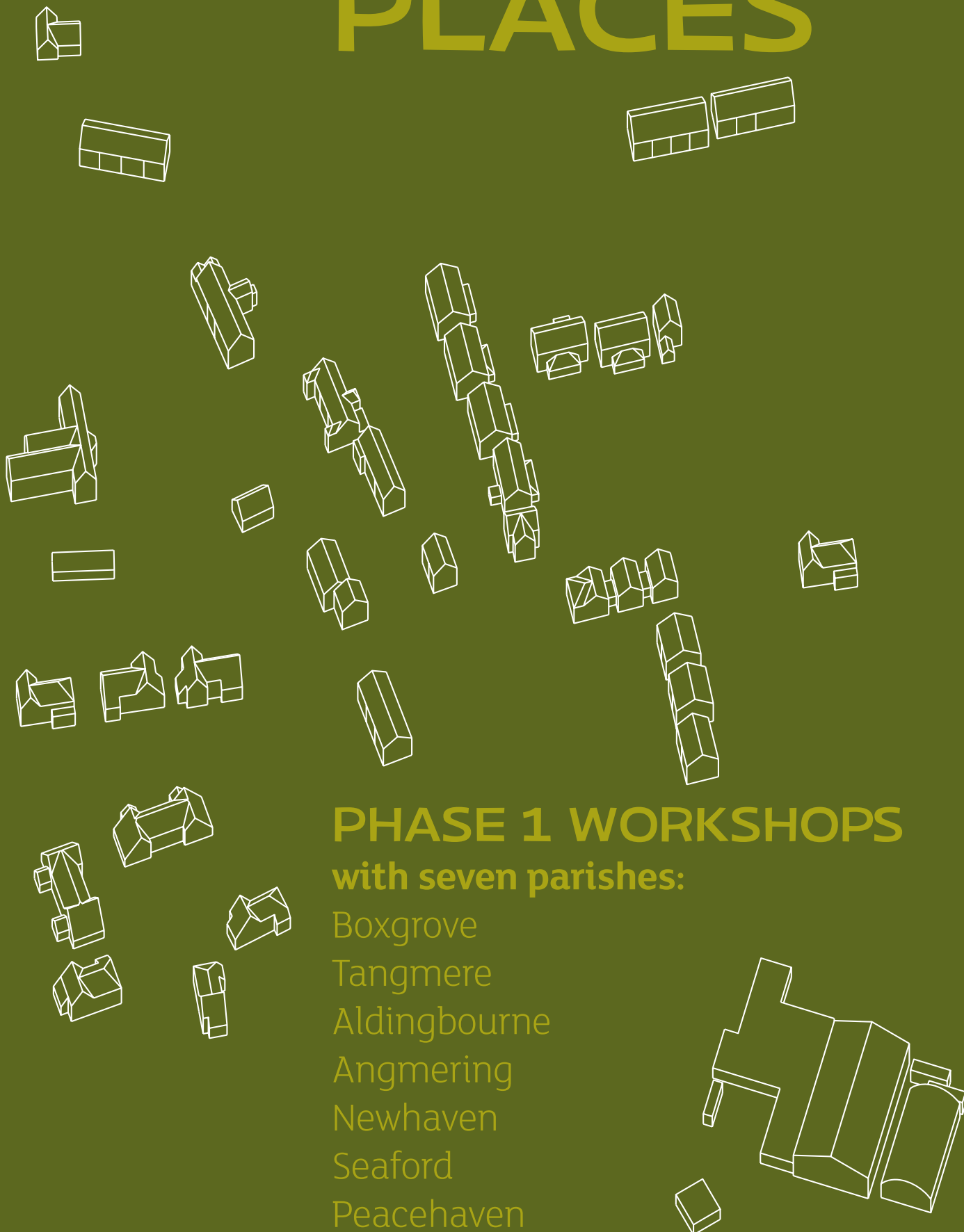


MAKING PLACES



PHASE 1 WORKSHOPS with seven parishes:

Boxgrove
Tangmere
Aldingbourne
Angmering
Newhaven
Seaford
Peacehaven



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INTRODUCTION



Sussex seems to have been largely forgotten until the Prince Regent made Brighton notorious, and later the railways opened up the south coast in the 19th century. Today our convenience to London is causing immense pressure for development, for building over our unique landscapes and countryside from Downs to Weald.

Surely we all want to play a part in shaping a positive future for Sussex, its villages, towns and countryside and its people. We can make it a place where we are listened to, where our views help shape these new projects and the considerable challenges confronting us in town, village and countryside.

Of the villages that took part in CPRE's 'Making Places' project, many have been allocated such a significant amount of new building that they could double in size, becoming small towns, but without the appropriate services. Even the towns in the project are struggling to adapt to the thousands of new homes threatened and the new resident's impact on roads, schools and services.

Our environment offers innumerable opportunities to create positive sentiments – even beauty – in both urban and rural settings. But poorly built environments are associated with a greater predisposition to depression and other well documented maladies. We need to be creating desirable places to live and work in.

The 'Making Places' workshops have shown how communities and parish councils can design their own environments. Involving those who live locally in master planning is politically beneficial, socially responsible and should certainly be commercially attractive. We want to avoid communities being on the receiving end of inappropriate, insensitive and poorly designed surroundings, built on countryside we can ill afford to lose.

We want to ask developers, house builders and decision makers to partner local communities, to create new places that will be a source of pride. We see this document as a manual – it not only shows the value and need for this work but also contains a road map to embed good design in your local area.

We hope it will help you to make sure that the right developments are in the right places for your area – and will be useful for decision makers at all levels.

David Johnson
Chairman, CPRE Sussex

INTRODUCTION TO THE WORKSHOPS

The CPRE Sussex Making Places Workshops were held twice in the winter of 2015. Seven parishes were invited, 4 from the Chichester A27 corridor and 3 from the south coast near the Ouse Valley. This report is a reflection on the key findings from both workshops which were attended by local residents and councillors and facilitated by representatives from CPRE Sussex, Rabble Place design studio and Action in Rural Sussex (AirS).

CPRE Sussex approached AirS about the Making Places Project in the Autumn 2015. The project was designed through meetings between Tom Warder of AirS, Justin French-Brooks and Penny Hudd of CPRE Sussex. The aim of Making Places was to:

- Begin a stimulating conversation that focuses on the need for planning and design that create attractive, affordable and lively places.
- Record and illustrate local design values and knowledge, detailing how the dynamics of existing valued places can inform future proposals.

For the project partners the workshops were an opportunity to find out from people in Sussex what good design and a 'sense of place' means to them; individually and to their parish.

CPRE Sussex aims to use this report to develop a 'Making Places Charter' championing locally derived design principles and values. The Charter will promote a more considered approach to design and planning and therefore better construction and development. These objectives and practical aims were communicated to participants in an invitation letter, explanatory note and Making Places Booklet which were circulated in advance of the event.

For attendees, the workshops were an opportunity to consider these issues as part of a focused and facilitated workshop session. The idea was that parishes can then use the results to inform community-led planning initiatives. It is hoped that the workshops inspired parishes to challenge developer mediocrity and influence future development through the Neighbourhood Planning process or via a strong Village Design Statement.

Invitations were initially sent out to 16 parishes in the eastern part of Arun District, the western part of Chichester District, and the southern rural/urban fringe of Lewes District. These parishes have managed considerable recent development and are engaged in the preparation of Neighbourhood Development Plans while facing the prospect of further – often large-scale – development in the near future.

Will Anderson

Architect, Rabble Place design studio

MAKING PLACES: THE PROCESS

“What we don’t want is the picturesque just being applied to the bits people can easily see, because it isn’t about what people can see, it’s about what people have to live with – what is going to feel right for the community.”

Aldingbourne

The invited parishes (Boxgrove, Tangmere, Aldingbourne, Angmering, Seaford, Peacehaven and Newhaven) were asked to nominate up to 5 people to attend a workshop who were confident representing the views of their community. These could be Parish Councillors, members of the NP Steering Group or other local residents with a keen interest in design and planning issues. Attendees were asked to read the Making Places Booklet and provided with tasks for consideration prior to the workshop. The booklet (see Appendix B page 100) contained the 3 character assessment categories:

1 Settlement Context and Character

2 Settlement Pattern and Components

3 Settlement Buildings

The booklet was designed to help attendees start considering the following two questions:

What is the distinctive character of the settlement and its buildings in terms of size, shape, proportion, scale and materials?

How should these characteristics inform the design decisions of architects, developers, planners, householders and highways authorities?

The first workshop was held at Barnham Community Centre in January 2016 and the second at the Newhaven Hillcrest Community Centre in March. The workshop method was focused around large scale maps (2 x 2 metres) of each town and village, and satellite photographs which provided detail of landscape use and vegetation. Each drawing operated as a backdrop for group discussions which were managed by facilitators. As each parish addressed the workshop’s categories points were added to the maps with pencil and crayon as a method of visualising the depth of local knowledge and opinion. This technique produced fascinating, complex yet clear drawings.

To ensure this method was consistent and easy for each parish – architects, landscape architects, photographers, AirS staff and CPRE members were invited as facilitators and asked to organise group discussions to allow a wide range of opinions at different scales to be expressed. Facilitators were tasked with taking notes and leading and encouraging drawing. This was a demanding role so each table was also recorded using a dictaphone to help capture every detail. The Making Places Report presents these transcripts, notes and drawings in a systematic format to allow comparisons to be drawn and next steps considered.

“ It seems to me that developers these days have about 6 house designs, each with their own names, which don’t fit to any place, that won’t fit to any village.”

Tangmere

Character Assessment

The Making Places Workshop analysed each parish at 3 scales: landscape, streets and buildings. These scales were addressed using 3 character assessments which were introduced in the pre-workshop booklet. A brief description of each will reveal the logic and content of Making Places.

Settlement Context and Character

For this first category it is important to assess the quality of views to and from the settlement – including the type and quality of near and distant views and any poor views that might benefit from screening. Views out toward the countryside from within a settlement (through gaps between buildings, down roads, streets and lanes and across open spaces) help to connect it to its surroundings and are an important way in which the settlement is rooted into the landscape. Boundaries between the built-up area and the countryside beyond can have a great impact on the appearance of a village in its setting. These boundaries can be hard or soft, dense or diffused. Soft edges may be mainly made up of trees and hedges or other planting. Hard edges are made up of building walls or fences. The edge may be diffused, made up of large plots with detached houses, or dense, with terraced or other closely spaced buildings. New development might maintain the most common traditional edge character of the area in which it sits.

Settlement Pattern and Components

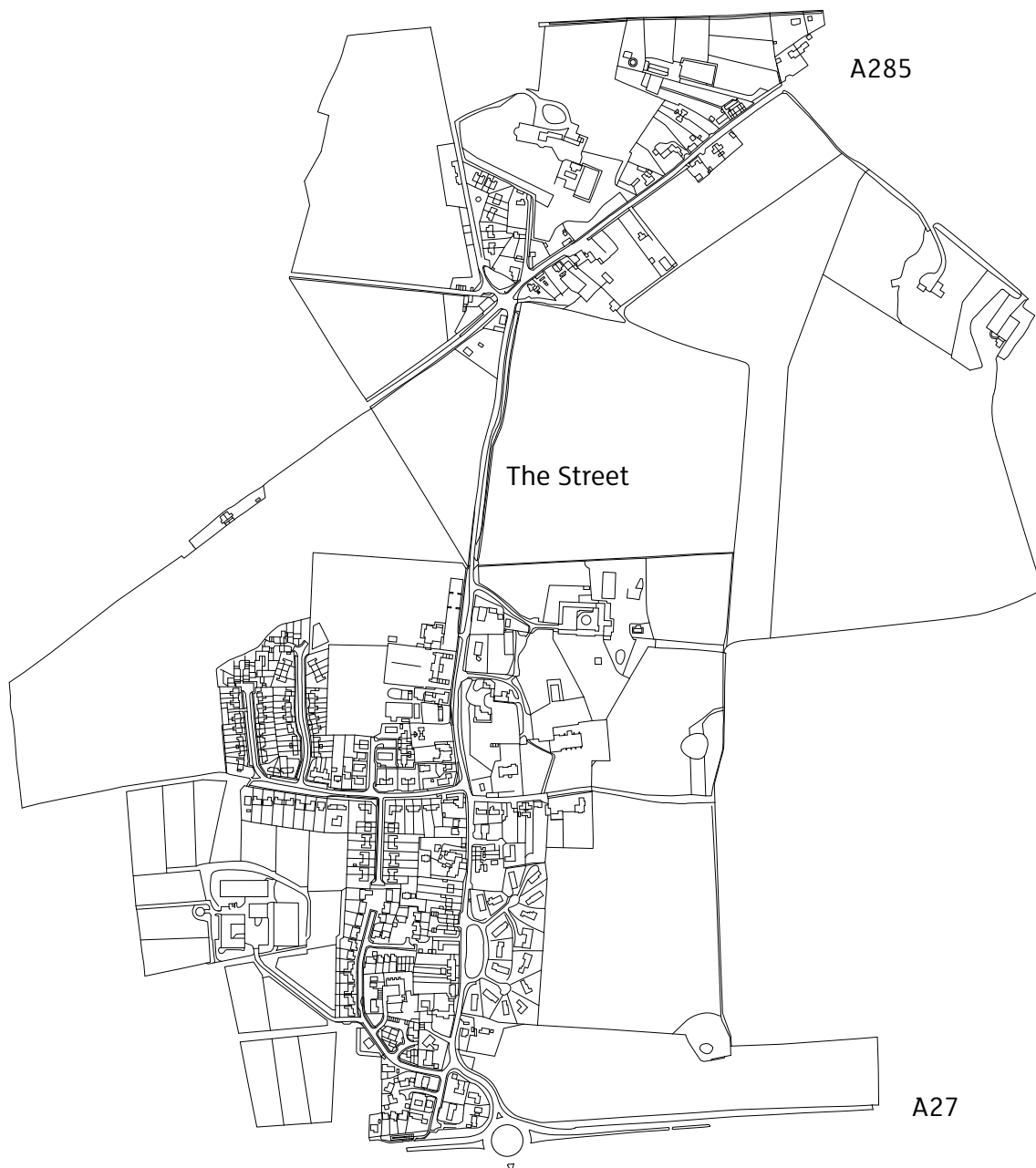
If villages are to retain their character, their ‘pattern’ needs to be recognised and understood. Every settlement is made up of streets and spaces that differ in their building density, dimensions and characteristics depending, for example, on their function and position within the settlement. It is useful to think about categories for this range of streets and spaces and then to analyse them using quantifiable criteria. In addition, this category examines the function that streets, lanes and footpaths have in linking various character areas and their impact on the appearance and local distinctiveness of places.

Settlement Buildings

This final section identifies a representative range of building types and looks at their defining characteristics so that they may be protected and influence new development. Although a village or town may appear to consist of a wide variety of building types and characteristics, a structured analysis can often reveal that the character of a place is largely informed by the interaction of a quite limited range. It can be seen that certain spaces and street types accommodate a particular range of building types: this special mix of buildings within a street has a great bearing on its overall character.

WORKSHOP RECORDS

BOXGROVE



0 500 m



Boxgrove in selected landscape –
Halnaker A285 junction highlighted
with immediate context.

Design Principles

Boxgrove Parish, W Sussex, is located 3.5 miles north east of Chichester between the A27 and the A285

Area: 11.69 km²

Population: 955

Households: 435

Housing owner occupied: 62.0%

Housing social rented: 19.1%

Planning: Chichester District Council

Allocation: 25 dwellings



Settlement Context and Character

CPRE: *Could we discuss Boxgrove's context, its qualities, views and edges?*

Boxgrove: Well, in terms of landscape, there is very little of the landscape that you can see from The Street. Unfortunately most of the views from the village don't happen until you get down to the Priory area – down Church Lane. The views from there are fantastic: out to the Downs and to Halnaker windmill. The connection to our countryside is basically through the footpaths, and I guess what connects Boxgrove to Halnaker is the pub which is at the end of The Street as it hits the A285. The footpaths are really good walking through grazing and new vineyards but there are no cycle paths. People do cycle down the bridle paths but this is obviously trickier in the winter.

The footpaths and bridle paths are used to get to local attractions like the aerodrome, the Motor Circuit, Tangmere Aviation Museum, Goodwood Sculpture Park and farm. Many of these paths need maintenance so they can be used easily by families with buggies and children on bikes, also the children from St Mary's and St Blaise Roads are often driven to school as there isn't a proper path around the edge of the playing field. North of here, between Boxgrove and Halnaker, the footpath is quite difficult, even dangerous, because it is narrow, overgrown and at the top of a steep unsurfaced bank.

CPRE: *What about the edges, do the village boundaries have an impact on its appearance?*

Boxgrove: There can be a serious flooding problem at the south end of The Street. If it rains really hard then surface run-off streams down Park Lane across the A285, down The Street and collects where the old road flattens out before it joins the A27.

There is a lot of surface water run-off into the main drain system and if the water table is high then flooding is likely. This is the main issue that constrains the south of the village, obviously as well as the A27. To the north the Conservation Area has very clear edges which constrain development to the east. We are looking at this field to the north west which is the site for the proposed 25 dwellings.

Development on this site may offer a great chance to rearrange our links between Halnaker and Boxgrove and to change our road system. Our main problem, which is very related to our connection to the landscape, is the rat-run through the village. Although Boxgrove will continue to experience high traffic volumes, it should be possible to reduce speeds and help the impact of traffic on village life and movement through adapting the road edges, routes and junctions. If you look at the work of Hamilton-Baillie – we want to try to use their ideas to build on the particular shape and structure of the village to suggest ways to balance footpaths, pavements and the qualities of place with the realities of the traffic. I'm sure there is a lot the neighbourhood plan can do.

Settlement Pattern and Components

CPRE: *We are looking in this session to discuss and highlight the characteristic features that define the areas between buildings and road edges – the shape and feeling of the landscape and streetscape.*

Boxgrove: The character of Boxgrove is really concentrated within a couple of hundred yards of The Street. Although down The Street there are new bungalows and other additions, this new development has also built quite a nice feature: a sort of village green which is really just a long turning circle. Character is centred around Boxgrove Priory and of course the lovely views you get from there. This line here is a flint wall leading to the priory church which really, as a single feature, does a huge amount to give Boxgrove a special feeling. There is quite a large flint wall here and another one down here. This is the view down The Street, see this wall there, that is quite typical really with little angled buttresses.

This is a photograph of the modern houses on Priors Acre, not very characterful, but with a bit of open green space which we have recognised in the neighbourhood plan – recognised so as to stay green. You can also see some green verges on The Street.

At the south entrance to The Street, although there are no characterful walls, the trees do make it a nice sweeping entrance. Moving north up The Street this image is very typical: where you have a small

pavement – then metre high flint walls – and then small, very green, front gardens.

There is no village green, but that space we mentioned before is sort of like one; although you don't get children playing here as the average age is about 75! But we have had parties on that green – I think one a year.

The problem with the rest of the houses is they really could be anywhere. Typical 50's council houses.

CPRE: *So, you have identified the key areas and characteristics. Looking down the tasks, how about shape? Does Boxgrove have a shape that should be respected or preserved?*

Boxgrove: Well I think the shape is this – which is the conservation area. It's a linear core centering around this bit here, which is not obvious in plan because of the tree line along the east side of The Street. I think the conservation area sums it – we have the old part along the road and the rest is perimeter.

Parking on the street is provided by front gardens and driveways – you will see that the 50's estate has no parking provided at all which makes it look and feel very chaotic. The private development at Priors Acre does however provide for off-street parking.

Our motivation is to have a proper strategic plan for things. Everything is done ad hoc and if you're not careful we'll just end up putting some posts along there to stop people parking or we will put some signs there. I think if we take the opportunity to actually think the whole thing through then we have a major opportunity. The neighbourhood plan has definitely got our minds going, and that is an important thing as a lot of what the parish council ends up doing is just this week's problem.

Settlement Buildings

CPRE: *I think we should start by identifying your buildings – the buildings you are using to orientate yourself on the map for example – and then working out what is that characteristic about these arrangements, what the sense of place is that forms Boxgrove's identity.*

Boxgrove: What I have brought with me is our Conservation Area Appraisal, this covers most of central Boxgrove.

The priory is obviously the oldest building – and then there are loads of Georgian properties – and things like the Almshouses.

CPRE: *If we can move beyond the listed building list, could you describe what is important to you about the design of Boxgrove?*

Boxgrove: Well quaint is one way of describing it. The thing to recognise is that it is very much a linear village built up along a street. Central in The Street is the shop which is a focus. This area here is a green, it's a sort of green, not a village green, but it's a green space in The Street. Church Lane has some very old buildings and is all flint walls, and there are a number of pairs of mid 19th century 'Duchess Cottages' which are typical of the area. There were probably about twenty pairs built in Boxgrove, the others are scattered around the Estate. It is hard to describe really.

The Duchess houses are very typical and all have a very distinctive brick detail like an eyebrow above every window. Its like a drip moulding I guess.

Any buildings over a hundred years old generally will be flint. You see, The Street is 'The Street' and rest is basically 80's / 90's development and 50's council housing. There is a certain amount of character that they have tried to build in but its basically token. The main scene is down The Street – you can see that from the shape of the conservation area.

CPRE: *You describe the street as having two sides – do you sense a difference between east and west?*

Well the bulk of the housing is obviously to the west, on the east there is basically just those modern bungalows and Church Lane. The bungalows are screened by a row of trees so they are not really part of the street scene, you can not really see them.

If you are asking about the best parts of Boxgrove then the actual scene along The Street is actually very worthwhile. There are lovely houses here.

WORKSHOP RECORDS TRANSCRIPT



The biggest problem with The Street is that it is a rat run. We did a survey not too long ago and 80% of the traffic through The Street is just passing through. There is a 30 mph limit throughout but it's very narrow, in fact the shop is at the narrowest point which is a major problem. What we intend to do regarding this proposed development is to block off The Street here and build a new road round the back of the new development so it gets rid of that five way junction onto the A285. Obviously it still may be used as a short cut by some people but we do need to try and disincentivise that.

We had our first neighbourhood plan meeting last week and people overwhelmingly supported this development here, at least in part, because of the traffic calming measures it would give the opportunity to adopt. So that's part of how we see a plan developing to give us back The Street as a place rather than just a highway.

Another centre of the village to consider is the village hall, which is modern, built with flint and does actually look very good. Brick and flint – with either slate or clay tile roofs are the local materials – small set backs with low hedges and walls and curious window details seen along The Street. Is that enough?

Above: Tom Warder of AirS and Justin French Brooke of CPRE Sussex discussing 'The Street'.

Right: Tony Barber running 'Settlement Pattern' at Barnham Community Hall – Jan 2016





1 Boxgrove to Halnaker Footpath

Boxgrove is connected to its landscape by a network of footpaths. These footpaths and bridle paths can be used to get to local attractions like Tangmere Aviation Museum, Goodwood Sculpture Park, Farm and Circuit. A footpath parallel to The Street connects The Anglesey Arms in Halnaker and Boxgrove. This footpath was described as difficult, even dangerous, as it is narrow and overgrown at the top of a steep unsurfaced bank, and can not be used easily by families with buggies and children on bikes.

2 Strengthen Footpaths within Boxgrove

Boxgrove's recreation ground and school playing field are located between The Street and St Mary's and St Blaise Roads. There is not a formal path across these fields so children are often driven to school rather than walking or cycling over the fields. An all-weather path would increase safe and clean connections within the village – between the village store, village hall, playing field and church.

3 Church Lane – a characteristic edge

Boxgrove's Street is inherently focused inwards with few views out to the landscape. One critical junction redefines The Street's enclosure, exposing a vista to the east along the length of Church Lane. The beauty of Church Lane indicates a potential model for extensions to Boxgrove: multifunctional corridors which organise housing, ecology and biodiversity, agricultural function, public access and green infrastructure.

4 A new link

The Church Lane pattern could be replicated to build a new road and junction into the A285 from Boxgrove. The Street north of Boxgrove would be pedestrianised or shared. This proposal might allow a chance to adopt a creative solution for two new lanes north to Halnaker.

5 Design for lower speeds

Boxgrove is describe as 'a rat run'. The parish wish to use street design to reduce speeds, discourage traffic and increase driver awareness. This technique requires alterations in the road surface which respond to the village and its activities. Key situations might be proposed where the shop, school and village hall meet the road: highlighted by changing road surfaces, changing junction priorities and edge treatments.

WORKSHOP RECORDS PATTERN AND COMPONENTS



6 The experience of a core

The characteristics of The Street define Boxgrove. The 'linear core' is articulated by subtle landscaping, curious boundary treatments and asymmetry. Village activity is focused along The Street's western edge in the village shop, school and hall. Public paths and historic interest are found on the eastern side down Church Lane, in the priory and a sequence of listed buildings. The asymmetrical and multifunctional distribution of services and building types along The Street should be understood and could be used as a precedent for the arrangement of new development.

7 Adopted /adapted village green

There is no village green in Boxgrove so Priory Close green is infrequently used for annual village parties. This oval lawn is important as it contains a line of trees which are very visible on entering the village from the south and its openness contrasts artfully with the enclosed character of the northern part of The Street (see page 15). Priory Close's capacity to be appropriated for village events indicates a degree of resourcefulness and flexibility which should be acknowledged, protected and imitated.

8 Organised parking

Defined front boundaries are a characteristic feature of the The Street. Parking is a recognised problem within the parish. The loss of historic walls and gardens along The Street for car parking should be discouraged. New development might position vehicle parking and garages between houses and behind the building line. Where parking is located in front of houses the design of the layout and landscaping should provide spaces arranged around low walls, fences, hedges and trees.

9 A defined entrance

The southern entrance to The Street is defined by a sweeping curve of trees. This planting is a dramatic sign which indicates the beginning of the village and signals a change in landscape.

10 Defining Features

Modest front boundaries and front gardens determine an intricate edge to The Street. Most boundaries consist of flint and brick walls built at waist height. The tallest and most visually important flint wall in the conservation area marks the western boundary of Priory Gate. This hierarchy of walls was described as the defining element of Boxgrove's character.



11 Street focus

Boxgrove's architecture is supported by the unique feature of The Street. The Street provides all the architectural elements and thresholds which make it feel like a village. The houses are a backdrop to this feature.

12 Local typology

The best example of Boxgrove's modest house designs are the semi-detached pairs of mid-19th century 'Duchess Cottages'. These were built to a standard two storey design using flint with brick dressings and a distinctive window drip detail. The subtle differences between pairs encourages a feeling of local pride and interest in the history of these houses.

13 Tactical planting

The line of trees that screen the bungalows of Priors Close are a detail which deserve acknowledgement. The aesthetic contrast of repetition and openness creates a very effective green street edge and semi-public boundary.

14 A new street

Boxgrove intend to initiate a masterplan for a development through community workshops and the Neighbourhood Plan. The Parish Council propose to regain control of The Street's traffic and design through a residential development which redirects traffic onto the A285: 'We see a plan developing to give us back The Street as a place rather than just a highway'. This proposal may provide a vehicle to implement a number of the points raised in the Making Places Workshop.

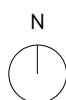
15 Boxgrove materials

Boxgrove is characterised by simple plan buildings faced in brick and flint with slate or clay tile roofs. Houses are two storeys high and animated by interesting window details, brightly painted timber doors and joinery, simple gabled elevations and intimate front gardens, gate and paths.

WORKSHOP RECORDS TANGMERE



0 500 m



Tangmere in selected landscape –
A27 junction highlighted
with immediate context.

Design Principles

Tangmere Parish, West Sussex, is located 3 miles east of Chichester. It was formerly the home of RAF Tangmere, famous for its role in the Battle of Britain.

Area: 4.67 km²

Population: 2,625

Households: 1,105

Housing owner occupied: 62.8%

Housing social rented: 22.8%

Planning: Chichester District Council

Allocation: 1,000 dwellings

“ At the moment Tangmere sits within the countryside but, effectively, if all the local plan allocations come through we will have a settlement which dominates its surroundings. It is going to be extremely difficult to avoid the coalescence of settlements to the east of Chichester.”

Settlement Context and Character

CPRE: *Is there a particular view between the landscape and the village that should be preserved? I suppose these three maybe?*

Tangmere: We have several significant views. We say we have three spires. There is our church and Oving Church and then there is the Cathedral at Chichester. Oving Church is Saxon, as is ours. If you were to stand there you can see the three spires, and also another view up towards Halnaker Windmill.

Certainly one of my favourite views is from the recreation field looking west. On our parish website there is a photograph through the hedge line which frames the cathedral in the distance beyond...

CPRE: *That looks like a key question for me as the area looks like it could be developed?*

Tangmere: It is a strategic site for housing in the local plan – 1000 houses.

CPRE: *Could we discuss the old airfield then? Are there plans to build on the airfield?*

Tangmere: Well there is this development of the hangers, which are now demolished, that's for 160 houses along the hanger apron. In land-use terms for the parish we've got to the west of the village, from the existing settlement out to the parish boundary, a strategic development location down for 1000 houses. The most significant development, community wise, would be a new primary school which would initially be for one form and expandable to two. Within the old airfield area the perimeter track is all available for horticultural development, glass houses etc. Then there is the Church Commissioners land, we will have to see how their plans meet with the local development plans!

Of course the latest spanner in the works is A27 Highways England project for upgrading Chichester bypass which would create slipways coming from Temple bar into the west of the parish – there are several options. Though these options are on the edge of the parish they would have an affect.

So, at the moment for the settlement context you've got a fairly tightly defined settlement surrounded by large fields and those fields are very well used by people walking around the edges of them.

CPRE: *Where is the historic centre? The airfield?*

Tangmere: Well, the museum is there and they need to expand to remain viable, it is unlikely that they would be able to relocate, so they are looking at a land swap utilising this section of allotments. The other bits of RAF history which remain are the perimeter track, the hanger apron area and the bridleway here which traces the western end of the old main runway.

CPRE: *Is there a close association between the village and the museum and the connection with The Battle of Britain?*

Tangmere: Yes, I think we could say that. Possible indications of that are the war memorial and the war graves in the church.

In our neighbourhood plan we have asked that this area would remain as green space. There's got to be some green space somewhere, so we really want it round the church. This area is also in the Conservation Area. The idea is that the allotment plans, rec ground plans and green gap proposals will ensure there is a belt of green space around that historic village item.

The other things that are of interest are quite a lot of old Royal Air Force buildings, like officers houses and also some MOD property. In 2014-15 they extended the conservation area up Tangmere Road to incorporate the old NAAFI buildings, which are now affordable housing. The airfield, which grew off the old pre-19th century village street, included a technical area with offices, workshops, stores, fuel and fire depot, H block other ranks accommodation, the NAAFI building, the officers mess, senior officers houses, the station commanders house and other NCO housing. Much of which has been subsequently developed.

CPRE: *Has the community opposed such development?*

Tangmere: No, we have had to accept this. There was no other way. The majority of the community have an acquiescence that this is the reality, it's going to happen. The flyover at Temple Bar and the medical centre are very obvious signs of what's going to happen. Tangmere is outside the South Downs National Park, it is outside the zone of influence for Chichester Harbour and also well out of the way of Havant Harbour. East of Chichester on the A27 corridor is really all you are left with to build houses on.

CPRE: *What is the relationship between the countryside and the village, is there a strict delineation?*

Tangmere: Not really, as was mentioned earlier, dog walkers walk the perimeters of these fields and the airfield – although these routes are mostly not footpaths. Sadly when the old workshop area of the base was developed for 500 or so houses there was no large-scale public open space provided, it just relied on the old recreation field. So you have got quite a significant population with negligible open space so people started to appropriate the perimeter track for their needs. However, as you say, if people start building on these informal access areas this space issue will come back to haunt you.

CPRE: *Do you think that there is much room for nature to come into the village?*

Tangmere: What we do have are a number of hedgerows and tree lines along The Old Tangmere Road, where there are still a couple of sections of open ditch.

Our main difficulty is that when they build those houses we still want to be one village. We don't want the new village and the old village. Our task is to work out how we are going to achieve that especially as there is only one road that can link the two areas. CDC are suggesting that we don't need a vehicular connection between the old and the new – just pedestrians and bikes. But we don't want that!

This is a significant matter of debate within the village – between the desire for internal vehicular access and the consequences of that. This debate

also extends to the potential to unite the existing and proposed school. This is something that could bring the community together.

CPRE: *Lets summarise, we have talked about the relationship between the existing village and the rural area. We have talked about informal rights of way and how this could be lost, and how the hedgerows have been enclosed by maximum density development on the old air base site.*

Tangmere: Its a big problem! At the moment Tangmere sits within the countryside but, effectively, if all the local plan allocations come through we will have a settlement which dominates its surroundings. It is going to be extremely difficult to avoid the coalescence of settlements to the east of Chichester.

Settlement Pattern and Components

CPRE: *We are trying assess the character of the settlement pattern and the relationships between areas which structure the framework of your village. The interplay between things, hard - soft – the physical edge and the open space.*

Tangmere: Well, this is our main open space which is what we call the recreation ground with med centre, recreation ground and the play area which is bordered with those wooden bollards to stop travellers accessing the field.

What you need to understand is that it has taken over 3 and a half decades to redevelop the old RAF base brown field site in bits and pieces and with sales to both the local authorities, private individuals and developers.

CPRE: *Where are the more successful nodes?*

Tangmere: Successful in what way – are you talking about architecture or community wise?

CPRE: *Function and atmosphere – for example this area here feels very ridged, very tight.*

Tangmere: Yes, that was a function of trying to maximise density on a brown field site.

CPRE: *Well, in contrast to that is there an area where the streetscape and house plans work very well?*

Tangmere: That's quite hard to say! When you walk round the village on a Sunday afternoon you see some very nice properties but they're generally isolated from other areas and unexpected.

There is no real masterplan so there is very little designed open space. That problem was solved in the short term by the big open space of the hanger apron, but there are no rights of way here.

Looking forward our aim and strategy is 'one village'. But we are quite nervous about it. The district council can just say 1000 houses but that is a very big space – how? It will double the village.

This is why we need a masterplan and why we need the neighbourhood plan. To look at setting out where we want the headline community assets.

The Chichester District Council plan does state how much open space should go with various populations – so a 1000 houses equals a certain amount of space. We also had the need to protect the setting of the church, church farmhouse and the 19th century converted farm buildings.

So, what the neighbourhood plan said was that the field to the north west of the church would be for additional recreational space, and the field to the south would be for allotments. The idea is to give those buffer bits of land some community use.

There is a great desire to be able to drive through the middle of the village but practically introducing that level of traffic, especially down Malcolm Road, will be very difficult. Introducing a hierarchy of bicycle routes is therefore clearly worth thinking about.

CPRE: *Is there currently a clearly defined hierarchy of roads and lanes?*

Tangmere: There is a public right of way here at the back of the church, and a lot of the field edges around the village are open to the public anyhow, and there is the bridle way down here that goes off to Oving, and

one more bridleway up here that goes from Marsh Lane off to Aldingbourne. All that lot is connected by the old airfield perimeter track, which is not a public right of way but the public use it. So there is quite a good circuit.

CPRE: *Regarding festivities, is there anything that happens in the village?*

Tangmere: There is the annual fete – but everything else happens at the village centre or the museum. The museum attracts quite large events so does need its substantial hard standing for car parking etc.

They use the hardstanding outside the old hangers which is great as they are catered for off the streets. So if you build on all that the knock on effects could be quite serious.

CPRE: *When do you feel you have entered the village?*

Tangmere: Well once off the A27 it's not until your right down here, past all the backs of the houses and fences, it's dysfunctional – it's a perfectly functional spine road but doesn't feel like a residential road. It's ugly. Ideally you would give sufficient width either side of it to make it into a green corridor.

Settlement Buildings

Tangmere: If you're trying to find a vernacular style for Tangmere, then from the 19th century to the end of the 20th century we have got the lot. We don't have a style, this place is full of piecemeal pockets of development. It seems to me that developers these days have about 6 house designs, each with their own names, which don't fit to any place, that won't fit to any village.

The oldest building in Tangmere is the church. Then comes Willow Cottage, the thatched one there, which is sort of late medieval. Then there is a fairly wide variety of 19th century buildings at Chestnut Walk.

CPRE: *These are fairly set back from the road?*

Tangmere: The practical reason for this is that this area was the village pond and would have flooded. This area would have been the main junction and

is where the buses still run from. The main traffic junction is now Tangmere Rd to Meadow Way. Yup, that's the pinch point there.

CPRE: *Architecturally, when you are away, what is that makes you feel you have returned home, back to Tangmere?*

Tangmere: My front door! I used to be a merchant seaman so I was very glad to see my front door.

I have been here 9 years, so I'm fairly new to it in a way, but I do feel that it's quite a good community. It's a very mixed community, but that's what I like.

Unlike the vast majority of villages within the country, Tangmere didn't become a civil parish of its own until the late 60's, because the RAF had basically taken it over. There was almost a complete removal of the civilian population, so there wasn't really a settled population until the late 60's. It's gone through a series of influxes of population. Indeed areas of the village were vacant for about a decade after the RAF left.

CPRE: *Has this incremental growth come off any village centre or spine?*

Tangmere: If you ask people in village where the centre of our village was you would probably get 6 different answers. I would like to think that this area where the bus stop is and what was the village pond is the centre.

I think everybody would agree that's the historic centre, but each community will still feel 'well we're up here' and 'we're over there' and so on.

For example this used to be the pub, which was a newly built pub in the 80's, and is now the co-op. There is now no pub in the village at all. And, here is what we call the village centre, with the village hall and everything – and then there is the play area and rec – and the medical centre. To the east, effectively the only focal point is this small but open space over here, there is no shop – just a bit of open space.

CPRE: *And materials, is there any typical material that is characteristic to the village?*

Tangmere: No, it reflects all periods really. We have white washed buildings and brick buildings and flint faced buildings – some bits of weather boarding – some good bits of flint and some very striking red brick MOD officers houses.

CPRE: *What are the distinctive feature of the RAF base buildings?*

Tangmere: Well there is the very distinctive H block and the very varied look of Spitfire Court, which is Grade II.

Certainly one the nicest features for me is the walls with either angled or curved capping stones and that is quite a nice little feature you see around the place. Also there are our hedgerows in the centre of the village – hedges and ditches.

CPRE: *I noticed some very distinctive coniferous hedges – particularly a very large bush here.*

Tangmere: Ah, well I can tell you the historical context for that. When those houses were brought up from the RAF into private ownership you also had at about the same time quite an influx of local authority housing people coming in. So, the anti-social behaviour around the village was quite significant so those conifer hedges were put in as self protection measures for those people on the corner properties.

The other strange thing about Tangmere is that Meadow Way, which you would think is a residential road, doesn't behave like a residential road because all of the houses face away. It's just back gardens so is all fenced or walled. This is a bad thing. It divides the area. But, it's an efficient thing as Meadow Way serves the main road from much of the village. It also allows quite big pavements but no space for planting: the opportunity for a green corridor running into the heart of the village has been lost.

CPRE: *Can you show us a good example of houses placed in relation to a garden, pavement and road?*

Tangmere: Well in the centre by the shop there is a pinch point and the traffic slows down, but the down side of this is that your pavements at the narrowest

are 0.8 of a metre which is barely adequate for a push chair. So, although this area may aesthetically look interesting practically in movement/traffic/safety terms it is not a good idea. The question is what the function of a centre is and how your distributor roads work. We hope that shop might relocate into the new development because it's in such a difficult position.

Of course the debate has arisen: whether to build new innovative housing at Tangmere because it hasn't got a particular style, or whether to replicate bits of its different phases to ensure the new development has some variety.

CPRE: *When the hangers were taken down, did anyone feel a sense of loss? One could very easily start to forget what this place was.*

Tangmere: Well we have been asked to help name the new streets. Hanger Way is what we put forward, that should keep the connection. The repository of history is down at the museum, the control tower is slowly falling apart over there, owned by the Church Commissioners.

Was there any great sentiment attached to hangers? Not really. They were part of the landscape, not a particularly pretty part of it.

CPRE: *If you picture Tangmere could I ask what image comes to mind?*

Tangmere: That corner there, looking to the south east, you have the church, the old church farmhouse and Saxon Meadow. That is one postcard, a nice panoramic vision! Another picture post card sort of view would be if you had your back to the electricity sub station there, looking across the green into the entrance of the drive to Tangmere House.

CPRE: *Is there a particular residential view that you can think of?*

Tangmere: Not really. If you were to go to for post card sort of views then probably the view down there towards Willow Cottage. If you wanted to make it more representative then maybe a shot up the green space towards the H Block, but look east from there

and that's an example of what we don't want to see again thank you very much.

CPRE: *Where would you put a pub, thinking about the planned development?*

Tangmere: Well, with the neighbourhood plan there is a concept of the main street here with convenience store, medical centre, dentist, play area and school, and then a pub in that sort of central area. So Malcolm Road would become the 'spine'.

CPRE: *So shall we try to wrap up? We have identified some of the key buildings and noted that there is a great variety with no specific style. There is therefore a question regarding the references used for new development and new design policy.*

Tangmere: Yes and there is a distinction which needs to be drawn between movement corridors and residential streets. Cars and green corridors need to work together whilst driveways and pavements need to work with a sensible system of pavements, planting and walls. Not like you see opposite to the co-op at the moment.



1 Crucial vistas

Three church spires can be seen from Tangmere: St. Andrews Tangmere, the Parish Church of Saint Andrew Oving and Chichester Cathedral. Tangmere state these views are significant and help to define the village's character in its landscape. The spires create a focused view from the western edge of the village. This outlook helps to cultivate a rural sense of place.

2 The perimeter track

The old RAF airfield in Tangmere was left with an ambiguous status. The airfield perimeter tightly defines Tangmere's residential estates and is used as an informal green space. This access is essential for dog walkers and families but until permissions are formalised and a responsible organisation apparent this historic edge will remain neglected.

3 A 'Historic Green Belt'

RAF Tangmere's history and the bucolic quality of views to Oving and Chichester are inseparable along Church Lane. Here the elements of remembrance, long views west and the wooded field edge define Tangmere's character. This relationship requires recognition and maintenance.

4 Defining ditches and hedges

A bend in Tangmere Road is the principal feature from which the village has developed. Verges and junctions along this road are characteristically green and wide. From these junctions fingers of hedges, trees and ditches link the village centre to its landscape. These features help to mitigate the impact of infill development and are very distinct.

5 Remaining distinct

Tangmere plan to adopt a green infrastructure strategy supported by sustainable transport links to ensure the parish remains a walkable and friendly pedestrian environment, with a varied sustainable rural form, that enjoys a degree of self-sufficiency. Tangmere wishes to remain distinct and separate from other villages east of Chichester.

WORKSHOP RECORDS PATTERN AND COMPONENTS



6 Linking new housing

Tangmere want to remain 'One Village'. This vision has directed their response to the Tangmere Strategic Development Location. 'One Village' means being connected by shared roads and paths and associated with shared facilities. Tangmere propose a 'Sustainable Movement Network' to provide an east-west 'corridor' and a north-south 'link road'. The corridor could potentially provide a village street by enlarging Malcolm Road.

7 Informal green space

Tangmere has very little public open space and no apparent village centre. Residents have therefore used the semi-public verges of the airfield to gain access to the surrounding fields. This access is informal and vulnerable to further development. Footpaths, cycle paths and pavilions designed to recognise the history of the airfield are needed to improve access.

8 Community use for the green gap

Church Lane, the church and war memorial are key remaining heritage assets in Tangmere. An arc of protected land is proposed to screen these elements from residential development. This protection will fuse landscape conservation and historic preservation. In order to make sure this area is used by the community and is accessible several community functions are proposed: a nature conservation area, a community orchard / allotment and a public park with children's play area and sport pitches.

9 A Missed opportunity for more biodiversity

Meadow Way is a 16 metre wide distributor road that connects Tangmere Road to the main A27 roundabout. Recent housing developments were orientated away from the road – hence its verges are anonymous and underused. Tangmere describe the route as dysfunctional – for it fails perform the range of functions typical to a village. A secondary function is needed – Tangmere suggest planting it as a green corridor.

10 Space for events at the heart of the community

Tangmere needs a multifunctional centre positioned where a number of services and activities overlap. The Malcolm Road link is one potential area. The community requires a second centre to host large events. This facility might evolve as part of the RAF museum redevelopment – this would create an opportunity to link the museum to a new network of airfield footpaths and a parking and parade area.



11 We need more variety

Tangmere is a village made up of pockets of housing separated by green boundaries: hedges, trees, banks and walls. There is a hierarchy of compound typologies (Saxon Meadow, the H block, Garland Square) and a range of good precedent houses (Nettleton Ave, Old Cottage Close, Cheshire Crescent). Tangmere wish to see variety and imaginative street design not standardised layouts and details. The scale of housing proposals should not mean a dilution of design intent.

12 A Picturesque junction

The junction between Tangmere Road and Chestnut Walk is a good example of multi purpose public space which naturally acts as focus for the village. Asymmetry, irregularity and flowing walls make this situation very characteristic.

13 Organise a centre

Tangmere lost its pub which was replaced by the Co-op. The village centre is isolated on the south edge of the recreation ground 500 metres from the school. There is no tangible centre hence no obvious community focus. Tangmere has the opportunity to reorder and sequence these facilities to meet its needs.

14 Organise a spine

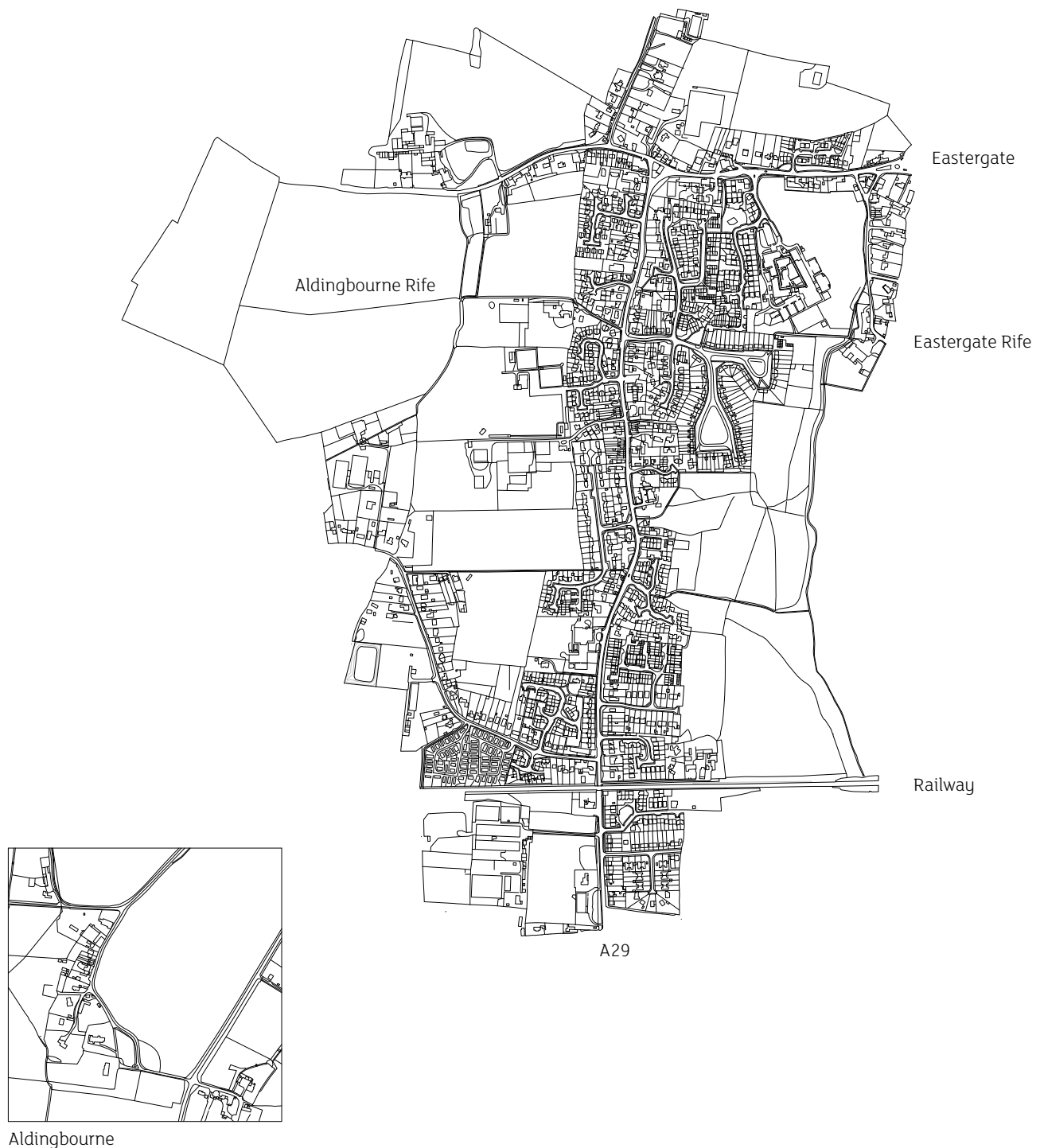
Tangmere could use the characteristics highlighted in this workshop to design the new east-west village street. The key is to ensure facilities share space and have overlapping responsibilities which define key public spaces and frame views west. These overlaps should have soft edges and irregular boundaries to maintain a rural sense of place.

15 Houses: orientation, aspect and boundaries

Existing buildings should inform new development. This does not mean replicating obvious motifs but understanding that the orientation and relationships between buildings are a defining characteristic of Tangmere. Edges and aspect are crucial – the workshop heard that walls with either angled or curved capping stones were a favourite feature as were hedgerows in the centre of the village and that a number of bad designs were only disliked as they faced the wrong way.

WORKSHOP RECORDS

ALDINGBOURNE



0

500 m



Eastergate Village and Aldingbourne
in selected landscape.
Aldingbourne highlighted.

Design Principles

Aldingbourne Parish, W Sussex, contains the villages of Aldingbourne, Westergate, Norton, Nyton, Woodgate and Lidsey. The parish is located 4 miles north of Bognor Regis and 4 miles east of Chichester

Area: 12.5 km²

Population: 3,820

Households: 1,545

Housing owner occupied: 81.7%

Housing social rented: 7.6%

Planning: Arun District Council

Allocation: 2000 dwellings in Eastergate, Westergate, Barnham

“You don’t want to find that you have got so much housing that you can’t see beyond, that you can’t see the sky.”

Settlement Context and Character

CPRE: *Could we consider walking around Aldingbourne Parish, around Westergate Village and Aldingbourne Village to note what is the character of the landscape and its relationship to key areas in both villages?*

Aldingbourne: We've done a little bit of this via the Neighbourhood Plan. What you have in Aldingbourne is a set of isolated older properties along this main street, surrounded by horticultural units that were then developed. The first major development is this which was post-war council housing – Ivy Lane and St Richards Road and then there is a host of 60's onwards developments since the Westergate Stream was put into a culvert – that's roughly what it says in the village history isn't it!

The older bit is very sporadic, we should probably start by the church although Aldingbourne and Norton are conservation areas so are already quite protected. These areas are listed as buildings of special character, there is nothing new there. But it does have a really strong character as a mix of housing going onto open fields.

CPRE: *If you took away this church boundary wall would that be detrimental to Aldingbourne's character?*

Aldingbourne: Yes, we really want to keep everything together. That wall is the starting point for the settlement from what we want to remain as a quiet lane. That corner, bounded by the wall, contains the war memorial which marks the entry to Aldingbourne Hamlet – which is really made special by the open field edge. When people take photographs of Aldingbourne it is often across the field into the church. So not only are there views out but there are also very distinctive views towards the houses. We would want to keep that vista.

Thinking about vistas, one of the problems people in the village tend to have when it comes to development is that views out towards the downs are very important, yet in planning consent terms these views count for absolutely nothing.

Now if we look at Westergate – Westergate is a bit different to Aldingbourne but it does have lots of footpaths. Westergate is the focus for development at the moment but we, as the parish council, are largely ignored as developers don't seem to consult. We do hope that the Neighbourhood Plan might help us but it has already been rejected by District Council once. At the moment we are back to regulation 14 so are open to speculative development and will have to go through the process again.

A key concern is to ensure that we retain our green gaps to keep Eastergate, Westergate and Aldingbourne from merging together along the existing road network. If Arun has their way, then all of this area would be covered by 2000 / 3000 houses.

We are very concerned about the field to the east of Oaks Close. Here there is already a new small development along the road but this field is important and is at risk. That field is a flood plain and is what the community use for proper open green space. Without it we are quite low lying and if it is developed there is nowhere for these people to go and freely access the Eastergate Rife. There has been development encroaching already: development with no taste, no real gardens – all asphalt and concrete.

This is the Aldingbourne Rife over here. Both of these rifes are our biodiversity corridors. These are linked to our community green spaces, like St Richards Rd green and Ivy Lane green and the community allotments. We want to expand the allotments and to make a community garden here.

Settlement Pattern and Components

Aldingbourne: Well, we don't have a village centre as such. That's one of our big concerns because basically we are a straight long village along the A29. But, one of the things we do have, which is one of the few places that work really well, is an 1950s ex council house development which has a great big green in front with trees on it which you can see here, with small front gardens and long back gardens with access onto fields and footpaths behind. It's a mixed development, with young and old. It has heart and a centre. It's the one area that I cycle through where you see children playing and it feels safe, it looks safe.

Oak Tree Lane and their green do look a bit similar but it doesn't work in the same way. It's just surrounded by nothing really and is put together very tightly.

CPRE: *What is the main signal that you have entered the village?*

Aldingbourne: When you start looking you start to realise just how much flint walls are characteristic of the parish: both on the houses and as boundaries to the gardens and the streets. Looking at a key corner for the village, this is Westergate Mews which has 3 listed buildings which have been turned into flats, from there it is all flint way all the way round to here and then there is flint around this building here which is an island and that has a history in the village. Its Basmati Restaurant now and should be listed. Its a very important building.

CPRE: *Is that really very significant as it is right in the middle of the road?*

Aldingbourne: Yes, it is vulnerable to be a roundabout but had a very distinctive pub sign that made it a very very distinctive building. The pub was called the Labour in Vain and had a sign that showed a lady trying to scrub her black baby. That's gone now as someone stole it. We think it is still within the community somewhere. As you go down the street there are dotted around older buildings, and then behind the street are the newer developments.

I always feel I have arrived when I get to the Basmati – when you get to the war memorial you feel you have got somewhere. We do need something around that corner that pinches the road in and says Aldingbourne or Westergate – I'd then go 'oh yeh'!

Thinking about the space between the war memorial and Basmati, the council flats on Barnett Close don't really have any structured outlook, no real gardens or aspect. There could be an opportunity, with the new development to the north there, to tie them into the plan and give them another point of access across a green or lane etc.

At the other end of the village there is just – hm – the railway line and maybe the pub?

Thinking about a community focus between these two points, clubs use our community centre which is here. We do have a village fete but it doesn't happen here. It's a three village fete. By rights the heart of the village should be the community centre, but the community centre doesn't lend itself to being the heart of the village. It's got football pitches, tennis courts, green space, bowling but it's not a very beautiful building is it. It's just bolted onto the village. It's not a very inviting place, when the kids play football they couldn't care less what it looks like, but as a central place – hm, it's not what I would call a centre. Something like a community cafe might help it. With other activities wrapped around it and something to encourage people in. Even just a bit of paint and some decent and fun gardening might help, some trees! We really need to think about it.

Looking at Westergate it is really clear that town planning really has not moved on, how development is done has gone backwards in fact it seems.

Settlement Buildings

Aldingbourne: We've got a mix of buildings in our community: everything from very old buildings with flint and stone, to 1950s quite nice housing estates, caravan parks to modern development with absolutely no facilities at all. So, there is a very broad range. On the main street there is a great variety of houses from terraces to single dwelling and semi detached, one has been converted into a shop. They are distinctive. Everything along the main road is mixed – its the stuff behind it that can get more boring.

What we wanted to try and do is to influence developments to get some form that is going to complement the community. We are quite spread out, and as I said earlier we have some very very nice older buildings built around flint and stone walls. We also have some quite nice 1940s houses that have been set up on generous estates. But we also have the stuff we don't like, the mobile homes and modern houses with no gardens and nowhere to park.

The community runs along this main A road, alongside the road are a mixture of different types of housing. There is some infill, some 1960s estates which are OK but lack any green space like St Johns Close.

WORKSHOP RECORDS

TRANSCRIPT

We've got 78 houses to go in here and at the far end we have 276. We would like to influence these applications but probably have very little chance to.

Earlier I was driving along here thinking about this policy and realised that we have got flint walls there, right the way round to there, and also along Eastergate and here as well. You know, it's a really strong feature. When it comes to building this development the views in from the village need flint to be apparent on this side. Because we have the flint walls policy, and I sent an email the other day suggesting we need to strengthen that, new development really must have it. It just made me realise that it's really quite important. I realised when I was surveying this area, this is the Lime Avenue development which is modern, that there is a horrible fence to its boundary and we lost an opportunity to influence that, to get this sort of vernacular edge.

I would like to see a development, if we have to have development, that has off road parking, and lots of green space. I don't mind bigger housing but you see the developers just want the maximum number, and it's unlikely we will get a reduction in that number. In Halnaker there is a development on the old chicken factory, and the buildings look very nice but as you look behind they are really really rubbish. The integrity has gone. What we don't want is the picturesque just being applied to the bits people can easily see, because it isn't about what people can see, it's about what people have to live with – what's going to feel right for the community.

What we really want is something that has been designed, where the houses are of individual design because that's what the village is. We would even want some bungalow development.

What I'm referring to is the mix through Westergate, each one is slightly different. There is no uniformity. None of our community's houses are the same except where you have modern development.

We need housing that looks as if it sits in a rural setting, as opposed to it sits in a mini town. We are not a mini town. We want the buildings to 'slope' away so we retain the views across the fields. You don't want to find that you have got so much housing that you can't see beyond, that you can't see the sky. That affects street lights too, we must retain the quality

of the sky at night. In the village there are very few focal points as we are based down one long road. This is one of the things that we do want to do – we need to slow people down by creating pinch points and good planting. Especially around the Basmati island. What's happened is the buildings have followed the A29 south as the area has built up, and all the older settlements have gradually been stretched and then linked and can't really go any wider as these areas have flood plains either side. We want to keep it as a restricted corridor to retain our biodiversity areas but this restriction is part of the spatial problem.

The problem up here is that development will effect our proposed quiet lanes which are so important. That is why we are having to think of a flint development, a different type, more suited to the country, but we don't have a picture of how we want it to look. It is going to need footpaths out to let people walk to the school, but I don't think they have even thought of that.

We really need to make sure that the flint wall policy for example is not just an extra feature that becomes part of a box ticking exercise. The walls need to make the scheme – to make the landscape as it were, not just ensure that some of roadside finishes are compliant.

If you had some hedges then I think that could be an important part of working these issues out, the balance between hedges and walls. There is definitely a balance here between landscaping and walls. The crescent shape at Aldingbourne, which we are told is a very important feature, is almost like the curved green spaces at St Richards Road. The proposed developments really should try and mirror this type of relationship – that sort of shape. That is quite important actually. Why can't the characteristics of those 1950s estates and Aldingbourne's distinctive shape be mirrored in any new development? They are actually quite similar. It's this curve I think that is important, the large scale of the curve.

In the estates you have a row of houses, a row of semis, a row of bungalows then a row of houses – all stretched around the green. They have a mix precisely because they were designed to have a mix in the community. That is so important. So much better than around here which is all bungalows and you

walk round and sigh, as it is bungalow land. There is no green in bungalow land, just bungalows. There is a nice little terrace of social housing here, called Watson Way, it just feels nice, it's not uniform yet still very simple. I think after this conversation I'm much clearer about how we could want new development to look: something that looks and feels like the community, linked to the rest of the community with interesting paths, no street lights, buildings that blend into the surroundings.

Of course the difficulty for us is that no developer will actually sit and talk to us. That is the one of the biggest hurdles that we face. They have brought the land having been told they can get X numbers of houses on it and they are not interested on the affect that might have on the community. I went to one of the consultation events they hold and you have these people from the land fund, none of them take any comments on board, there are no adjustments made because they had no reason to. All they want to do is get planning consent and sell it on.

“Looking at Westergate it is really clear that town planning really has not moved on, how development is done has gone backwards in fact it seems.”



1 Exposure to the landscape

Aldingbourne Village is an attractive sequence of buildings strung out along a curved lane in an exposed rural setting. The unobstructed views across the fields from Oving Road and Church Road into the settlement are remarkable and very distinct. Aldingbourne described this relationship as 'a mix of colour-washed housing seen over open fields'. Controlled exposure to the landscape is clearly characteristic and a unique local precedent.

2 Remain distinct

Artful landscape boundaries are a local design characteristic. Aldingbourne parish is delineated by small chalk streams called rifes and undulating country lanes with deep hedges. A concern of the parish is that development may spread down the existing lane network and join Eastergate with Westergate and Aldingbourne.

3 Protect and use the rifes

Aldingbourne Rife, Eastergate Rife and Barnham Rife drain towards the sea. These channels run north south between Eastergate and Westergate and between Westergate and Aldingbourne providing distinct and precious water meadows in a flood plain. The parish recognises these rifes as biodiversity corridors running between villages.

4 Retain access to the rifes

The rifes are used as everyday footpaths by the residents of Westergate. Development has been proposed on sites between the village street and the Eastergate Rife. The village has no formal open public space so access east and west to the landscape is important. Development that blocks this access or reduces views out from Eastergate will be resisted. Proposals which strengthen the villages relationship to the rifes, such as a community garden or orchard with cafe / canteen, will be supported.

5 Acknowledge quality views

Norton, Aldingbourne, Nyton, Westergate and Woodgate sit in open countryside with views towards the Downs. These uninterrupted views towards the Downs and between the historic lanes, footpaths, rifes, woodlands and copses are important to residents and crucial to the character of the parish. These views need to be recorded and protected. A policy is needed to quantify and protect these sightlines.

WORKSHOP RECORDS PATTERN AND COMPONENTS



6 A new centre

The village of Westergate is principal village in the parish and is strung out along the A29 road. Westergate has no obvious centre and was described as a 'straight long village'. Locating a centre for viable community use is a priority.

7 The quality of existing housing

In parallel to a rejuvenated village centre, a series of ancillary green public spaces need to be prioritised and supported. A precedent for successful neighbourhood focal points are the greens on Ivy Lane and St Richards Road. These crescents of houses around public lawns were described as 'one of the few places that work really well' with a 'heart and a centre' where you see 'children playing and it feels safe and looks safe'.

8 Articulate the entrance

Aldingbourne Parish are concerned about urban sprawl along connecting roads. To differentiate between settlements and promote green gaps the entrance / exit to each village needs articulation. The sequence of flint walls, key buildings and trees at the Basmati junction in Westergate is successful as it builds a feeling of arrival. This townscape relationship needs further study to understand the component parts that could be replicated in proposed extensions to Westergate.

9 Improve aspects

Between the villages of Westergate and Eastergate the Parish Council identified an area of roadside development with 'no structured outlook, no real gardens or aspect'. A community project or policy and agreement with potential developer could rebuild this boundary as a garden or well planted link to the fields beyond.

10 Facilities to reflect a new centre

Westergate needs a centre which can be enjoyed by all. There is a community centre in the middle of the village but this is apparently underused. The site is very open with no landscaping, an oversized car park and flat-roofed Community Centre. Aldingbourne does have a parish fete but this is not held in Westergate. The parish discussed a strategy to improve the visual impact: repaint the Community Centre a vibrant colour, plant an avenue of trees and dig up sections of the car park to break up the large area of tarmac with planting. A series of summer events in the improved centre might help gain support for the project.



11 Distinctive road frontage

The village street in Westergate has a wide architectural mix of housing. This variety and flexibility is distinctive and is contrasted by the standardised housing in the estates behind. Variety, intricacy and irregularity are a qualities which new development should replicate.

12 Distinctive boundaries

Flint walls were highlighted as a strong feature in the parish which help bind areas of housing together creating an aesthetic tension between continuity and variety. Aldingbourne NP has a flint wall policy which states ‘flint walls contribute to the character of the parish; they should be maintained and conserved’. Aldingbourne wish to strengthen this policy. It is important that a policy or code is developed which communicates the delicate relationship between boundary walling, set backs, parking and building positions.

13 Develop with a mix

Westergate and Aldingbourne are villages with a wide range of house types which mostly reference a South Downs vernacular. This ‘variation on a theme’ should be specified by the neighbourhood plan. An aesthetic, demographic and social mix is desired to create a stimulating and creative village.

14 Distinctive relationship with the landscape

A study of village boundaries is required to create a policy capable of specifying new development edges. These boundaries can be soft or hard, dense or diffused. Soft edges may be mainly made up of trees and hedges. Hard edges are made of boundary walls or fences. The edge may be diffused or dense. New development could maintain the most distinctive traditional edge appropriate to its location. The crescent shaped boundary at Aldingbourne is similar to the curved green spaces at St Richards Road. Proposed developments might try and mirror this relationship.

15 A local green housing typology

The range of house types around St Richards Road is a sensible precedent for new development. The relationship between green, road, verge, path, front garden, alley way and long rear garden with open views could be documented by a village design statement and promoted to developers. Further local detail can be observed in Aldingbourne village where pale colour wash and the mixture of roofs and chimneys are important features.

WORKSHOP RECORDS

ANGMERING



0 500 m



Angmering in selected landscape –
A259 junction highlighted
with immediate context.

Design Principles

Angmering Parish, W Sussex, is located between Littlehampton and Worthing north of the A27

Area: 17.8 km²

Population: 7,615

Households: 3,267

Housing owner occupied: 79%

Housing social rented: 7%

Planning: Arun District Council

Allocation: Between 2001–2013, 727 dwellings were completed in Angmering. Arun Local Plan allocation 600 dwellings. Angmering Neighbourhood Plan allocation 100 new dwellings

“Barrett’s said they looked at all of those older properties and they said that they will replicate it here. But it didn’t look nice. You can’t replicate them in bulk. You can look at the spacing and cut back the density. The key is giving people a quality of life.”

Settlement Context and Character

Angmering: This is the line of the old river in Angmering which does sometimes flood. Just here is the culvert entrance and we have got a web camera here which is our main alert for flooding. Due to the flooding we do have some lovely open countryside along the Black Ditch water meadows. But of course the newer and proposed development totally dwarfs the original village. In fact when we finish building that we can now be classed as a town which is 10,000 people plus.

This development isn't wanted, it's just developers jumping on the bandwagon as there is no Arun Local Plan, it's a free-for-all. Our Neighbourhood Plan has been approved but it is probably not worth relying on now. Seeing as the Arun Plan has been thrown out the window developers can now can pray on any bit of land.

CPRE: *Did you put a housing allocation in your neighbourhood plan?*

Angmering: Yes, for a 100 houses over these 3 sites. This is a very interesting one actually as we own that ground and we are hoping that a developer we are talking to will give us a number of houses that we could put into a Community Land Trust.

CPRE: *Having looked at these sites – I am aware we haven't focused on what is that way?*

Angmering: Just the A259, below that is Ferring and East Preston. Here is our development boundary, we look small, but that's the downs and that's the flood plain, so although the built areas is swollen the environment is still very distinct. We have got to keep the gap between us and the coastal sprawl although it is now owned by Persimmon. At the moment as you drive along the A27 there is a corridor of open green space. But this has started to be threatened.

CPRE: *Do you have a biodiversity area that you would like to protect?*

Angmering: We would like to protect it all: woods, ponds, rivers, and views to Highdown Hill which you

can walk to by crossing the A280 at Ecclesden. A little bit of history might be useful. You have got two old settlements East Angmering and West Angmering. Between these the ancient entrance was down Cow Lane. This is really important. You came in from there and came down here which is the Old High Street. These were all shops. The red ones are those that are still shops. All of these modern shops here are on the old river bank. The majority of buildings in this area are grade II listed – we've got about 82 listed buildings.

These 70s buildings are OK – thinking about quality areas after the Victorian major changes. These building here are early 20th century and called 'The Cottrells' they are OK too.

CPRE: *When you say they are OK what does that mean?*

Angmering: Well I suppose they look OK. I wouldn't jump up and down to live in one. They are a brick terrace. What Edwin Harris did was to knock down what he considered to be hovels and build new workers housing. Saint or Sinner! The jury is still out. He was a wheelwright turned late Victorian developer. He lived in that massive villa there. We would like to try and get The Cottrells into the conservation area. Most of the rest of the newer development is just like normal London suburban sprawl, apart from those areas of typical council housing – big – square – not many features – quite stark gable ends. These areas traditionally have been the trouble area. It's not troubled now but still has an unfair reputation.

One thing about the area around Chantryfield Road is that the housing was laid out to be open plan: no high hedges or fences. We try and stick by that policy. It gives a great feeling of openness. That feeling of distance is quite attractive.

To the south of the conservation area the 20th and 21st century developments are separated. There are no roads between the two areas. The two areas have a very different street pattern. The newer bits are a monstrosity. They are all too close together with tiny little gardens. The original plan was to have 1000 houses there. Protests managed to get it down to 600. Monstrosity is a slight exaggeration but you know

when Prince Charles built his village, then all the developers said yeh, we will try and build something a little bit different – make it a bit like his, but they didn't succeed. They tried to mix it, to use a bit of flint, bit of a gable window, bit of a hip, but they are really just tight narrow housing that is too tall. Whereas the other area, The Dell, has some nice little houses. I always use it as an example of resilience: someone is always doing something terrible there but it gets along OK.

What developers are trying to do is look at the centre of the village and say this is the character of Angmering so this is how we are going to build our houses. The density becomes such a problem. You have to think about the quality of the resident's lives. They are squashed in and claustrophobic. What they ignore is how much space the older houses have behind them.

What we really need to build are more Long Backs – Long Back Cottages – they are 1 up 1 downs, purpose built beautiful smaller houses with a nice bit of land.

Settlement Pattern and Components

CPRE: *How about we talk about the building density, dimensions and characteristics of different areas within Angmering?*

Angmering: They are trying to take all our fields away from us, and this is a heck of a big village to use your analysis method with!

The old area of the village has houses all over the place as you can see, which is great. As the newer development has taken place then you get these straight rows of houses but even some of the old roads are very straight.

Interestingly enough, one of the reasons why that road may be so straight is that when we were doing the archaeological dig on St Nicholas Church the archaeologist in charge reckoned that there was a river coming down the hill and that this was an island between two rivers. Here, near the medical centre, was in Roman days a quay. The river nowadays goes underneath the road and underneath the green which was the old pond. It is all now a culvert and it goes out here behind the village hall and on south west to the Arun. As I mentioned the car park of the medical centre was a quay to the Roman port. We sold salt

to the Romans. The Saxon village was once called Angemare.

If you take Sylvia's Rabbit, which is the parish shape, you will see the distribution of houses, but the village is probably complicated enough! You see here – that is the conservation area, but they want to destroy all that. That is the real shame because they want to bring the traffic out from this development onto that road which at the moment is not much more than a bridleway. It's such a shame as there is a lot of character in this area, then they put the footbridge in, and of course just over the A280 you have Ecclesden Manor which is just lovely. This area is very vulnerable.

The problem is that some of these developments, take this one here, look at the density, these are sort of straight roads that they have tried to add character to by a bit of landscaping but the development is so dense that this is all lost.

Then you have the contours. Angmering may appear to flat, we have flat bits, but it's actually quite hilly. This adds lots of character: it's undulating and gorgeous. Talking about the view, I live here in that house there. From my bedroom window I'm looking across bungalows down into the village and that is good because I can see the trees, fireworks, everything.

Thinking about that kind of activity, you have got the community centre which was built from local s106. This is the recreation ground and that is a pavilion, a very bad pavilion, but it is a pavilion. When the community centre was built there was no concept of green spaces, it all had to be open plan and without hedges or interesting spaces.

Also, Bramley Green (community centre) has no contact with the village. People are getting better but most would probably prefer to drive to Asda or Sainsbury's. Also if you look at the southern half of the village you will instantly see there is a line dividing the village into east and west – The Dell and Bramley – where it is impossible to drive through – people can only get out at two points!

There is another major development which is going to affect the whole village, that is our traffic management scheme which will start next year. They are going to put a 20mph limit right the way through the village which will need some sensitive handling.

WORKSHOP RECORDS

TRANSCRIPT

As traffic management schemes mean white lining, more signs and all that. We are going to have to really look at road design. We need to ensure this doesn't take away more character. How we can mitigate this I don't know.

You see the A280 here was built to bypass Angmering – to take a lot of traffic that would have just gone through the centre. However, people still will go through the village as the junction here with the A259 can take some time. That is another major problem.

CPRE: *Could we pick some successful bits of newer development? Are there any qualities?*

Angmering: A lot of the older houses don't have front gardens as such, they tend to be right up against the street. But then you start to get into the 1930s where front gardens do appear, and now of course they are going back to no front gardens. What you have to remember with the old village is that you had a river running all the way through so quite often you would have had to row from one side the village to the other.

We don't really have a village that is consistent. Every single part of it is from a different era. As you drive down the High Street I often feel I am in a Cornish Village. It always feels like the sea might be round the corner. Our village is very complicated – I do apologise!

Settlement Buildings

CPRE: *We would like to identify if there is a characteristic building in Angmering, something that makes Angmering special?*

Angmering: There is quite a mix, but in the centre around the green, there are some lovely old flint stone buildings. That's the Old High Street which is a mixture of flint and old Georgian houses, it is a very nice road, the majority of those are grade II listed.

Behind this conservation area there are almost no key buildings, not even a pub. At the edge of the conservation area there is a key lane which used to be the ancient route down into the village – this has a very special character which will change dramatically if this proposed development goes ahead.

Another thing that is changing is parking. Many of the older, 60s and older, houses don't have any parking. That is forcing people to park up on the verge. Around me there has suddenly been a wave of businesses start that are run from home. We even have building firms that are run from a front room and these people have white vans and trucks. I now can't park anywhere as the road is full of vans. New rural houses need to take this into account without resorting to the 60s parking compounds which are just pits for bad behaviour. We need houses that give space back to the street and would allow you to run a building company or delivery service from home. Our village can't take it at the moment.

Thinking about the older buildings, many are listed for obvious reasons but the thing that makes Angmering is their particular grouping. It's a sort of mixture of detail and level changes that is so special really. It's probably pure luck, although of course it's really totally defined by the landscape, by transport and crossing and unloading. It was built to suit the landscape.

And then there is all the styles: there is a mixture of brick, timber, flint, thatch, slate, concrete tiles, clay tiles and some v nice boundary wall details.

But you can't really replicate that. Barrett's said they looked at all of those older properties and they said that they will replicate it here. But it didn't look nice. The pictures looked terrible. You can't replicate them in bulk. You can look at the spacing and stuff and cut back the density. But the key is giving people a quality of life.

Finally we must get drainage right. This is always overlooked but it so important. It does give Angmering its character as well.



Tom Warder and Mara Weiss running
'Settlement Components' at Barnham
Community Hall – Jan 2016

WORKSHOP RECORDS CONTEXT AND CHARACTER



1 Delicate centre

Angmering is a village with a historic core surrounded by dense contemporary development. This historic centre runs along the line of an old river now diverted below Water Lane into a culvert. Angmering is vulnerable to regular flooding, indeed a culvert web camera is part of the village's warning strategy. The village is unusually self aware of its geography, its relationship to the landscape and the conservation of historic back lanes.

2 The A259 gap

Angmering wish to stay a village, to stay distinct from East Preston and separated from the A259 and A27. Angmering neighbourhood plan recommends a green gap along the A259 corridor to preserve Mayflower Park as a landscape buffer. The control of this gap is viewed as crucial. This land is owned by Persimmon Homes.

3 A Balance of access and conservation

Angmering face the challenge of permitting limited new development in sites that will not increase congestion. If viable, larger development should deliver an alternative, new exit onto the A280. An area of particular vulnerability is Cow Lane which is the ancient lane leading into Angmering from the east. Balancing new development and the preservation of back lanes is a challenge for the Neighbourhood Plan.

4 Policy vacuum

Public examination in 2015 found the Arun submission Local Plan 2011-2031 'unsound'. The Plan failed due to low housing targets which did not meet the need assessed by the examiner. This policy vacuum means the planning committee are unable to refuse hostile development as there is no five year housing supply. The Angmering neighbourhood plan has questionable weight as it cannot be in conformity with a local plan. Angmering describe this as a 'free for all'.

5 Controlled centre

The A280 was built as the Angmering bypass. However due to heavy traffic drivers still use Angmering as a short cut. Angmering are considering 'village access only' and 'unsuitable for heavy goods' signs on roads leading to the village. The extension of the A259 into a dual carriageway between Station Road and the A280 Bypass is also considered a necessary improvement to help relieve traffic congestion in the centre.

WORKSHOP RECORDS PATTERN AND COMPONENTS



6 Conserving the ancient entrance

Angmering's challenge is reducing traffic through its conservation area whilst adopting development sites capable of delivering new access routes onto the A280. A masterplan is required that protects Water Lane and the High Street and provides 2 new village streets which connect to the A280 to the north and south of the conservation area.

7 Division

Angmering's southern residential areas called The Dell and Bramley are divided. It is impossible to drive east-west through the south of the village. The parish wish to look at ways to link the two communities either along Angmering's south edge or below the conservation area around Bramley Green Park.

8 Restructure the community centre

Bramley Green Park and the Bramley Community Centre have very little contact with the village centre. These facilities are situated at the boundary between the The Dell and Bramley with no access through to Angmering's historic centre. The community centre feels isolated. A local design and landscape project combined with regular events could help liven this space.

9 Levels

Angmering is village characterised by level changes and a distinctive contrast between wide open areas and streets that are interlaced with intimate back lanes and alleyways. The junctions between these two spatial types are often formed by generous greens and undulating verges. This irregularity was noted by the parish council who commented that Angmering often feels like a Cornish Village.

10 Managing the traffic plan

In 2017 a traffic management scheme will impose a 20mph limit through the village. Angmering Parish Council are concerned this will need 'sensitive handling' to control increases in traffic signage, street furniture and highways additions. Angmering suggested an audit of street clutter and the removal of unnecessary items in line with recent guidance from English Heritage Streets for All, 2005.



11 A busy core

Within Angmering's residential areas there are very few facilities – not even a shop or pub. Although the historic centre can never be replicated, the flexibility and variety of building types and uses may inspire development adjacent to existing housing estates. A sequence of vibrant facilities could be proposed: a community garden, clubhouse or shared workspace, car club, garden tools club, mobile library or cafe.

12 Terraced pockets

Two simple housing typologies were chosen as appropriate and characteristic. The first type is The Cottrells which are a brick terrace built by a local Victorian developer. They have a distinctive eave detail, chimney silhouette and banded brick and render facade. The terrace backs onto community allotments. The Cottrells are small houses with 2 / 3 bedrooms. A second characteristic house type is Long Back Cottages which are 1 up 1 downs, described as 'purpose built beautiful smaller houses with a nice bit of land'.

13 Orientation not style

The Bramley Green residential area was built in a vernacular style with conventional highways details. The parish council feel the purposeful mix of traditional house types did not work: 'they tried to build something a little bit different, a bit like Poundbury, but they did not succeed. They tried to mix it, but they are really just tight narrow housing that is too tall'. As a result the neighbourhood plan included a policy which excludes 3 storey development.

14 Community land trust

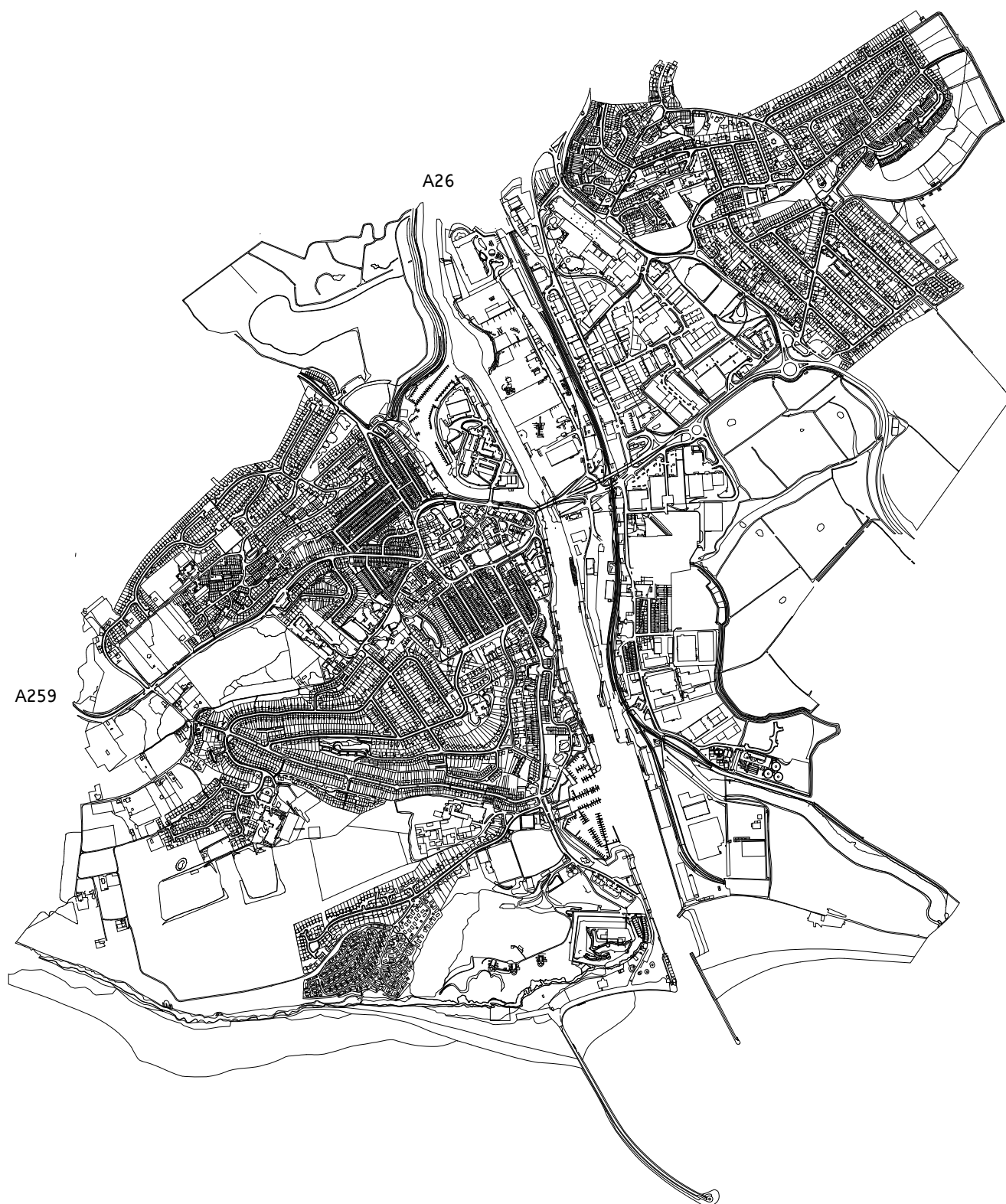
Angmering are talking to a developer about a community development on parish council land. This development could be a community land trust which would allow the parish a chance to put into practice their own design principles and meet specific local housing needs. This project could be politically powerful and very socially responsive as well as a test ground for appropriate aesthetics and housing types.

15 Live-work parking

Parking needs are changing. Many older houses and post-war estates do not have parking. This is forcing people to park on the verge. The problem comes with the increase in businesses run from home – this is increasing parking needs and increasing congestion.

WORKSHOP RECORDS

NEWHAVEN



0 500 m



Newhaven in selected landscape

Design Principles

Newhaven, E Sussex, is a port town at the mouth of the River Ouse on the English Channel

Area: 7.1 km²

Population: 12,232

Households: 5,250

Housing owner occupied: 67.4%

Housing social rented: 12.7%

Planning: Lewes District Council

Allocation: 1677 dwellings.



WORKSHOP RECORDS TRANSCRIPT

Conversation with Newhaven Town Council at Hillcrest Community Centre

Settlement Context and Character

CPRE: *So, shall we talk about views into and from the town?*

Newhaven: That will be the incinerator then! What you need to understand is that the new development areas in Newhaven have some of the best views in the country. This land is very visible and a view is a two way responsibility. All the proposals coming forward are just more cheap bad housing on land that is used by Newhaven's residents to break out onto the cliff tops and the downs. For example if you go to the Norman Church you can see Lewes Castle. Newhaven is the Ouse Valley and its edges are exposed to a very special landscape. This is being totally ignored by district council and developers.

CPRE: *Do people have direct contact with the sea and shoreline?*

Newhaven: Not really any more. More the river. Most people move to Newhaven now because they can get more house for their pound. There used to be the sandy beach but not any more. There is the Tidemills over to the east but that is a shingle beach maintained by the Environment Agency to mitigate long shore drift locally. This is a place formed by light industry and fishing and infrastructure. Our problem now is one of narrative. The story is always negative, a negative place and a negative reaction to negative development. Saying this is what we are about and these are the steps to achieve it is very difficult. How can a Bilbao effect work here when there is no masterplan or any governmental body taking responsibly? Adding poor quality housing to the edges of a dysfunctional town centre will not build a community. It can't. The organisations involved are so fragmented and off-hand with us that a resident-led plan looks irrelevant if not impossible. We need a narrative and then we need a vehicle capable of pulling everyone's interests together so this town stops being a site of contest between so many different agencies operating in a total policy vacuum – caused by the district council.

But Newhaven does have so much to offer, it used to have facilities like the famous London and Paris

Hotel, so it can have a national presence if only an economic plan could be put together, and this plan would need to pull together our dispersed community that don't really have anything to do with the town anymore.

Settlement Pattern and Components

Newhaven: Well one thing about Newhaven is that it is hard to move around due to the garotte: the bridge and one-way system. But you can walk out of Newhaven quite quickly so it feels very joined to the countryside. You have the very important green space to the west of The Academy, and the Ouse Valley Nature Reserve, which is hard to walk in, and then the Ouse to the north up to Piddinghoe which is delightful. That area is the first part of the Egrets Way.

The problem is with increased development on the west side of the river that will make it harder and harder to access the countryside. Bus access to the east side of the river and the Ouse Valley is very poor so people could be trapped. The Port Authority have also locked off our beach, a beautiful sandy beach, which we can't get to any more.

The best example of how we might want all those new houses to be arranged can be seen next to the little recreation ground at Norton Road. These are very sweet.

The retail centre we have is really Sainsbury's which is basically out of town. You have to remember that the garotte may look like a town centre but it is not. We used to have all wonderful little shops but it is now dead. You have to also remember that Newhaven doesn't have discretionary spenders. We have 5 pelican crossings and an underpass to the 'centre' but it still doesn't work. What if we say this: why not actually raze the whole centre? Knock it down and allocate it for residential. What would you lose? Nothing. The traffic plan won't change so we need to change what is within the road system. We're going to phone up Kim Jong-un!

What we need more is green space. We are so short of decent recreation space. We would rather see the old centre go than our last bits of green. The new centre could retain several of the older buildings and have a higher density series of housing streets, small shops and simple little areas of parking.

You don't have much chance to develop the river side as it is owned by that French company. But the river walk is super and in the long term this is where houses should be built: around the port. The river walk on the west side is so so lovely. There is a pub, the chandlers, a little green, the fish shop, a marina and Italian restaurant. It's very nice. That is the best bit and the model for how Newhaven should be designed. You will always see people walking around there, through these little pockets and onto The Hope which is the southernmost pub in Britain! There are all sorts of interesting things happening around there. This need to be reflected in a new centre. We are rather passionate about our town!

Settlement Buildings

CPRE: *Could you tell us about this area here which looks like the old town centre?*

Newhaven: Well next to there was a supermarket but that's just closed – there is now just a Co-op express which is in that old pub. So now there is no supermarket in the town, nothing. All there is is one sweet shop, a shoe shop, Poundland, a newsagent and two chemists. That is it. This area here is the oldest part. This is Chapel Street, here is the old fisherman's cottage and there are South Road and Meeching Road. Those are early to mid 19th century. What you have got is beautiful old fashioned fisherman's cottages and workers housing, some of them 3 storeys high, all of which are terraced. So all this lot are of a likeness. That is the epitome of Newhaven houses, Victorian terraces, all bay fronted and very similar. The only differences are the size.

If you come down to Chapel street you will see that the artists, we have quite a lot of artists, have gone into the roof section as there is such a lovely view of the river and the light is really really good. And here, all these little twittens have been there right from the word go, it's a bit Coronation Street ish. The size of that gap between the houses had to be wide enough to take a horse and cart. All these roads would have been full of front room shops and chapels everywhere!

There were Roman buildings here originally, and although we are on flint you don't really get that used

here. It is more brick and painted brick. There is no tile hanging, not much weatherboarding.

CPRE: *Are there any areas you would show to a friend who hasn't been to Newhaven before?*

Newhaven: Well, I would take you to the Norman Church and take you around Nun's Walk.

Oh no!

Yes, in Nun's Walk the seat is still there from where the nuns used to walk from the convent accommodation, there is still a seat there that they used to sit on.

I would take you down to the river and show you the open space on the river walk.

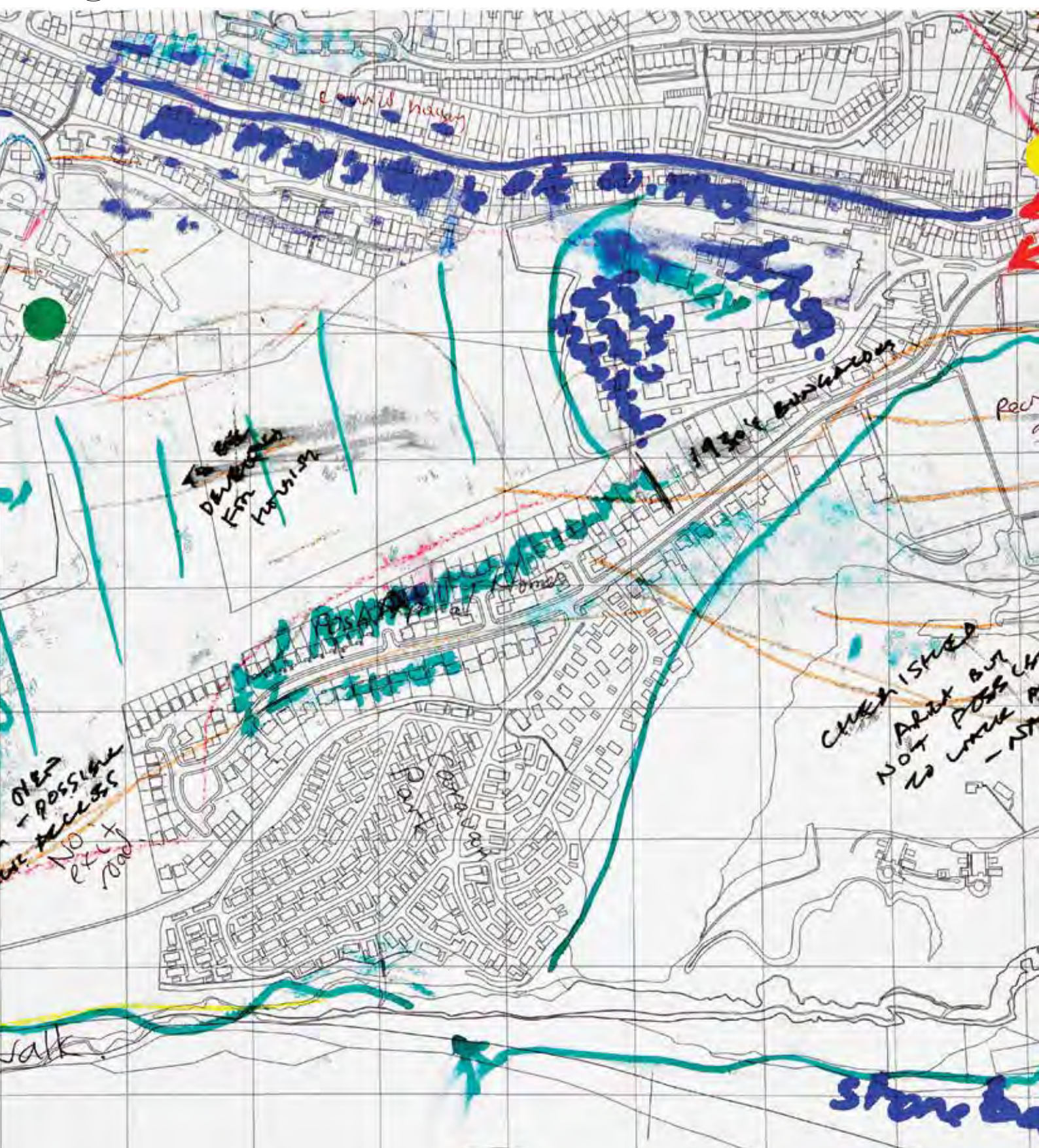
Up the High Street there are several very lovely little buildings – the Bridge Hotel, the old Newhaven Bank building, The Ship Hotel, then a couple of old dwelling houses that have been converted into shops. The rest of it is absolutely obnoxious modern. It's diabolical.

You find much of the new building doesn't relate. Doesn't relate to anything. We should have stuck with some of the simple, good examples around, the new cottages on Bridge Street for example. They are weatherboard and they are beautiful cottages. The other ones that are really nice are the ones next to the swimming pool. Both have been done sympathetically.

The older estates up the hill are all quite nice: different designs, different aspects, different styles of garden and access etc but the newer developments at Haven Way and Court Farm are just depressing cookie cutter jobs. You will see that the older terraced properties are so flexible. On my street everyone is different with different extensions and layouts but a similar street frontage. So it is varied and interesting. You will see there is a big assumption with the High Street that is wrong. The one way system was put in to order the centre, but it never was the centre. This whole area was just terraced housing. So there is no underlying logic to the High Street's position as it is not and was never the High Street. You have got to remember this is a working port. It is not pretty but its adaptability and geography gives it great character which is matched with simple functional and flexible houses.

WORKSHOP RECORDS

CONTEXT AND CHARACTER



1 Special views

Newhaven is located at the mouth of the Ouse Valley where the South Downs rise above the river on both banks. Above the port – residential streets contour across the slopes with views across the river valley and north to Lewes Castle. These views were described by the town council as ‘some of the best views in the country’. Views are a two-way responsibility and development must respect this.

2 Break out

Housing developments are proposed for downland that is used by Newhaven’s residents to walk out onto the cliff tops and the downs. This downland boundary is a special landscape and very characteristic to the town. The ability to ‘break out’ and quality of the access routes are both key design principles under threat.

3 Blocked beach

Newhaven has 2 beaches. The West Beach and the Tidemills. The West Beach was closed in 2008 by the owners of Newhaven Port and Properties. The beach has been closed for public safety. The town council have campaigned for a public right of way down to the beach and village green status. This campaign was only partially successful and the beach is still closed. The Tidemills beach is difficult to access from the town and separated from any facilities. The legal definition of a village green is an area of land where local people indulge in lawful sports and pastimes.

4 Protected parks

There are two important green spaces along the Ouse at Newhaven: the Riverside Country Park and the Ouse Valley Nature Reserve. The Country Park is a unique largely brownfield site connected to the wetlands of the lower Ouse Estuary. At the centre of the park is a football pitch and playground and there is walking and cycling access along the Ouse. The nature reserve has very limited walking and is difficult to reach on foot.

5 No narrative

Newhaven is a town formed by light industry, fishing and infrastructure links. The town’s history and geography is vivid but its present character limited by reputation. The town council believe this due to a lack of positive narrative: ‘the story is always negative, a negative place and a negative reaction to negative development’.

A circular diagram with a vertical line from the center to the top edge, labeled 'N' above it.



6 The garotte

Newhaven's one-way system has isolated the town's shopping street and shifted consumers to Sainsbury's and other outlets. The town council called the traffic system 'the garotte' which 'may look like a town centre but is not'. The shopping street is linked to residential streets by 5 pelican crossings and an underpass but only a sweet shop, a shoe shop, Poundland, a newsagent and two chemists remain.

7 A new centre?

The position and accessibility of the High Street has rendered it defunct. Traffic design and local consumer requirements are currently inimical to the traditional high street layout. This could be an opportunity to plan a mixed use town centre which mitigates the restriction imposed by the road system.

8 River activity

Newhaven's river frontage is a unique characteristic. The west bank is arranged as a corridor linking independent areas of activity – separating Victorian terraced streets from the harbour wall. The areas of activity create a sequence: the pub, the chandlers, a little green then the fish shop, a marina and Italian restaurant. This is a model to be supported.

9 Blocked access

Development plans for Newhaven need to balance the protection of rights of way to the Downs, and green space on the west side with regular and improved public transport to the east and Ouse Valley. The issue of residents being cut off from characteristic landscapes and local amenities needs to be addressed.

10 Mixed-use scale

Newhaven's river side and quay is a mixed-use and shared landscape. The proximity and variety of services, facilities and amenities have established it as an interesting and attractive place. These qualities are not reflected in Denton Island. Denton Island shares the same dramatic harbour context as the river side but has been carefully zoned and separated by hard highways infrastructure and oversized public spaces and verges.



11 Wrong High Street

The existing High Street might be in the wrong place. The town council suggested that there is no underlying logic to its position. Newhaven's functional tradition may inform a new arrangement for a town centre relative to the port's history, the town's inherent flexibility and contemporary needs, consumer habits and employment. This may not mean moving the centre but reorganising the street pattern, functions and density.

12 Terraced alleys

Newhaven's centre is characterised by terraces of 19th century fisherman's houses. The terraces are defined by rear twittens the width of a horse and cart and subtle coloured render. These houses were built to absorb a variety of alternative functions such as front room shops and chapels. The rear alleys are popular community spaces brightened by sheds and planting.

13 Failure to relate

Newhaven's High Street is surrounded by large-scale 20th century buildings, a fitness centre and swimming pool, Peacocks Clothing Store, an ex telephone exchange, car park and several blocks of flats. Between these buildings remain several Georgian hotels and a bank. Newhaven Town Council described the modern additions to the centre as 'absolutely obnoxious modern – diabolical' as it is 'doesn't relate to anything'.

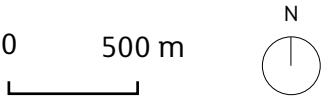
14 Contemporary cottages

Newhaven has several housing types highlighted as good local precedent. These include the contemporary cottages on Bridge Street which have a chunky white weatherboard elevation, simple sash windows but no chimneys, and the white render new cottages on Chapel Street. Both designs are very simple and modest but lack a robust townscape.

15 Shared flexibility

The best-loved buildings in Newhaven are defined by being a repetition of a simple and functional design, articulated with generous features like bay windows, which are capable of easy alterations and improvements. This creates a streetscape of subtle and creative differences, where personal taste is expressed with common details.

WORKSHOP RECORDS SEAFORD



Seaford in selected landscape

Design Principles

Seaford, E Sussex, is a coastal town, located to the east of Newhaven and Brighton

Area: 17.2 km²

Population: 23,570

Households: 10,795

Housing owner occupied: 78.2%

Housing social rented: 7.7%

Planning: Lewes District Council

Allocation: 553 dwellings.



Settlement Context and Character

CPRE: *Shall we start by discussing Seaford's context and how it is shaped by its environment?*

Seaford: Well obviously we are restrained by the sea and by the National Park which comes all the way round the town. Parts of Bishopstone are actually in the national park. So it's very very constrained. There is one little square there that isn't in the park and everyone has got their eyes on. Really Seaford is the amalgamation of 4 villages: Bishopstone, Blatchington, Sutton and Seaford. The old bit of Seaford is here and is a historic pocket that links the roads to Newhaven and Eastbourne with a B road to Alfriston.

So we so have a clear shape but this shape is defined by the sea and park edge – so we are running out of sites to build unless suddenly there is a relaxation on green field policy. The problem is that as a parish council we have very little say. Most of the decisions are made at district and then passed down to us – they might come to us for consultation but then it gets ridden over later.

You ask about views, well obviously they change around the town but a key area, one of our only decent green spaces, is here by the station. I think this area is owned by the district council, by Lewes, this could of course be built on as it has an access road but would this would create such a scandal.

When you come into Seaford there is nothing to say turn left here and go down there to see the views. The entrance is badly signed and confused. To get out and walk most people will go down to the seafront, maybe up onto Seaford Head, Hope Gap round to the Golden Galleon Pub. There isn't really a direct relationship to the countryside, more a relationship with this cliff here and our seafront. The town used to have stunning Victorian hotels along the seafront, like Brighton and Eastbourne. But it's now a rather concrete and open area with blocks of flats. It lost its old Victorian pride. There is a bit of a gap between the sea and the retail, but people do love it the way it is. There isn't really any work really here but Seaford is surrounded by Brighton, Eastbourne and Lewes, so people often go elsewhere for their entertainment, although there are 118 different clubs and societies in Seaford which is

quite good. The funny thing is that recently the town council just did a leaflet that goes out to the local parishes called 'What's in Seaford?' and it points to things in Newhaven, and other areas, and it has got nothing in there about Seaford at all. You're asking to attract tourists and then sending them away. We need to use the sea, use brown signs. A lot of people come to Seaford, they come once, then twice then move down eventually. That's what happens. I mean the coastguard cottages are one of England's most famous images. This 'What's in Seaford' document is disgusting. It lists 45 places to visit, Paradise Park which is Newhaven, Drusillas Park which is Alfriston, East Dene and Middle Farm. There is nothing about Seaford, not even our Martello Tower Museum.

Settlement Pattern and Components

Seaford: Seaford does have history and character. You might have to look twice to always find it but I am getting more and more interested in its conservation. You have got a lot of alleyways and I think you would want to incorporate that in anything new. Off the main roads they really are everywhere. The best example might be the walk from the Seven Sisters Pub, down past all the allotments, behind the houses, and into the centre of town. Actually this goes towards the second other important pub called The White Lion. I shall probably be up The Seven Sisters for lunch tomorrow. Both pubs are important, they survived the recession and are the only pubs out of the centre.

The buildings here in your conservation area map are built closely together in an old pattern, with mostly narrow streets and lanes, although there are wider streets just north of this area. Around the old bit new development is encroaching on all sides, however there are a few public spaces which help to break the density of these streets.

The open space of St. Leonard's Churchyard is important as it is one of the few green areas in the centre. The churchyard is surrounded by flint boundary walls and is slightly raised with good views out. The east boundary of the churchyard is at the edge of the Conservation Area with views into car parking and service yards and ugly commercial premises which front onto Broad Street. To the south

the church yard looks onto the painted terrace of cottages along Church Lane which have a very distinctive Seaford look. The Millennium Garden, which is that small triangular area of green on Steyne Road, also is a green space within the centre which is the foreground for a nice group of listed terraced cottages.

There are also nice public gardens at the junction of East Street and Crooked Lane and in front of Martello Cottage. The town has a number of big car parks. These are often dead spaces and are very uncharacteristic of the centre.

In summary the key things about the organisation of Seaford are the old town's historic narrow lanes leading off the High Street and Church Street down to the beach, the position of the church and churchyard, the flint walls, the occasional views to Seaford Head, the system of alleys and twittens and the terraces of painted cottages.

Settlement Buildings

Seaford: You've got to remember that a lot of these buildings in the conservation area you have drawn here will never change.

CPRE: *Yes, but what we are trying to do is work out if there are any principles we can discuss which can be used to structure your thoughts on new development or how to emphasise the existing old town.*

Seaford: Of course that depends where it's going to be put. You can't take something out of the centre and put it on the edge can you? But I agree that we could sort out a short list of principles. This could also tackle over-development. I mean we just missed one site where they crammed a huge amount of homes into a small site which we can't do anything about. We also have lost some nice shop frontages for warden-assisted properties. This was part of the High Street, they initially put in a plan that was rejected as it didn't have any shops on the ground floor, they then appealed to the Secretary of State and won.

So starting here, the church is 900 years old and there is the train station. There aren't many newer buildings here, no big bits of glass, apart from the Library which is quite modern. That divides people. I quite like that personally, a bit of Kevin McCloud

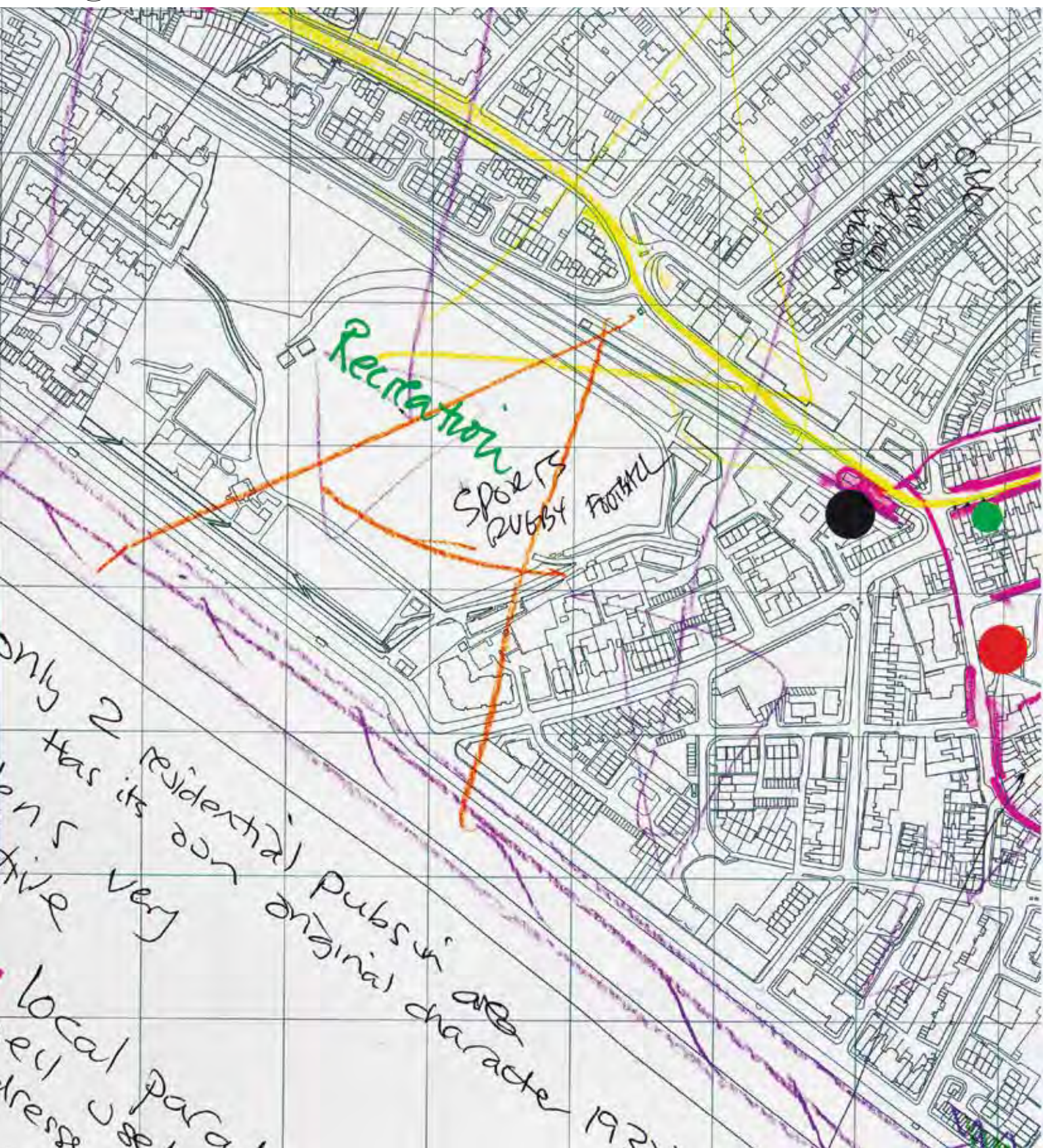
Grand Designs. Most of Seaford centre is Victorian and Edwardian shops, heavily refurbished on the ground floor and with flats above. I suppose what is distinctive is the mixture. What we have lost is buildings along the sea front. We lost the only pub on the seafront to flats.

The thing is that the town centre of Seaford was quite badly bombed. So in a way it lost a lot of its character. The bombers heading to London used to drop what ever they had left over on Seaford on their way back to France. Despite this Seaford still does have a shape and a presence. Even though it is a town it does feel rural. It does have a special rural atmosphere. You have got flint walls all the way round St Leonard's here and Crouch Gardens. What I think would have been quite good would have been to meet this morning and do a walk together and spend some time there and then come back and start drawing things. It's very difficult to stand here and try and isolate anything as a key point. Some things are distinctive like simple rendered terraced houses with bright colours like in East Street and some things are quite curious like the plaster plaques above the shop cornices of local people on Clinton Place.

If I had to describe Seaford I would say it has a small town feel to it – mainly because it is so compartmentalised. You have literally lots of little pockets and then a wider north south divide with the main road running through the centre. It really is attractive without having any major attractions. That's what I find anyway – you can also very often slip between houses down little twittens and get from A to C without going via B, it's quite fun. You also have to remember that the weather conditions are quite severe. New buildings should use this need to be robust as part of their design and character. If you draw a line perpendicular to the beach you don't hit land until the Caribbean. It really is quite severe.

If you want a summary I suppose what we don't want are more poor quality plastic shop fascias and illuminated signs, more cheap UPVC windows in the old area, more unsympathetic modern development, especially high density or ugly modern infills and we need to sort out our parking situation and street signage as all the modern traffic signs, cheap bollards and highways clutter is ruining the townscape.

WORKSHOP RECORDS CONTEXT AND CHARACTER



1 Distinct boundaries

Seaford Town Centre is situated at the foot of the South Downs a few minutes walk from the sea. Considerable residential development surrounds the centre. Growth is constrained by the South Downs National Park and Seaford Head cliff. Seaford's shape is well defined and has an array of boundary types. The varying qualities of enclosure, exposure and access around the town's perimeter should be recorded.

2 Constrained views

Seaford is defined by remarkable topography yet the town's aspect is generally confined. There are several gaps through which glimpses of the sea, Seaford Head and the landscape can be seen: the view from Place Lane towards the cliffs at Seaford Head, the view along South Street and the wide views from Salts Recreation Ground. These views are important to the setting of the town.

3 Organise the arrival

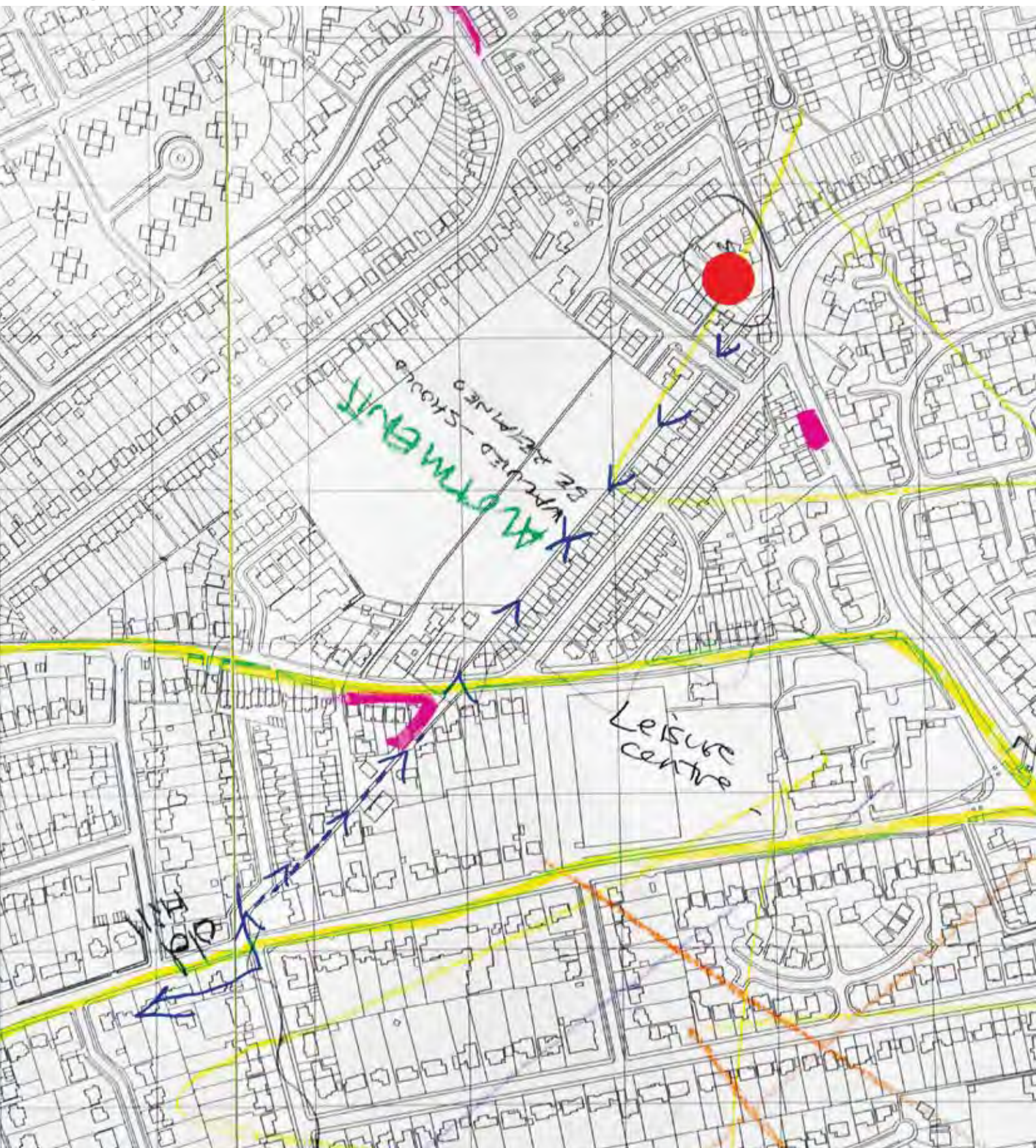
The A259 road runs east west from Eastbourne to Newhaven through Seaford. This route skirts along the north edge of the train line and conservation area. Consequently traffic is reduced on Church St and Broad St at the expense of a 'sense of arrival' – there is no sense of an organised centre with associated public space and parking. The town entrance is badly sign-posted and confused.

4 High quality seafront

Seaford is focused towards its seafront and the flank of Seaford Head. The downs are relatively inaccessible from the town centre. Walking is concentrated along The Esplanade, Hope Gap and over to Cuckmere Haven. There is very little apparent relationship between the north of the town and the landscape, whilst along the seafront poor quality hard and soft landscaping have lowered the immediate environmental quality.

5 Promotion

A recent town council document called 'What's In Seaford?' publicised 45 local places to visit but failed to mention any attractions within Seaford. The town is keen to attract tourists to come and stay by the famous Coastguard Cottages and enjoy the town centre and beach. Seaford needs to find and publicise a consensus on improvements, signage and events. A series of brown historic signs may be a good way to start altering perceptions.



6 An eclectic centre

The centre of Seaford is architecturally irregular and diverse. The buildings are small in scale and although the streets are saturated by highways clutter, advertising and inappropriate alterations and development, they retain an attractive and interesting eclecticism.

7 Valuable public space

The variation and characteristic density of Seaford's centre is complemented by the open space of St. Leonard's Churchyard – one of the few green areas in the centre. The churchyard is surrounded by flint walls and is slightly raised. The churchyard links and stitches Church Street, Place Lane and Church Lane – producing the picturesque sequence between Church Lane, The Old Plough pub and the planting and steps of the church gate. The elements and design relationships in this sequence are significant.

8 Gardens and terraces

The open space of St. Leonard's Churchyard is an important foreground for the coloured terrace of cottages along Church Lane – this composition is a very distinctive 'Seaford look'. A second small garden, The Millennium Garden on Steyne Road, allows long and intriguing views towards the roofs and varied elevations of Pelham Yard.

9 Empty centre

The centre of Seaford has several empty spaces which the town council labelled uncharacteristic. A good example is the West Street Car Park. Here, wide asphalt parking areas, terrace rear elevations, back gardens, a chapel and large municipal buildings are juxtaposed. Currently these functions are adjacent but distinct. If buildings and user groups could be mixed and different uses for areas of the car park decided at certain times then these rear courts might develop into complex and active places.

10 Residential alleys

Outside Seaford's centre alleyways link facilities across streets and between residential areas. In Seaford alleys are called twittens. The town council stated 'you have got a lot of twittens and I think you would want to incorporate that in anything new. Off the main roads they really are everywhere. The best example might be the walk from the Seven Sisters Pub, down past all the allotments, behind the houses, and into the centre of town – towards the second other important pub called The White Lion.'

WORKSHOP RECORDS BUILDINGS



11 Damaged seafront

Seaford's seafront is exposed, under-resourced and in places poorly developed. It is also loved for the views, stony beach and proximity to the town centre. Seaford was bombed in WWII and number of Victorian hotels were destroyed – this damage was compounded by poor conversions and development post war when the last pub on the seafront closed. A seafront plan is needed to coordinate speculative proposals and community projects.

12 Seafront houses

The centre of Seaford has distinctive materials and ornament. The main building treatment is colour washed stucco next to brick, flint or mathematical tiling. Roof materials vary between tiles and slate with some modern concrete tile replacements. Flint walls are a common feature, particularly around the churchyard and Saxon Lane. Bright coloured stucco, in East Street, and the plaster plaques above the shop cornices in Clinton Place help personalise the townscape.

13 Robust and permeable

Housing in Seaford needs to be robust and sheltering. Side streets and lanes protect the town from severe weather conditions. The town council described being able to slip between houses down little twittens to get from A to C without going via B. This permeability requires well defined building and block perimeters and helps retain Seaford's rural character.

14 Protect and enliven the green

Salts Recreation Ground is a crucial green space which links the railway station, High Street and Esplanade. The site is owned by Lewes District Council. Improved access, activity and events should promote this site as the linchpin from which community projects and policies can transform the seafront.

15 Street clutter

Seaford Town Council are concerned about the control and increase of signage and advertising in the town centre. Items to be controlled: poor quality plastic shop fascias and illuminated signs, poor quality UPVC windows in the conservation area, unsympathetic modern development (especially high-density infills), the lack of parking and the street signage sprawl (modern traffic signs, cheap bollards and highways clutter) which is 'ruining the townscape'.

WORKSHOP RECORDS

PEACEHAVEN



0 500 m



Peacehaven in selected landscape

Design Principles

Peacehaven, E Sussex, is a coastal town located 6 miles east of Brighton

Area: 5.2 km²

Population: 14,065

Households: 6,250

Housing owner occupied: 74.1%

Housing social rented: 9.9%

Planning: Lewes District Council

Allocation: 1,224 dwellings.



Settlement Context and Character

Peacehaven: Our context is quite simple really. Peacehaven is very flat with sea views out from the cliffs and a rolling valley to the north. In this valley is an unadopted road called Valley Road which is our main access out onto the downs, it's a sort of bridleway. There is a whole system of byways and tracks that can take you to Lewes or Southease.

On the main road the entrance and exit to Peacehaven is marked by two sets of columns. To mark our 100th year anniversary all the Councillors will be going out with the Mayor to clean and repaint them. Four pillars were built by Charles Neville, about 20 years ago 1 was removed so they could put a petrol station in. They put it into storage and no one knows where it is. We have actually just made a claim through the insurance company as we have only just realised it is missing. They are important but this isn't recognised by County Council who have just put a sign in front of one saying 'welcome to Telscombe Cliffs'.

Those pillars mark the development of Peacehaven as a place to get over PTSD and the horrors of the war. Charles Neville originally laid out 50 plots of land then it just grew and grew. He didn't put in any services, he just walked away, so it was up to a number of local families to start piecing together bits of undeveloped land and to put in services. These families still run the Estates Company and one of the funeral directors.

All that really remains from then is a shepherd's hut which is the only listed building in Peacehaven. There are other buildings that the Peacehaven Pioneers feel should be listed, like the Dewdrop which has been in the same hands for 47 years. Our History Society, who meet every Monday at Community House, are putting together the short-list of 12 Peacehaven places that they feel should have blue plaques. We can't afford the blue plaques at the moment because they are £500 each but we are looking at cheaper green ones!

CPRE: *We were expecting to hear more about the sea. Could we ask about the cliffs, views and the beach?*

Well the beach is the scene of the famous Mr Bean underpants sketch, and the cliffs are used by hundreds of dog walkers. Really the cliff tops and that

area has been in decline ever since The Peacehaven Hotel and its sunken gardens were demolished in 1987. Another problem is that the sea wall doesn't join up – it stops twice between Peacehaven and Saltdean. If it did join up I am sure it would animate Peacehaven as people could cycle along and start a bit of enterprise, using the beach and its infrastructure.

That's what is so frustrating. We must make the most of our position and history in order to attract more tourism and really improve the town but there is not the current funding. We have a beach and a Meridian Line which links us to so many other places. We have to build those links and that history.

One of those little links is the old road to Piddinghoe which went straight into the countryside but has been closed off. These connections, maybe supported by a history trail and commercial investment in small-scale facilities combined with a strong community interest, is our focus. The problem is that we are such a new town that we still catching up with our own development and don't have enough money or interest or vision to make a serious leap forward.

I mean when Charles Neville advertised Peacehaven at the beginning he promised a train station, you can hear the Southease trains: a connection to Newhaven and Lewes and Brighton would be incredible. I can't see how a solution lies in widening the coast road and if it does, that will need to be assisted as the coast road is very vulnerable to future erosion. We should plan for that. Technically the whole cliff area is a liability.

Settlement Pattern and Components

CPRE: *Shall we examine the various settlement patterns and see if Peacehaven has a distinctive shape?*

Peacehaven: Well on the first bit yes it does. It has a grid pattern and that was how it was first built.

They have more recently tried to mould it into more of an oval shape that will fit with the South Downs contours. Thinking about the characteristics – what do you reckon? Don't laugh!

Thinking about expansion, because of the South Downs, we can't actually build much around our edges. We are looking at infilling the settlement. Not a hope of building outside.

The properties themselves are quite large bungalows predominantly, in fact this is our centenary year, so there is quite a lot of information available that supports keeping the grid structure in this part of the town for heritage purposes. Lewes Council own our cliff tops and the east west coast road is our main road running through the town. Within Peacehaven there are small pockets of land that are owned by East Sussex County Council and Lewes: some car parks, the library. At some point these facilities may come down to us at the town council but we haven't heard anything more yet.

The whole place is residential with a couple of limited amenities and there a boundary here with Telscombe cliffs.

CPRE: *Is this boundary noticeable?*

Peacehaven: You mean politically?! In terms of a visual change, yes. The west side (Telscombe) seems to have more financial investment, it's slightly closer to Brighton, there is more money there. The properties are prettier.

There is definitely more space and gardens there. It was made for bungalows and a lot of the places they have built recently don't work with the existing. You build a house next to a bungalow and it looks peculiar. I mean we live on Sea View Road, when you go down there they are all bungalows except the Masonic Lodge. You have got this horrible grotesque building right in the middle which doesn't match anything else. Everything they seem to build now is out of context with what is there already.

The property prices are a good 40% below Telscombe and Newhaven. The younger people tend to live here in the northern side, here in the middle is middling and here a bit older. In the middle area you will see people are starting to do up those properties, putting up metal gates and pillars. This is the Peacehaven-style yuppie heartland.

Thinking about lanes, there aren't any. Just the main road and these concrete streets. People have

their own parking, no need for permits or anything like that. There is only a bus along the coast road so there can be quite a lot of social isolation the further you move away from the sea, this is especially prevalent for those older people who have lost their license. Lots of people can't get out. We need to address that now.

CPRE: *Could you tell us about your views, anything distinctive, the sea or the downs?*

Peacehaven: Well you can't rely on a view. You can't guarantee that the view you have got isn't going to be built on later. You can't really see the sea. Surprisingly there aren't really any key views from the majority of the town.

CPRE: *The centre?*

Peacehaven: Not really. There the Co-op has the monopoly. It has swallowed up a number of smaller local shops and businesses including the travel agency. And then there are some very unhappy arrangements, like the fact that the undertakers is right next to the butchers. The commercial and civic centre is like a low density labyrinth that is divorced socially from the residents.

The grid pattern is valued in a way, but when one bungalow goes suddenly you get more uncharacteristic development and the whole principle is eroded. The grid is also under-served by community facilities – 17,000 people live here. That is a heavy load to be left without proper facilities.

Settlement Buildings

Peacehaven: Well these are all boxes. They're bungalows. They look small from the outside but are actually quite large. They're quite deceptive and from the outside they are not uniform at all and are all very different. There is not a theme really but people live here because of the sea, the prices and the air. Along here there are some original pioneer bungalows that were built in the first 1920-1929 construction phase. What makes these bungalows distinct is that some of them have porches and were based on an economical homes booklet which listed 75 bungalow designs.

WORKSHOP RECORDS

TRANSCRIPT

Also some were built on double plots hence are double fronted.

What is really unfortunate is that over the years people have sold off their gardens so that whole area has become much denser. For example there was an original bungalow with beautiful trees and a badger set on Phyllis Avenue. That got demolished and there are now 4 semi-detached properties with hardly any green space there. That is a very common thread for Peacehaven.

Much of the early vision for Peacehaven is now lost, but there was a Heritage Report commissioned in 2004 and written by a man called Harris, which concludes that there are no features worthy of being listed. That's not true, there are spaces and buildings worthy of protecting. The pioneers of Peacehaven want to promote all that is peculiar and special about this community up on a cliff.

CPRE: *If you were to describe one of the original bungalows to me what features would you pick out?*

Peacehaven: A front porch and a veranda would have made them very distinct, 2 bedrooms would have been the average. Many of the early settlers came from the Empire, my old next door neighbour's parents had lived in India for 20 years before they came to Peacehaven. So they felt very comfortable, very familiar with bungalows as it reminded them of India. These people considered themselves as pioneers, along Arundel Road was called Indian territory, this was the wild west. There were a number of small holdings which must have heightened this atmosphere. Lots of chickens and goats. But Peacehaven wasn't quite plotlands, it was brave whilst institutional. Not completely radical or anarchic like many of the plotlands. This was still a private development.

One of the things I find sad in Peacehaven is that when the Sainsbury's went up next to those two original buildings no one thought about scale, about appropriate heights. That decision allowed a very greedy type of architecture and ignored the fact that Peacehaven might have a character that needs supporting. Also it is not just the buildings that are being torn down: the mature trees, fruit trees and older hedges are disappearing and trees are not being planted along streets. The car and concrete is slowly infiltrating the grid and removing green.



WORKSHOP RECORDS CONTEXT AND CHARACTER



1 Paths and context

Peacehaven is a new town situated on a plateau between Telscombe cliffs and the South Downs escarpment. The town grew along this cliff edge which is a dramatic and immediate boundary. Access to the downs is possible to the north via an unadopted road called Valley Road. Here a system of byways and informal tracks lead to Lewes or the Ouse Valley. Both cliff edge access and informal downland paths are unique local assets.

2 Isolated beach

The cliff edge promenade is a popular local dog walk but access to the beach is limited (via a concrete stairway famous for the Mr Bean beach sketch) and facilities and attractions have been in decline since the closure of the Peacehaven Hotel in 1987. At the bottom of the cliff the sea wall is not joined to the Saltdean wall which stops people cycling along the beach between Rottingdean, Saltdean and Peacehaven. This disconnect stifles enterprise and activity.

3 Links and history

Peacehaven has a rich recent history, physical links to other towns along the south coast and symbolic global links along the Prime Meridian. However, a lack of investment and funding in Peacehaven has frustrated attempts to promote the town's position and history. A creative response to this situation is required.

4 Retreating cliff

The original vision for Peacehaven imagined a cliff top railway between Newhaven and Brighton, connected to Peacehaven. This was not built. The South Coast Road is extremely congested at peak times and needs investment. Expansion of the road is difficult as it currently runs through the town in an residential area vulnerable to coastal erosion. These capacities and obstacles to growth need assessment and a contingency promoted.

5 Infill

Peacehaven's urban form is hemmed in by the South Downs National Park and the cliffs. Future expansion will need to infill the existing settlement boundary. To achieve co- ordination across the grid, a strategy is needed to influence development using Peacehaven design principles. Infill should improve the existing urban pattern using a precise set of rules and guides.



6 Support the grid

Peacehaven is now 100 years old and its grid is increasingly appreciated as the legacy of a bold and exciting plan. The town council consider the grid and bungalows as local heritage. The grid's future is uncertain as a town design strategy is required. Lewes District Council own the cliff tops as well as the library and a number of car parks. The transfer of these facilities to the town council might increase a sense of local control over key sites.

7 Green streets

Telscombe Cliffs is a neighbourhood adjacent to Peacehaven, built as an extension of the original grid. The difference between the two places is distinct. Telscombe's grid is larger and greener with relatively higher quality housing and better views west. Peacehaven could consider a 'green streets' or 'edible verges' campaign to individualise areas within the grid and / or add emphasis to particular views or routes.

8 Context for bungalows

The dimensions of Peacehaven's grid and generosity of the cliff top horizon was planned for single storey development. It is accepted that higher density areas are needed but these typologies need planning to stop the grid slowly being reappropriated as a 'regular' development. A design code may be adopted to guide the form and scale of redevelopment.

9 Underserved grid

There is very little hierarchy of road types in Peacehaven. The asphalt coast road is the spine and the regular sized concrete roads are streets. No bus route runs down into the residential grid, just along the coast road, hence there is a real danger of isolation. Isolation can become social isolation rapidly as these residential streets do not contain community or commercial facilities. The grid is undermined by the lack of activity points and community transport.

10 Labyrinthine centre

Peacehaven's town 'centre' is divorced from the grid and separated from the coast road. This municipal area is vacuous and exposed. Commercially the Co-op dominates, creating unpleasant juxtapositions like a neighbouring butcher and funeral director. Socially the area was described as a labyrinth. A plan that supports independent shops and community facilities is needed in a new street set within the existing centre.

WORKSHOP RECORDS BUILDINGS



11 Blue plaques

The first phase of building at Peacehaven was by necessity temporary. These buildings reflected new lifestyles personified by suburban small holdings and an unsentimental attitude to architecture. It is this ethos that Peacehaven wish to communicate. The History Society have a shortlist of Peacehaven Places that deserve blue plaques. The town council felt that ‘there are spaces and buildings worthy of protecting which exhibit all that is peculiar and special about this community up on a cliff’.

12 Distinct bungalows

The design of Peacehaven’s roads suit the original housing requirements. Dense infill building detracts from this original streetscape. Bungalows were varieties on a precedent from a pattern book on economical housing. This set of shared principles shaped Peacehaven. ‘Over-densification’, sub and back-land development could be discouraged with a rigorous design policy.

13 Designs

The pioneer bungalows were functional, affordable and decorative. A front porch and a veranda would have made them very distinct. Many of the early settlers came from British Colonies so felt very familiar with bungalows. These people considered themselves pioneers: Arundel Road was called Indian Territory – the wild west. These arrangements, construction techniques and landscapes can be interpreted for contemporary Peacehaven.

14 Protect gardens

Poorly considered infill development is changing the character of Peacehaven. It is not just the original bungalows that are being torn down: mature trees, fruit trees and older hedges are disappearing and trees are not being replanted in front gardens.

15 Street markers

Peacehaven is recognised by two sets of columns on the coast road. To mark the 100th year anniversary all councillors and the Mayor plan to clean and repaint them. Four pillars were built but 1 was removed to build a petrol station. These emblems of local pride are important. They develop resilience and character – attributes not recognised by the County Council who have just put a sign in front of one saying ‘welcome to Telscombe Cliffs’. More markers and public projects are desired.

“ Thank you for listening to us.

We do appreciate that we were able to vent our frustrations and feelings and explain our position. If we can incorporate it into anything then that will be a great great help – what we’ve done here has helped us focus our minds, so thank you.”

Newhaven

CONCLUSION

The Making Places workshops were experimental in their planning and delivery. They were co-designed by representatives from CPRE Sussex, Action in Rural Sussex and Rabble Place design studio. This partnership enabled a fusion of ideas which sought to approach rural community development through neighbourhood and village design planning.

The methodology applied at these workshops allowed in-depth discussion about the spatial nature of these places and has provided a rich narrative from which each parish can draw some key findings. These relate to design and planning issues, past, present and future which these communities can now acknowledge and give careful consideration to in view of ongoing planning and development management.

The authors of this report feel that this is a method which would be possible to both replicate and scale up in order to inform design principles and policy points within either a Village Design Statement or Neighbourhood Development Plan. It could also provide a useful means of identifying local tasks for community-based organisations, including town and parish councils, to pick up and address: taking practical steps to improve the public realm in some way, for instance. It is hoped that the information contained in the report – including the set of 15 key planning issues per parish identified – will be useful and accessible for all those who participated and the wider communities they represent.

The report does not, however, seek to present a set of overarching design principles which could be applied to all towns and villages across Sussex or beyond. This would contradict one of the main affirmations to emerge from these workshops, which is that if there is one thing that rural communities value the most it is local distinctiveness and variety.

Localism and neighbourhood planning have encouraged local residents to actively engage in their physical surroundings and to consider what makes a place and what could be done to make a place better. This has emboldened communities to seek to control local development as best they can, and whilst there have been some real achievements, enabling local community halls for example, there are clearly many frustrations as well.

WORKSHOPS CONCLUSION

Neighbourhood plans often boil down to a housing numbers game, hence attention to detail over design and urban planning is often overlooked or simply not up for discussion. Yet, as many of the comments in this report illustrate, this is where new development so often disappoints in our towns and villages. Planners and housebuilders are not really engaging with communities at the outset. Why this is the case and how we make planning and design accessible and achievable for local people is perhaps the most important question to ask and challenge to be met. The following is a list of 4 key themes that emerge from the workshops and reflect issues that are common to all the communities who engaged in the Making Places Project:

1 The old vs the new

In both the villages and towns there was a recognition that what had worked well before was often overlooked.

In Aldingbourne, participants were very aware of the quality of some of the existing housing: “In the estates you have a row of houses, a row of semis, a row of bungalows then a row of houses – all stretched around the green. They have a mix precisely because they were designed to have a mix in the community. That is so important.”

“This crescent of houses is one of the few places that work really well with a heart and a centre where you see children playing and it feels safe and looks safe.”

In Tangmere this was articulated in relation to housing orientation, aspect and boundaries: “Existing buildings should inform new development. This does not mean replicating obvious motifs but understanding that the orientation and relationships between buildings are a defining characteristic of Tangmere.”

In Boxgrove it was suggested that: “The asymmetrical and multifunctional distribution of services and building types along The Street should be understood and could be used as a precedent for the arrangement of new development.”

And in Newhaven, residents are utterly damning about this complete lack of respect for the existing: “You find much of the new building doesn’t relate. Doesn’t relate to anything. The older estates up the hill are all quite nice: different designs, different aspects, different styles of garden and access etc but the newer developments ... are just depressing cookie cutter jobs. You will see that the older terraced properties are so flexible. On my street every one is different with different extensions and layouts but similar street frontages. So it is varied and interesting”

1 Case Study Link

See Tibby’s Triangle in Southwold by Ash Sakula Architects. Here, the concept is a desirable, mixed-use development that creates its own identity, centred on a new public space accessed from the High Street.

The scale and architectural style of the development picks up on the Southwold vernacular: all the houses are different heights, widths, layouts and use a variety of materials. Where possible there are landscaped or naturalistic thresholds, with front gardens for social activity and more secluded courtyards and roof terraces.

The scheme was commissioned by Adnams Brewery and Hopkins Homes.

2 Case Study Link

See Lyvennet Community Trust who are a model for what a community can achieve. Formed in 2009 in response to a local housing needs survey, they are building 20 homes in the parish and rescuing the village pub as a community enterprise.

LCT negotiated the site purchase, produced their own business plan, became a Registered Provider and charity, run a community pub and are developing a brownfield site with the community and local authority.

3 Case Study Link

See Incredible Edible Todmorden Community Team who are a Community Benefit Society that grow fruit, herbs and vegetables around Todmorden for everyone to share. The IET project recognises that many public spaces or spaces owned by service providers are underutilised, and that local people can improve them through relatively small interventions. The scheme is low-cost as it is based on derelict land and most community gardens have been built using recycled materials.

2 Variety and remaining distinct

Much of the learning from the past was about the importance of variation.

Tangmere is a village made up of pockets of housing separated by green boundaries: 'hedges, trees, banks and walls. There is a hierarchy of compound typologies ... and a range of good precedent houses...' Tangmere wish to see variety and imaginative street design not standardised layouts and details. The scale of housing proposals should not mean a dilution of design intent.

In Aldingbourne: "Looking at Westergate it is really clear that town planning really has not moved on, how development is done has gone backwards in fact it seems. What we wanted to try and do is to influence developments to get some form that is going to complement the community."

In Angmering: "We don't really have a village that is consistent. Every single part of it is from a different era. As you drive down the High Street I often feel I am in a Cornish Village"

3 Integrity and quality of life

Again, there was frustration expressed by many at the lack of integrity in much new development – which has meant that housing does not meet the needs of communities.

In Aldingbourne: "The integrity has gone. What we don't want is the picturesque just being applied to the bits people can easily see, because it isn't about what people can see, it's about what people have to live with – what's going to feel right for the community."

In Angmering: "The density becomes such a problem. You have to think about the quality of the residents lives. They are squashed in and claustrophobic. What they ignore is how much space the older houses have behind them."

In Newhaven, it is widely acknowledged that development takes no heed of the place and how it works: "You have got to remember this is a working port. It is not pretty but its adaptability and geography gives it great character which is matched with simple functional and flexible houses."

Similarly in Peacehaven: "One of the things I find sad in Peacehaven is that when the Sainsbury's went up next to those two original buildings, no one thought about scale, about appropriate heights. That decision allowed a very greedy type of architecture and ignored the fact that Peacehaven might have a character that needs supporting."

WORKSHOPS CONCLUSION

4 Engaging with planning and developers

The lack of any meaningful dialogue with decision makers is a major source of frustration.

In Aldingbourne: “Of course the difficulty for us is that no developer will actually sit and talk to us. That is the one of the biggest hurdles that we face. They have bought the land having been told they can get X number of houses on it and they are not interested on the effect that might have on the community. All they want to do is get planning consent and sell it on.”

This leads to a sense of powerlessness which can become all-consuming. In Newhaven for example: “Our problem now is one of narrative. The story is always negative, a negative place and a negative reaction to negative development. The organisations involved are so fragmented and off-hand with us that a resident-led plan looks irrelevant if not impossible.”

And yet some of these communities have real hopes that their neighbourhood plans will give them the strategic oversight that has been so lacking. In Boxgrove: **“Our motivation is to have a proper strategic plan for things. Everything is done ad hoc... I think if we take the opportunity to actually think the whole thing through then we have a major opportunity.”**

Finally, it is apparent that several next steps are required in Sussex. The built environment is flexible and fragile and can be either nurtured or degraded. Issues of finance, landownership and highways have made locally initiated construction and landscaping appear inconceivable, or at least extremely difficult. This does not have to be the case

Communities may need to gain confidence through smaller parish council-led projects – planting trees, running a cafe or repainting your hall or community centre are good starting points before larger projects are planned. Lessons learnt from local projects should be scaled up into robust and creative design policies. These initiatives ought to be supported by district councils. Local design projects, funded by parish councils or the community, and the development of design policies with significant ‘weight’ are effective for local action.

Organisations such as CPRE Sussex and politicians need to take housebuilders, developers and promoters to task to ask why they will not involve communities in village housing developments. Involving local people in masterplans and design codes should be politically beneficial, commercially attractive and socially responsive.

4 Case Study Link

Devon County Council has adopted a new approach to community planning in the village of High Bickington. It entered into an agreement with the High Bickington Community Property Trust (HBCPT) to redevelop one third of a smallholding by providing 39 new homes and other facilities.

A 3-phase development will provide 16 affordable homes and 23 open market homes; 6 workspace units; a woodchip fuelled district heating system to serve the whole development; a new community building and replacement primary school; open space, including a playing field, allotments and community woodland and a potential site for a new health centre. The first homes were occupied in 2012.

Local Trailblazers

A compendium of groups who have strengthened the economy of their localities, the quality of the shared public domain and the fabric of their community – in ways neither the state nor the market have been able to achieve on their own.

Arcola Theatre
Bishops Castle and
District Community Land Trust
Brixton Village
Bromley by Bow Centre
Fab Lab Manchester
Fintry Development Trust
Glendale Gateway Trust
The George and Dragon Pub
High Bickington CPT
Horsholm Waste-to-Energy
Incredible Edible Todmorden
Lyvennet CLT
Museum of East Anglian Life
Neil Sutherland Timber Workshop
Nieuw Leyden Development
The People’s Supermarket
Rutland Telecom
Southwark Circle
Springhill Co-housing
Tubingen User-led Housing

APPENDICES



GOOD DESIGN AND NEIGHBOURHOOD PLANS

When embarking on a neighbourhood plan, it is important to consider the whole issue of design at an early stage. This can be done in a number of ways:

Engage your community at the outset about what they consider to be of good and bad design in the parish/town currently.

Explore and test this – verification – at future events to better understand why it is that certain characteristics are valued above others.

Undertake a thorough envisioning and visioning exercises or workshops early on in the process to develop a vision for your plan and neighbourhood – test this throughout the plan preparation process with local residents.

Build on this to develop a Village (or Town) Design Statement which captures these locally distinctive characteristics and promotes them for future development – This could also take the form of a statement or policy within your Plan. This could be achieved by undertaking a similar ‘Making Places’ workshop as those detailed in this report – using local people, maps and a basic set of criteria and physical appraisal structure to guide participants from the community.

Consider some small practical first steps to realise these ideas – a facelift for the old functional community centre for example or improvements to the public realm which incorporate your locally distinctive design values and principles. Engage your Local Planning Authority (LPA) early on in the process and get them involved in these activities so that they can begin to understand your ideas and work alongside you when dealing with developers and housebuilders via the planning system.

Seek to engage those developers, landowners and their architects as soon as you are able and develop a collaborative approach to the design and function of new development proposals that will make life easier for them in terms of local and LPA acceptability – they will have to understand the benefits of proper community engagement for this to work.

THE CPRE SUSSEX MAKING PLACES WORKSHOP

Tasks Before Making Places

The Making Places Checklist:

Tasks and Ideas to Consider before the Workshop

The Sussex branch of the Campaign to Protect Rural England (CPRE) and Action in Rural Sussex (AirS) have joined forces to find out from people in Sussex what good design and a 'sense of place' means to their parish.

Our objectives are to begin a conversation that focuses on the need for planning and design which create attractive, affordable and lively places. We would like to record and illustrate local design values and knowledge, detailing how the dynamics of existing valued places can inform future development.

To meet these objectives we need your help investigating the architectural and landscape elements that form your settlement's character. CPRE Sussex propose to use this knowledge to develop a 'Making Places Charter'; championing locally derived design principles and values.

The Making Places Workshop will explore how to study a village using specific categories. The analysis of your village, its setting, spaces and buildings, will help to see how a mix of specific built characteristics creates local distinctiveness. Once this is defined, it will be a great deal easier to write robust local design policies.

This handout is organised into 3 parts. Each part is introduced and then followed by a checklist. Each checklist sets out questions that we ask you to consider before the workshop, and assigns tasks to gather specific information which will supplement the workshop's exercises. Within this handout we have provided space for note taking and an A3 map for annotation.¹ Please bring your handout to the workshop.

1 More maps can be provided on request - the Making Places workshop exercises will be map based so please don't feel the need to go into too much detail. This will follow.

Workshop Categories²

All the information that will go into the 'Making Places Charter' should try to answer the following two questions:

- What is the distinctive character of the settlement and its buildings in terms of size, shape, proportion, scale and materials?
- How should these objective and subjective characteristics inform the design decisions of architects, developers, planners, householders and highways authorities?

To organise the response we will consider what makes a 'place' using the following three categories:

- 1 Settlement Context and Character
- 2 Settlement Pattern
- 3 Settlement Buildings

2 These three headings will form the basis of the workshop exercises. It is hoped this notebook will act as guide for these group conversations.

Character Assessment 1

Settlement Context and Character

For this first category it is important to assess the quality of the views to and from the settlement, including the type and quality of near and distant views and any poor views that might benefit from screening. Views out toward the countryside from within a settlement (through gaps between buildings, down roads, streets and lanes and across open spaces) help to connect it to its surroundings and are an important way in which the settlement is rooted into the landscape.

Secondly, the boundaries between the built up area and the countryside beyond can have a great impact on the appearance of a village in its setting. These boundaries can be hard or soft, dense or diffused. Soft edges may be mainly made up of trees and hedges or other planting. Hard edges are made up of building walls or fences. The edge may be diffused, made up of large plots with detached houses, or dense, with terraced or other closely spaced buildings. New development could maintain the most common traditional edge character of the area in which it sits.

Thirdly, the human context of a settlement is very important to examine. Historic events should be noted in relation to the existing settlement edge and its relationship with the landscape. Please consider any events that have been inherited and are still influential: bonfire processions, fetes, key sports matches or any local customs that link the landscape to the current settlement's organisation.

Tasks:

- ☐ What is the character of the surrounding countryside? Are there a number of different landscapes defined by varying qualities?
- ☐ Is there a particular view between the landscape and village that should be preserved? Does the village have a distinctive silhouette when seen from the landscape?
- ☐ How visible is the village from the landscape? It could be a particular characteristic that the village is largely hidden, or quite the reverse in other areas.
- ☐ What are the edges of the village like and how does the edge vary around its perimeter?
- ☐ Consider how common areas, wildlife habitats, ponds, trees and hedgerows are characteristically integrated into the settlement. Consider also how tree lines, green spaces or hedges pass from the landscape into the village.
- ☐ Does your village have associations with historic activities or events? Could these influence future changes to the built environment?
- ☐ Is your village strongly associated with current activities that are important to its character?

Character Assessment 2

Settlement Pattern

Character Assessment 2 aims to identify physical properties of cherished settlement patterns and illustrate how the village/parish can be divided into areas with different character (called for purpose of simplicity: **character areas**). If villages are to retain their character, these patterns need to be recognised and understood. If development is to happen within or outside a village, it is important that the appropriate pattern is used for reference. It is likely that parts of your village or parish will have quite different characteristics depending on their location and when they were built. It is key to differentiate between these.

The identification of character areas will serve as a base for the subsequent analysis of settlement components (different elements of the village within a character area) and building types.

In addition, this category will examine the function that streets, lanes and footpaths have in linking the various character areas and their impact on the appearance and local distinctiveness of places.

Tasks:

- ☐ Examine the characteristic settlement pattern and consider if the village has a clear shape that should be respected and preserved?
- ☐ Divide the village/parish into character areas that relate to different periods of growth and consider which character areas are positively characteristic, which are less so, and why?
- ☐ Please mark character areas on to the map provided. Each different area of growth could be shaded in with coloured pencils or hatches. Please don't worry if your analysis is not completely accurate. Your perception is as important as fact.
- ☐ Define the characteristic qualities of valued roads and lanes. Consider noting and photographing the presence of kerbs, pavements, paving materials and details, street trees.
- ☐ Note and photograph any important edges between character areas or along roads: verges, ditches, banks, boundary hedges, walls and fences. Are these features managed appropriately?
- ☐ How have modern highway engineering and traffic control measures changed the nature of the road network? Identify these and say how a sense of place might be restored.
- ☐ Are there opportunities for locally distinctive paving materials?
- ☐ How is parking currently incorporated within the village?
- ☐ How does the road network link with footpaths and bridleways? Are these characteristic connections or are footpaths and bridleways fragmented?

Character Assessment 3

Settlement Buildings

This final section identifies a representative range of characteristic building types found in the village components and looks at their defining characteristics so that they may be protected and influence new development.

Although a village or town may appear to consist of a wide variety of building types and characteristics, a structured analysis can often reveal that the character of a place is largely informed by the interaction of a quite limited range. In addition, it can be seen that certain spaces and street types tend to accommodate a particular range of building types; this special mix of building types within a street or space can have a great bearing on its overall character.

The task is to identify a representative range of **building types** which relate to your identified village components. The building type categories will be specific to your village but in the main will consist of detached, semi-detached and terraced buildings. You may also identify others such as:

- Public Buildings
- Commercial- Purpose Built
- Service
- Agricultural
- Industrial
- Mixed Use- Purpose Built
- Mixed Use-Modified
- Villas
- Double-Fronted Houses
- Cottages

Tasks:

- ☐ First identify the range of building types that contribute to the characteristic appearance of the village. You may do this by taking photos of all characteristic buildings and then sorting them into groups of similar buildings, scoring each for its local distinctiveness out of 10. Include as many people as possible in this exercise. For each group consider the following:

Within which village component can this building type be found and roughly in what numbers/proportions? Does the building tend to be positioned in a certain part of the component or is its location quite random?

- ☐ Whether the building type is typically built right up against the street, at the back of the pavement or set back with front gardens?
- ☐ What are the materials used for the construction of the front elevations of this building type? If there is a mix of materials on an individual building, how is this done? How do the materials used for front elevations differ from those used on publicly visible side and rear elevations?
- ☐ Can you identify a hierarchy of materials? Do chimneys have characteristic positions or details? How are door and window openings typically arranged over the front elevation?
- ☐ Do the building types have characteristic boundary treatments (hedges, walls, fences & railings)?

Making Places is a CPRE Sussex Campaign

Phase 1 workshops were funded by CPRE Sussex and organised in association with Action in Rural Sussex (AIRs) and Rabble Place Architects.

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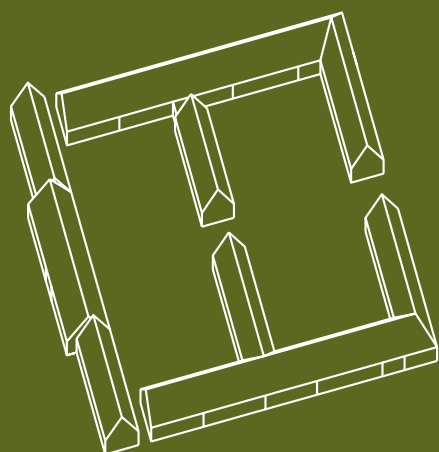
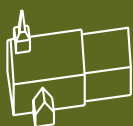
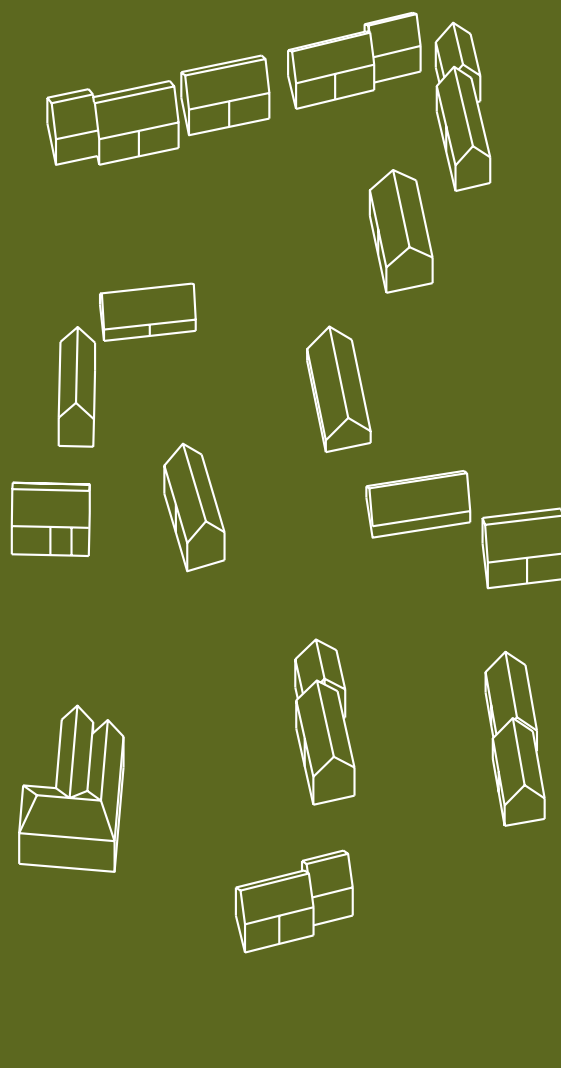
We exist to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country.

AirS has helped to deliver scores of local needs affordable housing schemes in rural communities across East and West Sussex. Tom Warder is the Housing and Community Engagement Team Leader who has acted as the Rural Housing Enabler for AirS over the past ten years. He established the Sussex Community Land Trust (CLT) Project in October 2013, a project which provides a range of technical advice and support to CLT groups in the region (Sussex, Surrey and Hampshire).

His team have also provided Neighbourhood Planning Support to local councils across the region, having worked on over thirty plans to date. These workshops were an opportunity to reflect on this work and to better understand what is and what is not working in terms of plan making at this neighbourhood level. AirS have sought to engage local housing and planning authorities and DCLG to share the experiences of rural communities, to advocate on their behalf and promote best practice.

www.ruralsussex.org.uk

“I am very interested in what I have heard and what can be done. I had no idea that there is so much that goes into thinking about a place.”




Action
in rural **Sussex**



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