



DESIGN & ACCESS STATEMENT

LAND WEST OF SHOREHAM ROAD SMALL DOLE

APRIL 2025

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TEAMS

Client:
Wates Developments
www.wates.co.uk

Architects:
OSP Architecture
www.osparchitecture.com

Planning consultant:
Boyer
www.boyerplanning.co.uk

Landscape consultant:
SLR Landscape
www.slrconsulting.com

Transport consultant:
i-Transport
www.i-transport.co.uk

Sustainability & energy consultant:
Bluesky Unlimited

Tree consultant:
SJA Trees
www.sjatrees.co.uk

Ecology consultant:
Ecology Partnership
www.ecologypartnership.com

Drainage and Civils consultant:
JNP Group
www.jnpgroup.co.uk

Acoustics consultant:
RSK Acoustics
www.rskgroup.com



VISION

“To bring forward this site to deliver much needed homes for Small Dole in a well designed, sustainable, landscape led development.”



OBJECTIVES

Following analysis of the site and its local context, the following objectives were established from which the development proposals for the site evolved:

- To provide much needed family homes in a sustainable location.
- Additional housing to contribute to the economic viability of the village supporting the local shop and pub.
- To provide new footpath and cycleway links to Small Dole village centre, as well as north to New Hall Lane.
- To retain trees and hedgerow along the eastern, western and southern boundaries and to provide enhanced screening to the northern boundary.
- To provide local, on-site ecological enhancements to benefit native wildlife species including new planting, and the retention and management of existing features.
- To adopt a SuDS (Sustainable Drainage System) approach to surface water drainage to increase flood protection by controlling run-off during severe storm events.

Creating a strong sense of place where people will want to live

Provision of attractive, landscaped open spaces for informal recreational amenity and children's play

Delivering high quality sustainable homes in the heart of Small Dole



1.0

INTRODUCTION

1.1 PLANNING APPLICATION

This Design & Access Statement has been prepared for Wates Developments to accompany an outline planning application for the development of Land to the West of Shoreham Road, Small Dole, West Sussex. All matters are reserved except for Means of Access. Our proposals for the site will deliver a number of key benefits including, but not limited to:



New Homes

45 high-quality, sustainable new homes including new affordable housing to address an identified need in Horsham.



Landscape-led Approach

A landscape-led residential development with the introduction of new woodland and planting on the site to respect the character of the local area.



Climate resilience

New homes will be designed to be 'Net Zero Ready', offering sustainable technologies and renewable energy including solar and PV panels.



A Car Club

To reduce reliance on private car usage, encourage car-sharing and reduce local traffic congestion, an onsite Car Club will be established.



Connectivity

The development will be in a walkable and cyclable distance of key local services, amenities and facilities. A travel plan for the site will incentivise the use of public transport, with the site in easy reach of local bus loops.



Electric Vehicle Charging

Each home will come equipped with an electric vehicle charging point.



A Community Orchard

A community orchard to provide opportunities for residents to become involved in the natural surroundings of their new homes, providing a new community focus.



Access

It is proposed that a new vehicular access from Shoreham Road be constructed to serve the development. It is also proposed to provide a pedestrian footway from the site access to the north and south, connecting with the existing footway provision on Shoreham Road.



Ecological benefits

New bird and bat boxes will be installed to support local wildlife and promote environmental stewardship. Swales and SuDS will also be created to manage flood risk and ensure resilience to climate change.



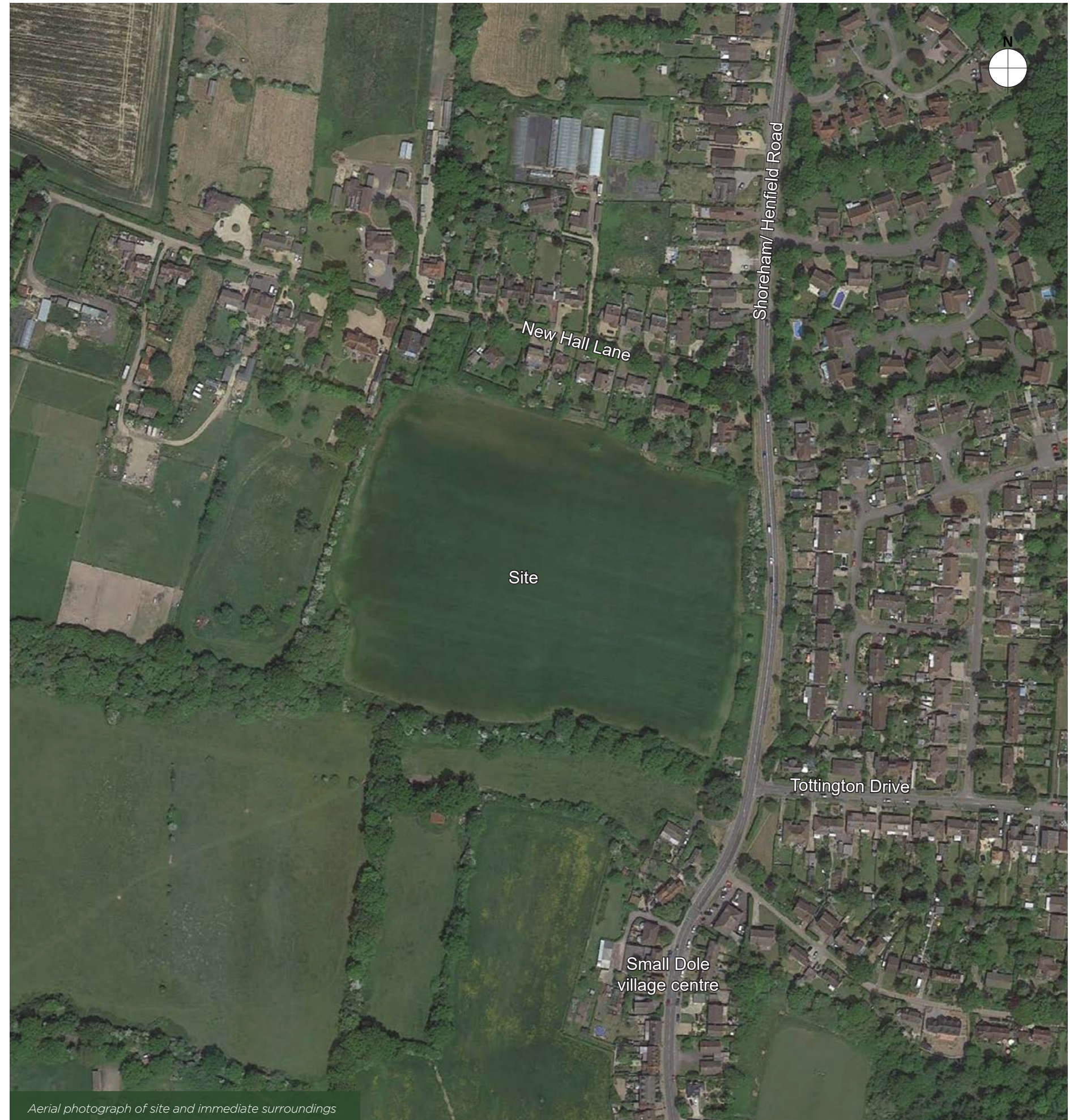
Biodiversity Net Gain

The development will achieve a Biodiversity Net Gain of +18.36%, and +10.62% through the addition of public open spaces, wooded areas and new planting.



Public open space

Up to 70% of the site, which is currently private land, will be publicly accessible open space. This is 8 acres above the policy requirement.



Aerial photograph of site and immediate surroundings

This Design & Access Statement has been prepared in accordance with the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2010 (SI 2010/567) and subsequent amendments. This statement therefore sets out the analysis of the existing Site and context, evolution of the design and the proposed concept for the development Site.

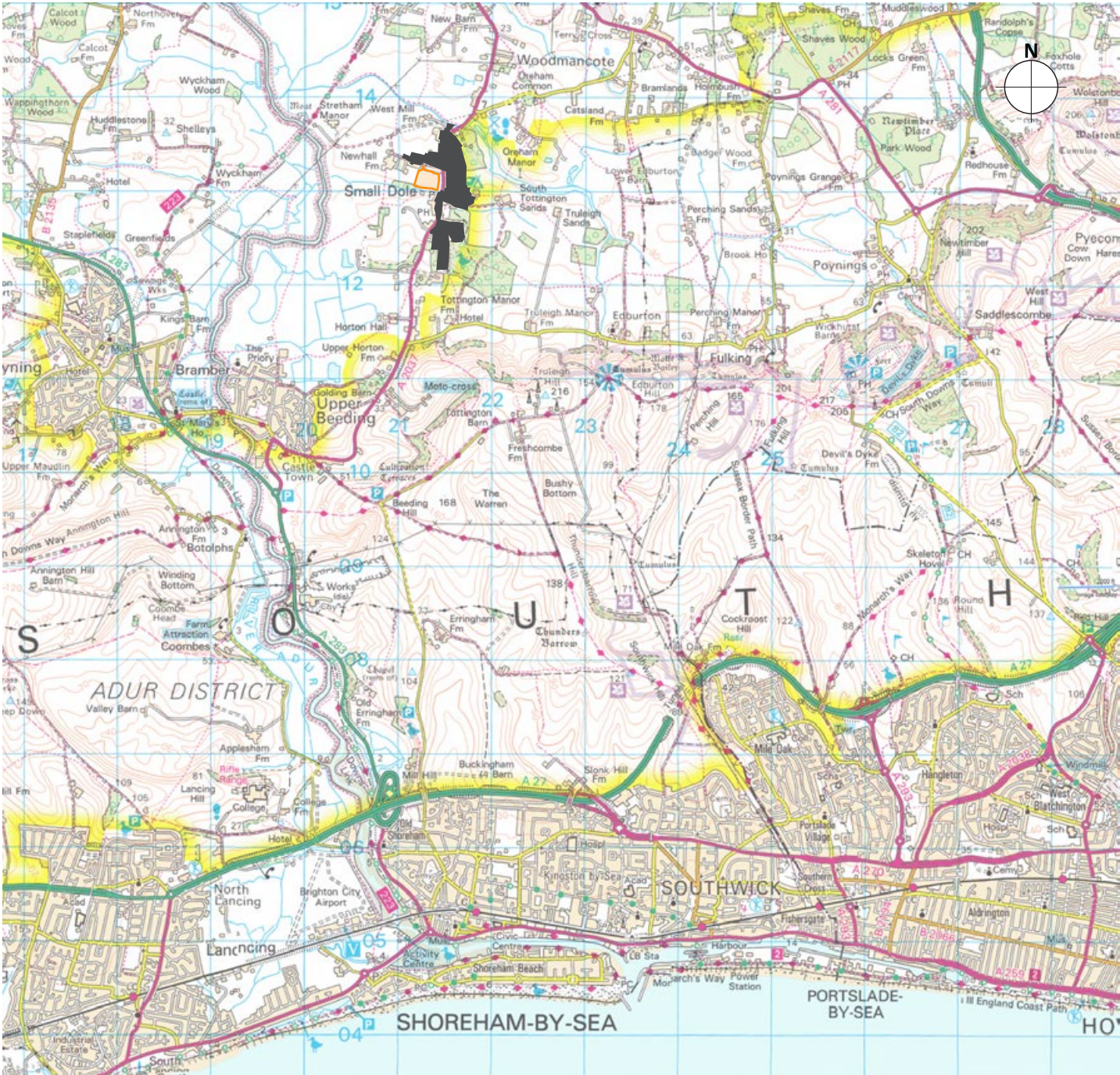
1.2
LOCATION

The application site is 5.45 hectares (13.47 acres) in size, located to the immediate north of Small Dole village centre and accessed from the Shoreham/ Henfield Road (A2037). To the north of the site is New Hall Lane, with residential properties backing onto the boundary. To the south of the site is a ditch with open fields beyond.

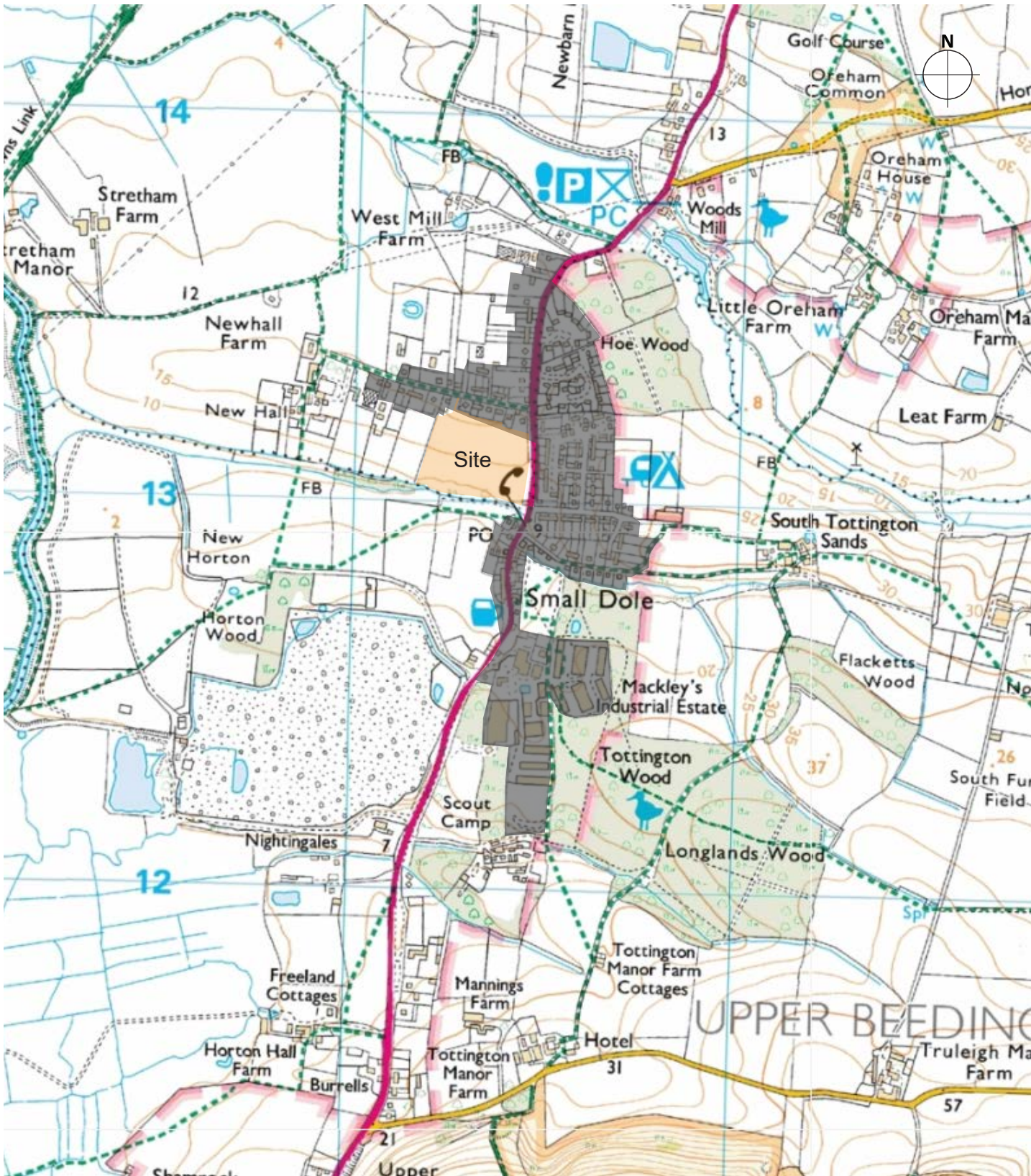
Small Dole is located 3.2km south of Henfield and 3.4km

to the north east of Upper Beeding. Shoreham/ Henfield Road (A2037) provides access to the A2083 to Shoreham, the A27 and A23.

The boundary with the South Downs National Park runs alongside the eastern edge of Small Dole with footpath links to long distance public footpaths including the Downs Link and South Downs Way.



Location plan showing the relationship between the Site (outlined orange), Small Dole (shaded black) and the surrounding context



Location plan showing that the Site lies at the centre of Small Dole village

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2.0

EXISTING SITE

2.1 THE EXISTING SITE

The existing site is currently grassland. It is relatively level for the top half of the site with a steeper slope from north to south in the southern half. It is enclosed on its southern edge by a belt of mature trees and understorey planting,

hedgerows along its eastern and western boundaries and intermittent vegetation along the northern boundary with the rear of properties in New Hall Lane.



Existing photograph along Shoreham/ Henfield Road (Site on left side of road)



Existing aerial photograph looking to the south west



Existing Site photographs (Catherine Shelton Associates Ltd)

2.3
EXISTING SITE



Aerial photograph of site showing photograph locations

2.2
LANDSCAPE AND VISUAL
APPRAISAL

Landscape Policy

The site is not within any national, landscape or landscape-related designations. However, the South Downs National Park is located to the south and east of the site (approximately 220m to the east of the site as its closest point) and it has been determined that the site forms part of the setting of the National Park.

To the north and south of the site are footpaths that provide direct access to the countryside to the west of Small Dole.

The site is a draft allocation within the Emerging Local Plan 2023-2040 (Regulation 19, January 2024) for “at least 40 homes”. The allocation requires that “proposals are limited to the eastern end of the site with a significant proportion of the site (western and northern parts) given to public open space and recreation use” and “proposals are designed to take account of the rural character around the site, and incorporate measures to mitigate against any harm to the landscape character”.

Landscape Character

In the Horsham Landscape Character Assessment (October 2003) the site is classified as part of character area D2; “Shoreham and Small Dole”. The site and its context broadly align with the characteristics of area D2; a gently undulating landform, long views to the South Downs, and a field pattern of varying sizes enclosed by hedgerows and trees.

Within the Horsham Capacity Assessment (May 2021) the site is recognised for having moderate capacity for small scale development (no more than 60 dwellings at a density of 25 to 30 homes per hectare).

Legend:

Site Boundary

Ancient Woodland

Conservation Area

CRoW Access Land

Local Nature Reserve

Scheduled Monument

Site of Special Scientific Interest

South Downs National Park

National Cycle Route 223 / Downs Link

South Downs Way

Listed Buildings:

I

II*

II

Horsham District Planning Framework, 2015:

Policy 3: Built Up Area Boundary

Policy 9: Key Employment Areas

Upper Beedham Neighbourhood Plan, 2021:

Policy 4: Housing Site Allocation

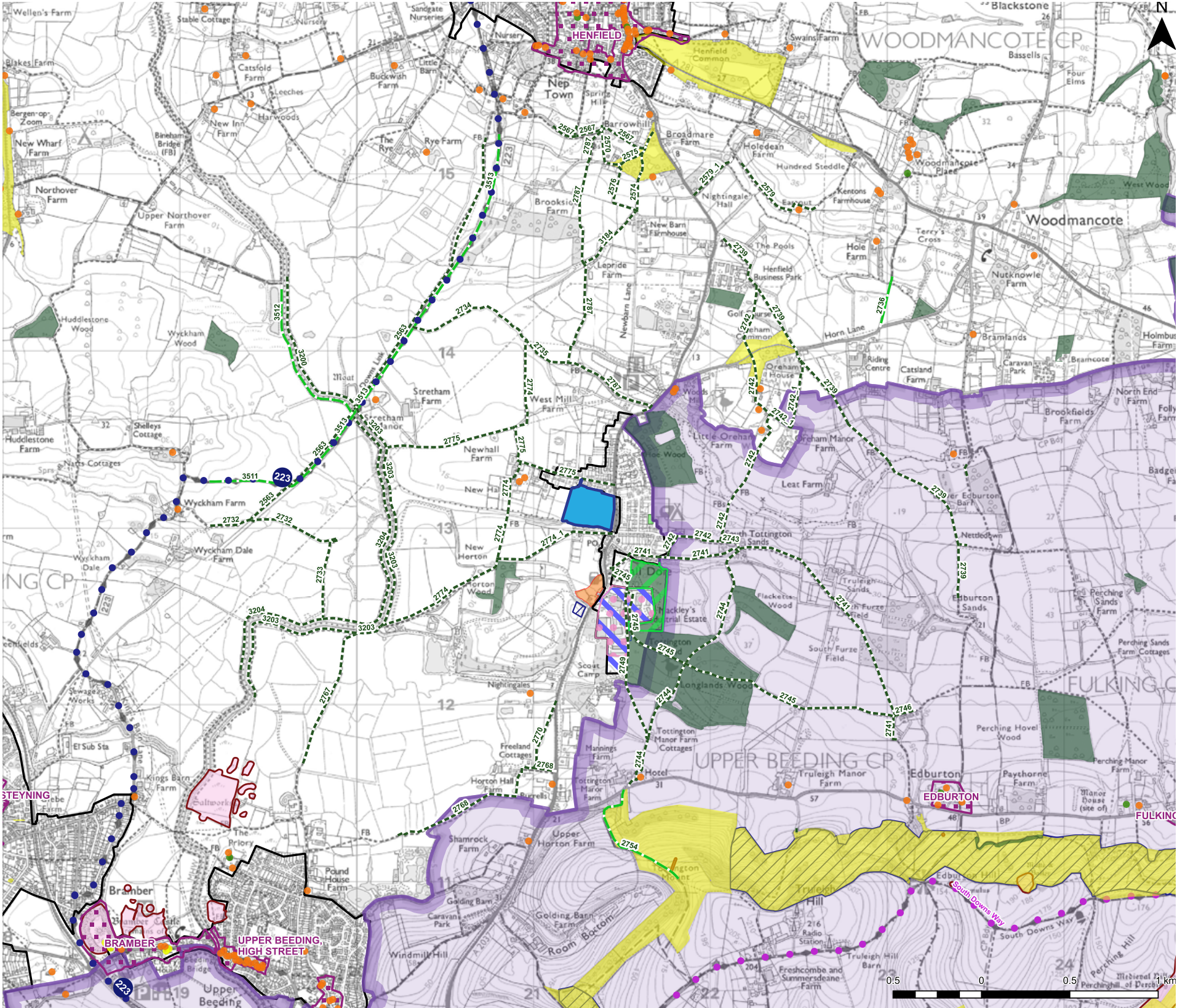
Policy 10: Employment Sites

Policy 11: Local Green Space

West Sussex County Council Public Rights of Way:

Bridleway

Footpath



Landscape designations plan (SLR)

2.2

LANDSCAPE AND VISUAL APPRAISAL

Site Character

The site comprises a small-scale, pastoral field. The site is primarily bound by well-established hedgerows and trees resulting in it being partially enclosed. Although, the landform within the site gently slopes down to the southern boundary and from the higher, northern extents of the site, long views towards the escarpment within the South Downs National Park are available.

The site is influenced by existing dwellings immediately north of the site and Shoreham Road immediately east. Therefore, the site is generally simple due to the narrow range of colours, forms and textures within the pastoral field, but with some diversity from the surrounding, suburban influences.

Visibility

Site visits found that views into the site are limited due to the primarily well-established vegetation that bounds the site.

To the north and east of the site, publicly accessible views are further restricted by the existing built form and infrastructure, although, some clear views would be available from these nearby dwellings.

To the west, visibility is restricted by the combination of limited publicly accessible land, and existing dwellings and vegetation further containing views.

To the south, occasional views are available from the nearby footpath and occasional dwellings, although the majority of views would be contained by the site's vegetation.

From the South Downs National Park, distant views would be available from several elevated positions to the south of the site.



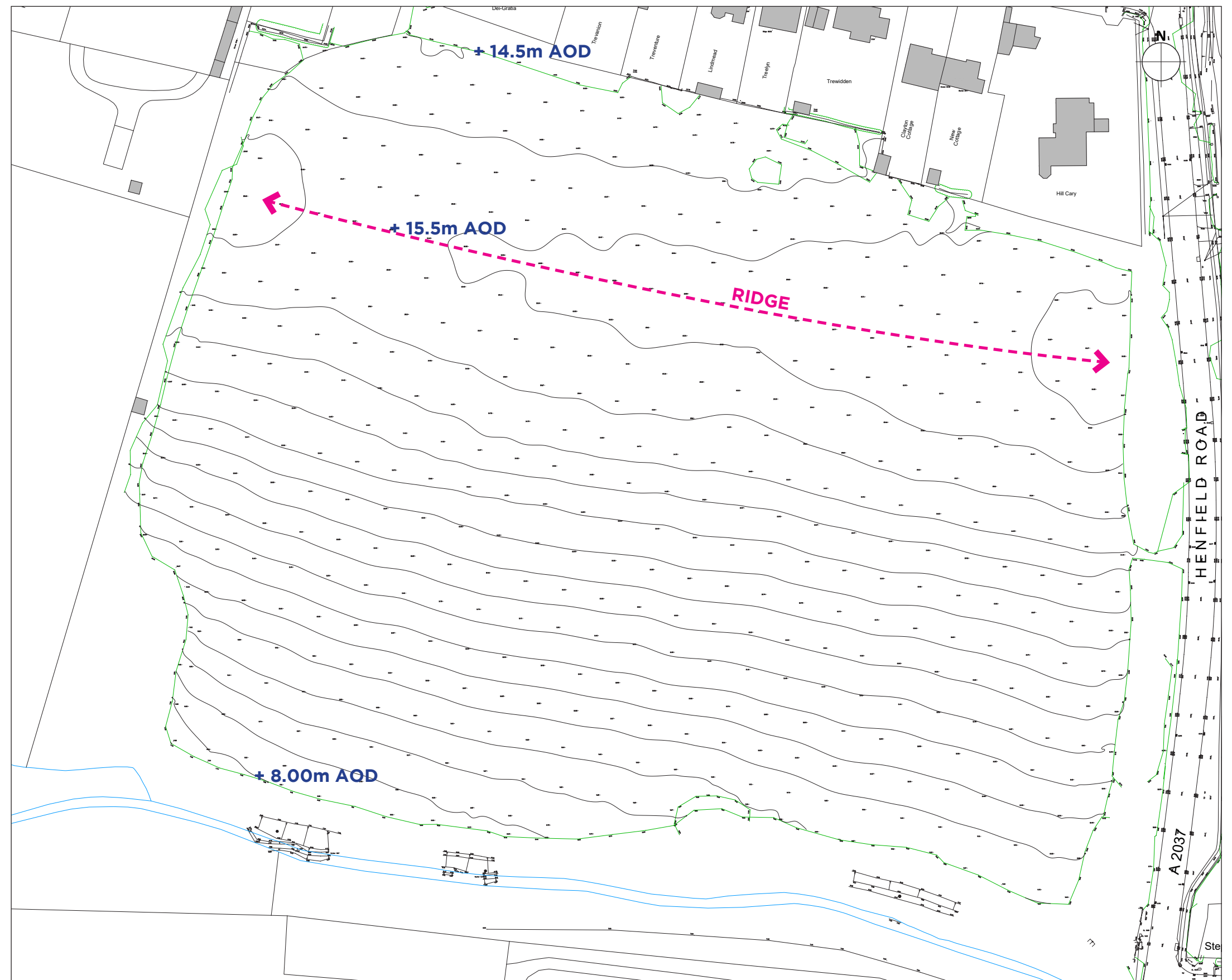
View A: View from the footpath to the south of the site looking through a gap into the site.



View B: View from the South Downs National Park looking towards Small Dole and the site.

2.3 TOPOGRAPHY

The site rises gradually from northern boundary at 14.5m AOD to a shallow ridge of 15.5m AOD and then drops consistently to its lowest point of 8.5m AOD near the stream that runs along the southern boundary, as shown on the plan (right).



2.4
EXISTING TREES

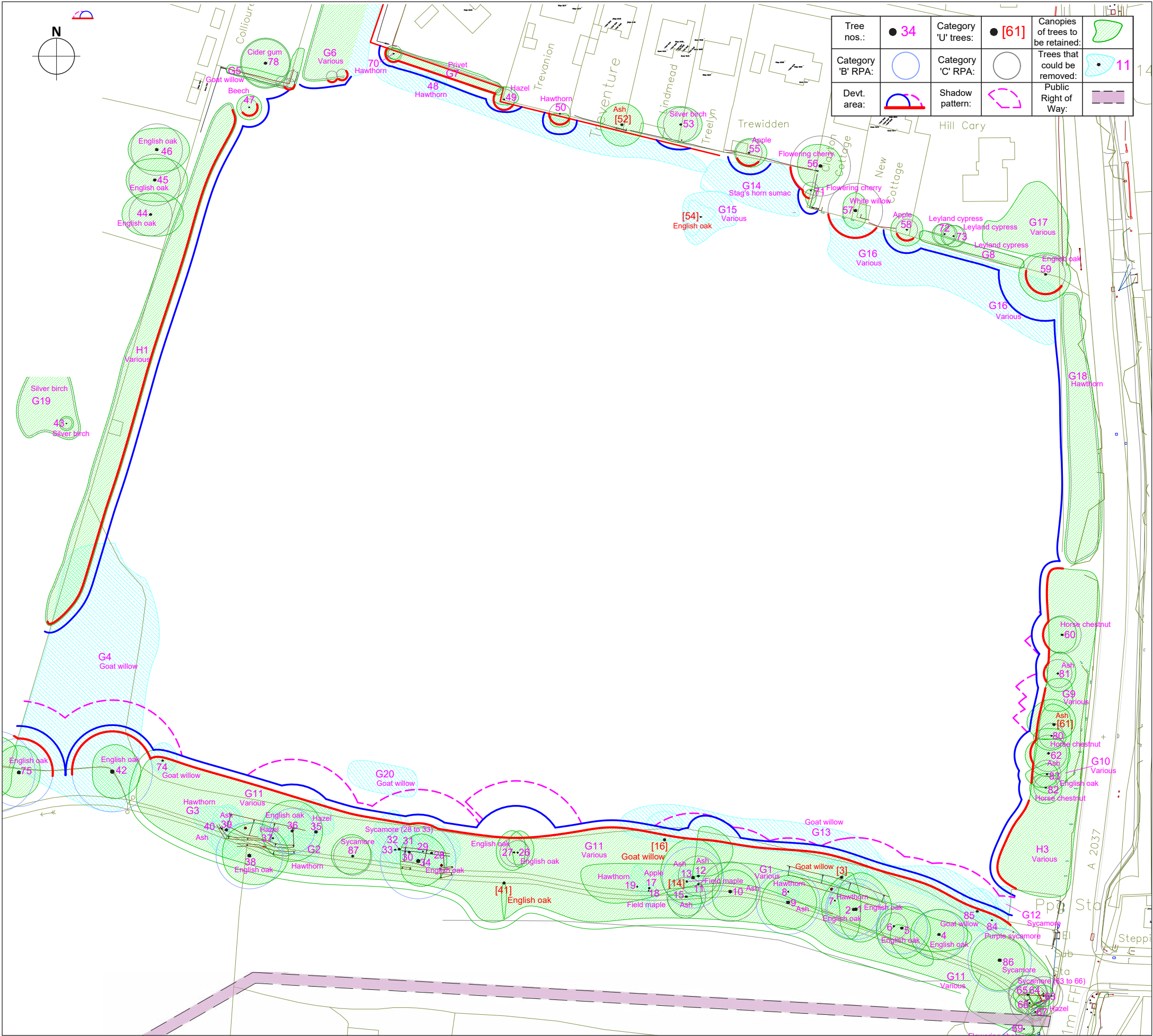
An Arboricultural Implications Report as been compiled by SJA trees to inform the application. The report details the trees worthy of retention within the site and assesses the implications of the development proposals on them.

79 individual trees, 20 groups of trees and two hedgerows growing within or immediately adjacent to the site were surveyed.

The arboricultural character of the site is comprised mostly of English oak (which represents the most commonly found species), but there is a wide range of broadleaf species throughout the site including ash, goat willow and hawthorn.

The majority of trees within the site are native species and in keeping with the surrounding area, with the exception of some ornamental, exotic and non-native species including: cider gum, stag horn sumac, Leyland cypress and purple sycamore. However, although these trees are not consistent with the countryside character of the area, they are appropriate species for residential gardens and screening and are in keeping with the semi-rural residential character of Small Dole. Most of the trees on the site are restricted to the boundaries of the field with only some situated in adjacent, off-site gardens and fields.

There are no category 'A' trees but 13 category 'B' specimens. The remaining 60 trees are assessed as category 'C' trees, being either of low quality, very limited merit, only low landscape benefits, no material cultural or conservation value, or only limited or short-term potential; or young trees with trunk diameters below 150mm; or a combination of these.



Existing tree constraints plan (Simon Jones Associates)

2.5 ECOLOGY

A large central area of mown, neutral grassland dominates the site. A narrow block of deciduous woodland, containing a stream, defines the southern boundary. The eastern and western boundaries consist of hedgerows dominated by scrub, while the northern boundary largely abuts the rear gardens of adjacent properties, interspersed with patchy areas of scrub habitat.

The lowland deciduous woodland to the south is a UK BAP habitat of ecological value at the local level and should therefore be retained and appropriately buffered from development. This buffer should accommodate root protection areas and woodland edge habitats, which provide valuable resources for a range of species. Maintaining a transitional ecotone between the woodland and any proposed development is considered a suitable enhancement strategy.

It is recommended that other areas of woodland and linear scrub features be preserved where possible, as they support ecological connectivity and function as green corridors across the site and into the wider landscape. The proposed scheme retains the majority of these features and enhances all retained areas, including buffer zones along the site's periphery, to maintain habitat continuity. The only habitat loss comprises a small section (approximately 20m) along the eastern boundary and a limited area of woodland for the creation of a SuDS pond in the west. This loss is not considered significant, as it will not result in habitat fragmentation or isolation, and will be offset by enhancement of the retained woodland areas.

The proposed development is expected to deliver a biodiversity net gain, through the enhancement of retained grassland and woodland, and the creation of new orchard habitats that provide high ecological value within the site.

The grassland supports species that are common and widespread and is therefore considered to have ecological value at the site level only. However, the grassland margins—with longer sward—have the potential to support protected species and may offer some ecological interest at the local level.

The anticipated loss of the majority of grassland is not considered significant, provided that appropriate habitat enhancements are incorporated into the site design.



Legend

- Site Boundary
- River
- Scrub
- Semi-Improved Grassland
- Woodland

Habitat baseline plan (Ecology Partnership)

2.6
HERITAGE

Pegasus Group have been commissioned to prepare a Heritage Desk-Based Assessment to inform the proposals.

The Site comprises an open field approximately 5.45 ha in size. Access into the Site is provided at gated entrances from Henfield Road (A2037) to the east and New Hall Lane to the north. There are no designated heritage assets located within the Site.

Archaeological Resource

Archaeological activity dating from the Prehistoric to Medieval periods recorded by the HER within the study area is limited. Therefore, the potential for discoveries relating to these periods within the Site is considered low.

The archaeological record from the post-Medieval and modern periods is generally focused on agricultural activity. The West Sussex Historic Landscape Characterisation classifies the study site as formal enclosure dated to the post-Medieval period (HER ref. MWS1502). Cartographic evidence indicates that the Site formed part of the wider landholdings of Newhall Farm and was being used as arable land from the 19th-century to the present day. During that period, the Site likely formed part of the wider rural landholdings of the house. There is no evidence to suggest that it formed part of any formal parkland associated with the house, being in arable use in the middle of the 19th century.

During the 20th century, historic mapping and aerial photos show a track running through the Site, along with a small linear agricultural building at the western boundary. Other than this, the Site remained undeveloped and continued in agricultural use. Any post-medieval to modern archaeology within the site would most likely be associated with agricultural activity, and any such remains would be unlikely to be regarded as heritage assets, require preservation in situ or otherwise preclude development.

LIDAR imagery does not show any obvious anomalies, only showing the rough outline of the former track and general plough marks through the field.

Overall, the potential for significant buried archaeological remains from any period within the site is considered to be low. Archaeology is not anticipated to be a constraint to the development of the Site.

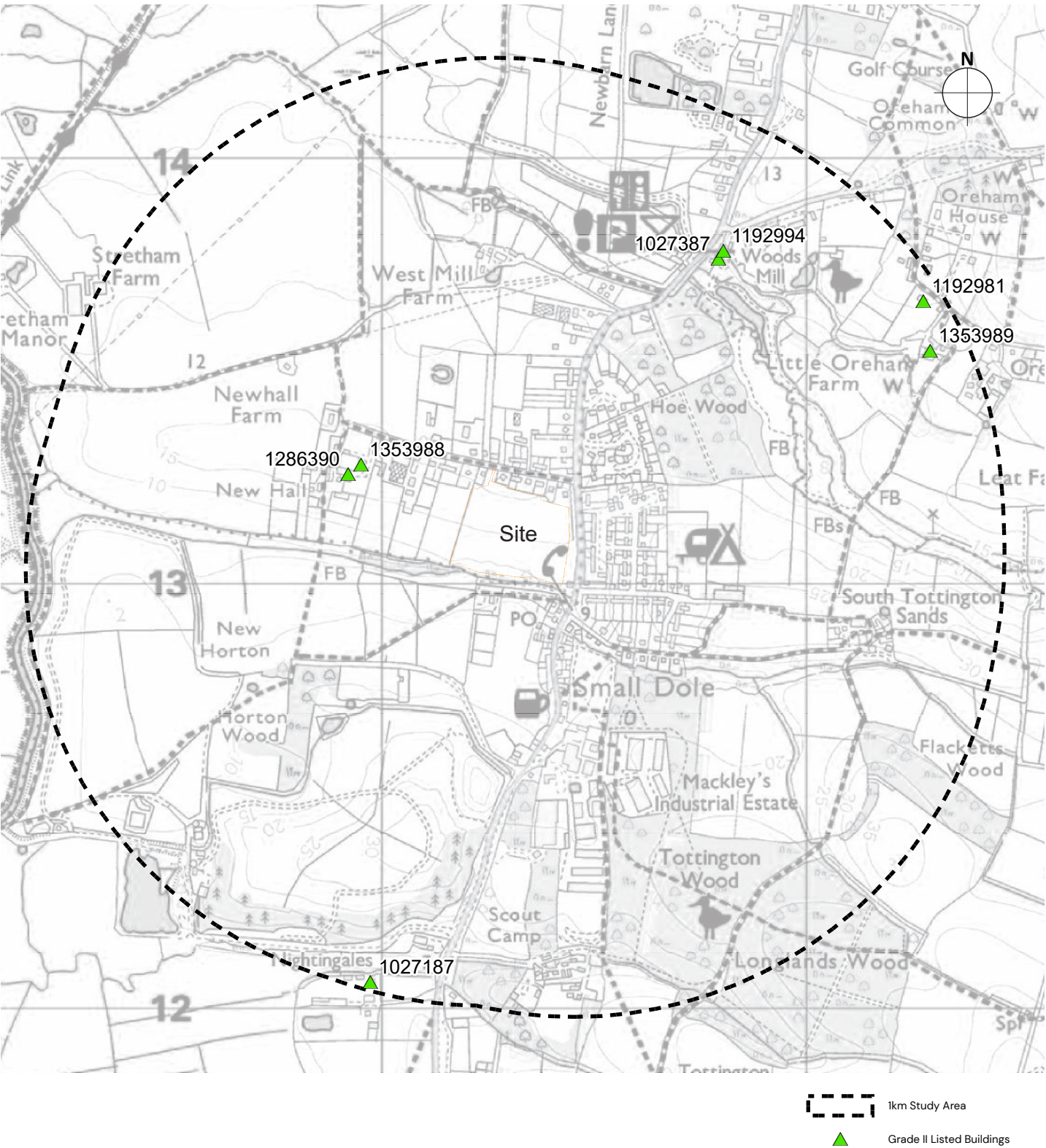
Built Heritage

Only one heritage asset has been identified as being potentially sensitive to the proposals, namely the Grade II Listed New Hall.

The above assessment, which has been carried out in accordance with Historic England guidance, concludes that, when taking account of the existing baseline and the sensitive design of the proposals, the proposed change is not anticipated to impact upon the overall experience of views from and towards the heritage asset. Furthermore, the historic association (in terms of landownership) between the Site and the Listed Building has been severed and is not legible on the ground, nor is there any intervisibility.

Whilst it is acknowledged that the proposed development will result in a change to the character and appearance of the Site, this change would have no impact on the physical fabric of New Hall or any element of its setting which contributes to its significance.

Overall, it is considered that the proposed development could be delivered whilst being compliant with Sections 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 16 of the NPPF and relevant local policy.



2.7
FOUL DRAINAGE AND
UTILITIES

Foul drainage

The existing site does not benefit from a formal foul water drainage system, but in accordance with records obtained from SW, the development immediately east of the site is served by a public network of foul sewers. The nearest public foul sewer is the 150 mm pipe along Henfield Road.

A pre-development enquiry has been undertaken with Southern Water. The feedback has been received and confirmed sufficient capacity within their network to accommodate the proposed development.

As invert levels of the existing public foul drainage network are not deep enough to allow gravity drainage from the site, on site pumping of foul flows will be required. The proposed foul water drainage strategy envisages a pumping station (designed to adoptable standards, with a cordon sanitaire of 15m to all dwellings) in the south west of the site. The proposed foul pumping station will be raised to 9.45m.

Utilities

Service records held by the utility companies show there is apparatus in Shoreham Road. Following consultation, these companies have confirmed that supplies for the new development can be taken for the existing network, as follows :

Electricity - The existing sub-station in Shoreham Road (adjacent to the pumping station) operated by UK Power Networks will need to be upgraded to meet the electrical demand from the site. A new LV network will extend from the sub-station to serve the new housing units.

Water - Southern Water confirmed that there is sufficient capacity in the existing main in Shoreham Road to supply the site.

Telecoms - The existing British Telecom plant in the immediate area can be extended into the site to provide a service for the new housing.

2.8
FLOOD RISK

Baseline hydrology

There are no known surface watercourses or water features within the site boundary. The nearest surface watercourse is an unnamed tributary ordinary watercourse of the River Adur which flows parallel to the length of the southern site boundary. This watercourse flows in an east to west direction within a culvert beneath Shoreham/Henfield Road before reemerging in the woodland to the south of the site. The watercourse joins the main channel of the River Adur via a sluice approximately 950m to the west of the site.

The nearest Main River watercourse to the site is a tributary of the River Adur which flows east to west through Oreham Common approximately 640m to the north of the site. The nearest surface water feature is a pond approximately 230m to the northwest of site.

There is no formal drainage infrastructure on the site. It is presumed that the site predominantly drains via overland flow to the watercourse to the south of the site.

Flood risk

The Environment Agency's floodplain map shows that the site is located in Flood Zone 1, at low risk of tidal and fluvial flooding. The site is considered to be at low risk of flooding from surface water, groundwater and sewers.

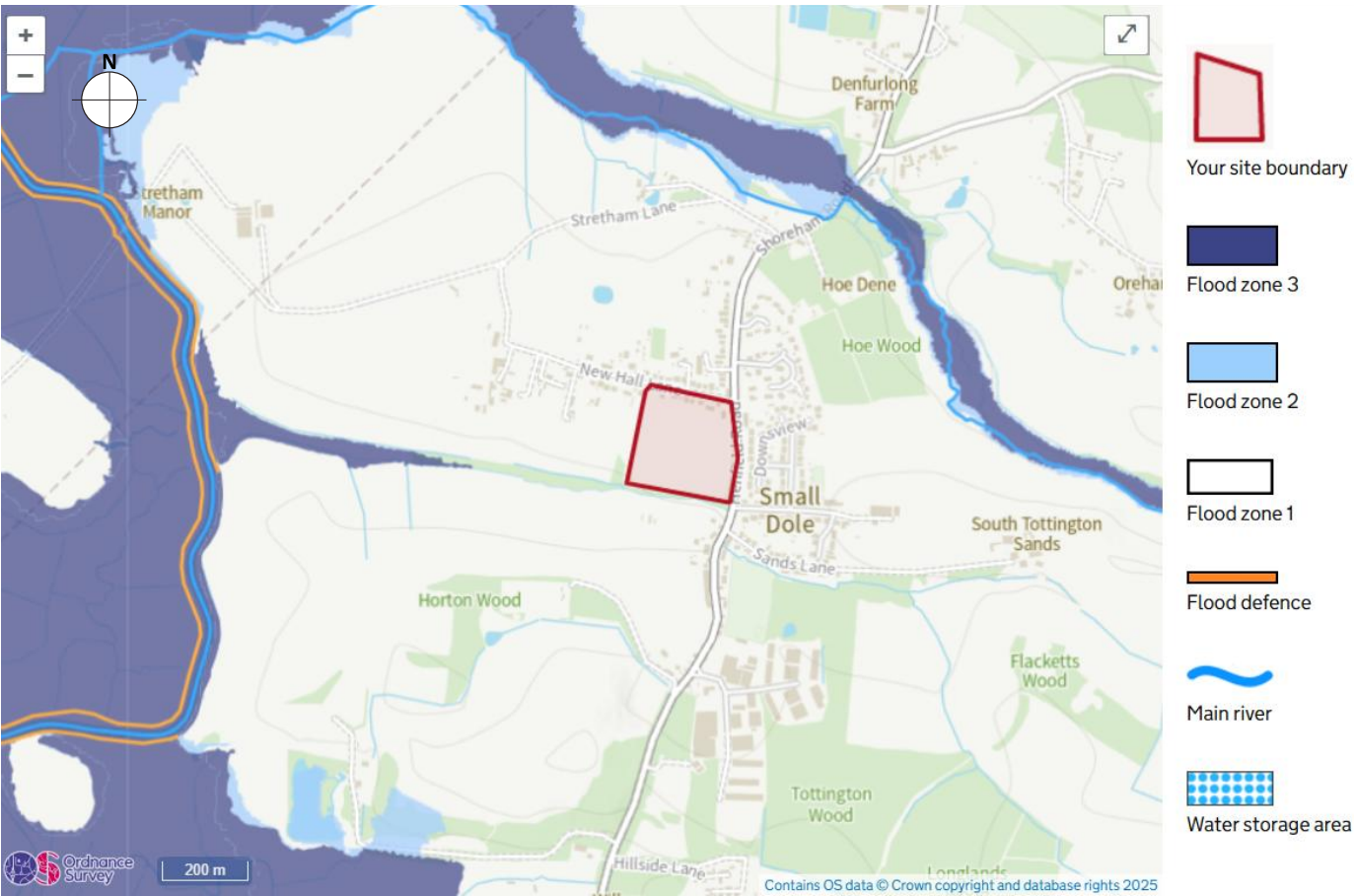
Drainage strategy

The proposed drainage strategy intends to collect runoff via a series of rainwater pipes, raingardens and swales, discharging into a below ground drainage network which conveys the surface water to the onsite attenuation basin. In accordance with the surface water hierarchy, infiltration has been deemed unfeasible, therefore discharging to a watercourse is proposed.

The proposed surface water drainage strategy can manage surface water flood risk at the development site without increasing flood risk elsewhere for storm events up to the 1.0% AEP plus 40% climate change allowance

Conclusion

In conclusion, the proposed development is not at risk of flooding and does not increase flood risk off-site. Surface water runoff from the proposed development will be collected and managed on-site before discharging to the Horton Sewer at a maximum discharge rate of 6.6 l/s, which is in line with the agreed 8.2 l/s/he. The foul water drainage will discharge unrestricted to the existing sewer network.



Flood Risk Map (Environment Agency)

3.0

SITE CONTEXT

3.1 LOCAL FACILITIES & SERVICES

Small Dole is categorised as a ‘Smaller Village’ within the extant Local Plan having:

“limited services, facilities, social networks but with good accessibility to larger settlements (e.g. road or rail) or settlements with some employment but limited services facilities or accessibility. Residents are reliant on larger settlements to access most of their requirements.”

As such, part of the proposals are to provide enhanced footpath and cycle access along Shoreham/ Henfield Road allowing easy access to nearby bus stops and the village.

Within the vicinity to the site, there are a number of services and facilities that commensurate with a village location, including a Post Office, industrial area, convenience store, public house, and leisure space.

The site is situated in proximity to various local facilities, particularly leisure and retail facilities. In terms of cycling, all of the identified local facilities and services are located within a 19-minute cycle of the site and therefore inside a reasonable cycling distance.

It is envisaged that a new footway will be provided along the site frontage and western side of Henfield Road to complete the ‘missing link’ between the existing points of footway termination.

3.2 CONNECTIONS

Walking

There is currently no pedestrian infrastructure along the site frontage, however, a footway with a verge, separating it from the carriageway, is present on the eastern side of Henfield Road, opposite the site. A footway commences on the western side of Henfield Road at the junction with New Hall Lane where it continues through the residential area and has a varying width of circa 1m.

To the south of the site, a footway also commences on the western side of Henfield Road, opposite Sands Lane and continues south towards the post office, convenience store and employment facilities.

Public Rights of Way (PRoW)

There are a number of public footpaths available within the vicinity of the site. Notably, Footpath 2774_1 to the south of the site provides a route southwest towards Upper Beeding meaning residents can access this village via an off-road path instead of footways along Henfield Road.

Cycling

Whilst there is no specific cycling infrastructure within the vicinity of the site, cycle travel is appropriate on many of the surrounding roads, given the sign posted speed limits and road characteristics.

Public Transport

The nearest bus stops are located to the south of the site opposite and adjacent to Sands Lane (circa. 310m and 395m away). The no. 100 bus service provides a useful connection throughout the week to key destinations such as railway stations at Horsham, Billingshurst and Burgess Hill, where onward connections can be made via train towards London, Crawley and Brighton.

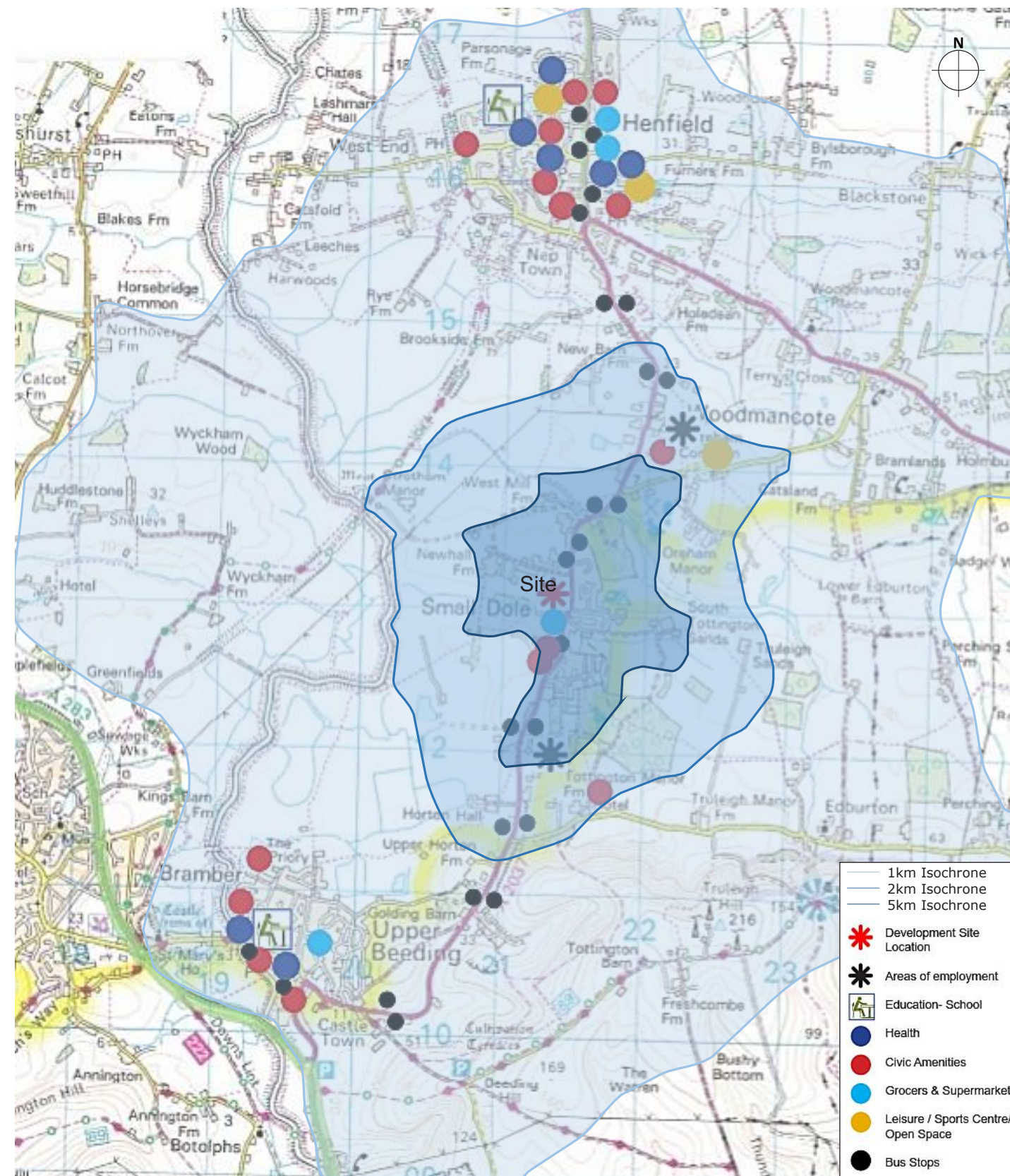
The nearest railway station to Small Dole is Shoreham-by-Sea, approximately 10.3km from the site. Pulborough Railway Station can be accessed via the no.100 service and takes circa 40 minutes.

Shoreham-by-Sea railway station serves a number of key destinations, such as Brighton, London Victoria and Gatwick Airport.

Local Highway Network

Henfield Road A2037 is a two-way single carriageway road, subject to a 30mph speed limit along the site frontage. This provides a connection through Oreham Common, with Henfield to the north and the A23 to the east.

To the south of the site, Henfield Road A2037 continues south providing a connection into Upper Beeding as well as the A283 connecting to Old Shoreham.



Local facilities plan showing 1km, 2km and 5km distances from the Site

3.3 SURROUNDING CONTEXT

The historic expansion of the village has been very limited and most of the village is linear in form extending either side of the Shoreham/ Henfield Road. The area immediately surrounding the site was undeveloped until the turn of the 19th/ 20th centuries when New Hall Lane and the eastern side of Shoreham/ Henfield Road were developed.

The majority of the village is residential, with shops and facilities immediately to the south of the site, and also pockets of commercial use including Mackley's Industrial Estate to the south of the village. The boundary of the South Downs National Park lies just to the east of the village, limiting further expansion.

English Channel

South Downs

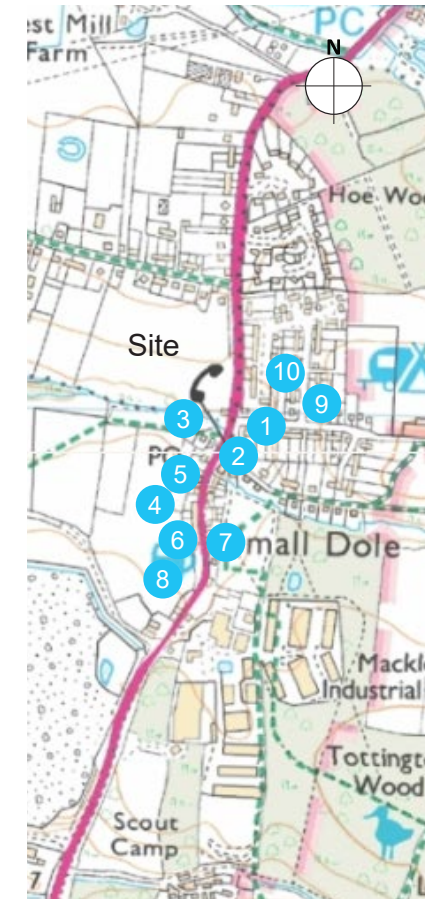
Tottington Drive

Site

New Hall Lane

Shoreham/ Henfield Road

3.3 SURROUNDING CONTEXT



Photographs of the surrounding context