



Bowen & McLachlan



CONSULTING CIVIL AND STRUCTURAL ENGINEERS



Reeves Transport Planning



eas Ltd
Environmental Assessment Services Ltd

60 KEYMER ROAD

Design and Access Statement

60 KEYMER ROAD, HASSOCKS, BN6, 8AR, UK
FOR STAR GARAGES (BRIGHTON) LTD
FEBRUARY 2025

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Introduction

1.1 The Team

Site Owner / Applicant	Star Garages (Brighton) Ltd
Design	Bowen & McLachlan, Architects
Planning Policy Review & Planning Statement	Lewis & Company, Planning Consultants
Stakeholder Engagement	Marshall Regen Ltd, Regeneration Consultants
Flood Risk Assessment & Drainage Assessment	HOP, Consulting & Civil Engineers
Transport Report Incorporating Trip Generation & Car Parking Assessment	Reeves Transport Planning, Transport Planners
Environmental Assessment including Desktop Contamination Assessment GroundSure Report	EAS Ltd, Environmental Consultants
Daylight, Sunlight, Overshadowing Analysis	XDA Consulting Ltd, Building Physics & Sustainability Advisers
Topographic Survey CCTV Drainage Survey	SE Surveying, Surveyors

1.2 Executive Summary

The proposed redevelopment of the former National Tyre Centre site at 60 Keymer Road, Hassocks aims to deliver:

- Provide new homes that both benefit from and support existing amenities within Hassocks.
- Deliver an improved street scape and more generous public realm within the village centre.
- Provide new public frontage along Keymer Rd connecting Orion Parade to the heart of the village.
- Take measures to reduce local flooding.
- Plant new soft landscape to enhance local biodiversity.
- Accommodate 100% of car parking on site including e-charging points.
- Make financial contributions to Transport Infrastructure and Sustainable Access.
- Make financial contributions towards community buildings, children's play space, kick about, and formal sport facilities.
- Make financial contributions to primary, secondary, and sixth form education, and libraries.

The proposal replaces the current tyre service centre and extensive forecourt with:

- Approximately 2,000sqft of flexible employment space facing Keymer Rd. This could be shops, cafés, or offices.
- Consent will also be sought that would permit the future relocation of Hassocks Library to the site if WSCC wished.
- Twenty-six new homes on the upper floors accessed from Dale Avenue.
- Private external space for each dwelling as well as communal external amenity space.
- Thirty-one secure car parking spaces on site, including e-charging points, accessed from Dale Avenue.
- Twenty-six secure bike parking spaces.
- Secure storage for recycling and waste.
- Widened public realm along Keymer Rd, Dale Avenue, and at the entrance to John Saxby Place.
- New soft landscaping.

Following previous consultations, a formal Pre-Application process has been undertaken with Mid Sussex District Council, which local councillors attended. Subsequently proposals were also assessed by MSDC's external Design Review Panel. Amendments to the scheme following these inputs have included:

- Proposing a more traditional building form incorporating pitched roofs.
- Proposing the use of more traditional local building materials including hung clay tile.
- Setting the building back from the rear of the pavement to create more generous public realm along Keymer Rd and Dale Avenue.
- Setting the building into the site to create greater separation from its immediate neighbours at 1 Dale Terrace and 58 Keymer Rd.
- Creating a larger space at the junction of John Saxby Place & Keymer Rd.
- Reducing the overall building height to ensure negligible impacts on the sunlight, daylight, and overshadowing of its neighbours.
- Proposing an exemplary sustainable building both in construction and operation, using both low carbon material and on-site renewable energy generation.

Introduction

This Design and Access Statement has been produced by Bowen & McLachlan Architects on behalf of the owners of the former National Tyre Services site at 60 Keymer Rd, Hassocks. It is intended to serve as a basis for a planning application with Mid Sussex District Council. It is to be read alongside the Planning Statement prepared by Lewis & Co, and other supporting technical studies as subsequently noted.

Star Garages (Brighton) Ltd, a local family business, have owned the garage at 60 Keymer Rd for over 35 years, with it being let to National Tyre Services prior to their recent acquisition by Halfords. During this time, Star Garages have been approached by both the District Council and other parties enquiring about its potential for redevelopment to provide housing within the village, as identified in Mid Sussex District Council's Strategic Housing & Economic Land Availability Assessment (SHELAA) – Site Ref 375, and also improve the street scape within the village as identified within the Local Plan. With the recent departure of the tenant and the site currently un-let, an opportunity now exists to consider potential redevelopment proposals.

This report along with the accompanying Planning Statement by Lewis & Co summarises analysis of the relevant context, outlines key planning and environmental information, records the wide community consultation undertaken by Marshall Regen, and includes the subsequent design development responding to these.

This report has been compiled with input from a wide range of technical consultants including transport, floor risk, drainage, environment, contamination, sunlight, daylight, and overshadowing, etc.

60 Keymer Road is a central and well-connected, brownfield site. The potential is for it to deliver high-quality places to live and work at the heart of the village, with exemplary environmental credentials, positively contributing to its immediate context.

1.3 Hassocks Priorities Statement

Following the adoption of the Neighbourhood Plan, the Parish Council commissioned further engagement with the community via a public survey in December 2022, and agreed by the Neighbourhood Plan Committee in April 2023. This consultation informed the subsequent Hassocks Priority Statement, which records the following:

The Vision for the Future - In 2033 Hassocks will be:

- *A place that retains its character as a group of villages with open green spaces within and surrounded by beautiful countryside (75% support).*
- *A resilient place that has adapted to the challenges of climate change by reducing the risk of flooding (64% support).*
- *An inclusive place that meets the needs of all in the community – young, old, families and those with disabilities (64% support).*
- *An economically vibrant place with good shops, strong local businesses and local food production (64% support).*
- *A friendly, welcoming place with many opportunities for people to meet, socialise and celebrate special events (62% support).*
- *A biodiverse place that is rich in wildlife (60% support).*
- *An accessible place where all day-to-day facilities and services can be accessed with less reliance on the private car (58% support).*
- *An innovative place where opportunities have been taken to generate renewable energy to reduce the reliance on fossil fuels and buildings have been built or retrofitted so they are energy efficient and zero carbon (48% support).*

The redevelopment of 60 Keymer Rd has the potential to help fulfil all of these aspirations, and the designs developed according. The specific priorities (or prevailing views) that the proposal look to address include:

Housing development

No new developments should be built on green field sites only brownfield

Type of homes needed

Provision of accommodation that meets the identified needs of older people and those with disabilities to enhance/support independent living

Design requirements for new development:

- *New developments designed to meet the highest standards in energy-efficiency, renewable energy and low carbon impacts.*
- *Location and designing of new developments with easy and safe access to services and facilities without relying on the private car.*
- *New developments required to create a more biodiverse and edible landscape with native fruit trees and herbs.*
- *New developments designed to be attractive and sympathetic to landscape and built environment.*

Flood Mitigation

Measures to enable prevention and mitigation of flooding.

Nature Recovery

Planting of new trees where appropriate and protection of existing woodland.

Roads, Walking and Cycling

Creation and improvement of safe walking and cycling routes to schools, shops and facilities for all ages and abilities

Community Facilities

Expansion of community building facilities within Hassocks Village Centre.

1.4 Hassocks Village Townscape Appraisal

As part of the Neighbourhood Plan, the Parish Council commissioned the Hassocks Village Townscape Appraisal. This gives analysis of the existing village structure and identifies aspirations for improvement. Extracts of key relevance include:

Key Townscape Characteristics

- Hassocks has a subtle Mid-Twentieth century character, with many fine Victorian building in its historic centre. Its character is somewhat undermined by some late 20th century additions.
- The use of local materials, especially local soft-coloured red brick with plain, soft brown, clay roof and red wall tiles give the built form cohesion and local distinctiveness.
- Mid-Twentieth Century form and detailing, from the idealistic Model Village movement and often Arts and Crafts inspired, is so characteristic of Hassocks. It can be seen on large detached villas and modest cottages alike, and is at its best on some early 20th century social housing.
- Small-scale housing with generous front gardens and wide grass verges, often planted with cherries, give the spacious feel that is typical across the major part of the village.
- The main East-West through-route along the Greensand ridge has gentle bends, and broken sight lines, giving natural traffic calming, and helping to define spaces along the road. These elements, and the slopes to the Herring stream give an important sense of arrival to village centre.
- These is good traffic flow within the spacious centre, with free parking.
- Both the simple layout of the centre and the many fine views to the Downs enable residents and visitors to easily orient themselves, i.e. it has “good legibility”.
- Fine buildings, such as the corner buildings of B2116/ Grand Avenue, give period charm and a sense of place.
- Beautiful mature tree groups, especially old pines, are characteristic of this ridge top settlement, and add enormously to the street scape, working to frame views, dwarf the buildings and landmarking segments of the Keymer Road.

The appraisal identifies a number of character areas, with the development site sitting in “area 14 – Village Centre, and more specific on the border of two sub areas, the “Mid Village Centre” and “East Village Centre”, with 60 Keymer Rd (former “National Tyres garage”) singled out for its particularly negative impacts sense of place.

Area 14 Village Centre, Key Characteristics of the centre

- *The main East-West through-route along the Greensand ridge has gentle bends, and broken sight lines, giving natural traffic calming, and helping to define spaces along the road. These elements and the slopes to the pinch point at Herring stream give an important sense of arrival to village centre.*
- *These is good traffic flow, and a spacious centre with free parking.*
- *Both the simple layout of the centre and the views to the Downs enable residents and visitors to easily orient themselves, i.e. it has “good legibility”.*
- *Fine buildings such as the corner buildings of B2116/ Grand Avenue give period charm and a sense of place.*
- *Beautiful mature tree groups, especially old pines, are characteristic of this ridge top settlement, and add enormously to the street scape, working to frame views, dwarf the buildings and landmarking segments of the Keymer Road.*

Introduction

The centre has fine buildings of Mid-Twentieth century character and wonderful Victorian terraces. It has a spacious, yet domestic scale. As in the rest of Hassocks, the subtlety of the period charm of the village centre is easily eroded by any lack of cohesion of materials and form. This makes it particularly vulnerable to insensitive change.

The layout of the village centre divides into three spaces:

- West, from the western mini-roundabout to the Herring Stream;
- Mid, from there to Wilmington Close; and
- East, the area around Budgens and down Dale Avenue.

Lack of continuous of frontages, and lack of visual cohesion and therefore sense of place in some areas, is likely to dissuade footfall between these spaces. This is exacerbated by the walking distance from one end of the village to the other, and the gradient to the West. More continuous active frontages between these space would provide better footfall and a livelier street scape.

Mid Village Centre

The three-storey Victorian terrace of shops to the south, with their bayed upper windows and the wonderful 1930’s three storey terraces facing them, define and enclose the street scape.

The corner buildings of Grand Avenue give character to the centre of the village. The wide ‘bird mouth’ i.e. large turning radii at the road junction of Grand Avenue/Keymer Road deflects pedestrians desire line and increases vehicle speed. This is a busy centre with the post office, coffee shop, chemist and pet shop.

Further east, a deep bank of mature trees beside Wilmington Close and trees in planters in front of the terrace of shops close the view, provides greater separation of pedestrians and road users and a clothed human-scale street scape.

Opposite Wilmington Close is the National Tyres garage. This does not positively contribute to a sense of place and its character, scale, form, colour and facing materials all undermine local distinctiveness. Its forecourt undermines the rhythm of the shop façades.

East Village Centre

The late-20th century three-storey blocks of shops and flats at the corner of Dale Avenue do not positively contribute to local character, either in form or materials, but they present good massing to the roads, and provide busy local shops in a small area close to car parking. However, they are at a distance and visually cut off from the rest of the village as there is no shopping opportunity opposite either Budgens or the parade along Dale Avenue.

The Village Townscape Appraisal makes clear the opportunity for the redevelopment of the former National Tyres site to address its current negative impact the character and distinctiveness of the village centre. The site offers opportunities:

- Supporting the legibility of the village centre through better definition the village structure - the main East-West route and framed views south to the Downs.
- Providing a strong corner building, as those on Grand Avenue, marking the arrival in the centre of the village.
- Better connecting the Mid & East Village Centres through a more continuous active frontage along the southern side of Keymer Rd to provide better footfall and a livelier street scape.
- Providing generous pavement along the southern edge of Keymer Rd, maintaining the visual connection between the existing retail frontages of the Mid & East Village Centres, and responding to the more generous public realm opposite to create a sense of place.
- Providing a more generous public realm around the entrance to John Saxby Place, which provides the main pedestrian route to/from the village car park.
- Better responding to the scale, form, colour, and facing materials of the existing buildings.
- Introducing more street tree on bot Keymer Rd and Dale Avenue.

Existing

2.1 Context

Mid Sussex Design Guide

Mid Sussex is characterised by its historic settlements and beautiful countryside, much of which is protected for their special qualities. A fundamental objective of this Design Guide is to ensure that new development respects, responds to and enhances the unique characteristics of the District. An understanding of context is therefore an essential starting point.

Low Weald Area

Lowland mixed arable and pastoral landscape with a strong hedgerow pattern.

Hurstpierpoint Scarp Foot Slopes

Undulating arable and pastoral landscape with areas of ancient woodland on the lower lying areas. Expanded ridge line villages with suburban development at Hurstpier and Hassocks. Also smaller villages and dispersed farmsteads. Diverse materials including flint, timber framing, Horsham Stone roofing and varieties of local brick and tile hanging. Also painted render.

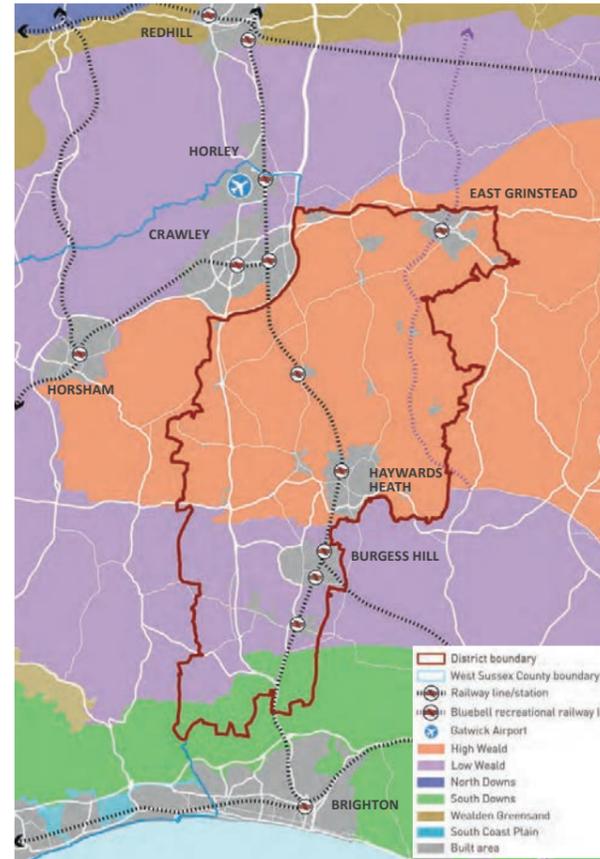
Hassocks a Category 2 Settlement

Larger villages in the District (Category 2 and 3) act as local centres for their immediate catchment and typically have a historic village centre structured around a church and high street. These villages have continued to grow with successive suburban developments extending the villages into the surrounding countryside.

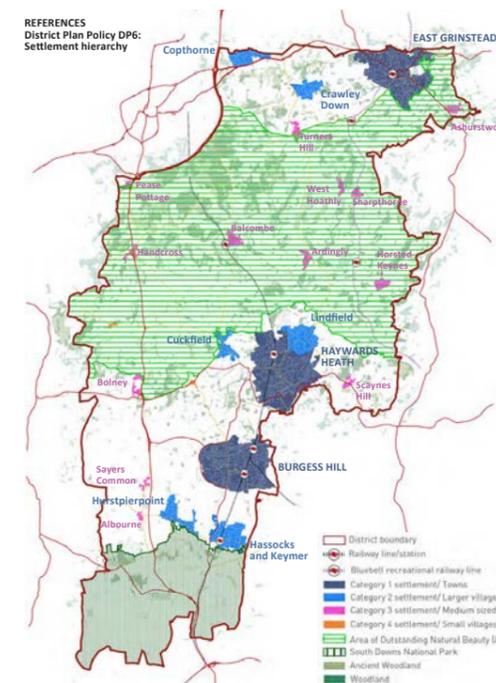
Traditional Rural Village Context

The relationship of streets and dwellings to the surrounding landscape, including the views out to the open countryside, is important within many villages, and this makes them particularly sensitive to new development. Village centres are often characterised by tightly clustered buildings that define space around intersecting routes, main streets and important spaces (such as village greens).

The site sits with the Low Weald beneath the South Downs, adjacent to Herring Stream in the centre of the village.



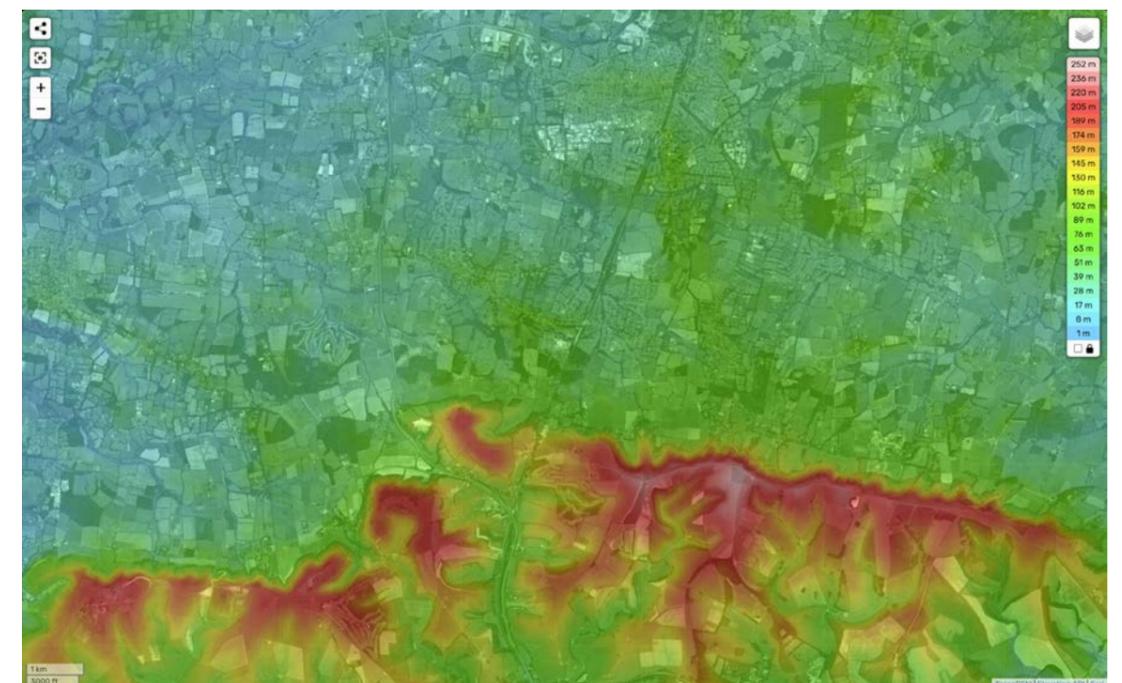
District Boundary and Zones



District Plan Policy DP6: Settlement Hierarchy



River Adur and its Tributaries



Landscape Topography

2.2 Existing Site

The site lies to the eastern end of the village centre, which was largely developed in the second half of the twentieth century, on the prominent corner of Keymer Rd and Dale Avenue. It is bounded by a variety of building types and scales, generally of more contemporary design albeit in a palette of generally traditional materials e.g. brick, tile and weather boarding.

The site was developed as a garage, serving petrol, and undertaking mechanical work, prior to it more recently being used as tyre service centre. It has four existing vehicular access points, one of Keymer Rd, one off the corner off Keymer Rd and Dale Avenue, one off Dale Avenue, and one off John Saxby Place. All cross the foot way.

Existing Street Scene

Keymer Road and Dale Avenue border the northern and eastern sides of the site respectively. Keymer Road is the main east-west arterial route through Hassocks and intersects with the rail line at the station, which is approximately 5min walk away. Immediately opposite the site, on the north side of Keymer Road, the parade of shops is set back behind a landscaped strip containing mature trees.

Dale Avenue is a loop road providing access to residential homes and two schools. It has intermittent grass verges and occasional street trees. Immediately opposite the site, on the east side of Dale Avenue, the parade of shops is set back behind on-street car parking. Pedestrian crossing points exist on both Keymer Road and Dale Avenue immediately adjacent to the site.

The two other site boundaries are, residential access to newly built homes in John Saxby Place to the west, which also provides pedestrian access from the public car park to the village centre, and a timber boundary fence to 1 Dale Terrace to the south.

Existing Building Form

Along Keymer Road, with the exception of the existing garage, the buildings typically sit on the back edge of the pavement clearly defining the street edge with typically retail at Ground Floor. The two and three-storey buildings are often residential above ground level with punched or dormer windows within a mansard roof, and chimneys and party walls breaking the ridge lines.

The residential buildings south of the site along Dale Avenue are of a slightly smaller scale and set back from the street behind front gardens.

Existing Building Materials

The predominant material palette of the area is red-brown brick and clay tile, with occasional white stucco or timber or PVC weather boarding. Roofs are typically brown clay tiles with brick chimneys. Historically many of the materials would have been sourced locally using wealden clay, including from the former tile works in Keymer.

Analysis of the site's immediate context within the village, with particular regard to strengthening the street scene and protecting the amenity of the existing immediate neighbours in terms both Privacy and Sunlight, Daylight, and Overshadowing, has led to the current design approach



View from North East corner Keymer Road - Dale Ave



View from Keymer Road



View from Dale Ave



View from Orion Parade

2.3 Context Analysis

Existing Building Height

Along Keymer Road, the existing building condition features a mix of 2 to 4-story structures, as depicted in the accompanying plan diagram. The majority of the buildings lining the street are 2 to 3 stories tall, with occasional 1-story and 4-story buildings interspersed throughout.

Existing Continuous Frontage

The existing street frontage zones along Keymer Road range from 40 to 70 meters, as highlighted in red. The proposed frontage at 60 Keymer Road measures 30 meters along Keymer Road and 35 meters along Dale Avenue. These dimensions are similar to the existing street frontage zones, thereby reflecting to the existing urban structure of Keymer Road.

Existing Topography

The proposed development is situated at a low point within the town's topography, as illustrated in the section drawing down Keymer Road adjacent. The road experiences a level change of approximately 6 meters to the east and 6.5 meters to the west. The sites positioning within the townscape helps to conceal the overall height of the proposed building, mitigating its visual impact. The roof line of the new structure broadly aligns with the adjacent existing buildings, contributing to a harmonious skyline.

Views South

The proposed development maintains the views to the South Down down Dale Avenue and John Saxby Place.

Key

	1 storey building (set back)
	2 storey building
	3 storey building
	4 storey building
	existing frontage (metres)
	proposed frontage (metres)



2.4 Site Coverage

Existing Site Coverage

The existing site is approximately 1607m² comprising of two titles 60 Keymer Road (1262m²) + John Saxby Place (345m²).

The site features 36% building and 61% hard standing, with minimal soft landscaping coverage.

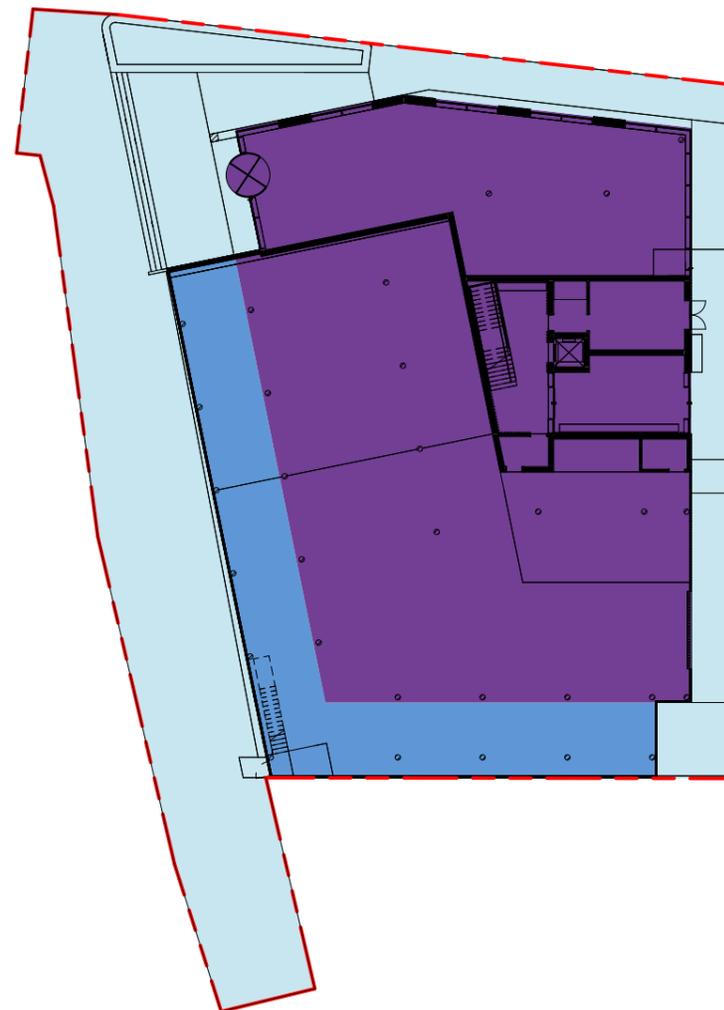
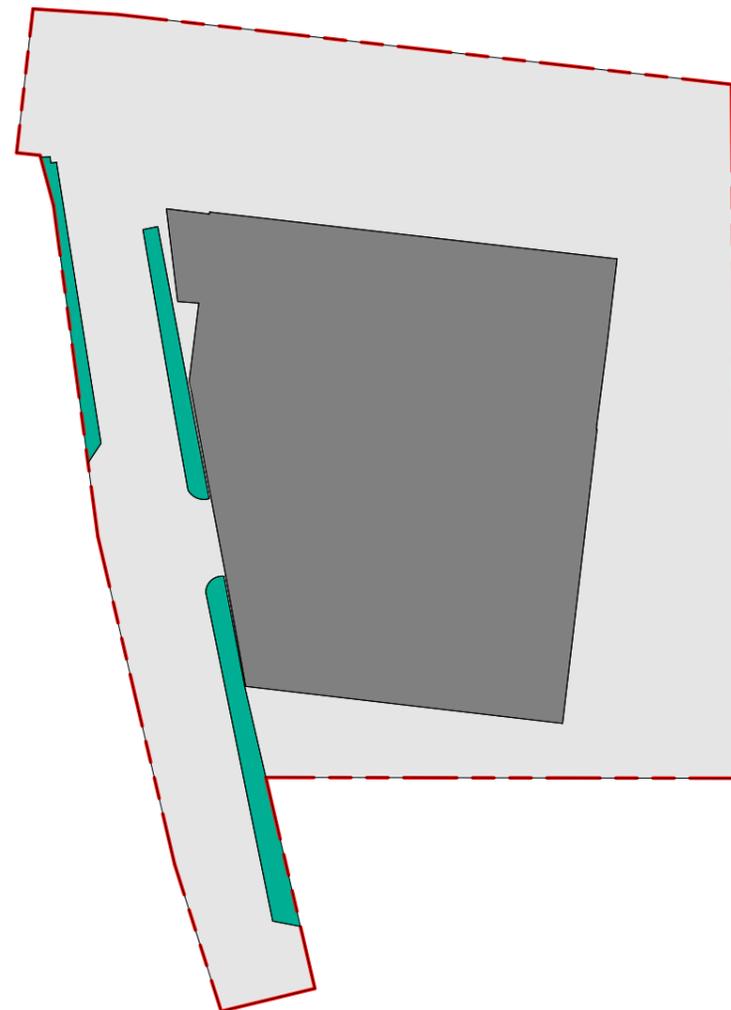
The existing site (John Saxby Place) is approximately 346m² comprising of approximately 52m² of landscape.

hard standing 976m ² 61%	existing building 580m ² 36%	planting 52m ² 3%
total site area 1607m ² 100%		

Proposed Site Coverage

The building massing is divided into two parts: a four-story building that occupies 49% of the site, and a single-story garage and terrace that cover 12% of the site. The remaining area is designated for public access 38%, contributing to a significantly enhanced public realm along Keymer Road, John Saxby Place and Dale Avenue.

public realm 617m ² 38%	1 storey 194m ² 12%	4 storey 797m ² 50%
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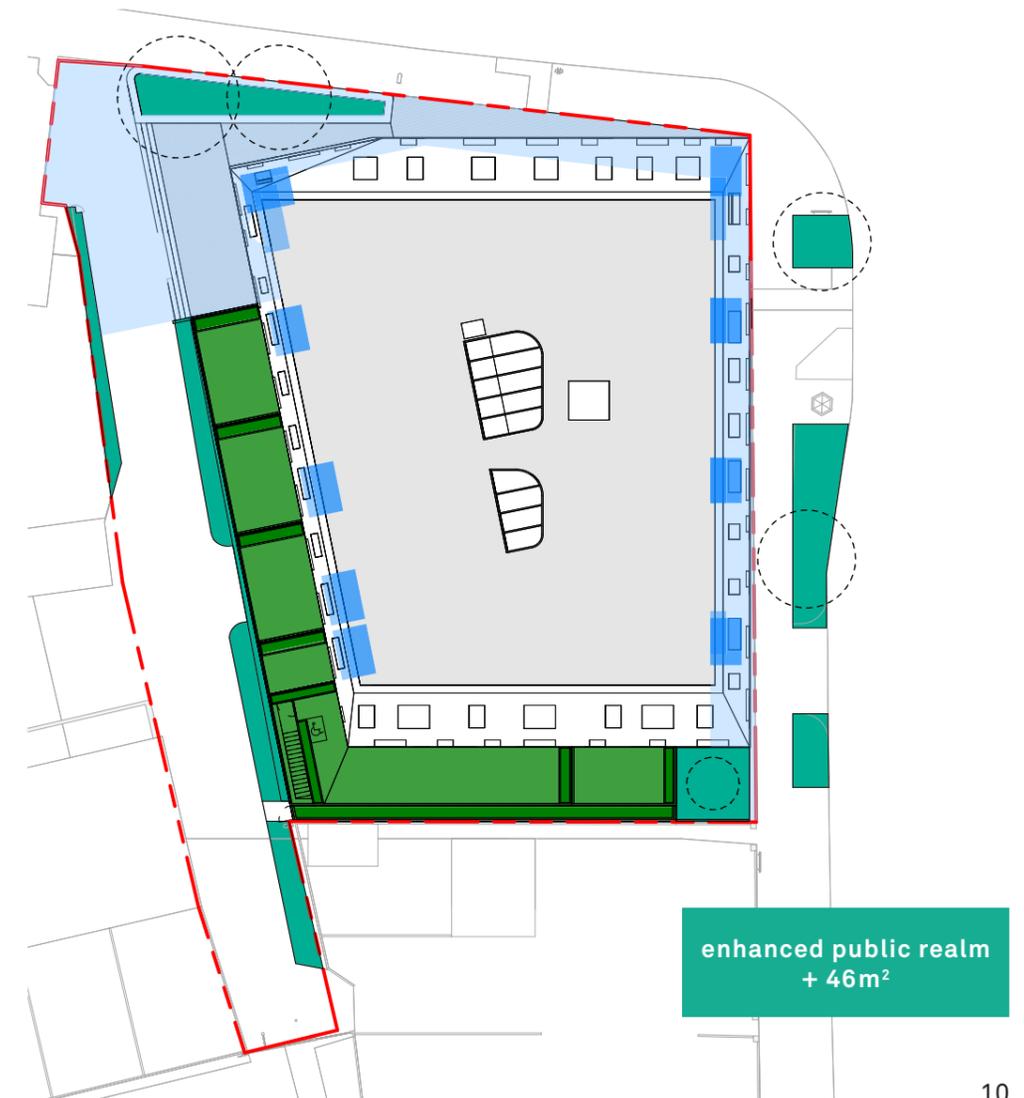
Proposed Bio Diversity Net Gain

Various landscape types are proposed as part of the development. Landscaped garden areas, featuring flowers, shrubs, and trees, terraces and balconies and public realm improvements totalling 44% coverage of the site. This increase in greenery will significantly boost biodiversity on the site as well as contribute to improved air-quality, and reduced summer temperatures.

The calculated figure for BNG (27%), is likely to be significantly exceed with the further inclusion of additional first floor terrace planters, balconies and off site enhancements within the immediately adjacent public realm. Refer Appendix for BNG Report.

public planting 94m ² 6%	L1 terrace 192 m ² 12%	PV + ASHP 601m ² excluded
public paving 307m ² 19%	L1-L3 balconies 106m ² 7%	total 703m ² 44%

+5 new trees



2.5 Connectivity

Distance to Amenities

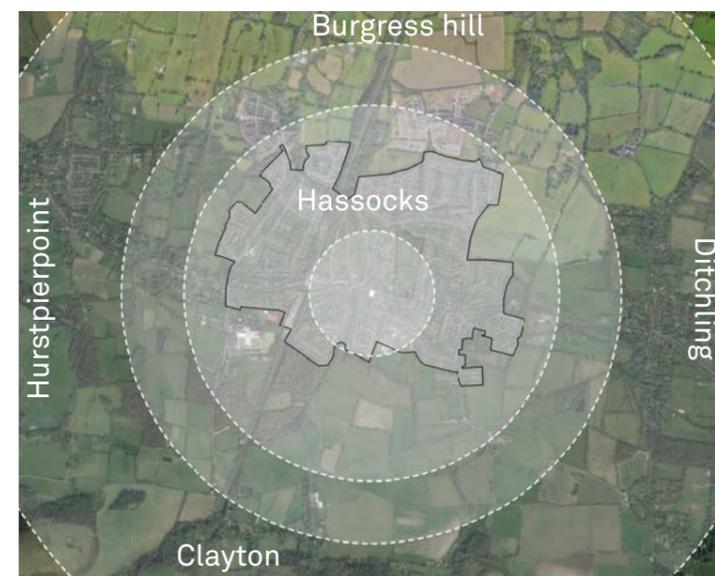
Travel Type	Distance
5 Minute Walk	1/4 Mile
15 Minute Walk	3/4 Mile
5 Minute Bike	1 Mile
5 Minute Electric Bike	1 2/3 Mile
15 Minute Bike	3 Mile

Local Amenities

● Train station	Hassocks Station
● Shopping Street	Keymer Road
● Pub	The Hassocks
● Village Hall	Adastra Hall
● GP Surgery	
● Park	Adastra Park
● Indoor Courts	Hassocks Sports Centre
● Primary school	Hassocks Infant
● Junior school	Windmill
● Secondary school	Downlands Community

Hassocks Neighbourhood Plan - Policies Map 1

□ Built Up Area Boundaries



2.6 Heritage

Whilst sensitive to the Character of the Village, there are no Conservation Areas nor Statutorily Listed Buildings with 250m / direct view of the site. As such, a Heritage Impact Assessment has been deemed not to be necessary

Local Heritage

 Built Up Area Boundaries

 Heritage Area

 Listed Building



2.7 Existing Village Character

● GROUND + TWO LEVELS + ROOF



7 & 9 Keymer Road 19 Keymer Road 6 Orion Parade 5 Orion Parade

● GROUND + TWO LEVELS + GABLE ROOF



1 Keymer Road 17 Keymer Road 7 Orion Parade 1 Orion Parade

● HABITABLE ROOFS



32 Keymer Road 36 Keymer Road 54 Keymer Road 29 & 31 Keymer



Planning

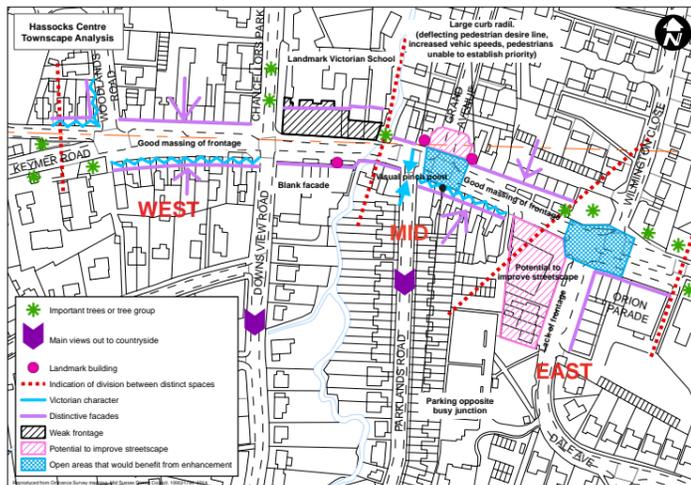
3.1 Planning Considerations

The proposed site in the Village of Hassocks falls within the Hassocks Parish, under the Local Planning Authority area of Mid-Sussex, a district of West Sussex.

The following documents are relevant to the development of the site within its wider district context:

- Hassocks Neighbourhood Plan 2020
- Mid-Sussex District Plan
- West Sussex Transport Plan

Hassocks Parish has identified 60 Keymer Road as an area with the potential to improve street scape and immediately adjacent to an open area which would benefit from enhancement. The proposed project is an opportunity to implement the ambitions of both the Neighbourhood and District Plans, contributing a vibrant, sustainable housing and retail development, with distinctive local character.



Transport

The proposed parking provision meets the requirements of the Transport Report, developed by Reeves Transport Planning. This report's recommendations are made with reference to the West Sussex Transport Plan and guidance on the content of Transport Assessments and the Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements, published March 2014.

Car Parking:	
Car parks total	31
Accessible car parking spaces	02
Electric car chargers	31 (100%)

Access to the ground floor covered parking is via a secure entrance off Dale Avenue. A waiting area is provided within the site to ensure the pedestrian footpath is unobstructed by cars while waiting for the gate to open. The two accesses to the site from the corner of Keymer Road and Dale Avenue and from Keymer Road adjacent to John Saxby Place, which currently cross the pavement, would be removed. The current vehicular access to the site off John Saxby Place would be reduced to a pedestrian means of escape.

Bike Parking:	
Long stay bike parking spaces	14
Short stay bike hoops	06

Long-stay bike parking is located in the secure, covered parking area, and accessed via security gate off Dale Avenue or security gate off John Saxby Place. Public short-stay bike hoops are located to NE corner, off Keymer Road and John Saxby Place, adjacent to the main entrance of the ground floor commercial unit.

Refuse

Collection Strategy:

Facilities are conveniently located for residents on the ground floor adjacent to the lift and well-located for collection within a dedicated secure bin storage room accessed off Dale Avenue. This would provide level and direct access from the store to footpath collection point. Weekly collection has been assumed.

Bins & Recycling:	
1280L Euro Bins	8

Access and Maintenance

Accessibility

The development is to be fully compliant with Building Regulations Part M, including level thresholds access routes from street to all homes and workspaces. Homes are accessed via a lift and also generous accommodation stairs to encourage walking.

Roof Access

Access to the roof would be for maintenance operatives only and a fall restraint system proposed to ensure safety.

Cleaning

Cleaning of all upper-level windows can be from within dwellings via inward opening casements, or achieved via long pole washing from the street or first floor decks.

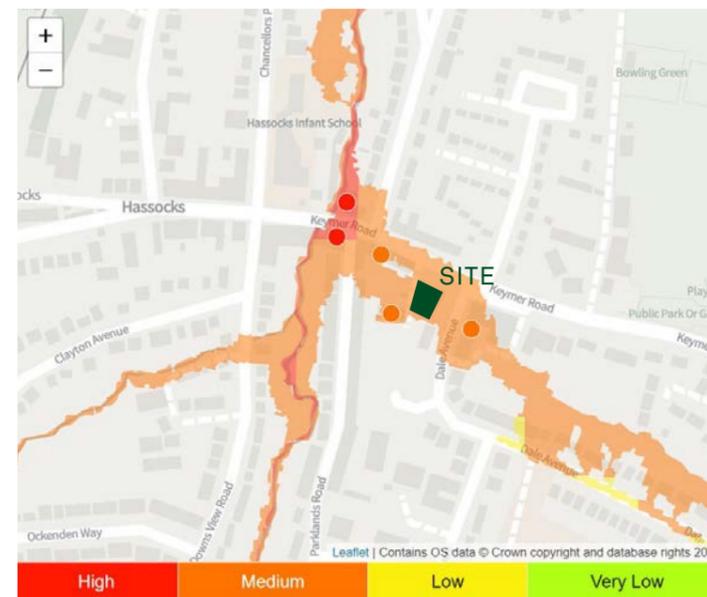
Flood Risk

60 Keymer Road is situated within a flood area as described on the Hassocks Flood Map 2023 below. The site is designated medium risk requiring the floor level of commercial/residential areas to be elevated a min of 300mm above the forecast flood level.

The proposed building has been planned in such a way to protect these areas from flooding whilst also maintaining accessibility.

The design incorporates principles of sustainable urban drainage (SuDs) to reduce the sites existing direct impact on local flooding.

Refer to HOP Report



Daylight and Sunlight Analysis

The development of the proposed massing has specifically sought to protect to the amenity of the immediately adjacent residential neighbours at 1 Dale Terrace, John Saxby Place, and 58 Keymer Rd. Setting back the upper storeys on the South and West elevations following consultation feedback, not only reduces the building mass but also enables greater sunlight and daylight penetration around the site.

XDA have been commissioned to undertake detailed modelling of the current proposal to quantitatively assess the impact of the proposal against the Building Research Establishment's guidance document BR 209: Site Layout Planning for Daylight and Sunlight, a Guide to Good Practice, 2022. The detailed results are included within Appendix 3.

XDA's analysis concludes that the massing fully complies with the BRE Guidance and creates negligible impact on the amenity of immediately adjacent properties with respect to Sunlight, Daylight, and Over-shadowing.

Privacy and Over-Looking

Similar to the above the massing and placement of windows within the proposal has sought to protect the amenity of the immediately adjacent residential neighbours, including the garden to 1 Dale Terrace. Specific measures have been taken to avoid direct lines of site.

3.2 Community Consultation

March 2021 Information Leaflet 01 - 60 Keymer Rd, Hassocks

Public and Stakeholder consultation, facilitated by Marshall Regen Ltd, commenced with an information leaflet dropped to over 150 local residential and business addresses. The leaflet outlined the proposal in direct response to the challenges and opportunities of the site, namely; Urban Design and Transport, Flood Mitigation, Sustainability, Planning and Economics.

Emails were also sent to relevant Mid-Sussex District Councillors, Hassocks Parish Councillor and Hassocks Community Organisation, with follow-up meetings occurring where appropriate.

The four page leaflet highlighted the existing sites shortcomings, as identified by the Hassocks Neighbourhood Plan, and the ambitions of the current local owner in developing a *'housing-led scheme that would help meet the local needs, provide an active high-street frontage, and retain employment opportunities'*.

Opportunities identified:

- improvements to air quality, highlighting that estimates indicated the outline proposal to replace the existing garage could reduce vehicle movements by over 35%
- improvements to surface water run-off by introducing on-site water attenuation
- energy efficient building design, renewable energy generation, and opportunities for biodiverse landscaping both at street level and the roof
- to help to deliver the Neighbourhood plans objectives of:
 - *"Provide the opportunity for appropriately sized, affordable and sustainable housing, developed in sympathy with the village and its surroundings, built to very high standards of design, construction, energy efficiency and water management; and*
 - *Encourage economic development and job creation within the built-up area of the village"*
- New homes and new jobs and subsequent additional Council Tax and Business Rates receipts

Indicative scheme images of outline proposal included in the Leaflet adjacent



3.3 Community Feedback

April 2021 Statement of Community Involvement

The leaflet was distributed over 150 local residential and business addresses, to local Cabinet Members, Ward Councillor's, the Hassocks Community Organisation, Hassocks Parish Council, and the general public and local businesses.

The collated feedback to the leaflet, including email correspondence and discussion from subsequent presentation meetings and responses to the online questionnaire, formed the basis of the Statement of Community Involvement report.

The report highlighted a number of consistent themes that emerged from the consultation meetings, namely:

- The existing site is an eyesore and it would benefit from redevelopment;
- A keen desire to retain some community/amenity space for the farmers market and other events;
- Hassocks is in need of a public square or plaza;
- The proposal for smaller residential units is welcomed, especially if they are affordable for local people;
- The current scheme design proposals that bring the building line to the road further exacerbate the loss of the amenity / civic space;
- The need to ensure safe pedestrian routes given the site's proximity to local schools;
- Consideration of presenting the revised scheme to the Design Review Panel; and
- The car park provision could be reduced given the site's location close to sustainable transport hubs.

Marshall Regen's Statement of Community Involvement including the complete leaflet can be found in Appendix 1 & Appendix 2.



INDICATIVE VIEW -looking east along



INDICATIVE VIEW - looking north along dale



INDICATIVE VIEW - looking west along

3.4 Pre App

Pre-App Feedback	Response and Design Development
<p>1. DESIGN & CHARACTER - HEIGHT Nonetheless, following my site visit and review of the proposed plans I do have some concerns in regards to the scale of the building. Even with the change in levels with Orion Parade to the east being set at a higher ground level the overall height of the proposal exceeds the height of Orion Parade, while also being much higher than the two storey dwellings of Dale Terrace to the South and the two storey property 58 Keymer Road to the west. It is not considered that the current proposal responds to the scale, massing and grain of the existing surrounding development.</p>	<p>Following the pre-app, the design has been further developed to address the expressed concerns. The overall building height has been reduced to be lower than 1 Orion Parade, the east roof pitch has been lowered to reduce the scale of the Dale Ave façade, and the south boundary wall has been stepped to reduce the risk of any overbearing to 1 Dale Ave Terrace. The proposal includes a 1.5 storey terrace to the south and west to mediate between the neighbouring two storey (+ roof) buildings on Dale Terrace and 58 Keymer Rd. With respect to grain, the proposed building is of similar street frontage length to the existing buildings along Keymer Road, reinstating a street frontage to compliment the facing parades on Keymer Rd and Dale Avenue, and maintaining the characteristic views south from the village centre along John Saxby Pace and Dale Avenue to the Downs beyond.</p>
<p>2. DESIGN & CHARACTER - SITE COVERAGE Further to this the footprint of the proposal almost completely fills the plot, with only a small cut back on the northern side and the formation of a raised terrace to the southern and western sides. As a result the most prominent elevations are being built right up to the boundary with Dale Avenue and Keymer Road to 4 storeys in height.</p>	<p>The proposal provides a significant increase to the public realm within the village centre both at the entrance of John Saxby Place, and along the pavements to Keymer Road and Dale Avenue. From a baseline where the former garage offered 0% public realm and 0% soft landscape, the proposal significantly increases to both. The north façade of the building is set back significantly from the site boundary, widening the pavement along Keymer Rd and creating a new public space at the entrance to John Saxby Place. Subsequent to the previous pre-app, the applicant has acquired the freehold of John Saxby Place to facilitate this comprehensive delivery of this new public realm. Both the west and south facades of the building are set back in response to the neighbouring context, with these landscaped terraces concealing what would otherwise be surface car parking. The west façade is set behind a wide planted edge to John Saxby Place. The current proposal contains the following site coverage: 38% public realm, 13% single storey landscaped terraces, and 49% four storey, as detailed in the site coverage plans. The addition of a green roof leads to a Biodiversity Net Gain of circa 37%, and further contributes to flood mitigation.</p>
<p>3. DESIGN & CHARACTER - UPPER FLOOR ARTICULATION In addition, it does not appear that any consideration has been given to articulating the upper floors or vertically subdividing the street frontage. Consequently, the proposal has a fairly monolithic overall appearance, which is exacerbated by the increase in scale when compared to the surrounding properties.</p>	<p>The character of the proposed building aims to compliment the surrounding built context, whose dominate articulation is horizontal as “parades” supporting the linear village arrangement. This are generally stratified with an active and highly glazed ground floor, a continuous fascia at first floor, and a solid elevation with regular punched windows at first and second floors, and a pitched roof often with rooflights and dormers and infrequently, but not generally, chimneys and expressed party walls. Within this generally horizontal arrangement, the vertical emphasis is secondary, principally achieved by the alignment of windows at first and second floor, and often a vertical proportion to the fenestration. Following the pre-app, further design development has specifically addressed this balance of horizontal and vertical emphasis through the re-arrangement of the principal windows and balcony openings.</p>
<p>4. DESIGN & CHARACTER - WINDOW PROPORTION From the plans, it is not really clear how the proposal would respond to the existing sense of place, in accordance with the Mid Sussex Design Guide the existing buildings within the locality should be the starting point allow for a re-interpretation of key aspects of them to be demonstrated. Finally, in relation to the windows, at present, they appear inconsistently proportioned and positioned, creating an overly fussy appearance. Consideration should be given to banding them, as this can be used to actually help break up the scale of the building.</p>	<p>Following the pre-app, further design development has been implemented with specific reference to the Mid Sussex Design Guide. As noted above, the larger windows and balcony openings on first and second floors are now aligned to create a secondary vertical emphasis, and dormer windows have been added to the east façade to provide further vertical rhythm along the facade. All fenestration has been developed to give a vertical emphasis.</p>
<p>5. NEIGHBOURING AMENITY WEST As mentioned on site, within the built up area boundary a degree of overlooking is considered acceptable. However, as highlighted, I would have concerns of overlooking and a loss of privacy from the proposal as currently shown. There would be a larger number of windows on the western (side) overlooking the garden of No. 58 Keymer Road result in a unacceptable loss of privacy.</p>	<p>The design approach incorporates specific means to protect the amenity within the garden of the Ground Floor flat at 58 Keymer Road. Firstly, the mature landscape to both the East and West sides of John Saxby Place, including several large trees, is retained. The current close boarded fence to the boundary with 58 Keymer Rd is also retained. These provide a high degree of screening Subsequently, both the first floor and second floor dwellings are set back from the western boundary of the application site, reducing both potential over-looking and any potential sense of overbearing on the garden of 58 Keymer Road. Additionally, the third floor dwelling is the proposed development accommodate a further setback due to the roof pitch, and with views directed away from looking down towards the garden of 58 Keymer Rd. The first-floor dwellings have private terraces that include 1.8-meter-high perimeter fences for screening, which prevents any direct site lines when close to the boundary.</p>

Pre-App Feedback
6. SUNLIGHT & DAYLIGHT

The proposal at present does not raise concerns in relation to reduction in sunlight and daylight due to the set back of the roads to the north, east and west and being orientated to the north of 1 Dale Terrace.

7. AFFORDABLE HOUSING

the provision of a minimum of 30% on-site affordable housing for all residential developments providing 11 dwellings or more, or a maximum combined gross floorspace of more than 1,000m².

8. SUSTAINABILITY STATEMENT

any application will be required to be submitted with a Sustainability Statement that clearly sets out how matters of sustainable design and construction have been taken into account in relation to policy DP39 of the Mid Sussex District Plan and Policy 5 of the Neighbourhood Plan.

9. INFRASTRUCTURE PROVISION

In line with Policy DP20 of the District Plan the proposal will be required to make infrastructure contributions in accordance with the Councils adopted Supplementary Planning Document "Development and Infrastructure". Typically this would include TAD (Total Access Demand), libraries, education primary, education secondary, education 6th form, children's play space, kickabout, formal sports, community buildings and LCI (Local Community Infrastructure).

10. CONTAMINATED LAND

Given the previous use of the site it would be advisable for any subsequent application to be supported by a Land Contamination Assessment.

11. BIODIVERSITY NET GAIN (BNG)

Biodiversity net gain (BNG) is an approach to planning and land management that leaves the natural environment in a better state than it was before. BNG will deliver measurable improvements for biodiversity by enhancing or creating new habitats in association with development. The requirement for BNG does not alter the existing legal requirements and protections for the natural environment such as protecting important habitats and species...

12. IMPACT ON ASHDOWN FOREST

The proposal has the potential to increase the number of traffic movements across the Ashdown Forest that may have an adverse impact on the amount of nitrogen dioxide pollution deposited on the lowland heaths that make up the Ashdown Forest Special Area of Conservation (SAC), a site of European importance...

WATER

In order to address policy DP42, evidence from the water company who will supply water to the development will be required to show that there is adequate water supply for the development.

Response and Design Development

The general design development, which has reduced the overall height of the proposal and increased the setbacks from the southern boundary only serve to improve the previously assessed outcome.

A detailed viability study will be submitted to support the proposed level of affordable housing, or off-site contribution in lieu of, noting that the relatively small number of residential units within the scheme that might form this affordable proportion may be too small to be viably managed by a Housing Association/RSL. The viability appraisal will also consider the impact of providing a new ground floor space for Hassock Library.

A Sustainability Statement will be submitted outline the sustainable design and construction approaches that has been incorporated into the scheme. A summary of the ambitious approach is provided in this document.

Noted.

A desktop contamination study has previously been undertaken by ESA and will be submitted with the application.

The existing garage site features 46% building and 54% hard standing, with no soft landscaping. As such, existing biodiversity is assessed as being negligible. In contrast, the proposed application site aims to significantly increase biodiversity in the village by incorporating 63% landscaped areas, which includes 24% within the public realm (of which 25% is planting), 20% designated private or communal gardens/terraces (14% of which is planting), and 37% bio-solar roof (incorporating 285sqm photovoltaics). This increase in greenery will significantly boost biodiversity on the site as well as contribute to improved air-quality, and reduced summer temperatures.

The replacement of the former garage with residential users has been assessed to constitute a net reduction in vehicle movements associated within the site and a consequent improvement in air quality in the village.

South East Water have confirmed that they would be able to supply 27no. new domestic water connections (min 0.27l/s flow rate per connection) to the site.

3.5 Design Review Panel

Notes of Mid Sussex Design Review Panel – 11 September 2024

Present:	Michael Alete (Chair), Giles Ings, Nick Lomax, Jenny Lewin, James Rae, Nick Dexter
Apologies:	Lap Chan, Cllr Kristian Berggreen
In attendance:	Anna Kramarczyk (MSDC Urban Designer), Andy Watt (Senior Planning Officer), Anna Tidey (Planning Officer), Stefan Galyas (Planning Officer)

National Tyre Services Ltd, 60 Keymer Road, Hassocks

Description of Scheme

Redevelopment of the site to provide a mix of Class E ground floor employment space (c. 170 m²) and 26 no. new residential units above (Pre-application DM/24/0022)

Presenters

Architect/Designer: David Saxby (Star Garages (Brighton))
 Planning Consultants: Joseph Pearson (Lewis & Co Planning)
 Developer: David Saxby (Star Garages (Brighton))

In attendance

Ware Councillors: Cllr Sue Hatton, Cllr Chris Hobbs
 Case Officer: Joseph Swift

The Panel's Comments

The Panel commended a great presentation which comprehensively addressed initial concerns about the scale and massing of the building. It picks up on the architectural quality in the locality but with a contemporary style, skilfully executed. The simplicity of the building form works well and is a sensible solution to this corner site.

Care needs to be taken to co-ordinate the sustainability elements into the design at this early stage, and the initial drawings showing the solar panels and heat pumps were welcomed. Managing potential overheating of the flats remains unresolved but should be able to be satisfactorily addressed.

The design response should include details of external lighting and passive surveillance/overlooking along the western passageway between the car park and Keymer Road to make it more appealing and less claustrophobic. More should be made of the community and amenity space embedded in the scheme at the planning application stage. Similar attention should be given to the biodiversity embedded into the development.

The success of this scheme will be dependent on the detailing to ensure that the purity of the design is followed through from the presentational drawings. This is likely to include such matters as how tiles will be butted together, setbacks of windows and rainwater drainage solutions.

The scheme has the Panel's full support.

Overall Assessment

Support.

DRP Panel Feedback	Response and Design Development
<p>The Panel commended a great presentation which comprehensively addressed initial concerns about the scale and massing of the building. It picks up on the architectural quality in the locality but with a contemporary style, skilfully executed. The simplicity of the building form works well and is a sensible solution to this corner site.</p>	<p>Noted.</p>
<p>Care needs to be taken to co-ordinate the sustainability elements into the design at this early stage, and the initial drawings showing the solar panels and heat pumps were welcomed.</p>	<p>Noted.</p>
<p>Managing potential overheating of the flats remains unresolved but should be able to be satisfactorily addressed.</p>	<p>The environmental design incorporates the requirements of the Building Regulations Approved Document Part O – Overheating Mitigation via the use of high performance double glazing with an appropriate g-value (total solar energy transmittance) reflecting the window’s orientation, supplemented with purge mechanical ventilation to avoid the need for active cooling.</p>
<p>The design response should include details of external lighting and passive surveillance/overlooking along the western passageway between the car park and Keymer Road to make it more appealing and less claustrophobic.</p>	<p>Passive surveillance has been increased to John Saxby Place. The south west corner of the L1 terrace has now been lowered to create some overlooking and the North West Glazing Frontage has been increased in width. Refer 4.15 for CGIs Refer 5.2 Way Finding & External Lighting</p>
<p>More should be made of the community and amenity space embedded in the scheme at the planning application stage.</p>	<p>Views added to show amenity space Refer 4.4 Public Realm Views</p>
<p>Similar attention should be given to the biodiversity embedded into the development. The Panel commended a great presentation which comprehensively addressed initial concerns about the scale and massing of the building. It picks up on the architectural quality in the locality but with a contemporary style, skilfully executed. The simplicity of the building form works well and is a sensible solution to this corner site.</p>	<p>Biodiversity embedded in the Development is described within the Report and Appendix. Refer 2.4 Site Coverage for Proposed Bio Diversity Net Gain Refer Appendix BNG Report</p>
<p>The success of this scheme will be dependent on the detailing to ensure that the purity of the design is followed through from the presentational drawings. This is likely to include such matters as how tiles will be butted together, setbacks of windows and rainwater drainage solutions.</p>	<p>Noted.</p>
<p>The scheme has the Panel's full support.</p> <p>Overall Assessment Support.</p>	<p>Noted.</p>

3.6 Mid Sussex Design Guide

Design Guide Chapter	Design Principles	National Design Guide Characteristics	Brownfield and urban infill	COMMENTS
2 Understanding the Context	DG1: Character Study	1/2	✓	✓
	DG2: Site appraisal	1/2	✓	✓
3 Establishing the Structure	DG3: Work with the site's natural features and resources	1/2/5	✓	✓
	DG4: Establish a landscape and green infrastructure network	2/5/6	✓	✓
	DG5: Water features and sustainable drainage systems	2/5/6/9	✓	✓
	DG6: Design to enhance biodiversity	1/2/5/6	✓	✓
	DG7: Respond to topography and strategic views	1/2	✓	✓
	DG8: Establish a clear movement network that connects with the surrounding area	1/4	✓	✓
	DG9: Reduce reliance on the private car	4/9	✓	✓
	DG10: Anticipate future development	10	NA	NA
	DG11: Respond to the existing townscape, heritage assets and historic landscapes	1/2	✓	✓
	4 Site Layout, Streets and Spaces	DG12: Deliver a clear and connected structure of streets and spaces	4/6	✓
DG13: Provide positive frontage to streets		2/3/8	✓	✓
DG14: Provide enclosure		2/3/8	✓	✓
DG15: Use markers, landmarks, vistas and street hierarchy to aid legibility		2/3/4	✓	✓
DG16: Create a positive development edge		1/2/3/10	✓	✓
DG17: Provide attractive streets and spaces defined by buildings rather than the highway, that encourage low speeds and that are safe to use by everyone		2/3/4	✓	✓
DG18: Integrate parking to support attractive streets and spaces		4	✓	✓
DG19: Provision of off-street parking		4	✓	✓ refer Transport Report Incorporating Trip Generation & Car Parking Assessment
DG20: Integrate on-street parking		4	✓	✓ refer Transport Report Incorporating Trip Generation & Car Parking Assessment
DG21: Consider and allow for servicing, refuse collection and deliveries		4/8	✓	✓
DG22: Integrate refuse and recycling into the design of new development		4/8/9	✓	✓
DG23: Integrate sub-stations, utilities and pump stations into the design		4/8/9	NA	NA
DG24: Plan for cyclists		4/8/9	✓	✓
DG25: Enhance the environment and sense of place through open spaces		2/3/6/8/10	✓	✓
DG26: Integrate space for play into the design		5/6/8	✓	✓
DG27: Integrate tree planting and soft landscape		2/5/6/10	✓	✓
DG28: Recommended tree species		2/5/6/10	✓	✓
DG29: Deliver a coordinated public realm with high quality landscape		2/5/6/10	✓	✓
DG30: Design for everyone and look to the future		7/8/9/10	✓	✓

			Brownfield and urban infill	COMMENTS
5 Site Optimisation and Mixed Use	DG31: Focus development in sustainable locations	2/3/9	✓	✓
	DG32: Managing increased density in town centres	2/3/9	✓	✓
	DG33: Potential for tall buildings (over 6 storeys)	2/3/9	NA	NA
	DG34: Managing increased density in urban extensions	2/3/9	NA	NA
	DG35: Promote a mix of uses within larger schemes to provide services to meet local needs, conveniently located where they are most accessible	7	✓	✓
	DG36: Create mixed communities and housing that is adaptable to change	7/10	✓	✓
6 High Quality and Sustainable Building Design	DG37: Deliver high quality buildings that minimise their environmental impact	8/9/10	✓	✓
	DG38: Design buildings with architectural integrity and a sense of place	1/2/3/8	✓	✓
	DG39: Deliver appropriately scaled buildings	2/3	✓	✓
	DG40: Design buildings that respond to and animate the street space	2/3/8	✓	✓
	DG41: Addressing sloping sites	2/3/8	✓	✓
	DG42: Consider the location and design of services and external pipes	2/3/8	✓	✓
7 Business Parks / Employment Areas	DG43: Deliver attractive and clearly laid-out employment areas that are sensitive to their surrounds	1/2/3/4	NA	NA
	DG44: Design of commercial buildings	3/9/10	NA	NA
8 Residential Amenity	DG45: Privacy of existing and future residents	8	✓	✓
	DG46: Provide attractive and usable external amenity space for all homes	8	✓	✓
	DG47: Provide homes with sufficient daylight and sunlight	8	✓	✓ refer Daylight, Sunlight, Overshadowing Analysis
	DG48: Design to minimise the impact of noise, air and light pollution	8	✓	✓
9 Household Extensions	DG49: General principles for extensions	1/2/3/8	NA	NA
	DG50: Front and side extensions	1/2/3/8	NA	NA
	DG51: Rear extensions	1/2/3/8	NA	NA
	DG52: Loft conversions and roof extensions	1/2/3/8	NA	NA
10 Building Conversions	DG53: Principles for conversions of traditional buildings with heritage value	1/2/9/10	NA	NA
	DG54: Converting office buildings to residential	1/2/9/10	NA	NA