

Beechers Shand, Woodland Road, Hassocks, BN6 8HE

Design & Access Statement



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Site Location

Site description

Club RBL, Woodland Road, Hassocks, BN6 8HE is a detached part one storey, part two storey purpose built social club comprising of bars, seating area, snooker hall and parking areas (use class F2). The property is in Hassocks town centre and nearby train station within the district of Mid Sussex.

The ground floor comprises of a main entrance, hallway, female, male and disabled WC facilities, storage and electrical cupboards, main bar and seating area, separate side bar and seating area, office, back of bar storage area, and kitchen. The cellar is accessed by a staircase behind the central bar and consists of beer cellar and beer drop area. The first floor is accessible by a single staircase into a loft style open plan games room with storage rooms and plant room.

Externally, at the front of the building there is a vehicle entrance off Woodlands Road onto a tarmac surfaced area including six parking spaces and gated patio area. The main entrance is to the north side of property protected by dwarf brick wall. The south side of the ground floor provides a separate entrance serving the kitchen and cellar. There is fire escape exits at the front, side and rear including an external staircase from the first floor. The property sits behind a close boarded timber fence and brick wall boundaries.

The total floor area is 348 m².



Existing context

Existing use

- 1.1 The site fronts onto Woodland Road, a residential street near the centre of the village. It is bounded on either side by the plots of two storey houses and at the rear by garages serving a three storey block of flats, Holmwood Court.
- 1.2 The plot is 18 metres wide and 26 metres deep, 468 square metres in area, containing three linked structures - blocks A, B & C.
- 1.3 Block A is a two storey brick building dating from 1970s with uPVC glazing and semi dormer windows set within in a concrete tiled roof, set close to the rear boundary of the site near the garages. It is 16m X 7m in plan dimension, 8m in height to the roof ridge.
- 1.4 Block B sits in front of Building A, and is of a similar plan dimension, 16m x 7m, though only 3m - a single storey - in height, of painted brick construction with a felted flat roof.
- 1.5 Block C is single storey, occupying a 2m strip of land on the No.4 boundary, of brick construction with a felted flat roof.
- 1.6 The frontage of Block B is set back substantially from the typical building line of the street, with a carpark for six vehicles and a small garden located in front of it (figure 7).
- 1.7 The site is vacant.

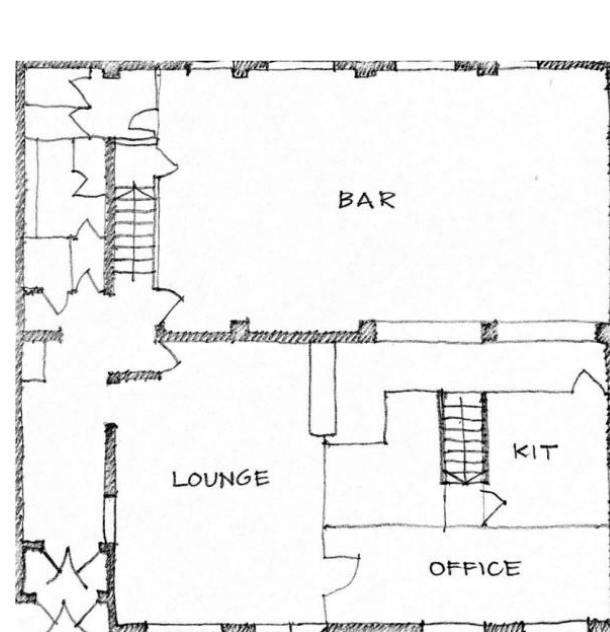


Figure 3: Existing ground floor plan

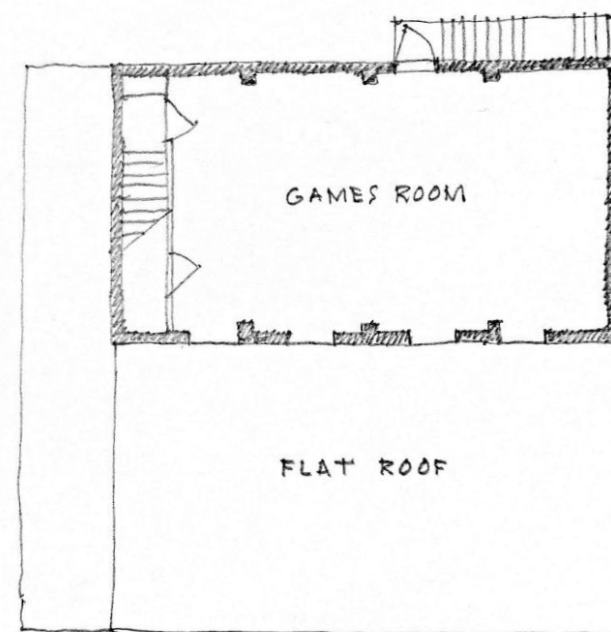
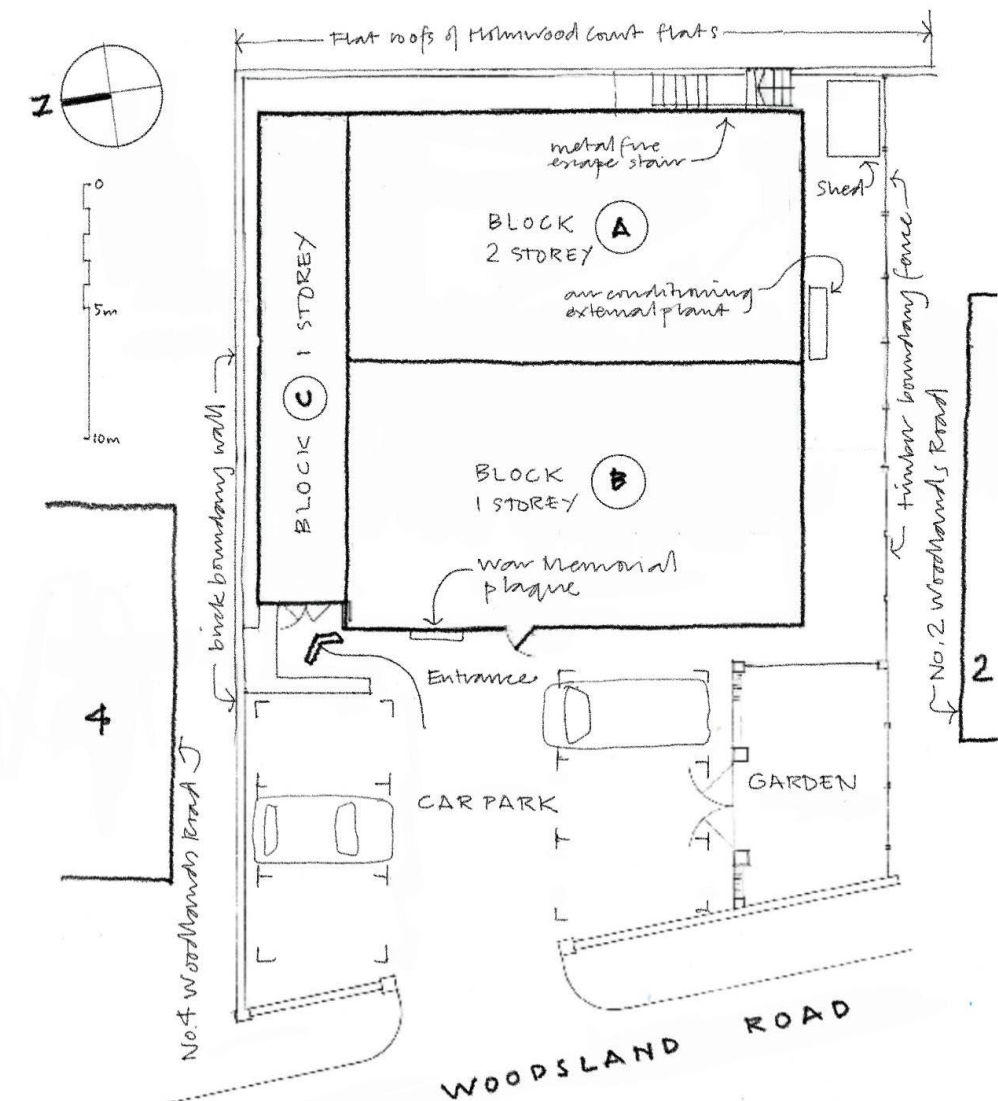


Figure 4: Existing first floor plan



Site Character

Site Context and Planning

- 2.1 No part of the building is of any architectural merit and it detracts visually from the otherwise attractive streetscape of Woodland Road.



Site Character

Surrounding development

- 2.2** The site address, Woodland Road, is a residential street comprising dwellings which vary with regards to their scale, height, style and design. Close by is the main shopping district.

Keymer Road is predominately comprised of mixed-use buildings (commercial at ground floor and residential above).

- 2.3** The application site does not contain a listed building, nor is the site situated within a Conservation area or subject to any designations. '



Site Character

Transport Links and parking.

Train Stations

- 3.1
- The Government have recently announced that housebuilding proposals near well-connected train stations will receive a default ‘yes’ in future if they meet certain rules, ensuring more high quality, affordable homes are built in and around key towns and cities.
- 3.2
- Whilst there are no designated "car-free zones" in the Mid Sussex District Plan, the council's policies prioritize reducing car dependency through strategies like the "20-minute neighbourhood" concept. This approach focuses on creating walkable communities where residents can access daily needs via active travel or public transport.
- 3.3
- The site has a walking distance of no more than is 200m from Hassocks train station, approximately a 3-minute walk.

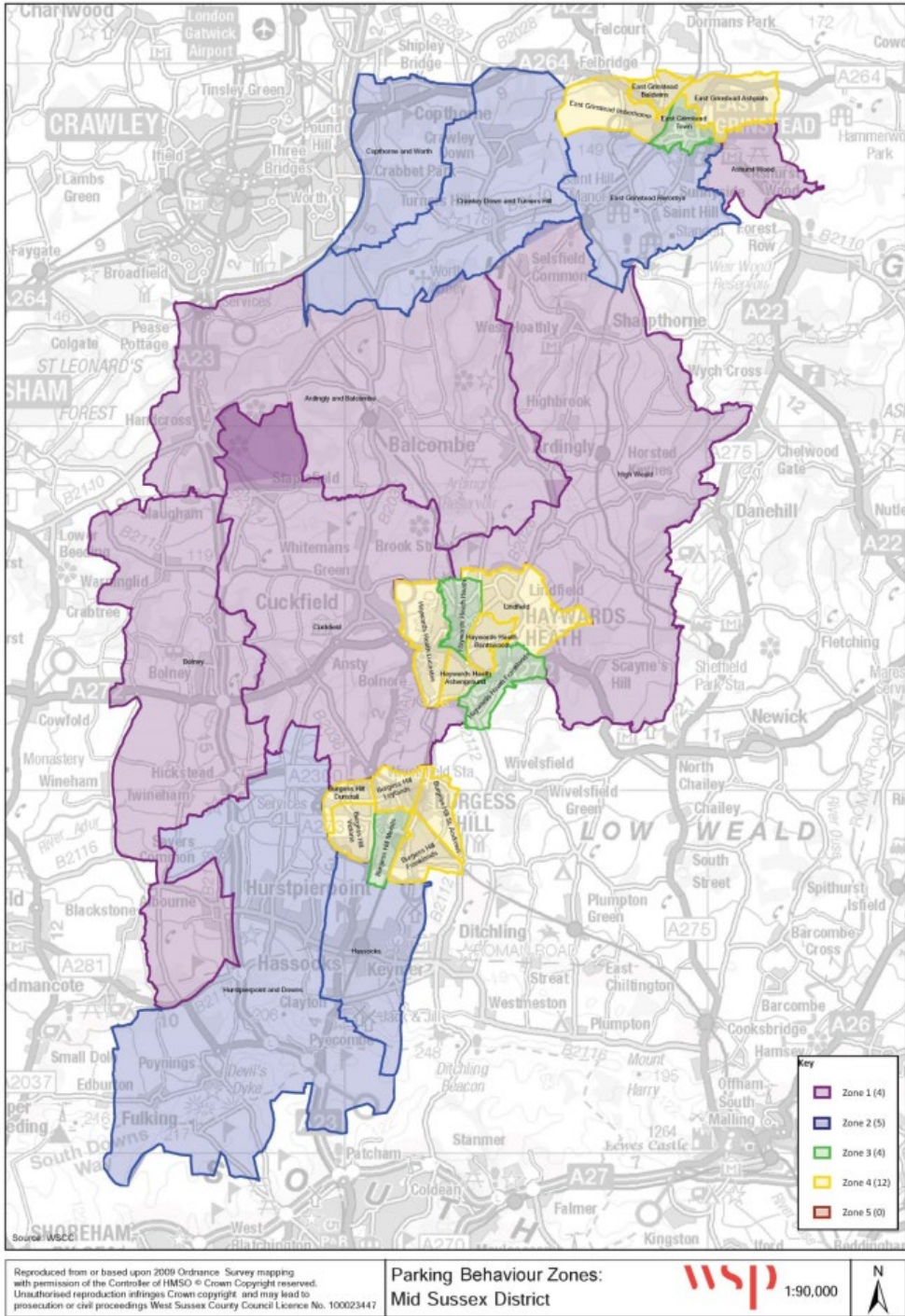


Residential Parking Demand (spaces per dwelling)

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4*	7 or more	2.7	2.7	2.5	2.2	2.2

Guidance on Parking

- 3.4
- West Sussex County Council guidance on Parking Developments dated September 2020 as chapter 5 provides the expected parking demand per dwelling for new residential developments. Hassocks falls in Parking Behaviour Zone (PBZ) 2, but the choice of the PBZ should correspond to the location of the development and with the site being close to a main transport hub like Burgess Hill Town centre, PBZ4/5 relates more closely to the location of the development.



Emerging Architectural Approach & viability

Residential development

- 5.1

This Design statement seeks to support a planning application to Mid Sussex District Council for Change of use of the existing vacant social club (use Class F2) to six residential units (use Class C3), with a first floor extension proposed above the existing ground floor addition to the front of the building, together with the installation of new windows, roof lights, solar panels and heat pumps and a bin and cycle store. It aims to demonstrate that the proposed development accords with national, regional and local planning guides.
- 5.2

The residential planning application is required to meet national housing space standards currently in place, though some flexibility may exist depending on the context of a site. In this instance, It is shown the existing property suits conversion to small residential dwellings, the two units slightly below the 50m2 minimum space threshold for 1B2P unit have been designed to need little common area and meet minimum space standards for a 2-person bedroom (11,5m2 & 2.75m wide),2-person living area (25m2), storage space(1.5m2) and private amenity.
- 5.3

The proposals repurpose as much of the existing fabric of the building as possible, minimising demolitions and waste. The provision of ASHPs and photovoltaic panels also seek to maximise energy efficiency and reduce carbon emissions.

These units will be at least 12.5m away from the nearest neighbouring habitable room. At this distance, under A7/W55 conditions, the proposed ASHPs will produce a <34dB sound pressure level. This is below the recommended maximum output of <35dB, as per the CIEH Heat Pumps Professional Advice Note.

No.	Unit Type	Unit m2	unit ft2	studio	1 Bed	2 Bed	Private amenity (m2)	Habitable Rooms
A	Private Market 01 - 1B2P	49.1	528		1		28	2
B	Private Market 02 - 1B2P	49.1	528		1		10	2
C	Private Market 03 - 1B1P	42	452	1			9	2
D	Private Market 04 - 1B2P	50	538		1		24	2
E	Private Market 05 - 2B4P	82.8	891			1	7.5	3
F	Private Market 06 - 2B3P	70	753			1	6	3
	TOTAL	343	3690	1	3	2	84.5	
						6		

- 5.4

Accessibility to the building and site will be improved. The introduction of a pedestrian site entry allows for a direct route to the bin store, bike store and front door.

Vehicular access will remain the same, albeit with a relocated vehicle crossover to accommodate the new pedestrian entry.

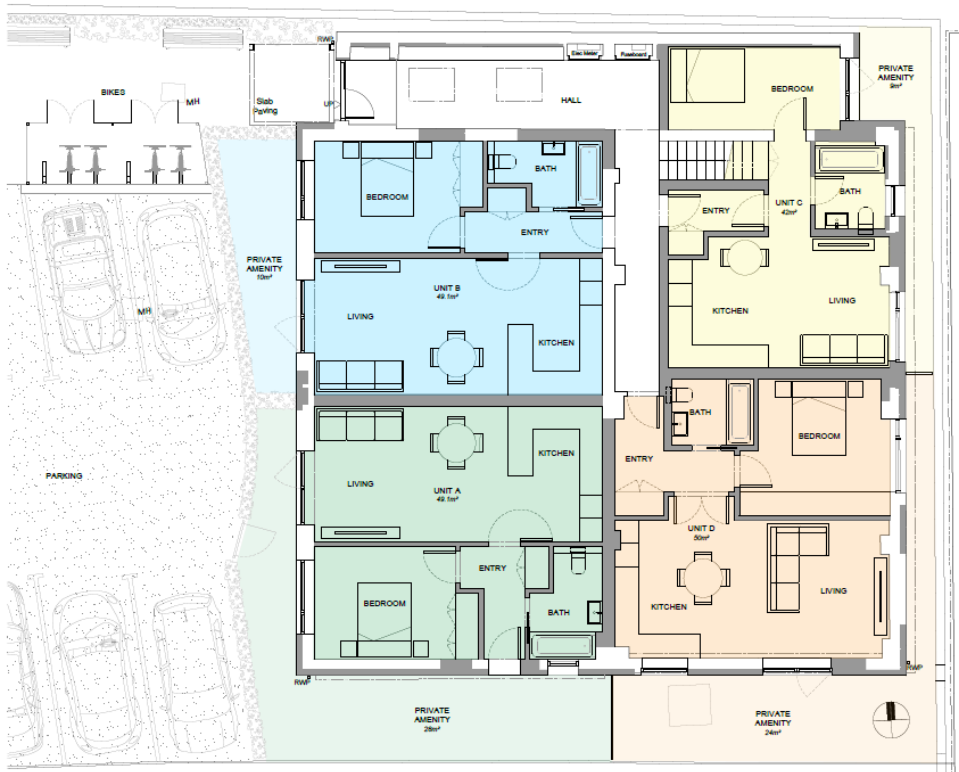


Figure 1: Proposed Ground Floor Plan

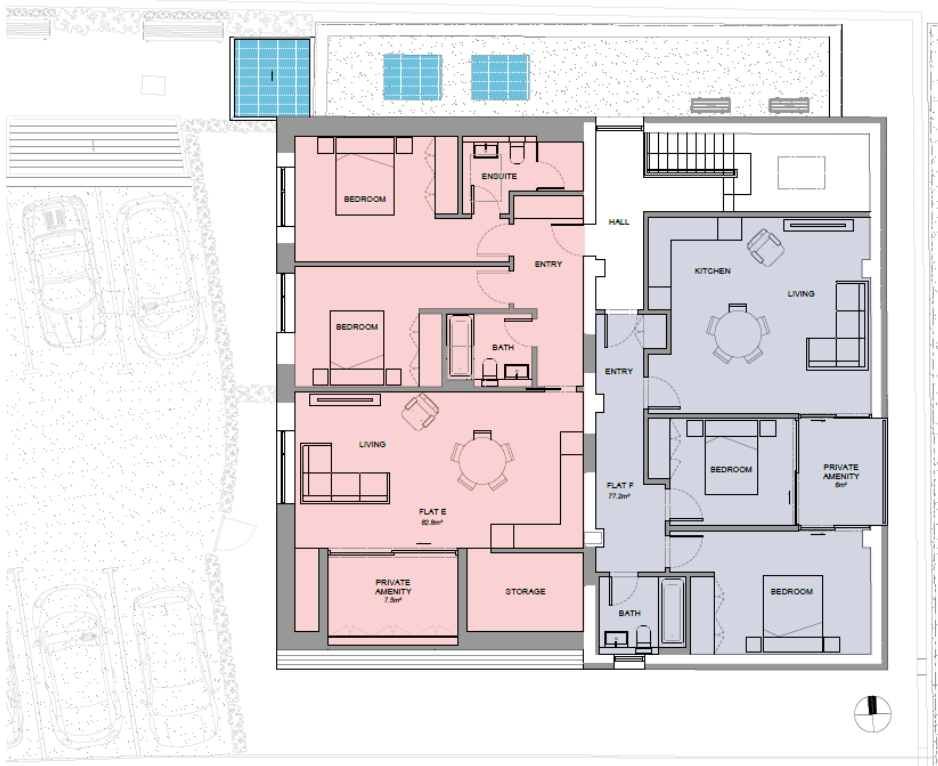


Figure 2: Proposed First Floor Plan

Development proposal (Design)

- 5.5** The proposal involves the refurbishment of the existing buildings and erection of a first-floor extension. The roofs will be clad in terracotta tiles, which will also be hung on the facades, over existing brickwork & new timber framing. The windows will be PPC aluminium, set within projecting aluminium reveals in the tile hung facades. Roof lights on north facing pitches, and solar panels on south facing pitches will maximise the energy efficiency of the building and utilise natural light.

The proposed first floor extension would be appropriate to its existing surroundings, considering the scale of the main building and buildings along Woodland Road. The double gable roof design of the proposed addition would echo architectural features in the street

Proposals include side facing windows at both ground and first floor. The ground floor windows to the South and East elevations do not overlook relevant neighbours.

The proposed roof lights would not directly overlook neighbouring sites. Therefore, the proposal would not compromise the privacy of neighbouring occupants.

Due to the relatively modest scale of the extension and the adequate separation distance from adjoining sites, the proposed addition would not result in any loss of light / outlook, nor would it appear overbearing when viewed from neighbouring properties. These proposals are in accordance with Policy 26 of the 2014-2031 Mid Sussex District Plan, Policy 9 of the Neighbourhood Plan and the Mid Sussex Design Guide SPD. They aim to be a positive contribution to the existing community, all the while remaining subservient to its architectural context.

- 5.6** A previous application [DM/25/0393] to convert the existing use into co-working studios (use Class E) was granted on 17th April 2025. The revised proposals seek to remain largely consistent with the previously consented architectural form.

Conclusion

- 5.7** The proposed development represents an appropriate and sustainable reuse of a vacant and underutilised building within an established residential area.

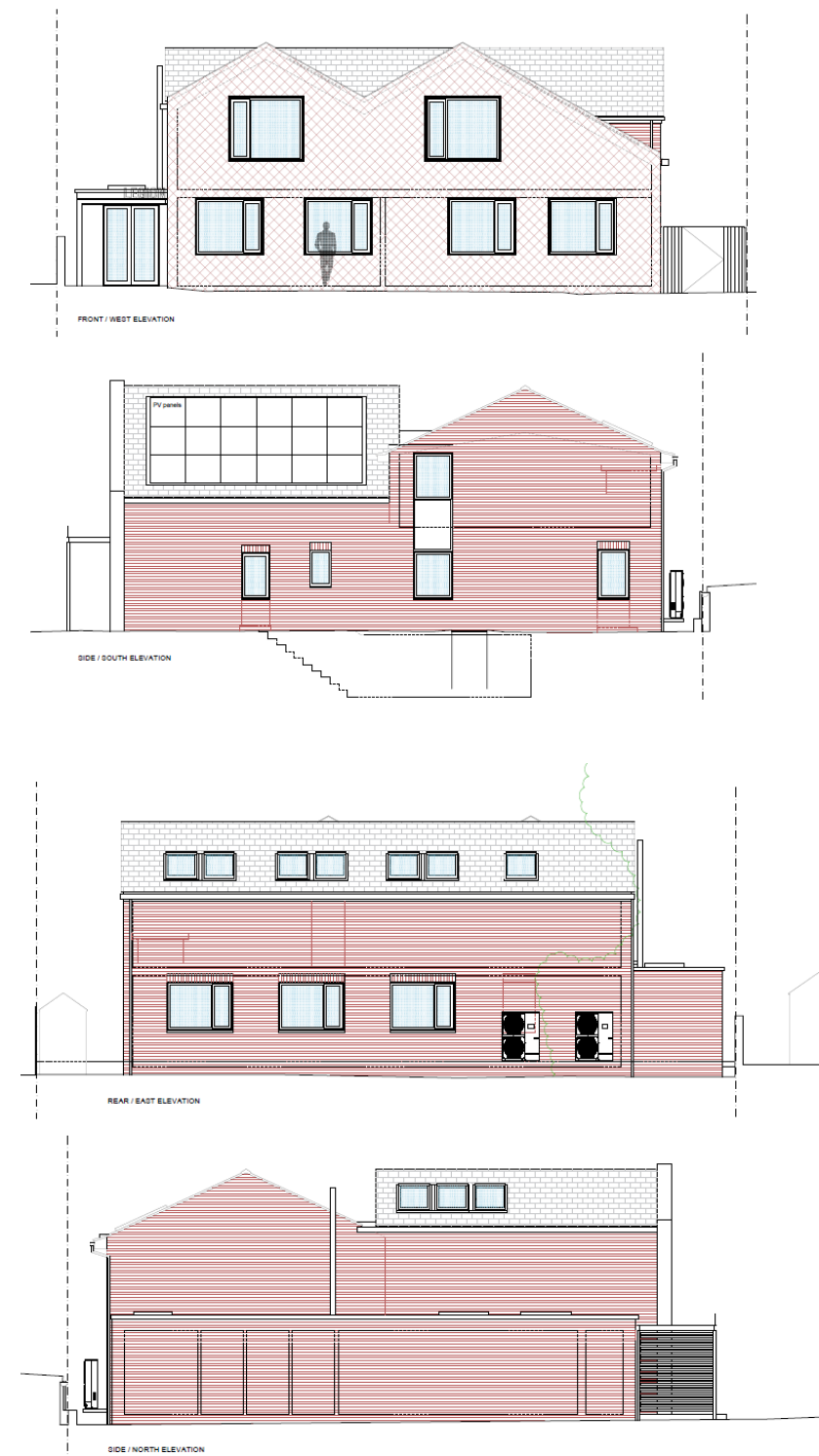
The scheme has been carefully designed to remain largely consistent with the previously approved consent, respond positively to the surrounding context, and safeguard neighbouring amenity. It provides high quality residential accommodation, improves accessibility, and incorporates measures to enhance sustainability and energy efficiency.

Overall, the proposal accords with relevant national and local planning policies, including the Mid Sussex District Plan, Neighbourhood Plan and Design Guide SPD, and would deliver a beneficial form of development on a sustainable and accessible site. Planning permission is therefore respectfully sought.

Proposed application (elevations)



Previous approved application [DM/25/0393]



Access (continued)

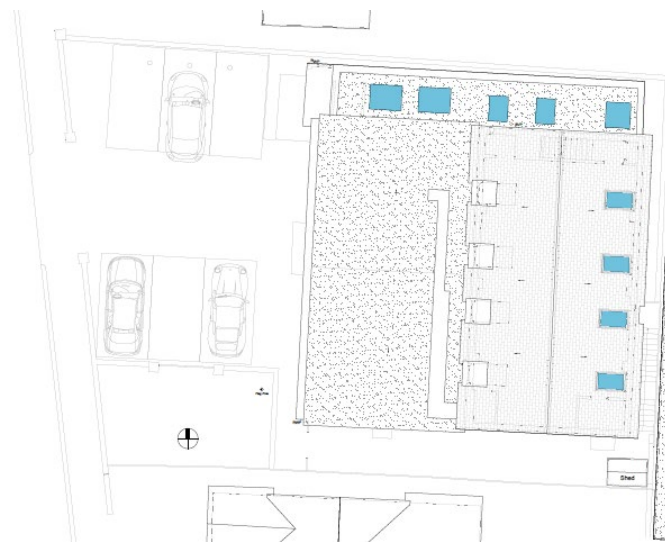
Site Parking

- 6.1 The LHA acknowledged in submission of application DM/25/0393 that there was a shortfall in car parking provision under WSCC Parking Standards, which for Class E office use would require 14 car parking spaces.

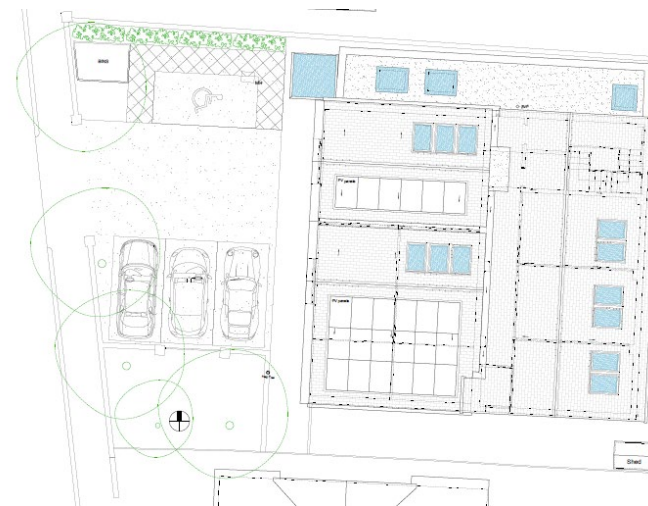
It was also noted that the existing F2 use would require 24 car parking spaces under WSCC Parking Standards,

The proposed residential development represents a lower parking demand than the existing use or granted permission for class E use. With the site being close to a main transport hub, it is considered that 6 car parking spaces meets WSCC Parking Standards.

1. Existing car parking layout



2. Car park layout as previous application [DM/25/0393]



3. Proposed car park and amenities layout



- 6.2 Minor alterations are proposed to the existing vehicular access point on Woodland Road. However, it is not anticipated that the proposal would give rise to any intensification of street parking.

Amenity

- 6.3 The proposal includes new bike and bin stores, in compliant with the *West Sussex Cycling Design Guide* and relevant waste storage guidance.

Accessibility to the building and site will be improved. The introduction of a pedestrian site entry allows for a direct route to the bin store, bike store and front door.

Overlooking

- 7.1 In a pre-application response dated 22nd May 2024 in relation to DM/24/1030, the LPA made reference to overlooking and privacy on the east elevation.
- 7.2 There is a proposed window to the East elevation at first floor – this will be set back behind a roof terrace with a full height obscured glazed screen (as highlighted in the images)
- 7.3 There are two proposed windows to the South elevation at first floor – one will be set back behind a roof terrace with a high solid balustrade to prevent overlooking, and the other will have obscured glazing.
- 7.4 Obscured glazing is a common requirement for inset roof terraces, particularly in urban environments, to comply with planning regulations regarding privacy and overlooking, usually requiring a privacy level of 5 (highest opacity). It is used for privacy screens, balconies, or balustrades to allow light to pass through while preventing direct views into neighbouring properties.

Key Considerations for Obscured Glazing on Roof Terraces:

- **Privacy Levels:** Obscure glass is rated on a scale of 1 to 5, with 5 providing the most privacy. For most planning permissions, a minimum of level 3 to 5 is required to prevent overlooking.
- **Types of Obscure Glass:** Common options include Satin Glass (acid-etched), Sandblasted Glass, or Laminated Glass with an opaque, white interlayer.
- **Installation Height:** Privacy screens on balconies often need to be 1.7m high to meet Building regulations.



REAR / EAST ELEVATION

