

# 7.0

## ACCESS & MOVEMENT

## 7.1 ACCESS AND SERVICING

Access to the site is proposed via a simple priority junction with Henfield Road. The site access arrangement provides a 2m footway either side of the access with a pedestrian crossing with dropped kerbs and tactile paving provided.

During the pre-application process, WSCC requested a pedestrian connection to be provided to the south of the site in order to provide a more direct route to the existing bus stops and local facilities. This has been implemented as part of the proposal, with a new 2m footway to be provided on the western side of Henfield Road which ties into the existing footway and provides a direct southwards connection to the bus stops and local facilities and a northwards connection to the existing footway provision.

A pedestrian crossing with dropped kerbs and tactile paving has also been provided at the New Hall Lane junction to the north as well as a dropped kerb and tactile paving crossing at Sands Lane to enhance connectivity to the bus stop on the eastern side of Henfield Road.

The internal site layout has been designed in accordance with West Sussex County Council's 'Local Design Guide Supplementary Guidance for Residential Development Proposals' and contemporary design guidance, particularly the DfT's 'Manual for Streets' (MfS).

Pedestrian and cycle access to the Site is more extensive than that for vehicles, and includes direct connections to the network of existing public rights of way around the Site. This approach seeks to encourage the use of sustainable transport modes by providing direct and convenient pedestrian and cycle connections to a range of destinations, including to the village centre and the South Downs.

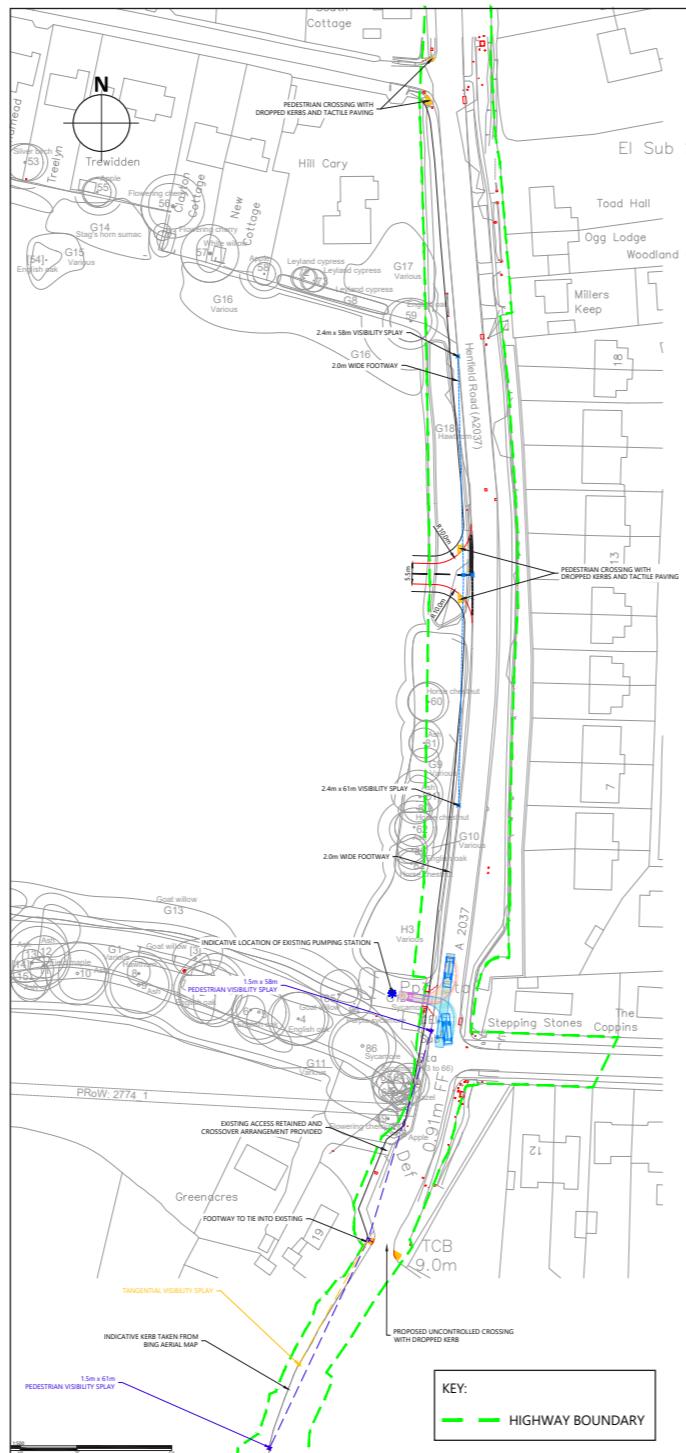
The scheme's street network is suitable for use by cyclists consistent with the guidance in Local Transport Note 1/20, providing safe and convenient access throughout the Site. Additional linkages via the existing public rights of way network provide cycle access to the village centre, as well as to other destinations including the South Downs.

### Refuse Vehicle Access and Turning

The internal site layout has been designed to accommodate a refuse collection vehicle, in accordance with the specification of Horsham District Council. Full detail of the refuse collection strategy will be provided as part of a future Reserved Matters application.

### Emergency Vehicle Access

The internal site layout has been designed to satisfy Building Regulations (2010) Appendix B Fire Safety, ensuring that fire tenders will not be required to reverse more than 20m. Full detail of the emergency vehicle strategy will be provided as part of a future Reserved Matters application.



Proposed site access from Henfield Road (i-Transport)



Indicative vehicular movement plan

**KEY**

- Site access
- Principal road (5.5m wide entrance road, 4.8m wide elsewhere, with 2m pavement on one side)
- Private drive (4.2m wide, no pavement, service margin in verge.)
- Car Club parking space

## 7.2 PARKING

### 7.6 INCLUSIVE ACCESS

Parking is to be considered alongside the standards set out in West Sussex Guidance on Parking at New Developments. Small Dole lies within Parking Behaviour Zone (PBZ) 1 (see below).

Bedrooms	Habitable Rooms	PBZ1 Parking requirement
1	1 to 3	1.5
2	4	1.7
3	5 to 6	2.2
4	7 or more	2.7

WSCC Guidance on Parking at New Developments

As per the West Sussex Guidance, garages account for 0.5 spaces and 0.2 spaces per dwelling should be provided for unallocated, visitor parking.

Car parking at the proposed development will take the form of allocated on-plot parking. All dwellings will have at least 2 parking spaces, with the 4-bedroom dwellings also benefiting from a garage. Eight visitor spaces are provided across the development, in line with west Sussex standards.

Cycle parking will be provided in secure, covered locations for example garages or back garden sheds.

All plots will be provided with EV charging in line with Building Regulations Approved Document S.

Inclusive access for people by a range of modes and for those with disabilities and mobility impairments is an important consideration. The proposed development has been designed to encourage accessibility by public transport, walking and cycling, as well as providing vehicular access. Future detailed design of the public realm will include consideration of the needs of people with impairments. The development has been designed to comply with Approved Document Part M of the Building Regulations (2010 as amended) and the requirements of the Equality Act, 2010 as follows:

- The proposed development places an emphasis on pedestrian, mobility impaired, cycle and public transport over car travel;
- The building layout has been designed to take precedence over the highway design and the development has been designed to allow movement choice. Means of travel other than the car are encouraged by the provision of enhanced pedestrian and cycle linkages;
- Speed restraint has been designed into the development. The built form, landscaping, priority junctions, changes in surface material, tighter corners and narrowing will all help to reduce speed; and
- Dwellings will be designed to enable access for people with disabilities as appropriate, including provision of level access to dwellings and internal layouts to allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2010 as amended).



**KEY**

- Site Access
- Pedestrian only routes
- Pedestrian/cycle routes on shared surface streets
- Cycle routes
- Pedestrian routes in open space

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# 8.0

## SUSTAINABILITY

## WATES DEVELOPMENTS SUSTAINABILITY STRATEGY

Wates Sustainability Strategy acts as a roadmap, providing a clear framework to create sustainable places today, for a better tomorrow. We strongly believe our approach to sustainability, coupled with our desire to deliver positive change, speeds up planning processes and delivers better outcomes for our stakeholders.

### Our strategy

We believe in driving real and positive change that is urgently needed. 2023 was hotter than ever, with the world very nearly exceeding the 1.5°C warming limit. 16% of species are threatened with extinction in the UK due to habitat degradation and loss. Life expectancy in the most deprived areas of England is at its lowest rate since 2011.

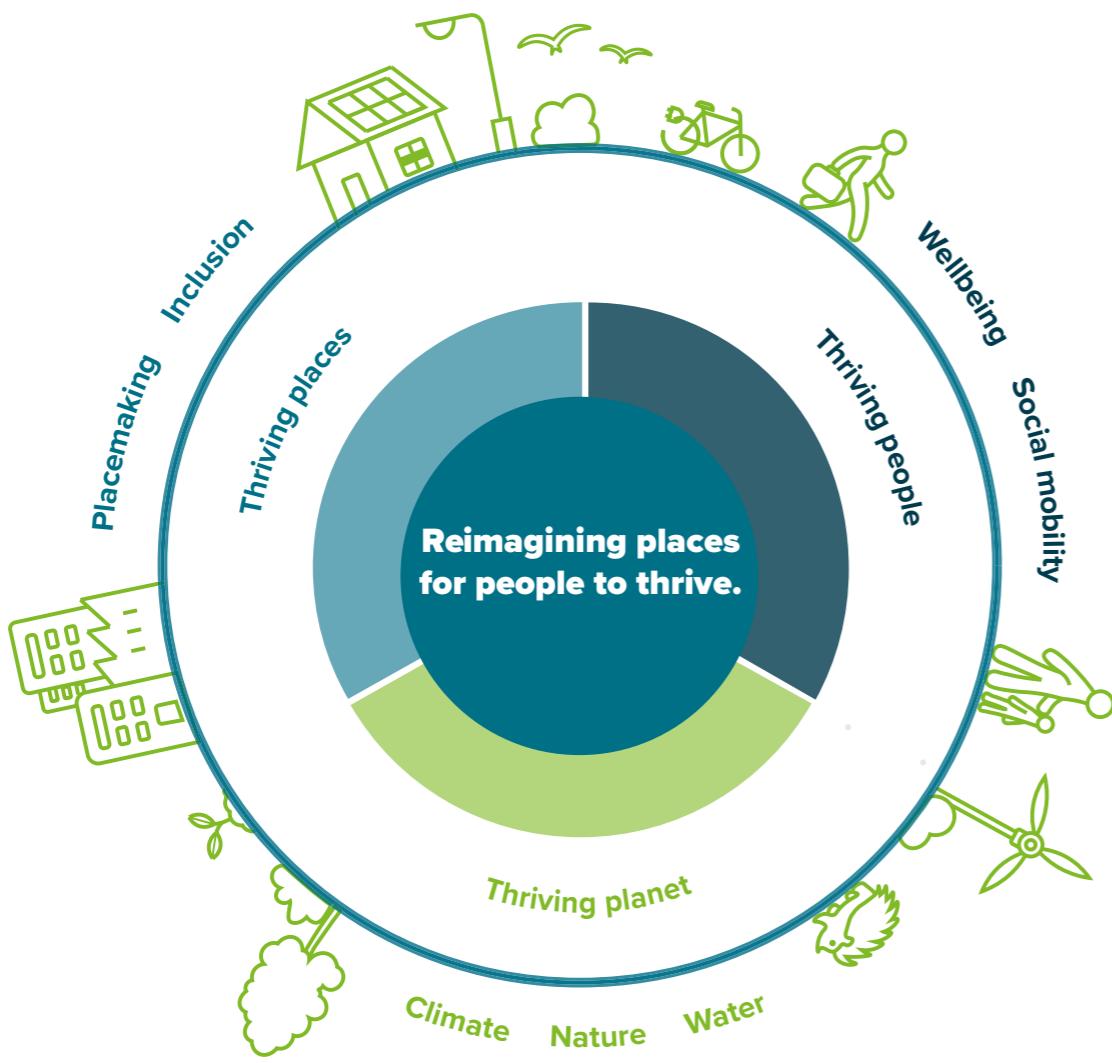
Our Sustainability Strategy focuses on seven drivers for

change that we believe are imperative to delivering our promises of thriving people, planet and places.

Each driver is backed by stretching performance targets and programmes of work that will deliver impact on the ground.

Employees will be supported with training in sustainability and standards will be set for our developments. Strategic partnerships with pioneering organisations in the built environment will help push us even further.

We strongly believe our approach to sustainability, coupled with our desire to deliver positive change, speeds up planning processes and delivers better outcomes for our stakeholders.



As part of the thriving planet element of the sustainability strategy, Wates have produced a checklist of the following targets for developments of 1-150 dwellings:

#### Climate:

- Net Zero Carbon Ready Homes.

#### Nature:

- Core biodiversity principles for green and blue infrastructure.
- 10% biodiversity net gain (targeted for onsite).

#### Water:

- 100 Litres Per Person Per Day in homes.

#### Placemaking:

- Core placemaking principles.

#### Inclusion:

- Core inclusion principles.

#### Social Mobility:

- Social Value Action Plan

#### Wellbeing:

- Healthy Homes Principles
- Building for a Healthy Life Standard.



## 8.2 SUSTAINABLE DEVELOPMENT

The proposed scheme seeks to deliver a sustainable development in its broad sense. The design of the scheme has sought to include a range of sustainability principles in terms of layout, natural resources and minimising environmental impacts. The scheme seeks to deliver a range of enhancements with respect to issues such as the quality of surface water runoff, the ecological and recreational value of the Site. Key aspects of the sustainability of the scheme include:

### Energy Efficiency

- The insulation standards will exceed the requirements of the Building Regulations.
- The air tightness of the homes will demonstrate at least a 50% improvement over the minimum required by the Building Regulations
- All homes will be connected to a Green Electricity supplier.
- Heating to all homes will be provided by heatpumps with exhaust air heat pumps installed to all apartments and maisonettes and air source heat pumps to all houses.
- All homes are zero carbon ready.
- The installation of photovoltaic panels is appropriate to the site and will be considered further at the detailed design stage when the architecture of the homes is developed.
- The energy efficiency standards incorporated into the homes and the low-carbon and renewable technologies proposed will ensure the site emissions are reduced by at least 50%.
- All homes will be fitted with dedicated low energy lighting fittings.

### Water

- Water reducing bathroom appliances will be fitted and the daily water consumption per person will be less than 85 litres.

### Materials

- Materials will be selected for their environmental rating and preference will be given to those materials which score an A+, A or B rating in the 'Green Guide to Specification'.

### Construction Management

- The site will be registered with the Considerate Constructors scheme to ensure the construction of the development minimises impacts on surrounding occupiers.
- All construction waste will be minimised through the use of a Site Waste Management Plan and site water and energy use will be monitored.



## 8.3 DESIGNING OUT CRIME

The layout of the development has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004). In particular, the Indicative Masterplan incorporates the following features:

- Traditional streets that are overlooked by the dwellings that front on to them so that they feel safe, both in the daytime and at night;
- Open spaces that are directly overlooked by houses to ensure natural surveillance;
- Avoidance of exposed back gardens to minimise the risk of unauthorized entry to properties from the rear; and
- Parking solutions that seek to ensure parking spaces and areas are overlooked by houses or apartments.

## 8.4

# BUILDING FOR LIFE



Traffic light scoring

Building for Life 12 is the industry standard for the design of new housing developments. The guide seeks to deliver housing that is attractive, functional and sustainable through the assessment of development against a range of criteria. Performance of a scheme is assessed against 12 questions and determined using a traffic light system of green, amber and red. A review of the performance of the proposed development is set out below.

## Integrating into the Neighbourhood

### 1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

As shown on the Movement and Access Parameter Plan, the proposals will create a permeable layout and include links to nearby roads, cycle and footpaths.

The proposals will respect the residential use of existing properties to the north and east and create buffers with the countryside to the west and south.

### 2. Facilities and services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The facilities plans which accompany this application show that the Site is close to existing village amenities.

### 3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

Existing bus stops are easily accessible from the Site located on Shoreham/ Henfield Road.

### 4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Although the outline proposals are indicative, the accommodation mix shown is in accordance with the requirements of the local authority and local housing need.

## Creating a Place

### 5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Although the outline proposals are indicative, the proposals shown create a gateway for the northern approach into the village, highlight the view towards the South Downs and create a new public Green for the benefit of the local community.

### 6. Working with the site and its context

Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro-climates?

The proposals take full advantage of the Site's existing features, including the protection of existing trees, boundary planting and the view towards the South Downs.

### 7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn corners well?

The indicative site layout plan shows how buildings will front onto streets and open spaces and create focal points throughout the development.

### 8. Easy to find your way around

Is the scheme designed to make it easy to find your way around?

The indicative site layout plan shows how the existing and proposed landscape framework including open space is used to create a sense of place and orientate residents and visitors.

The road layout has also been designed to create a hierarchy of surfaces, from the main access road through the site to the shared surfaces of private parking courts or driveways.

## Streets and Home

### 9. Streets for All

Are streets designed in a way to encourage low vehicle speeds and allow them to function as social spaces?

The proposals create a variety of character areas from the tightly enclosed streets to the more informal lanes with wide landscaped verges. The hierarchy of street types allows for formal tarmac roads off the new access from Shoreham/ Henfield Road leading to the shared surface roads within the development where cycles and pedestrians have priority.

### 10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

The indicative site layout plan shows a variety of parking solutions which help to reduce the impact of parked cars. Many of the dwellings are designed so that they front directly onto open space with parking located to the rear.

### 11. Public and private spaces

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

Public and private spaces will be clearly delineated, but have been designed to benefit the whole development and surrounding context rather than the individual dwelling.

### 12. External storage and amenity space

Is there adequate external storage for bins and recycling as well as vehicles and cycles?

Although the proposals are currently only outline, the indicative site layout plan has been designed to take into account parking requirements for both vehicles and cycles as well as areas required for storage of bins and recycling.

## TOTAL

12 green  
0 amber  
0 red

9.0

## SUMMARY & CONCLUSIONS

## 9.1 SUMMARY & CONCLUSIONS

This application is outline with all matters reserved except for Means of Access. The Site Location Plan and Existing Site Survey Plan are submitted for approval. The accompanying Site Layout Plan and Street Scenes are indicative only, but help to illustrate how the site could be developed.

The benefits of the proposed development:

- Would help bring forward much needed family homes in a sustainable location.
- Additional housing in Small Dole would help contribute to the economic viability of the village supporting the local shop and pub.
- The provision of 45 new family houses, including affordable homes available to local people.
- Provide a substantial area of the site as landscaped land for the benefit of the wider village.
- Retention and enhancement of the trees and hedgerows along the western, eastern and southern boundaries of the site and new planting along the northern edge of the site.
- Local on-site ecological enhancements to benefit native wildlife species including new planting, and the retention and management of existing features.
- Renewable and/ or low carbon technologies could be included within the proposals.
- The SuDS (Sustainable Drainage System) approach to surface water drainage will increase flood protection by controlling run-off during severe storm events.
- Financial contributions would be made towards improving local facilities.





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# 10.0

# APPENDICES

## 10.1 RESPONSE TO THE NATIONAL DESIGN GUIDE

CONTEXT	IDENTITY	BUILT FORM	MOVEMENT	NATURE
<p>Understand and relate well to the site, its local and wider context. Valuing local heritage, history and culture.</p>	<p>Response to local character. Creation of a character and identity which is coherent, identifiable, visually attractive and suited to the local context</p>	<p>Compact form of development which makes efficient use of land to optimise density. Well designed places using of the right mix of building types, forms and scale. Provision of destinations where people will meet and come together as a community strengthening local character</p>	<p>Provision of a well-designed and connected network including public transport, walking, cycling and cars. Safe, direct and convenient routes accessible to all. A clear hierarchy of streets that are easy to navigate. Well designed parking that is safe and meets the needs of different users. Access for servicing by refuse collection, deliveries and removals to be well-integrated.</p>	<p>Provision of high quality green spaces with a variety of landscapes and activities including play that are robust and fit for purpose. Enhanced water management and sustainable drainage systems. Biodiversity gains through enhancement of ecosystems. Existing areas of valuable biodiversity to be protected and enhanced. Priority given to rare habitats and species</p>
RESPONSE	RESPONSE	RESPONSE	RESPONSE	RESPONSE
				

## 10.1 RESPONSE TO THE NATIONAL DESIGN GUIDE

<b>PUBLIC SPACES</b> <p><i>Well-designed, inclusive and fit for purpose spaces to support an active life for everyone, encouraging people to walk and cycle rather than drive whilst addressing the needs of those with disabilities. Amenity spaces that feel safe and secure. Public areas that encourage social interaction providing comfort, relaxation and stimulation for all, helping to combat social isolation and loneliness</i></p>	<b>A MIX OF USES</b> <p><i>Provision of local services and facilities with an integrated mix of housing tenures and types to suit people at all stages of life. Provision of tenure neutral homes and spaces. Developments should be socially inclusive maximising potential for social integration and removing features that could create actual or perceived barriers</i></p>	<b>HOMES AND BUILDINGS</b> <p><i>Provision of well-designed, functional, comfortable and secure buildings to promote quality of life. Buildings should be energy efficient and encourage sustainable lifestyles. External spaces including parking should be fit for purpose, of a high quality and convenient. Attention should be applied to the way buildings function on a day-to-day basis with regard to waste management, exterior details and cycle storage.</i></p>	<b>RESOURCES</b> <p><i>Following the energy hierarchy by reducing energy need, improving energy efficiency, maximising use of renewable and low carbon energy sources and using fossil fuels from clean technologies. Use of durable materials with reduced environmental impact and modern construction techniques to improve efficiency. Maximise resilience by taking account of weather, flood risk and extremes of temperature.</i></p>	<b>LIFESPAN</b> <p><i>Ensuring places are robust, well-managed and maintained and with clearly defined boundaries between private, public and shared spaces. Homes should be designed to be flexible and adapt over time to changing lifestyles, needs and the introduction of new technologies. Places should engender a sense of ownership in their occupants by including features that encourage users to care for them</i></p>
<b>RESPONSE</b> <p>Public open space covers the entire northern swathe of the site and, whilst indicative, there are opportunities for a generous footpath network and informal play areas to offer really high-quality open space for the residents of this development and the wider village community. All public open space is overlooked by outward facing dwellings.</p> 	<b>RESPONSE</b> <p>The site can deliver a policy compliant number of affordable homes, across a number of tenures and dwelling types. There is no distinction made between affordable and market dwellings and the large area of public open space is available for all to use.</p> 	<b>RESPONSE</b> <p>The sustainability section of this document and accompanying energy report shows how the scheme works efficiently, will meet modern building regulations, and is fit for purpose.</p> 	<b>RESPONSE</b> <p>New dwellings have been designed to maximise their energy efficiency and are future proofed through generous design. The use of traditional materials will not only help to place the development into its existing context, but also maximise the resilience of the dwellings for the future.</p> 	<b>RESPONSE</b> <p>The proposed houses and external spaces have been designed to be robust, with a clear definition between public and private areas. Homes are designed to be flexible and adaptable in accordance with National Space Standard minimums.</p> 

## 10.2 LAND USE PARAMETER PLAN



Land use parameter plan

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