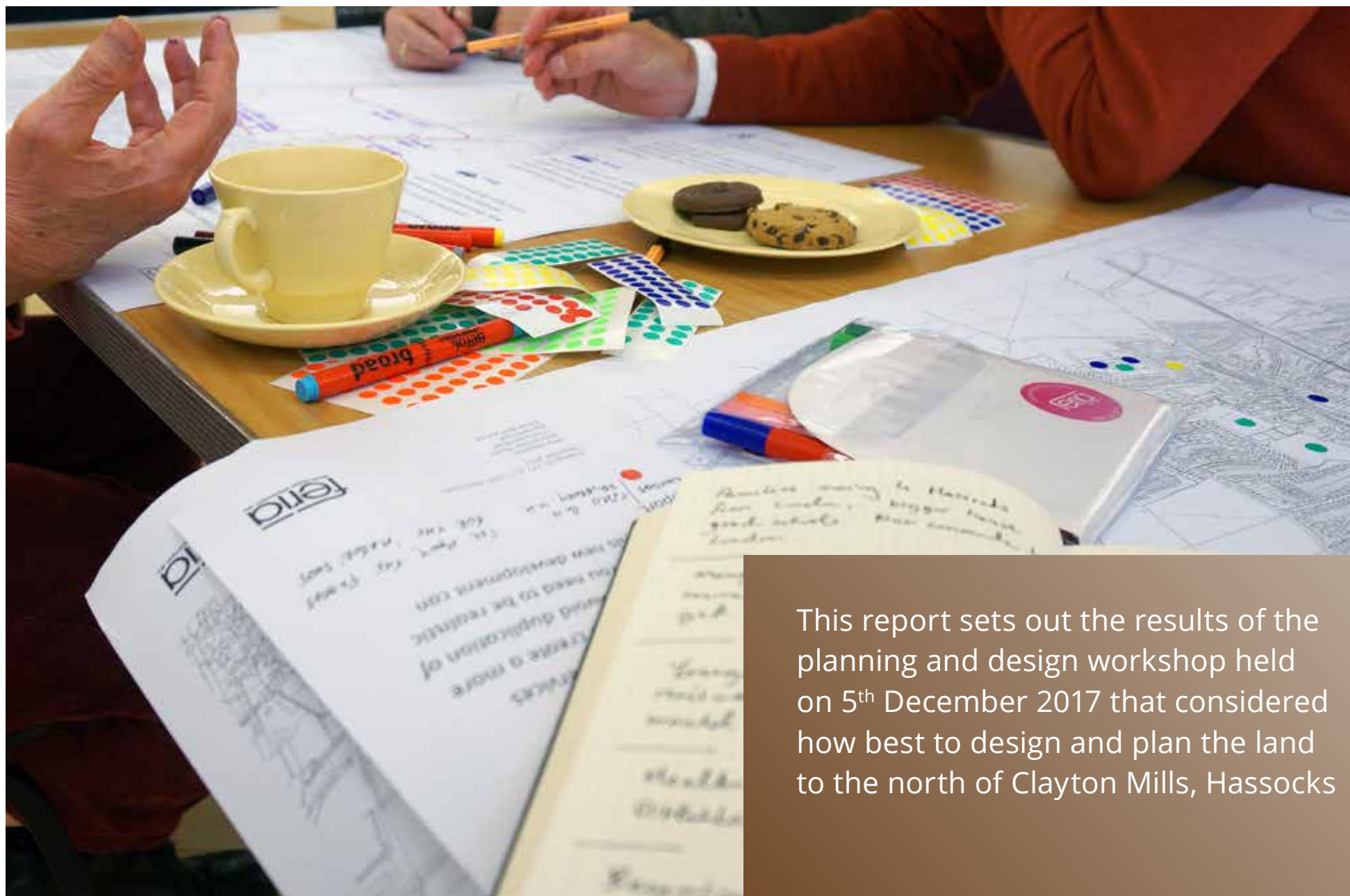


Planning & Design
Workshop for land north
of Clayton Mills, Hassocks
in Mid Sussex

Workshop Report

December 2017





This report sets out the results of the planning and design workshop held on 5th December 2017 that considered how best to design and plan the land to the north of Clayton Mills, Hassocks



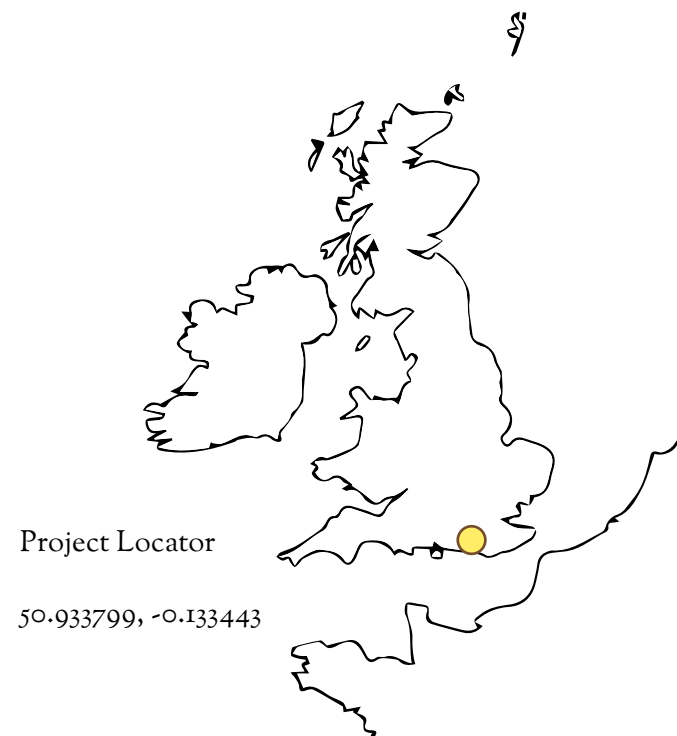
Feria Urbanism is a planning and design studio that specialises in urban design, urban planning, neighbourhood strategies, public participation and community engagement. Established in 2007, we have been involved in a diverse range of planning and design projects across the UK.

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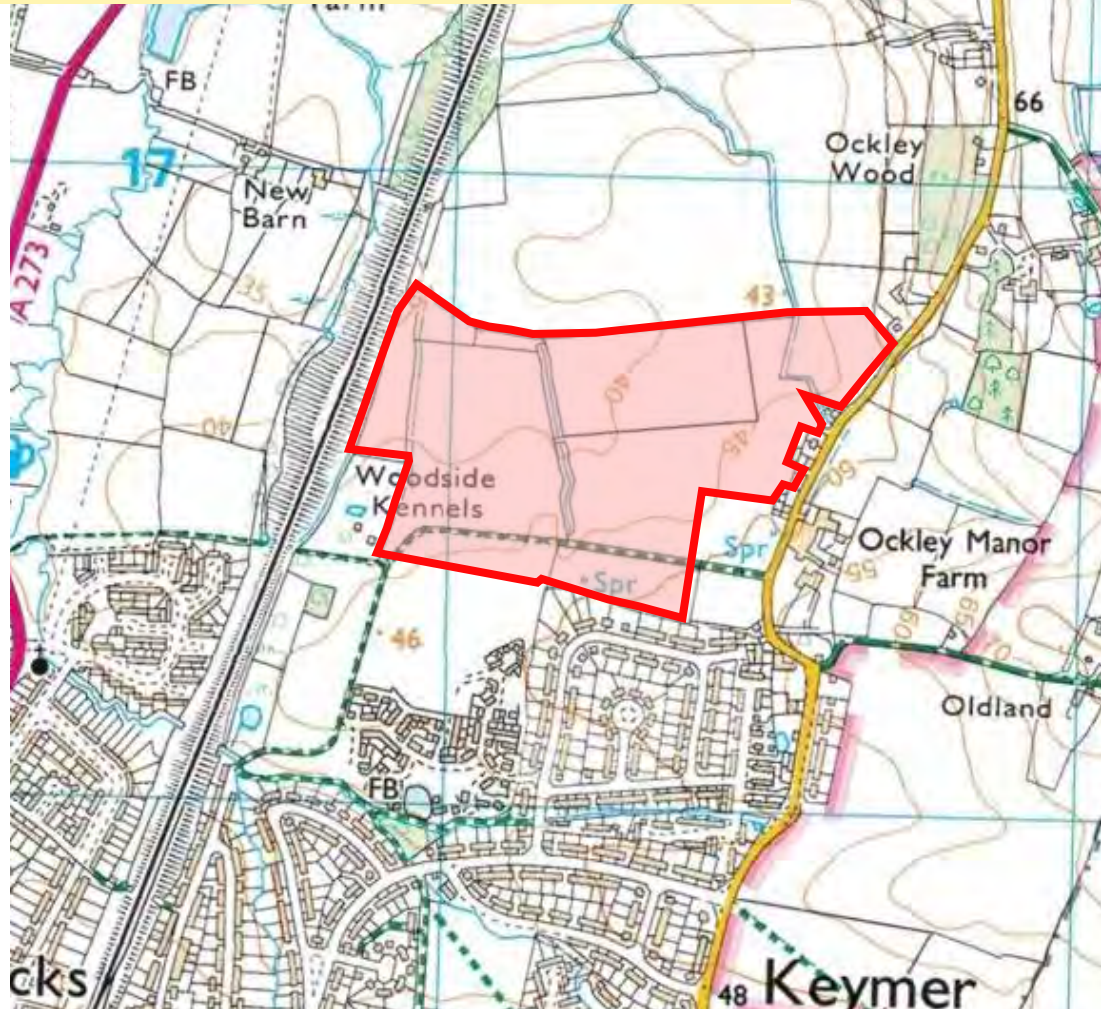
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Project Background



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Mid Sussex District Council has identified land to the north of Clayton Mills, Hassocks, as a strategic housing allocation in the emerging Mid Sussex District Plan 2014 — 2031. This land is referred to within Policy DP9B. The allocation is for 500 dwellings and a primary school. The site is shown edged in red on the map, below.

To ensure that this development is designed in a sustainable way, Gleeson Developments is engaging with the local community, to better understand the community's aspirations for the site. The planning and design workshop that was held on 5th December 2017 will become the first stage in a wider engagement process and the results will be used to inform a master plan for the site.



Aims & objectives of the workshop

Gleeson Developments appointed Feria Urbanism, an independent planning and design practice to organise and run the planning and design workshop. The independent facilitators designed a process that allowed participants a chance to share their views about what makes Hassocks a special place to live, work and visit, and how development of land north of Clayton Mills can be best assimilated into the existing village environment and the wider landscape setting. The results of the workshop will become an input to the master planning process.

Written invitations were issued by the Feria Urbanism team by post on 8th November 2017 to 49 different organisations and individuals inviting them to take part in the workshop to inform the development proposals. Those invited to participate were considered to be key stakeholders in the local area, with vital local knowledge and experience to share. A copy of the invitation letter can be found in the appendix of this report.

The main event on 5th December 2017 was held between 2pm and 5pm in the Adastra Hall, Keymer Road, Hassocks. An evening workshop event was also offered on the same day from 6pm until 8pm for those unable to attend during daytime hours.

Feelings within the local community

For many who live and work in Hassocks, this is seen as a contentious development site and some individuals and groups have objected to its inclusion as a strategic housing allocation in the emerging Mid Sussex District Plan 2014 — 2031.

For this reason, the facilitation team at Feria Urbanism appreciated that some groups and individuals did not wish to take part in the workshop, despite being invited directly. The low response rate to the 49 invitations reflected, in part, this reluctance to take part. Aware of this reluctance, the facilitation team sent an email on 21st November 2017 to reassure those invited that they could still take part in the event, even if they held a fundamental objection to the proposal.

The reassurance stated that participation in the workshop would ensure that community views are heard and recorded so they can influence the shape of the scheme for the better, should it go ahead. If participants had a fundamental concern with the principle of development, they could still object outright to the allocation proposal.

The facilitation team acknowledged that some people can find it hard to reconcile taking part while retaining the right to object. However, it was stressed that participation in the workshop will not be treated by the facilitation team as support for the proposal.

Timing of the workshop

Reading some of the replies to the invitation, it was clear that some invitees felt that the workshop was premature, given that the Mid Sussex District Plan 2014 — 2031 has yet to be approved by an inspector. However, the facilitation team explained that early engagement from the community on a range of issues will help inform future development proposals, should the inspector approve the allocation.

For this reason, the facilitation team invited a wide range of voices to take part, to help gather as much information as possible about the site. It was explained again that workshop results will be used to inform a set of planning and design principles for the site.

Participation levels

On the day itself, only six people took part, with a further person meeting the facilitation team in the evening. So, with only seven participants in the workshop process, the results are limited. The conclusions in this report therefore need to be considered with this low level of participation in mind and treated accordingly. Nevertheless, there was enough useful material generated by the workshop to allow a series of recommendations to be made.

Workshop format

Following a slideshow introduction from Feria Urbanism regarding the process and the issues to be discussed, the main part of the workshop was designed around four key tasks, as follows:

- Existing & New Facilities
- Place-making & Priorities
- Access & Movement
- Urban Structure, Form & Detail

Each task was specifically designed to draw out facts and opinions from participants about the development site and the wider area. Several of the tasks were map-based and participants were encouraged to plot down key routes, facilities, features and other points of interest that the development team should be made aware of.

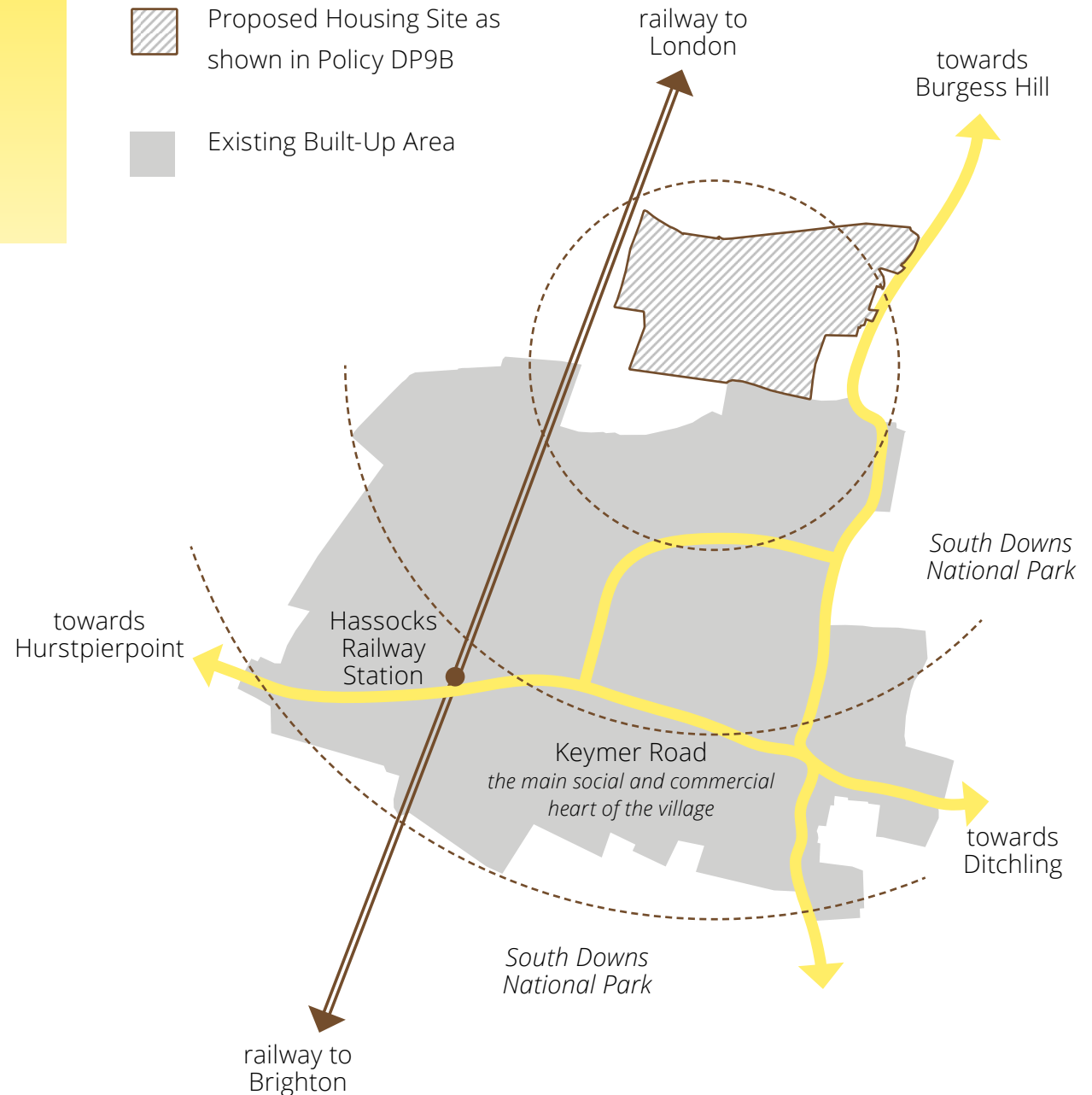
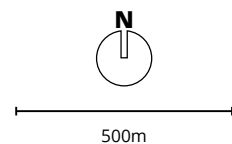
Other tasks were text-based, in which participants were asked to write their thoughts about the site and its future. When questions about architecture and buildings were asked, these were supported by visual materials in the form of “postcards” showing a range of building types and styles found within Hassocks. Copies of all the workshop materials can be found in the appendix of this report.

Strategic Location

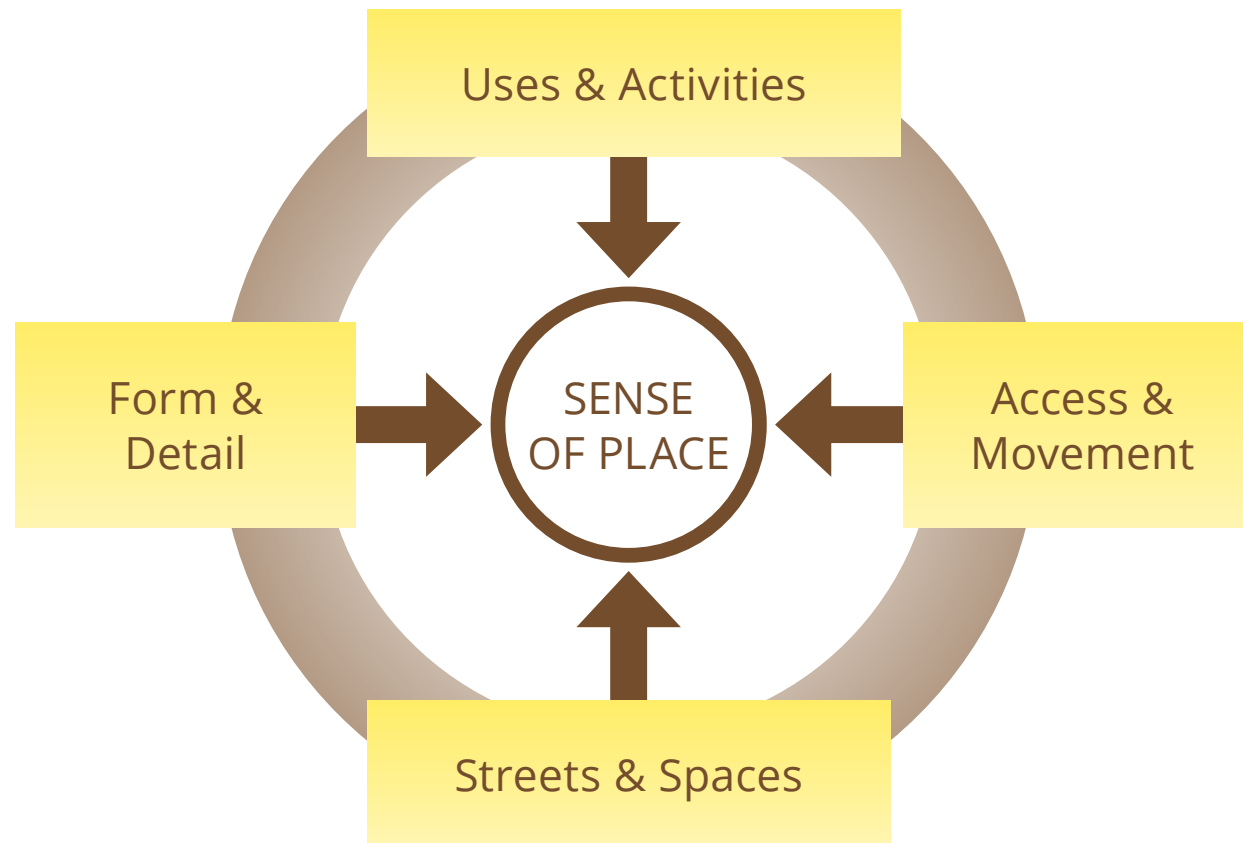
This strategic diagram shows the potential development site in relation to the wider area of Hassocks, in particular the existing built areas of the village.

The dotted circles and lines are at 500m intervals, and begin with a circle centred on the development site.

This sequence shows that the site lies approximately one kilometre to the north of the railway station and the main area of services and facilities found along the Keymer Road, two key destinations in the local area.



Creating a Sense of Place

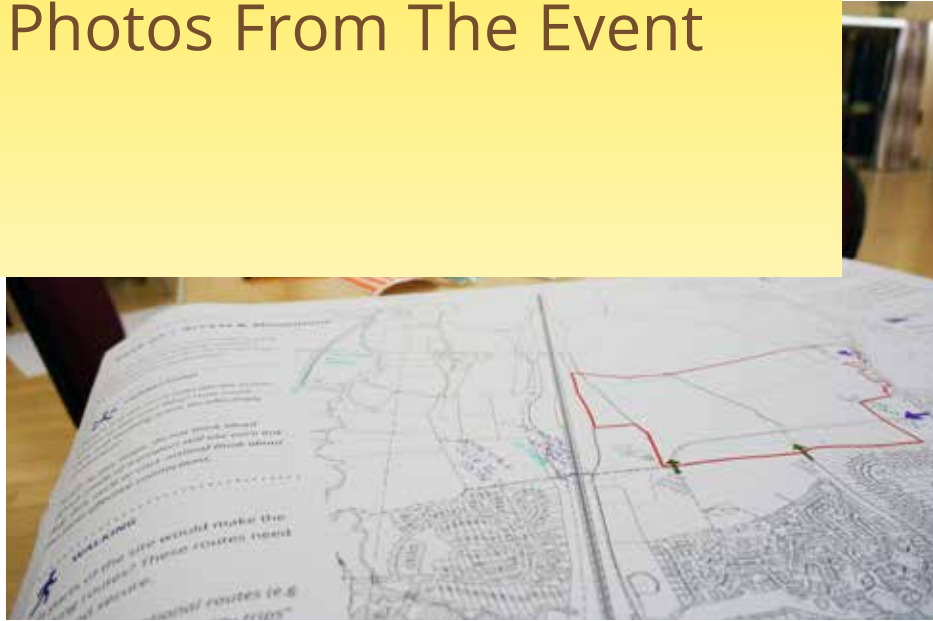


In order to create a positive sense of place, the four components of uses and activities, access and movement, streets and spaces, and form and detail need to work together to support one another.

This framework was used to inform the content of the Hassocks worksheets, in which each component is looked at individually before being fitted together to create an integrated approach to place-making.

This methodology provides a robust set of tools to inform future development. Ensuring that all four components are working in harmony will be critical to a successful future for the site, should it be developed.

Photos From The Event



Issues & Opportunities



Hassocks station provides direct travel to London and Brighton. Participants at the workshop explained that the station, and the services it offers, are key attractions for people moving to live in Hassocks from outside the area. Therefore, clear and convenient connections need to be established between the site and the station.



Green spaces, such as Adastra Park in the centre of Hassocks, provide social and recreational space. Providing clear and convenient walking access to such spaces for new residents, both young and old, will be important to foster a sense of living in a shared community.



There is a sense of a strong community spirit, as evidenced by this busy notice board in the centre of the village. Workshop participants were keen that residents living in the new development area are made to feel part of a wider community.



The shops and services along Keymer Road are the heart of the village, and provide a focus for community life. Efforts need to be made through the design and planning of the new neighbourhood to ensure that this becomes a “default destination” for new residents for day-to-day social and commercial activity. They need to feel that it is their village centre too and not feel isolated from this area.



The site is currently accessed on foot via the recent housing development at Woodland Road / Oak Tree Drive. This photo is looking south, towards the recent housing area, with the existing children’s play area seen on the left of the photo. This landscape space is currently set within a series of graded landscape bunds, making the area difficult to access and partially hiding it from view. However, it has the potential to become a focal point for both existing and new residents. During the workshop event, this area was identified as a space that, through remodelling of the landscape and topography and other associated investments, could become a valuable shared resource that unites communities rather than sets them apart. This could therefore play a crucial role in avoiding isolation and separation.



This photo is looking south, with the roof-line of the Woodland Road / Oak Tree Drive development just visible on the silhouettes of the houses and the rising land of the South Downs National Park beyond. The curve of the path leads back towards the centre of Hassocks. Workshop participants felt that plans and proposals for new development on the site should work carefully with existing routes and patterns of movement to provide clear and legible ways to access the land beyond the site. This curving path is one such route that could be effectively incorporated into the new layout.



The development site is currently in agricultural use. The hedge lines that demarcate the field patterns are still in place and many of these could be incorporated into the new development where their retention does not frustrate the delivery of a legible street pattern for new residents.



Beyond the edges of the site, several larger buildings can be found. These are often older properties, sometime converted from original farm use. At present, these act as local landmarks and are visible from within the site. The photo above shows existing properties on Ockley Lane. The internal street pattern of the new development should create views and vistas that terminate on these existing landmarks to help effectively tie the new development into the landscape and local context.



Ockley Lane to the east of the site is likely to provide the main vehicular access to the site, given that the western edge is bounded by the railway and the southern edge is immediately adjacent to the Woodland Road / Oak Tree Drive development, with limited vehicular access points. During the workshop, several participants raised their concerns about the suitability of this road to take additional side road access points and an increased volume of traffic. The specifics of these concerns included the speed and volume of traffic heading south during peak hours, from Burgess Hill towards the south coast, and the alignment of the road, as it twists and turns on the approach to Keymer to the south.

Task 1 Results

Existing & New Facilities

Task Introduction

In this task, participants were asked to map the existing locations of local shops, education facilities, health services, and other community facilities. A further two categories were left undefined for the participants to decide what else is important, which they later designated as local pubs and car parks.

Clustered Services

As revealed by this mapping exercise, the Keymer Road high street is the focus of retail activity for the village. Participants commented on what they felt was a considerable distance between Keymer Road and the proposed development site, stating that strong pedestrian and cycling connections would need to be made between the two to overcome this. Hassocks Library is also on this street, yet has limited opening hours.

Education facilities from pre-school to a sixth form centre form a cluster to the south of the village, with two facilities to the west of the railway used for sports. Only one health service was highlighted during the workshop: Hassocks Health Centre. This is located south of Keymer Road, again what was considered to be some distance from the proposed development site.

Widespread Location of Services

In contrast to the other facilities that are clustered to the south, the pubs, sports and community provision that the workshop identified as being important are more evenly spread throughout the village. Closest to the site is the children's play area to the north, set within a landscape bund. A few participants commented that this bund needs changing to create more useable and welcoming space and the existing footpath through the more recent development needs clearer definition as a main pedestrian and cycle route. This would encourage new residents to more easily access the village and relate to the existing residents.

Hassocks provides a range of clubs, such as scouts, guides, tennis, squash, football and cricket. However, some participants felt that outside of sport clubs, play areas and organisations for the very young, there is little for teenagers to do. There is a skate park in Adastra Park, but it is poor quality, and some parents worry about teenagers being at a loose end in the evenings. The few village car parks are based around the railway station and behind high street shops.

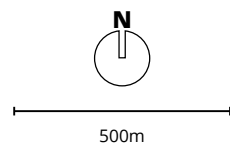
Proposed New Facilities

There was broad consensus that the new development should seek to provide a range of non-residential land uses on the site, yet not undermine or compete with the existing high street focus. For example, by providing a small corner shop and public open spaces for community use. There was also discussion over different options for the location of the new primary school. See plan, page 24.

- Shops
- Education
- Health services
- Community facilities
- Sport facilities
- Pubs
- Car parks

Task 1 Summary Plan Version A

The coloured spots on this plan represent a summary of the choices made by workshop participants when invited to plot down the services and facilities most relevant to them. The spatial pattern revealed shows that commercial and education facilities are located to the south of the site, while smaller clusters of sports and community uses can be found closer to the site.

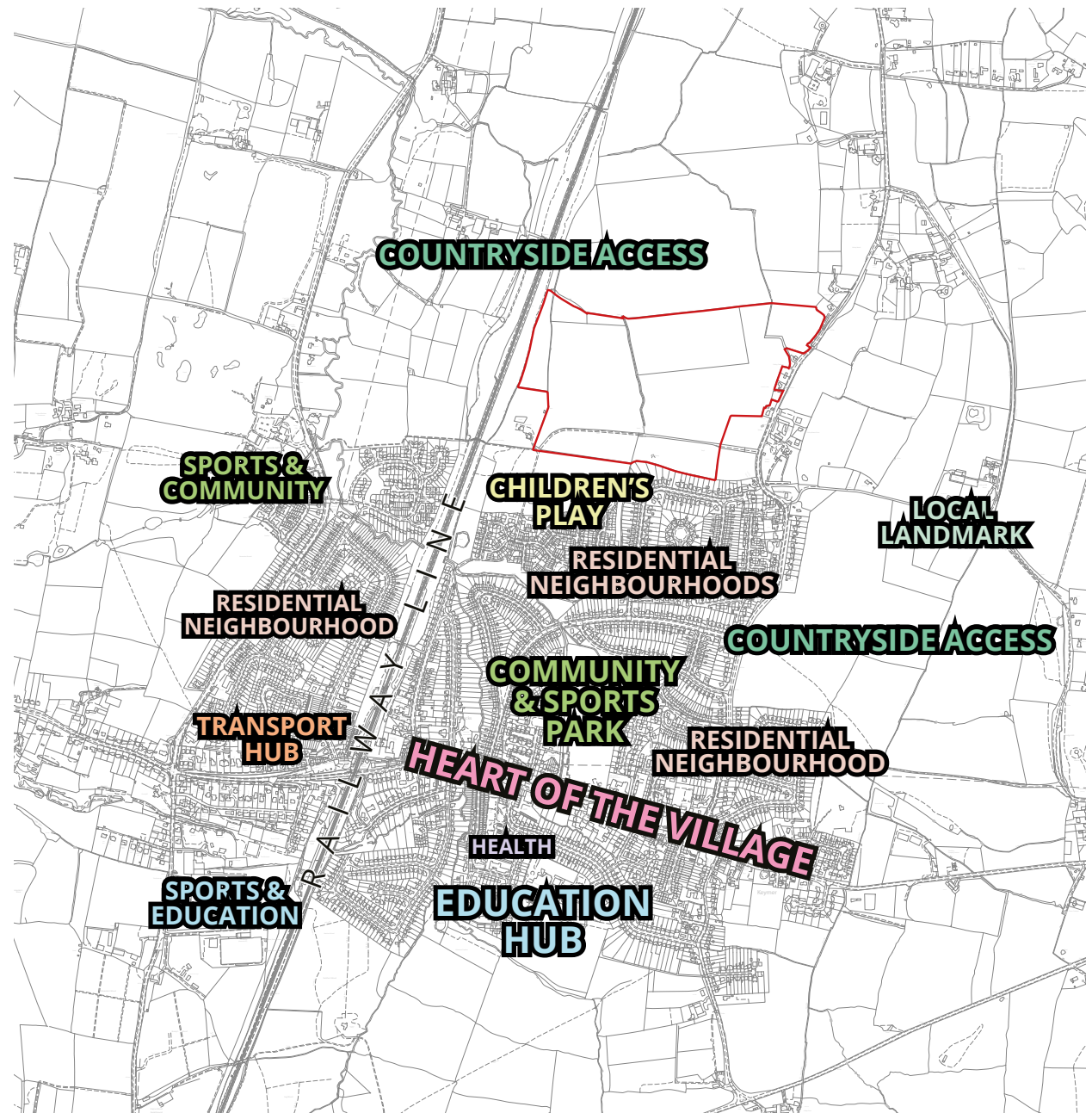
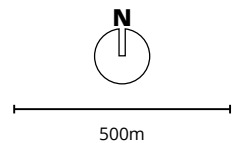


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Task 1 Summary Plan Version B

This plan takes the results of the sticky dots exercise and creates a typographical map to express the spread of land uses and activities across Hassocks. The questions this map raises include:

- What focus should the site have, beyond its role as a strategic housing site, to contribute to this overall picture?
- How can the site enhance or enable countryside access to the north?
- What type of residential neighbourhood can the site accommodate, when compared to other existing residential neighbourhoods?



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Task 2 Results

Place-Making & Priorities

Task Introduction

Participants were asked to create a vision statement for the future. By using a list of development attributes provided (and adding their own where they felt appropriate), the groups selected the design and planning features most important to them and imagined the best possible outcomes for the land north of Clayton Mills. The participants drew upon examples elsewhere in the country and further afield for inspiration.

Common Themes

Many participants were keen for the new development to connect to the existing village and its facilities, with good walking and cycling opportunities between, to reduce car use. Linked to this was the inclusion of new green spaces within the site and access to the countryside immediately adjacent to the site. Participants expressed an interest in affordable and smaller housing, both for first-time buyers and for older people who wish to downsize.

The new development was seen by some as an opportunity to improve local sports facilities and bus services, creating better access to schools and other educational opportunities. Many participants were keen for the houses to be designed for modern living, with appropriate car parking, adaptable designs and gardens that can be flexible in size and form. Some participants suggested that flats, while welcome in terms of a suitable living space, should avoid the appearance of a “warehouse” or other structure with a bulky mass. There was the popular suggestion of several flats being grouped together to appear from the outside as one large family home.

Inspiration

One workshop group had a lengthy conversation about Dutch design, in particular their approach and attitude to streets and spaces with attractive, integrated and comfortable pedestrian and cyclist provision. It was seen as key for the site to consider walking and cycling networks, both internal to the scheme and to connect with land beyond the site’s red line.

Also referenced was “The Beacons” development in Hassocks. Participants stated that this is the type of architectural design and layout they would like to see repeated. Poundbury, Dorset, was mentioned as a controversial development yet with design attributes that can provide lessons in good design. For example, cars are tucked away in courtyards rather than filling the street, and high density housing is made to appear not so, with flats which appear to be family homes. The density is also offset by high quality civic spaces and access to green space on the edges.

This new place will offer...

A development integrated within the existing village

Provide 2/3-bedroom houses and flats

Flats: small in number to avoid appearance of a warehouse

Green spaces & countryside access

Affordable houses

Better sports facilities

Access to schools & educational opportunities

Walking & cycling opportunities

Car parking on site

Better bus services

Smaller houses for first time buyers & down-sizers

Houses designed for modern living, with flexible gardens

similar to ...

Dutch examples

The Beacons

Poundbury

... but unlike

Whitehawk, Brighton

Task 2 Summary Statement

This is a summary of the place-making and priorities statement. The only place mentioned as a place to avoid was Whitehawk in Brighton. The specific reason for this was that it is a residential layout dominated by cul-de-sacs and dead ends, which frustrates easy movement.



The design and layout of the new development should plug into the existing footpaths network.



Poundbury in Dorset was seen as a good example to inform housing design and how higher density development can be integrated.



“The Beacons” development in Hassocks by Asprey Homes was referenced as the type of development considered appropriate for the development site, both in terms of its residential architecture and layout.



Huis Ten Bosch, The Netherlands, is shown here as an example of high quality public realm that gives priority to pedestrians and cyclists while still accommodating the car. This approach to streets and spaces was encouraged in the new development.

Task 3 Results

Access & Movement

Task Introduction

Participants were asked to consider how they currently move around the village using different methods, e.g. walking, cycling, via public transport or by car. They considered the links with the proposed development site and the improved routes which could be made for the benefit of both existing and new residents.

Pedestrian & Cycle Access

For pedestrian and cycle access, the railway was seen as a barrier to the site. There is a footbridge over the tracks adjacent to the site, yet its many steps are inaccessible or difficult for many, e.g. the disabled, mobility impaired, cyclists or people pushing prams.

In the southern part of the site, there is an existing footpath connecting the recent housing development with the site. This swings east across the site towards Ockley Lane. This route is currently well used by the public as a recreational route and a general means of moving east — west across the northern edge of Hassocks.

This existing route could be effectively integrated into the design and layout, creating a prominent internal street, perhaps in the form of an avenue or boulevard e.g. a legible, multi-modal and safe street with low density residential development either side.

Vehicular Access

Access to the site by car is limited, due to the railway line to the west and housing immediately to the south. Participants discussed that the main vehicular access point would therefore have to be from Ockley Lane on the east, with perhaps a secondary vehicular access point further north. Two access points onto Ockley Lane was seen as desirable to prevent the development from becoming “one way in, one way out” layout.

Participants felt that the existing bus route would need investment to serve the new development, with public transport being essential to offset the growth in car traffic. Good pedestrian and cycle access to the train station was also mentioned as an important aspect of the design.

Destinations

Many participants discussed the proximity of the South Downs National Park to the south and east of the site. Discussions were held over how to maximise non-vehicular travel to the national park, with the tricky issue of safely crossing Ockley Lane. This led onto suggestions of reducing the speed limit on Ockley Lane from 40 mph to 30 mph, as it passes the site, to ensure traffic has slowed considerably by the time it reaches the new side road access points.

Task 4 Results

Urban Structure, Form & Detail

Task Introduction

Having looked at the wider strategic implications of the proposed development site, participants were next asked to consider the more detailed aspect of the design. As part of this final task, each group was provided with a set of 54 postcards of local Hassocks buildings.

The aim of this exercise was to consider which architectural forms and features the participants felt would be suitable for inclusion in the new development and which would be considered unsuitable. A brief description of the relevant architectural features had been added to each postcard by the Feria Urbanism facilitation team, to assist participants in making their choices.

Urban Design

Also as part of this task, participants were invited to sketch out urban design concepts for the site. One result showed a public open space to the south, with high density houses surrounding and looking onto it. High density development in this area would contrast with low density edges further out, where many participants were keen for more green.

As part of this exercise, several participants noted that the west of the site is low-lying and prone to flooding, so could perhaps be best used as a green space to mitigate this. The underlying geology of the site is important here, with one participant noting that the eastern part of the site sits on sandstone, and this drains relatively well, while the western side sits on clay, making standing water on the surface more likely.

Local Architectural Character & Detailed Design

It became apparent through the postcard exercise that Hassocks has no predominant architectural form or style: the images revealed a varied mix. The fact there is no principal local form to respond to gives the developer a freer hand to develop a distinct identity of its own. The risk is that, with no predominant local style to respond to, the design of new homes fails to feel connected to or part of the local area. This aspect of the design and planning of the new development needs further consideration.

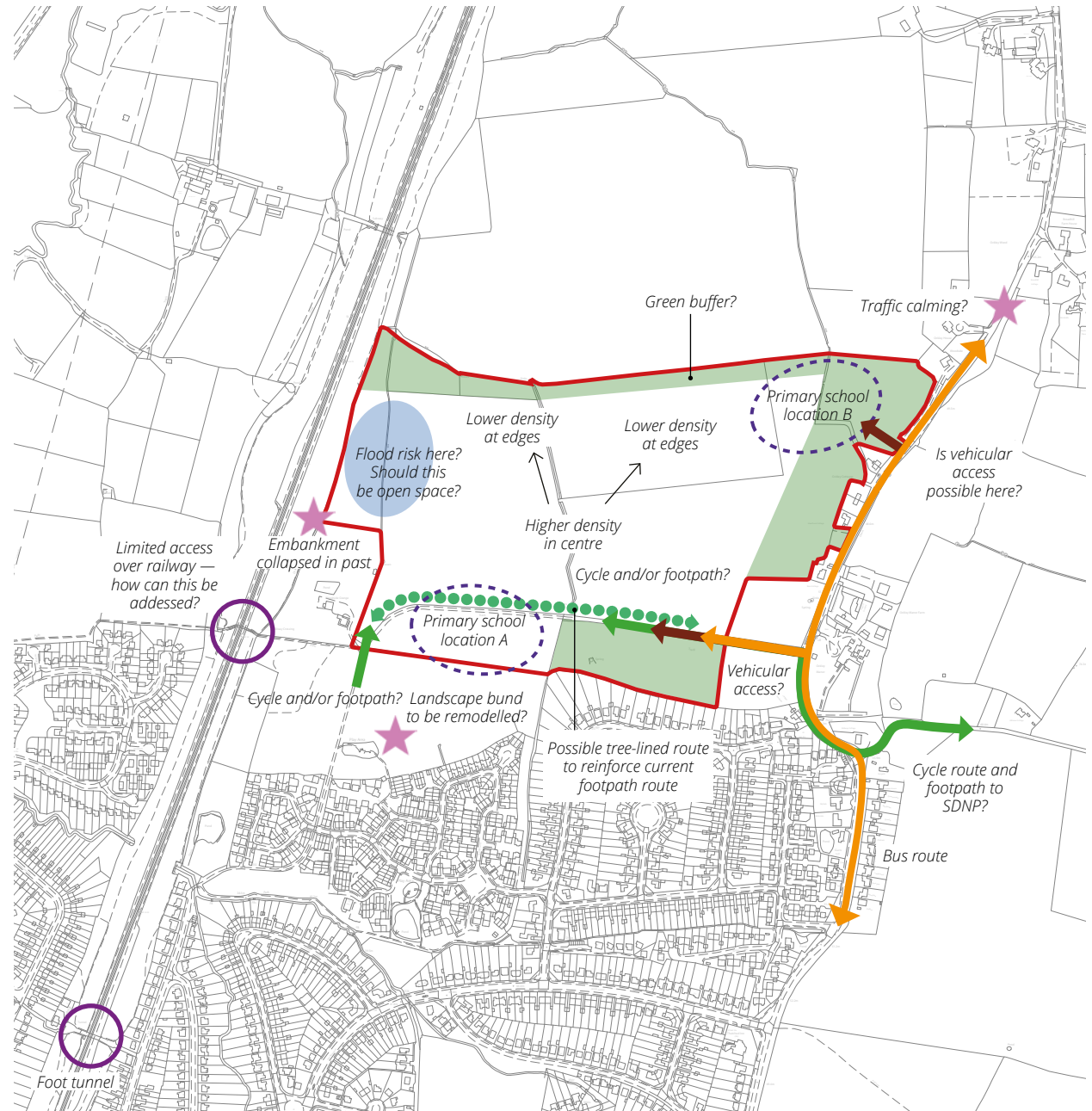
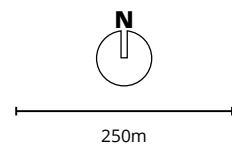
After reviewing the postcards, one participant suggested that new homes could be radically different in appearance to existing homes in Hassocks. Others noted that although there is no dominant village style, they would not wish the house-builders responsible for the delivery of new homes to apply an homogeneous “anywhere” design. Instead, they wanted to ensure that the development draws upon the best of local features in interesting and innovative ways. A few participants commented that in Hassocks, it is the people and community spirit which forms the local character, rather than the architecture and the built environment.

Task 3 & 4 Summary Plan

This diagram provides a summary of the access, movement and urban design tasks.

Features of note include:

- Low-lying flood-prone area to the west left as open space, maybe as a wetland and nature area.
- Creation of a multi-modal route to the south, perhaps in the form of an avenue or boulevard.
- Two options for the primary school. Option A provides a bridge between communities, helping tie existing and new communities together. Meanwhile, Option B is on the edge and therefore reduces the traffic penetration into the site itself.
- Softer, greener edges to the site should connect to wider countryside.
- Successful connections to Ockley Lane will be critical, including slower traffic speeds.



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These particular postcards were selected as showing ideas appropriate for the site. They show apartments clustered together within a single building envelope to give the appearance of a large family house. This approach was considered successful.

Established higher density development can be found in Hassocks in the form of rows of linked cottages and town houses. These can provide a template for smaller properties within the new development. Careful splashes of colour on walls and doors can give the place a sense of local identity.

New non-residential buildings on the site could include a community building, similar to the Adastra Hall. One participant suggested this could host combined youth provision for scouts and guides. A new youth facility on the ground floor, with lettable rooms upstairs to generate revenue streams so they can keep membership costs down, was suggested. Essentially, an “anchor tenant” downstairs but with bookable spaces for other groups upstairs.

It was suggested a facility of this sort would have good local support without the traffic impacts of a new primary school, but would still help bind existing and new communities together.

Copies of Workshop Materials

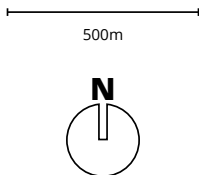
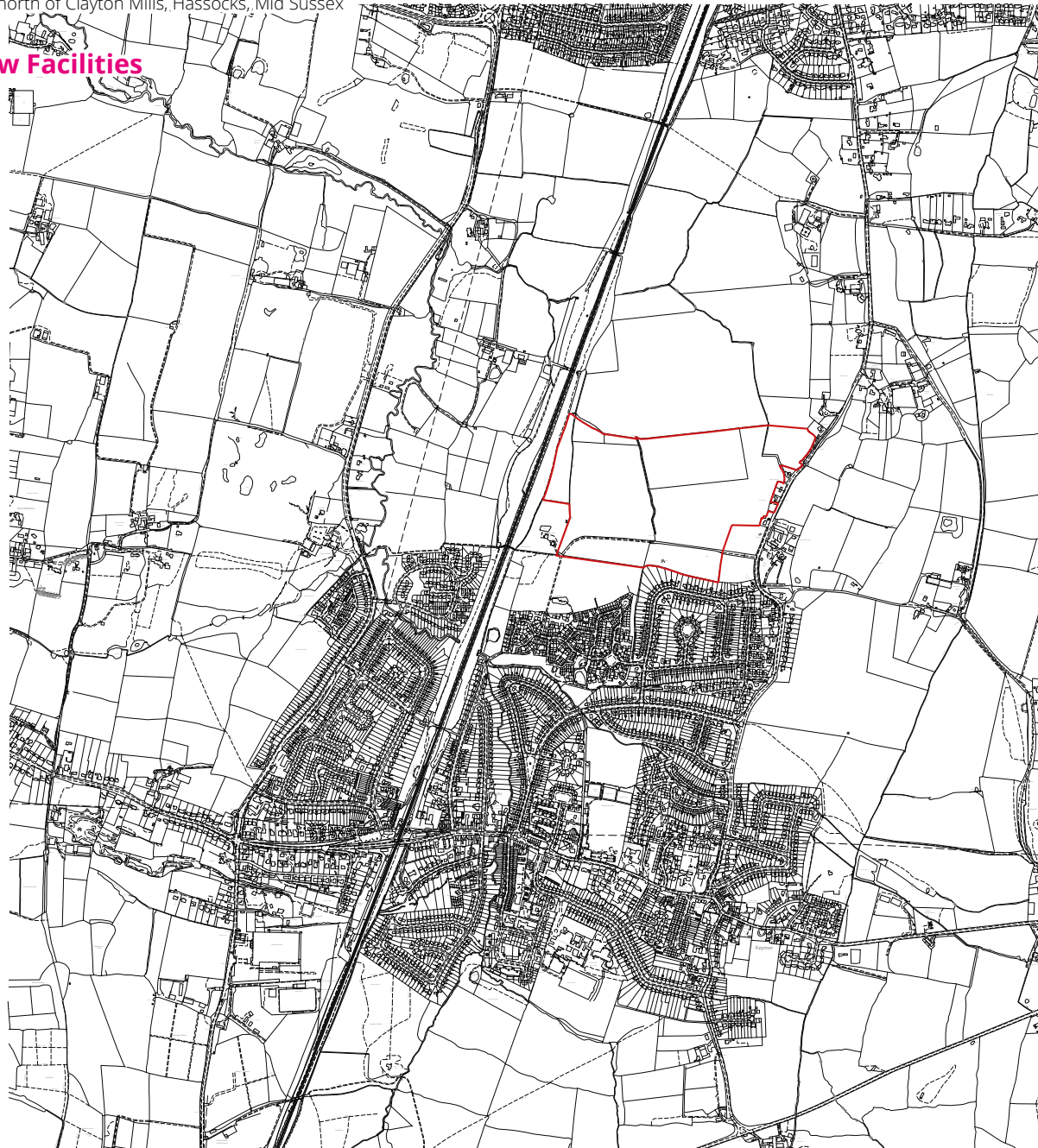


Planning & Design Workshop — Land north of Clayton Mills, Hassocks, Mid Sussex

Task 01 | Existing & New Facilities

Local Services & Facilities

- ☐ Shops
- ☐ Education
- ☐ Health services
- ☐ Community facilities
- ☐ Sport facilities
- ☐ Other 1
- ☐ Other 2



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EXISTING SERVICES & FACILITIES

What are the important local facilities that exist nearby?

Use the stickers provided to mark up the plan. Annotate the stickers with the names of the facilities and add any comments you feel are relevant.

Are any of these facilities in need of improvement?

HINT: Think about primary schools, doctors' surgeries, shops and community centres.

NEW SERVICES & FACILITIES

Based on what you have marked up, which facilities or features do you think are currently lacking in the local area?

What additional facilities do you think the new development should include or support?

Would these be best placed on the site, or "off-site" within existing areas?

HINT: Think about the missing services and facilities that can help create a more balanced community. Avoid duplication of existing facilities. You need to be realistic about what this new development can support.

Drawing No. 177_Q_171205_Worksheets
December 2017

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Task 02 | Place-Making & Priorities



Based on the previous task of plotting all the existing facilities and identifying those that could be missing, complete the place-making statement opposite.

A. Choose a maximum of four features from the list below. Feel free to add your own.

- Green Spaces • Countryside Access • Affordable Houses • New & Better Shops
- Strong Sense of Community • Large, Attractive Houses • Affordable Homes
- Better Sports Facilities • Distinctive Architecture • Spacious Houses • Cycling Opportunities
- Access To Schools • Exciting Outdoor Children's Play Areas
- Connections With Existing Neighbourhoods • New Sense Of Identity
- Compact Neighbourhoods • Walking Opportunities • Better Bus Services
- Views of Open Countryside • Educational Opportunities
- Smaller Houses For First Time Buyers • Homes for Older People who are Down-Sizing

B. Write the name of a place you think this site could learn positive lessons from.

This could be a local place, somewhere else in Mid Sussex, or somewhere else altogether. Note down what it is about that place that makes it special.

HINT: Think about places that are beautiful or well-loved. Why is this? What lessons can we learn from these places?

C. Write the name of a place you think this place should not be like.

This could be a local place, somewhere else in Mid Sussex, or somewhere else altogether. Note down the reasons why you feel it should avoid making the same mistakes.

HINT: Think about places that are considered ugly or unloved. Why is this? What lessons can we learn from these places?

YOUR PLACE-MAKING STATEMENT

"This new place will offer ...

A. _____

... similar to ...

B. _____

... but unlike ...

C. _____

Task 03 | Access & Movement

Start to connect the site with the existing built-up area. By drawing routes and connections across the site you will begin to structure the development.



CONNECTIONS

Which are the most appropriate access points to the site? Why? How could new and existing areas be effectively connected?

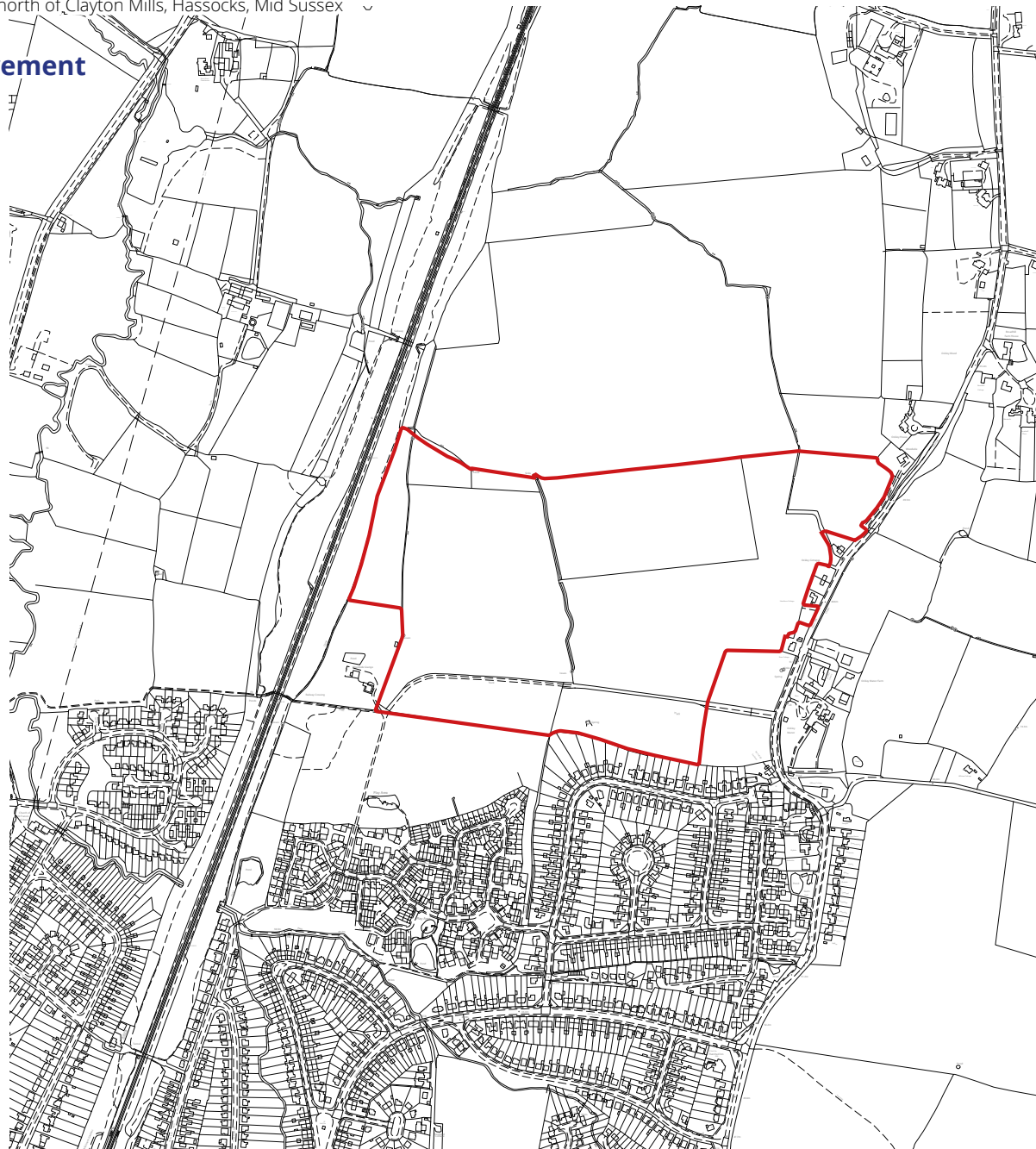
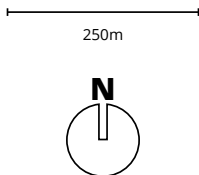
HINT: At this stage, do not think about which mode of transport will use each link (e.g. bus, cycle or car), instead think about the most effective connections.



WALKING

Which parts of the site would make the best walking routes? These routes need to feel safe and secure.

HINT: Think about recreational routes (e.g. countryside access) but also "utility trips" (e.g. walking to shops, school and other facilities).



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CYCLING

Mark on the plan routes that you think would be attractive, convenient and safe for cyclists.

HINT: These can be safely integrated into streets with traffic or walking routes. Or be dedicated and segregated cycle routes. Whichever type, they need to give cyclists an advantage!



BUSES

Think about a bus route. Where would this go and how would it link with existing routes? Where should bus stops be located along this route?



CARS

Are there any existing traffic issues nearby to this site? For example, problems with on-street parking. How could these areas be improved?

Are there routes through the adjacent built-up area that should be avoided by new residents if driving cars? Which parts of the site should be kept "car-free", if any? If so, why?

HINT: Restricting cars to only a few select routes can lead to congestion; spreading traffic across many routes can be more effective. What is the balance needed?

Drawing No. 177_Q_171205_Worksheets
December 2017

Feria Urbanism
Second Floor Studio
11 Fernside Road
Bournemouth
Dorset BH9 2JA UK



Task 04 | Urban Structure, Form & Detail

Based on the structure you developed in the previous task, start to add details about the landscape, countryside access, open space and new housing clusters. As this work develops, feel free to revisit the previous sheets.



LANDSCAPE

How could new buildings fit into the landscape? Hidden away or celebrated? Which is the best approach?

Which landscape features within the site should be retained or replaced?

Which additional landscape features should be provided? What form should this take?

Are there any particular views to protect?

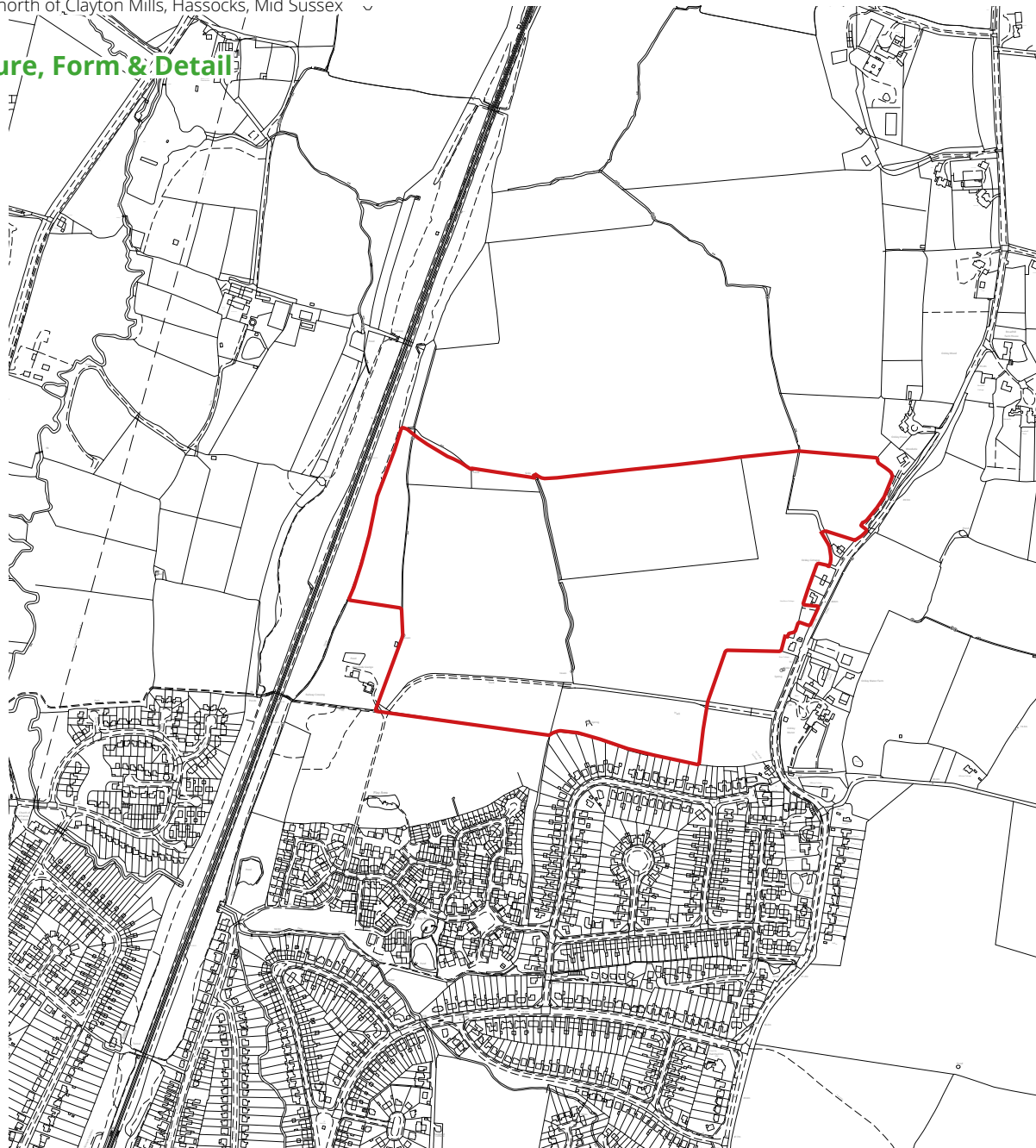
How should the new edge be planned and designed? *HINT: If it is a soft landscape edge, how can this be designed?*



COUNTRYSIDE ACCESS

How could new and existing residents access the wider countryside? *HINT: Think about walking and cycling routes reaching out from the new development into the surrounding countryside.*

How can operational farmland or sensitive ecological areas be protected?



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OPEN SPACE

Which open spaces should be included?

HINT: Think of the different types, e.g. meadow, woodland, leisure space, formal or informal play, allotments etc.

Where should these open spaces be located? And why is that?

How should open spaces be arranged and managed? How would they connect with existing green areas?



NEW HOUSING

What size and type of housing do you feel is needed for this site? *HINT: See postcard set of local architectural images.*

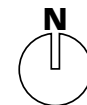
How should new housing be arranged? Should it "look outwards" or "look inwards" on itself?



PHASING

Which facilities should be delivered by a particular time? Which parts of the site should be built first and which could happen later?

250m

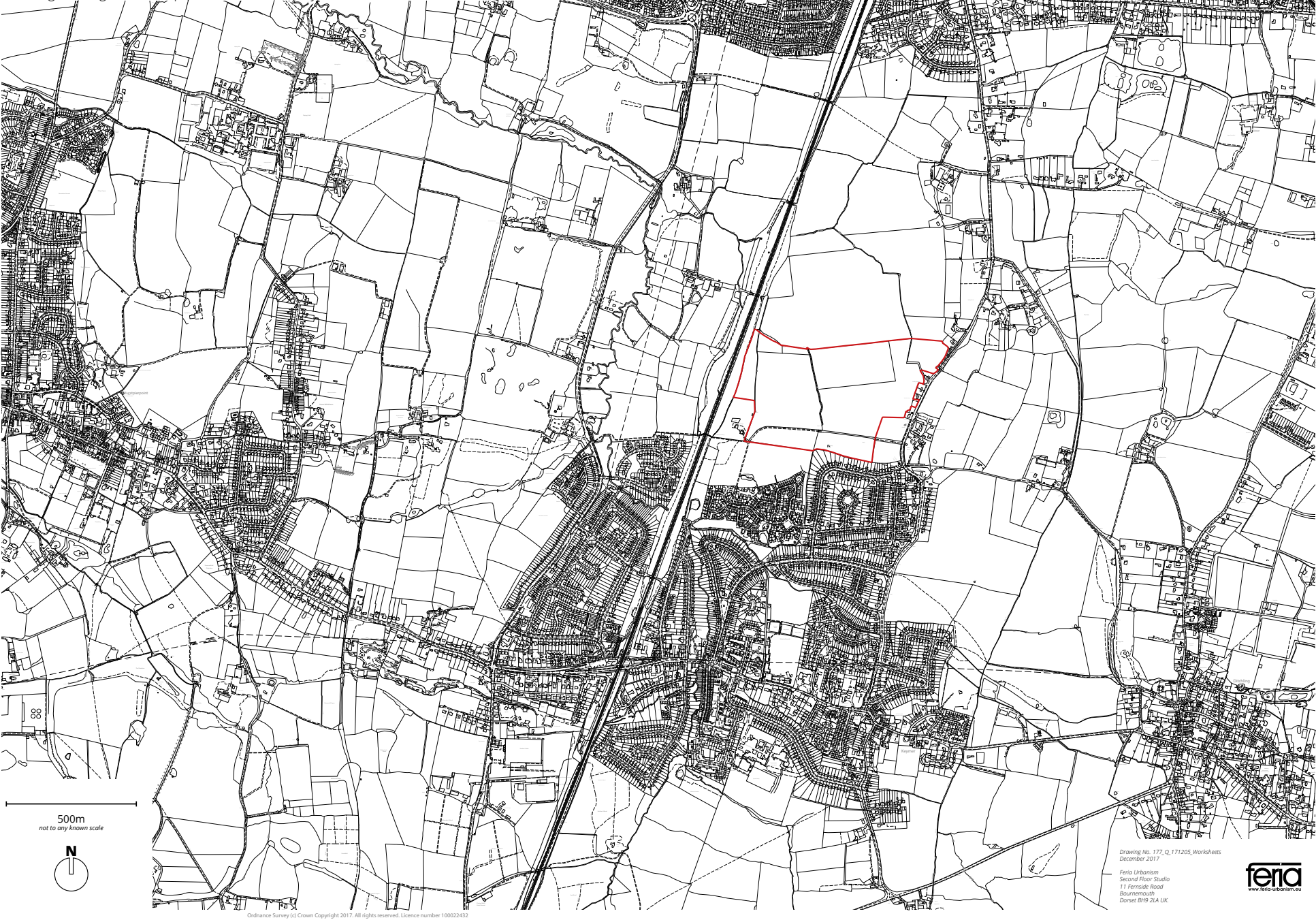


Drawing No. 177_Q_171205_Worksheets
December 2017

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Planning & Design Workshop — Land north of Clayton Mills, Hassocks, Mid Sussex



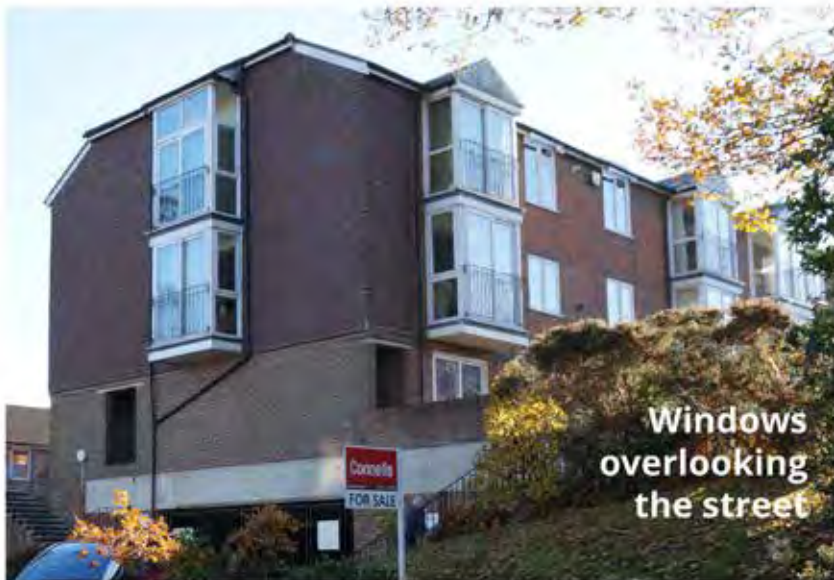
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Copies of Architectural Postcards







Pitched roof & dormers
Prominent chimney
Retail at ground floor



Flat roof
Red brick
Flush facade
Awning windows
Hanging tiles

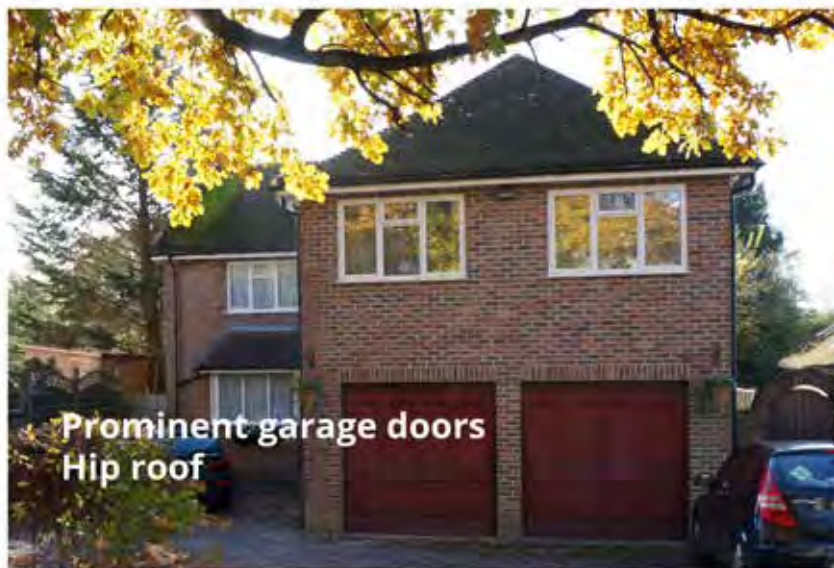


Tall chimneys
Arched door & windows



Civic buildings are often landmarks







Low roofs
Solid appearance



Maxmised roof space
Portico & columns frame door



Flat roof extension
Single storey



Bay windows
**Landscaped threshold between
public street & homes**



Decorative porch
Pitched roofs
Low walls as public/private boundary



Symmetrical facade
Georgian windows
Hanging tiles



Asymmetrical facade
Pitched roofs
Bay window
Arched front porch



Terrace with gable ends
Low walls as public/private boundary









Georgian windows
Red brick
Portico & columns frame door



Hip roof
Symmetrical facade
Retail below & residential above



Semi-detached
Decorative facade
Vertical proportions



Red brick terrace
Picket fence





Terrace
White rendered facade
Bay windows
Low walls as boundary



Flush facade
Red brick
Regular windows



White pebble-dash
Arched porch
Pitched roof
Georgian windows



Decorative brick quoining
Bay windows
Gambrel roof



Copy of Workshop Invitation Letter



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Name
Address
Address
Address
Town & Post Code

/ our ref: 177.L.171108
/ 08.11.2017

Dear Name

Planning & Design Workshop Land north of Clayton Mills, Hassocks in Mid Sussex

Tuesday 5th December 2017 from 2pm until 5pm or from 6pm until 8pm

Adastra Hall, Keymer Road, Hassocks, BN6 8QH

We are inviting you to participate in a Planning & Design Workshop to inform development proposals at land north of Clayton Mills, Hassocks. You have been invited to take part as you are considered to be a key stakeholder in the local area, with vital local knowledge and experience to share.

As you may know, Mid Sussex District Council has identified the site as a strategic housing allocation in the emerging Mid Sussex District Plan 2014 — 2031. This site is referred to within Policy DP9B and will provide 500 new dwellings and a new primary school. To ensure that this development is designed in a sustainable way, Gleeson Developments is engaging with the local community, to better understand the community's aspirations for the site. The workshop is the first stage in this process and will help to inform a master plan. This will then be presented to the whole community at a public exhibition early next year, ahead of the submission of an outline planning application.

/ page 1 of 2

Feria Limited is registered in England and Wales
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BSc(Hons) MA(UD) DipUP(Dist) MRTPI AoU



Gleeson Developments has appointed Feria Urbanism, an independent planning and design team to organise and run this Planning & Design workshop. The event will examine some of the critical issues affecting the site and the wider area and the independent planning and design team wants to hear your views on this.

Participants will be required to come prepared to share their views about what makes Hassocks a special place to live, work and visit and how development of land north of Clayton Mills can be best assimilated into the existing village environment and the wider landscape setting.

The main event will be from 2pm until 5pm but we are also offering a similar evening event for those unable to attend during daytime hours. Please confirm your attendance, stating your preference for the daytime or evening version of the event, with Anna Freiesleben at the following email address: anna@feria-urbanism.eu

Further information about the workshop will be sent out prior to the event. We do hope you can take part and we look forward to hearing from you. If you have any questions, do please get in touch.

With kind regards,

A handwritten signature in black ink that reads "Richard Eastham".

Richard Eastham

for and on behalf of Feria Limited

