

Lidsey Road, Woodgate

RESIDENTIAL DEVELOPMENT

Design & Access Statement- Phase 1

Drg. No. ST-22-07A



DAVID WILSON HOMES
WHERE QUALITY LIVES

Prepared and presented by
Barratt Redrow PLC Urban Design Department



Design & Access Statement

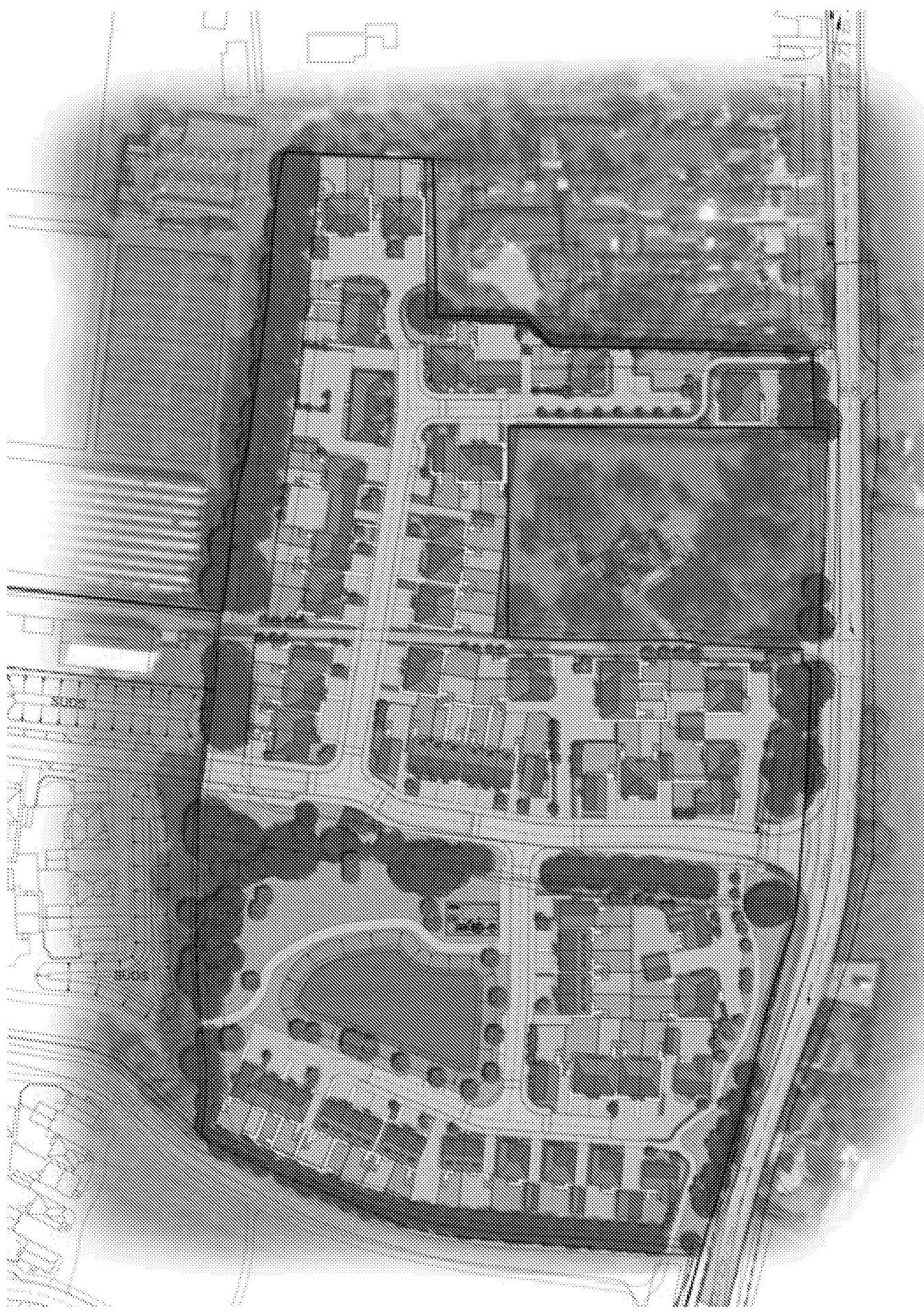
Produced in support of the proposed residential development at Phase 1 - Lidsey Road, Woodgate



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This document demonstrates how the Reserved Matter proposals for Phase 1 - Land off Lidsey Road, Woodgate complies with specific conditions attached to the outline consent (AL/129/21/OUT - dated 22nd Aug 2022).



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Revision Updates

1.0 \ Introduction

1.0.1 \ Overview

This Design & Access Statement has been prepared by Barratt Urban Design on behalf of BDW Southampton, for a proposed development at land off Lidsey Road, Woodgate.

The proposal is for a RM application submission, comprising of a development of 95 dwellings along with associated public open space, landscaping, SUDS features, and should be read in conjunction with the approved OPP no. AL/129/21/OUT.

This document aims to provide information to substantiate how the proposals are in compliance with the approved details and conditions associated to the OPP.

The scheme proposals incorporate a broad mix of houses designed with an emphasis on creating a strong sense of place whilst being compliant with Building Regulation / Aldingbourne Neighbourhood Development Plan - Policy H2 and other guidance outlined within the OPP.

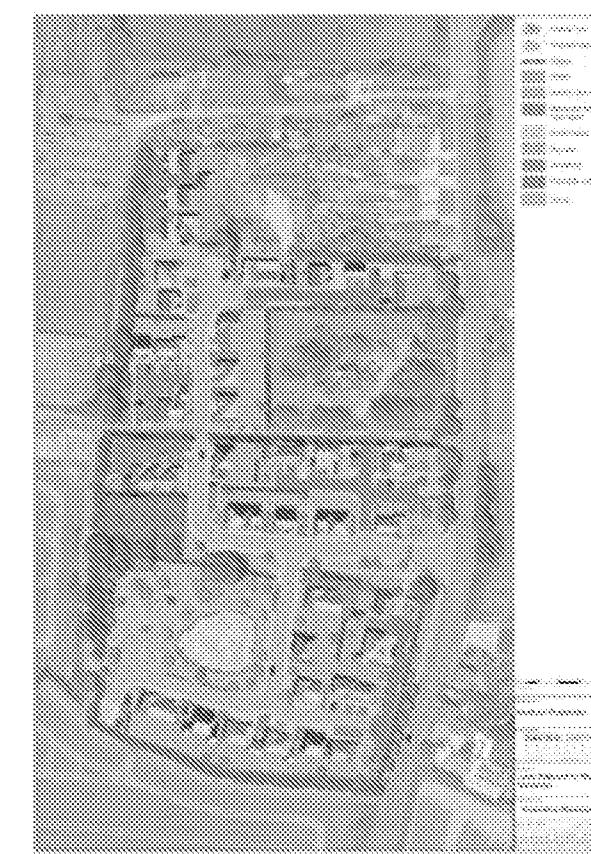
An Indicative Masterplan was prepared for this site to show how the proposed development would sit within its surrounding area. Whilst the current proposals take this into consideration, it should also be noted that this site will form part of a wider adjacent development and as such a holistic approach has been taken to ensure both sites act as one.

The adjacent site will form part of a RM concurrent planning application (ref. no. AL/70/23/OUT), so although both applications will be dealt with separately they must be considered together.

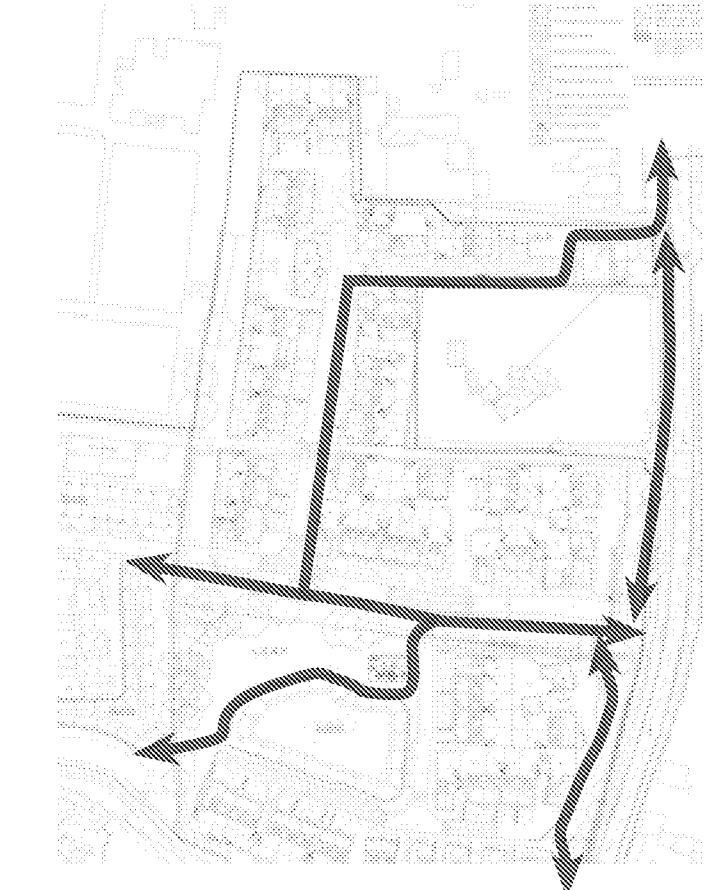
1.0.2 \ Vision

The Vision for the Phase 1 - Lidsey Road development is that it should be a place with a locally influenced character, with well laid out streets and buildings. It is to be responsive to its surroundings, local character and local landscape. The development will be seen as a natural extension to Woodgate and will help to create an environment in which people want to live, work and play.

Given the semi rural nature of the sites location, the emphasis of the overall design will be to utilise the use of green spaces both within and surrounding the site optimising the views across green spaces as well as the introduction of SUDS and the retention of ecology areas on the site to aid biodiversity. The site also affords a number of opportunities to create pedestrian/cycle links to the adjacent and wider areas.



Phase 1 - Indicative Masterplan for OPP no. AL/129/21/OUT



Mix of proposed pedestrian / cycle links

1.0.3 \\ Site Location

The site lies immediately to the west of Lidsey Road, and to the south side of Woodgate. The site is bound primarily with existing housing to the north and adjacent to 'Woodgate House'. To the east, west and south is open countryside.

One point of vehicular access is proposed into the site and will be located off Lidsey Road, in accordance with Condition 3 of the OPP permission.



Site Location Plan

1.0.4 \\ Suite of documents

The Design and Access Statement is part of a suite of documents which make up the Reserved Matters planning application, and it should be read in conjunction with those documents.

Where appropriate, the various elements of the application have been cross referenced within this document.

1.05 \\ Structure of the document

The format follows the national planning guidance for Design and Access Statements and is structured based on the advice given in 'Design and Access Statements, The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013'

1.06 \\ Design Team Information

BDW Southampton - Client
Luken Beck - Planning
Barratt Urban Design - Residential Design
Paul Basham Associates - Highways
Wilsondee Ltd. - Flood Risk, Engineering & Internal Highways
Green Landscape Studios – Landscape
The Ecology Co-op - Ecology
Barrell Tree Consultancy - Tree Report

2.0 \ Policy Background

2.0.1 \ Introduction

This document is primarily a design statement, explaining the design response to the Constraints and Opportunities afforded by the site as well as compliance to the approved OPP conditions. However, as with all developments, the design ethos is shaped by both the national and the local socio-political context.

2.02 \ By Design (DETR/CABE, 2000)

This provides Government guidance on the fundamental principles that are common to good design and how they can be applied.

'By Design' highlights the fact that good design is important everywhere and the creation of successful places depends on the skills of designers and the commitment of those who employ them, as well as input from the planning system. The key aspect it focuses upon includes the design of buildings and spaces, landscapes, roads and movement systems.

It seeks to enhance the quality of urban development through a move from reliance on prescriptive development standards towards a more design led approach with a positive emphasis on place making.

'By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. Key objectives of good urban design being as follows:

- Character – a place with its own identity
- Continuity and enclosure – a place where public and private spaces are clearly distinguished
- Quality of the public realm – a place with attractive and successful outdoor areas.
- Ease of movement – a place that is easy to get to and move through
- Legibility – a place that has a clear image and is easy to understand
- Adaptability – a place that can change easily
- Diversity – a place with variety and choice.

2.03 \ Building for a Healthy Life

BfHL is the government recognised standard for creating well designed residential places, based on established urban design principles.

The latest version, BfHL respond to the NPPF, and the broader concept of Localism. It promotes a process of entering into dialogue with all stakeholders in the design process in order to shape the scheme into a well-designed place.

BfHL poses a set of 12 key questions for the design to frame the discussion on design quality. A BfHL Assessment has been included within Part 2 of this Design & Access Statement.

\ National Planning Policy Framework

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

\ Great Places

Great Places is our internal place-making design ethos and guidance. It acts as a companion to BfHL and assists our designers in achieving the Built for Life standard and accreditation, whilst ensuring our schemes meet the high design standards we have set for ourselves.



3.0 \\ Context Analysis

3.01 \\ Site Context

The application will be for up to 95 dwellings and is approximately 2.12 Ha (5.25 acres) nett and is primarily flat across a majority of the site.

3.02 \\ Surrounding Context

The surrounding area of the site consists of existing housing to the north, open fields and countryside to the east, west and south. The site offers existing extensive green infrastructure on the periphery and within the site. There are a range of services and community facilities within close proximity of the site all within ~20 mins walk, as outlined below

Local shopping facilities	~1.4 Km
Aldingbourne Community Sports Centre	~1.4 Km
Westergate Church and Hall	~1.4 Km
Aldingbourne Primary School	~0.8 Km
Prince of Wales public house	~0.5 Km
Bus stop	~0.2 Km



3.05 \\ Site Setting - Development Framework

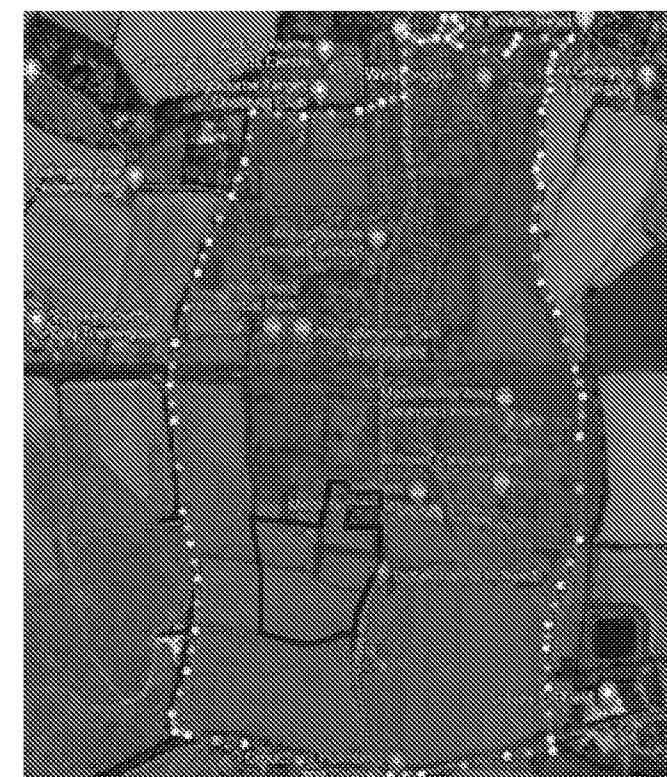
General development principles were defined within the 'Indicative Masterplan' and OPP conditions with regard to connections, points of access, Play Areas and SUDS facilities, and these have been addressed as part of the new scheme proposals. Consideration has also been given to the impact the adjacent approved application will have on this submission, therefore slight changes have been made to accommodate this, such as the realignment of the primary route to serve both sites.

4.0 \\ Consultation

BDW Southampton is committed to community engagement. As part of the pre-application community consultation process, residents and other key local stakeholders, including Aldingbourne Parish Council and local Ward Councillors were contacted and given the opportunity to view and provide feedback on the draft proposals before they were submitted.

The process included a drop in session, for both Phases 1 & 2, on 4th November 2024 and information was posted on BDW Southampton's consultation website. Details of the event and information of how to view the proposals was communicated to the community by a flyer that was posted to 1,031 addresses in the local area.

A face-to-face drop in session and online information was provided to ensure that the information was accessible to all people, regardless of IT access, to enable that everyone was able to view the proposals.



Consultation Area, for both Phases 1 & 2.

5.0 \ Design Principles

5.01 \ Design Concept

The design has regard to current design thinking, in particular the well established principles that underpin the BfHL design tool, it also takes into account wider guidance relating to design issues ranging from sustainability through to parking and bin storage, all of which are demonstrated in the submitted drawing pack.

The key features of the design philosophy fall into two distinct groups: those that form the widely accepted good design principles applicable to all designs, and those that are a specific response to the site and its context. These will be key to giving the new place its own character and identity.

General design principles:

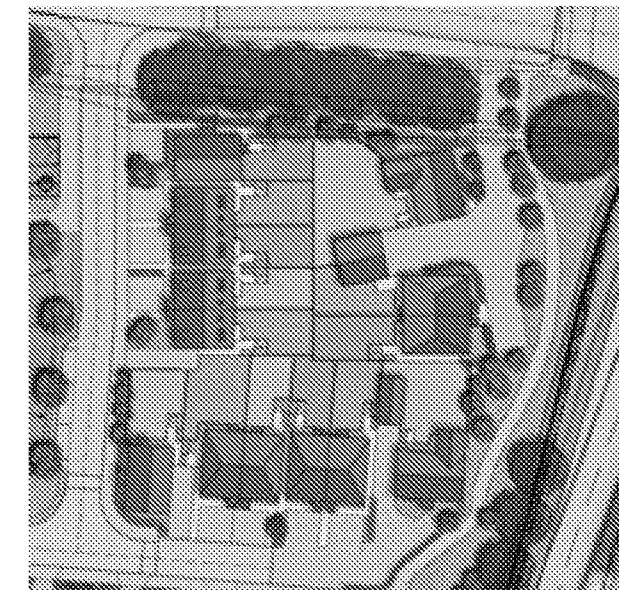
- Perimeter block form, with a clear distinction between the public and private realm.
- A logical framework of streets and spaces, and making the best use of the attributes of the site.
- Active frontage onto all streets, pedestrian routes and open spaces.
- Integrated movement for pedestrians and cyclists. Safe links to local amenities and the wider countryside.
- A network of 'dynamic' linear streets connecting to 'static' open spaces, to create interesting places for social interaction.
- An environment which is not dominated by cars.
- A public realm which is well overlooked and supervised, following Secured by Design principles to promote security for all residents and visitors.
- Recognisable built forms and features to enhance legibility throughout the scheme, including feature spaces, landmark buildings, co-ordinated building materials, and high quality landscaping to help define the streetscene.

- Primarily parking will comprise of in-curtilage parking, either to the front side or integral garages. Only parking courts are proposed to the apartment and FOG (Flat Over Garage) types.
- Inclusive access to the development for all.

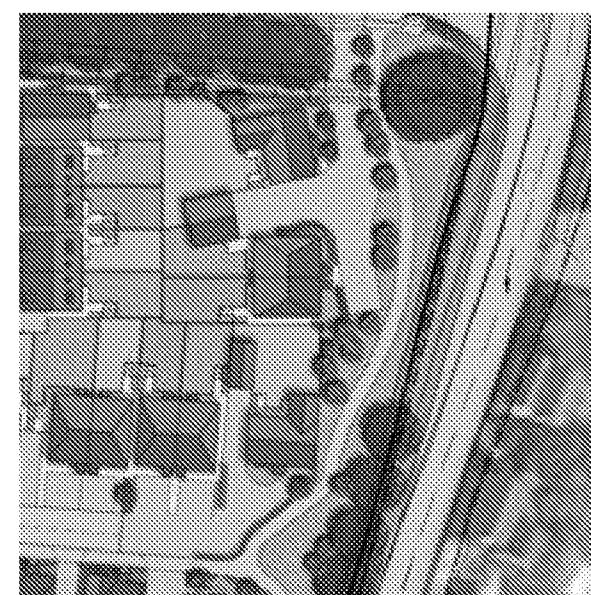
Examples of these are shown below:



Framework of streets and spaces



Perimeter block structures



Frontages onto public realm



Pedestrian and cycle route connections into adjacent Phase 2 application.

5.02 \\ Design Structure - Block Plan

The original 'Indicative Masterplan' and OPP conditions established key principles that needed to be addressed when developing the proposed scheme design in terms of a specific response to the sites context, these included :

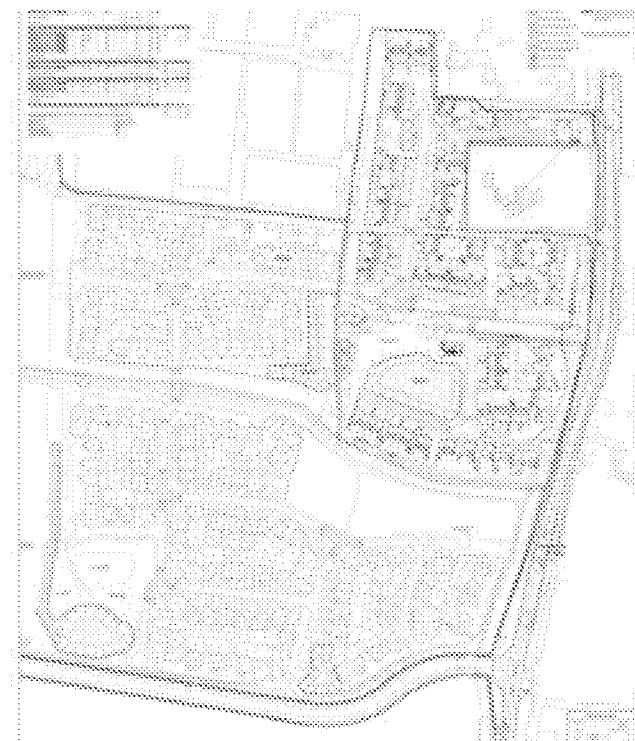
- Main point of access into the site from Lidsey Road
- Points of pedestrian/cycle connections through the site, whilst considering the additional adjacent OPP approved development, and to the wider countryside.
- Retention/protection of existing hedgerows, trees and biodiversity.
- Sustainable drainage by the introduction of SUDS features.
- Inclusion of quality Landscaping, POS and Play Areas.
- Consideration of existing properties surrounding the site.
- Inclusion of specific parking standard,
- 30% Affordable housing of mixed tenure types.
- NDSS and M4(2) / M4(3) house types to comply with B.Reg's and local planning policies.
- Take a holistic view and address the implications this application will have on the adjacent approved development.



Phase 1 - Indicative Masterplan
(part of OPP no. AL/129/21/OUT)



Phase 2 - Indicative Masterplan
(part of OPP no. AL/70/23/OUT)



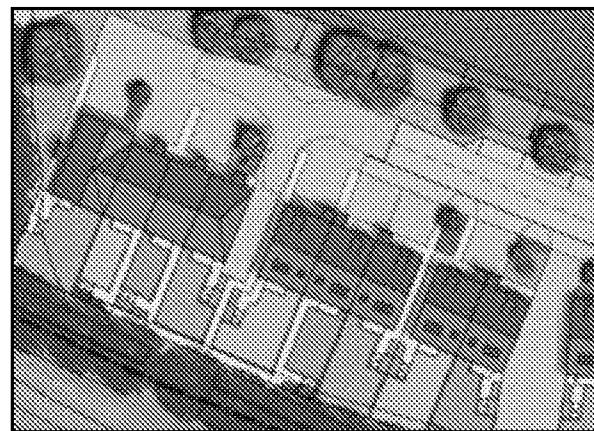
Phase 1 & 2 - Holistic view for both sites.

6.0 \ Detailed Proposals

6.01 \ Layout

The detailed layout directly responds to the identified Constraints and Opportunities that the site offers, whilst addressing the OPP conditions.

The layout offers a mix of different Open Space typologies with the inclusion of 'Natural & semi natural greenspace', 'Amenity greenspace', 'Green corridors' and provision for young people/ children' as per the OPP.



Strong built form and feature areas



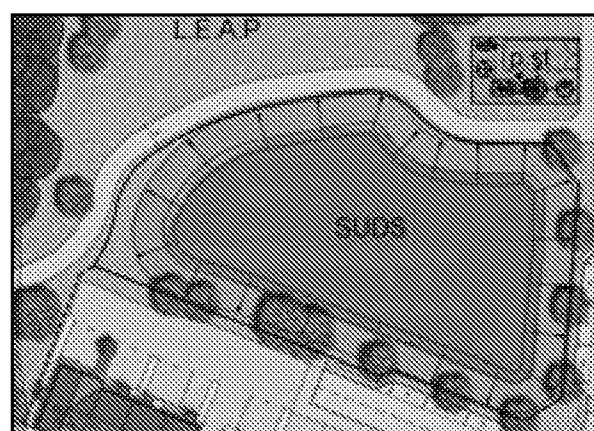
Protection and use of existing green infrastructure



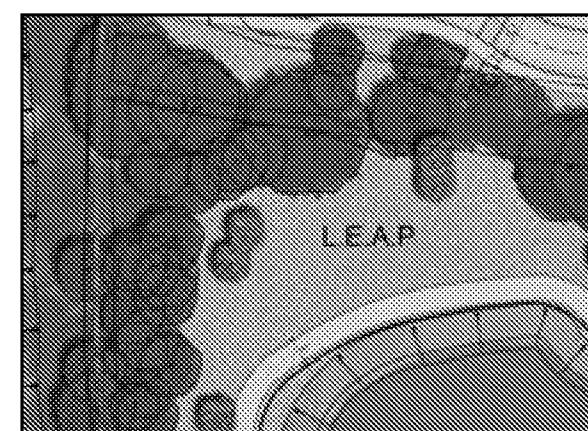
The use of dual aspect buildings on corners



Positive response to green spaces



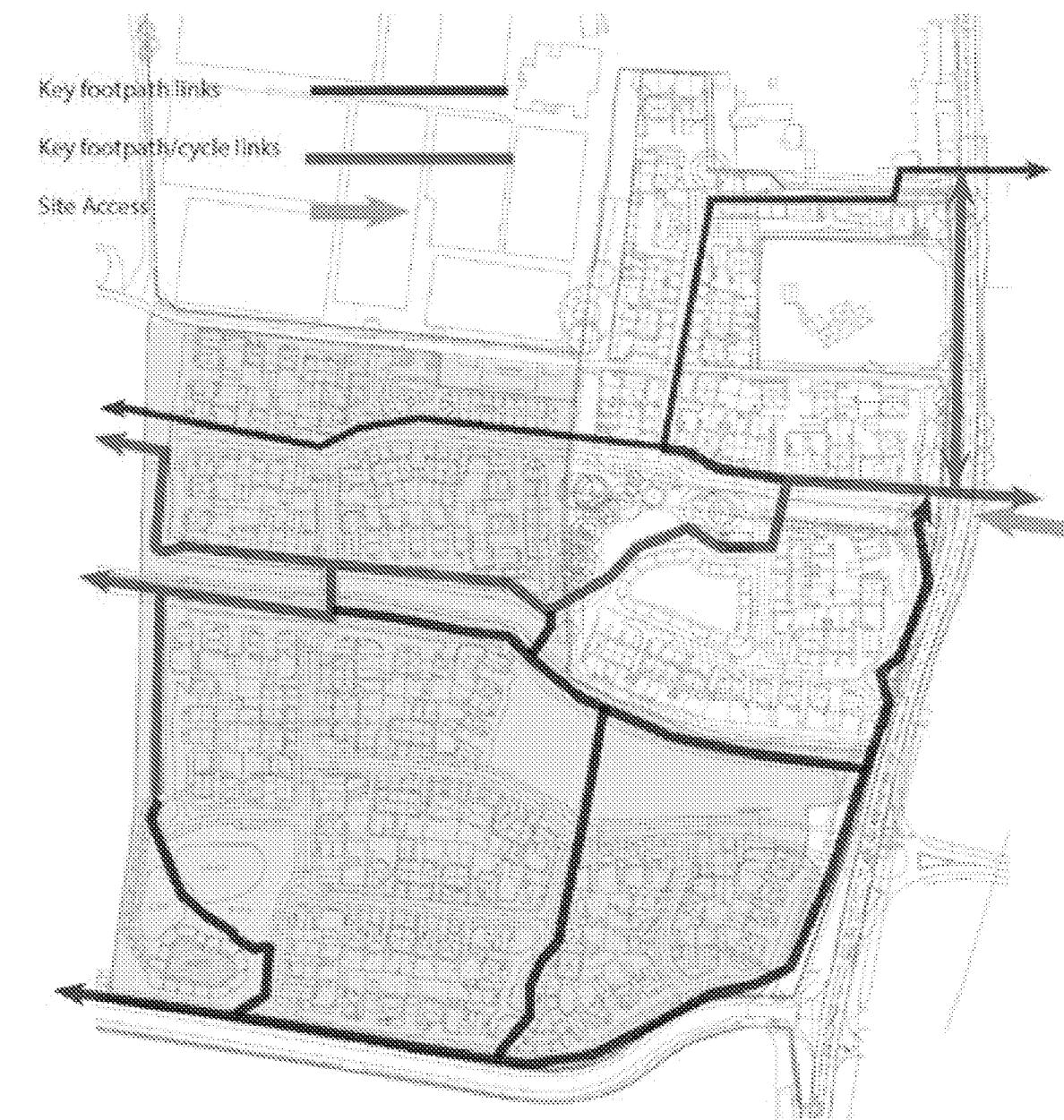
Introduction of SUDS feature



Green spaces

The scheme proposals allow for the introduction of pedestrian and cycles routes to allow for not only access to local facilities and the wider area, but also forms part of the wider connections through the Phase 2 application. Whilst Phase 2 is a separate application, the 2 applications should be considered together for the full extent of access & movement.

The proposals consider and addresses the relevant OPP conditions in relation to Landscaping, Ecology, Noise, POS, House mix etc.



Access & Movement Plan for both phases

6.02 \ Streets and Character

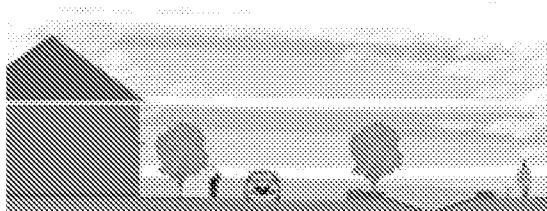
The character of the design is essentially traditional throughout, responding to the local vernacular. The detailing and choice of materials to be used will complement the surrounding area.

Buildings are supported by both hard and soft landscaping features to frontages arranged at specific locations within the design to emphasise slightly different characteristics through the scheme.

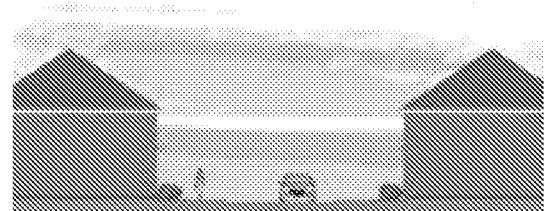
The proposals are for 3 different Character Areas as specified below

- Green Edge - Rural edge feel, with primarily lower density units, side parking and gable detailing, for example at the site entrance.
- Park Edge - Similar to Green Edge but with higher density terraced units, frontage parking and overlooking Public Open Space areas
- Core - Generally consisting of medium density terrace units, with primarily frontage parking.

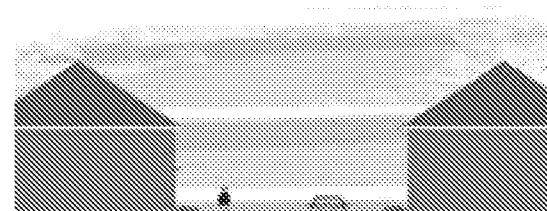
STREET CHARACTERS



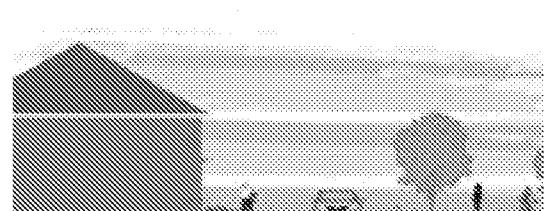
Main Street character



Secondary Street character



Tertiary Street character



Private Drive character



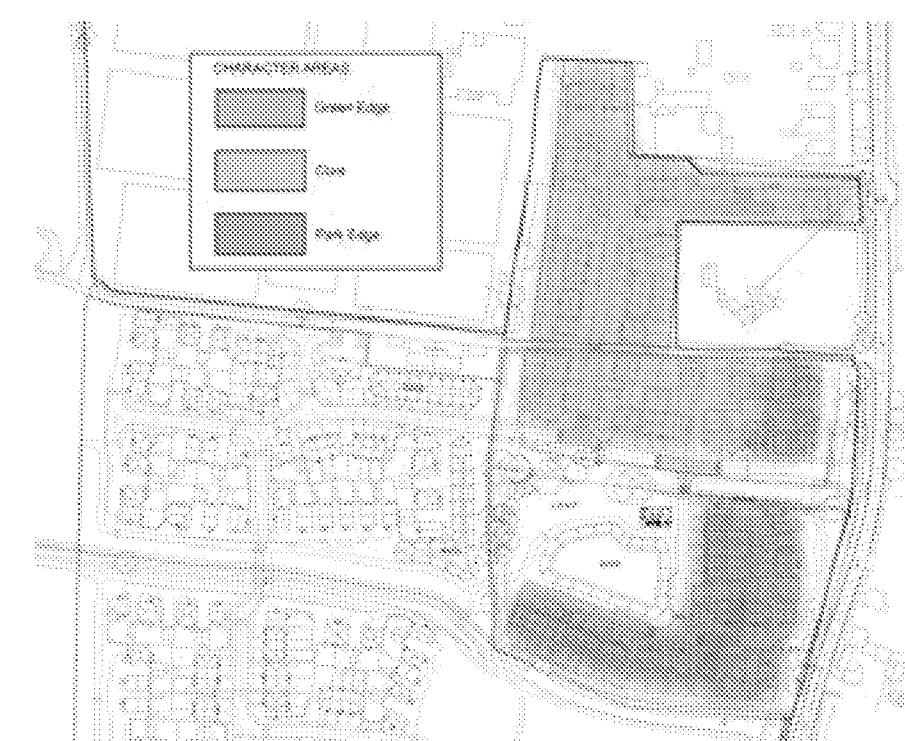
GREEN EDGE - Example



PARK EDGE - Example

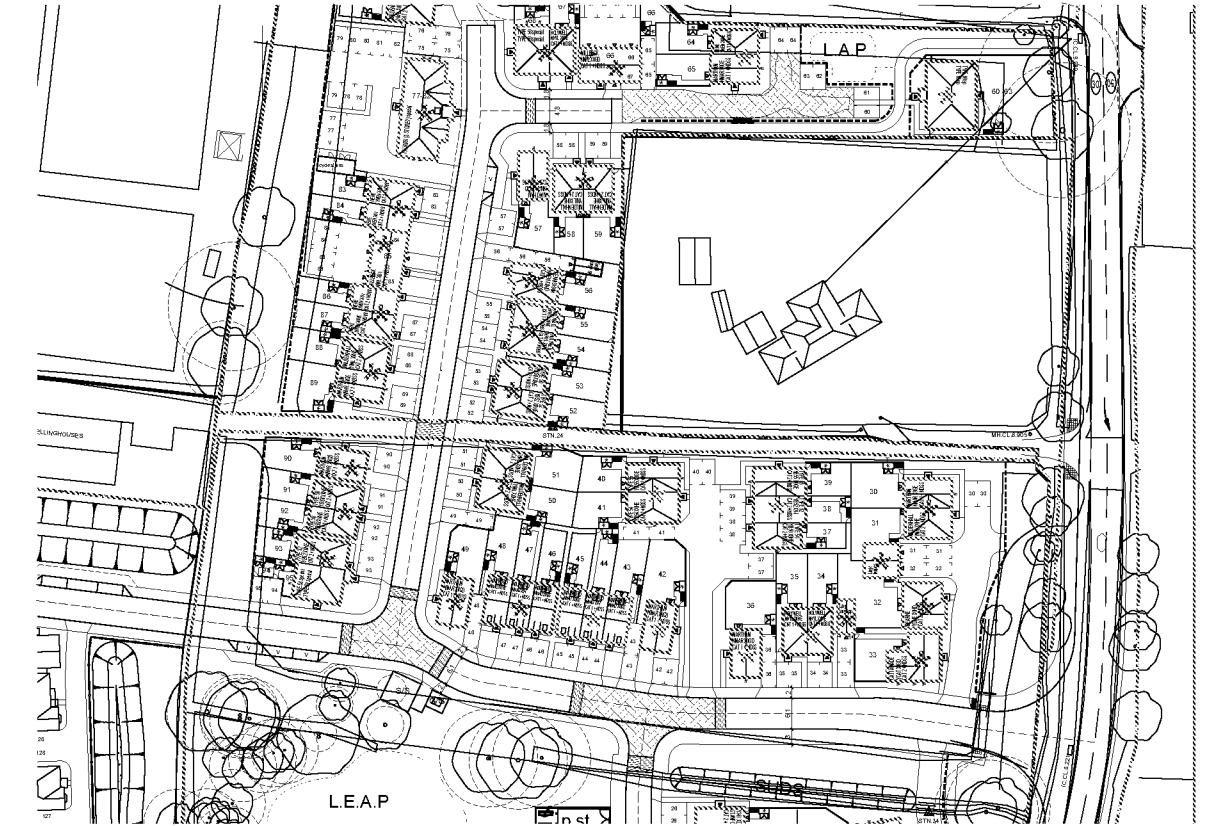
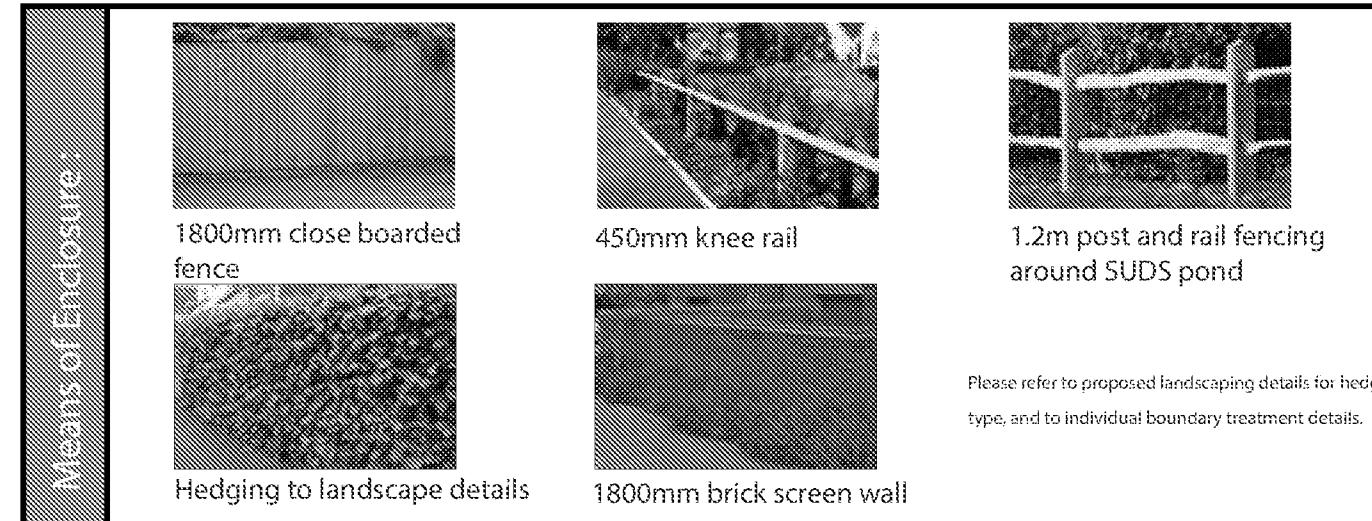
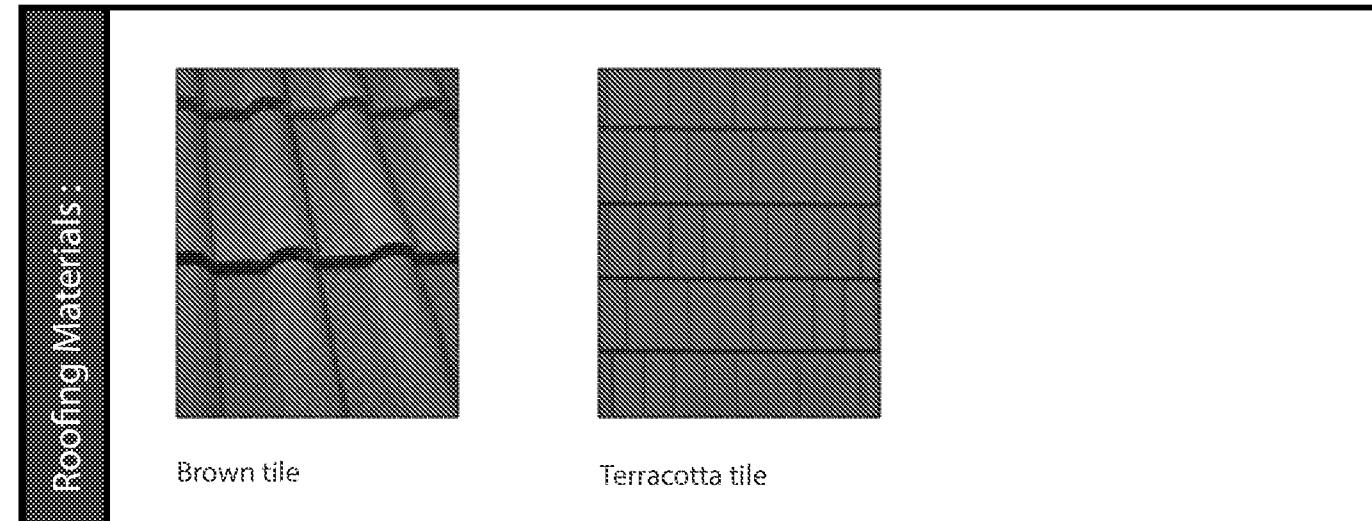
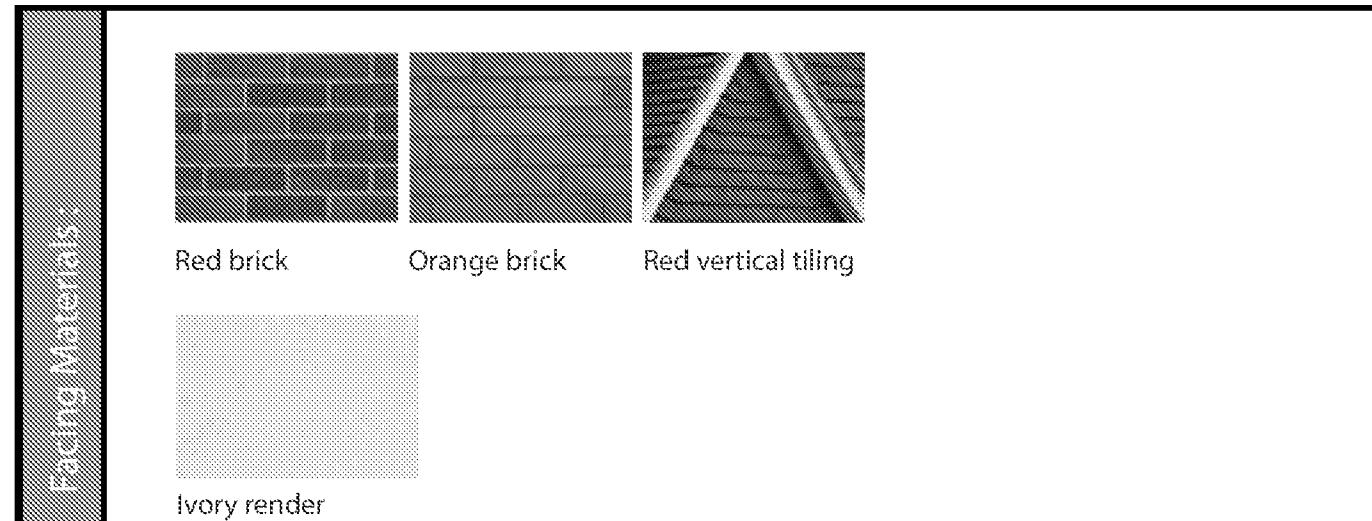


CORE - Example



Character Areas

6.01 \ Detailed Proposals



Indicative Street Scenes (refer to Street Scenes drawings for full extent)

6.04 \\ Landscaping

The development is engrained within a robust landscape framework, which seeks to retain and enhance existing key landscape features including the boundary and field hedgerows.

These are retained in broad corridors, which form part of a green infrastructure network linking hubs and destinations such as the area of informal open space and sustainable drainage features.

The corridors allow for the retention of existing green infrastructure as well as extensive planting of native trees, shrubs and grassland managed for diversity to enhance the ecological value of the site. They enable functional open spaces to be meaningfully connected for both people and wildlife, allowing frequent use and natural surveillance and providing direct connections to the public rights of way both within and surrounding the site via paths which may include cycle routes. The open space network incorporates facilities for both formal and informal recreation.

The open spaces penetrate into the heart of the development and are sufficiently sized to enable large canopied trees to be introduced which will not only create an attractive rural village character and integrate the site into its wider landscape setting, but in turn provide shade and contribute to urban cooling in respect of climate change mitigation.



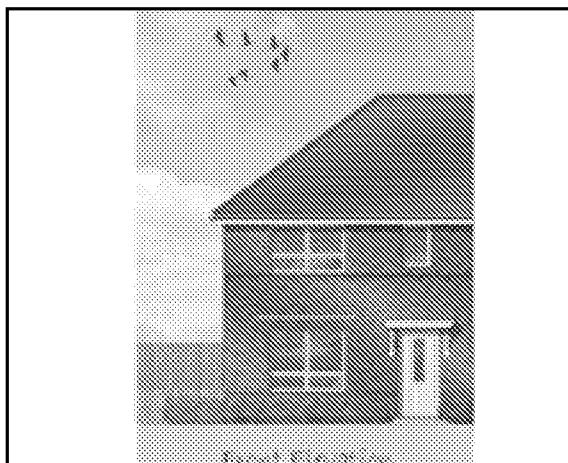
Illustrative Landscape Masterplan - Phase 1 and Phase 2

6.05 \\\ Tenure Plan

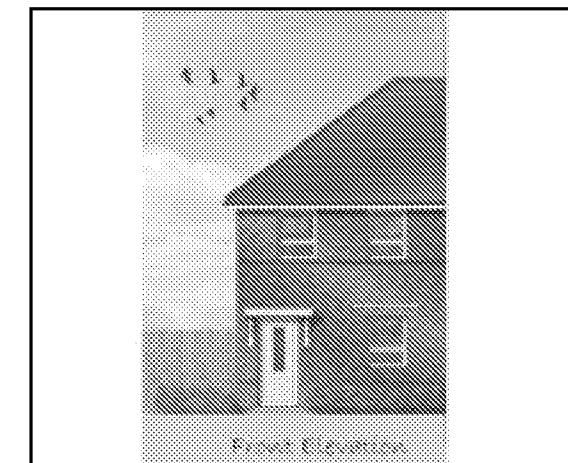
The development provides 29 affordable dwellings, split into 'Rented', 'Shared Ownership' and 'First Homes' tenures. This accounts for 30% of the total number of plots, in accordance with local policy.

The development is designed to be tenure blind, with affordable housetypes not confined to a single area of the site. Accordingly the proposed affordable units have been 'pepperpotted' within the scheme as illustrated on the extracts below.

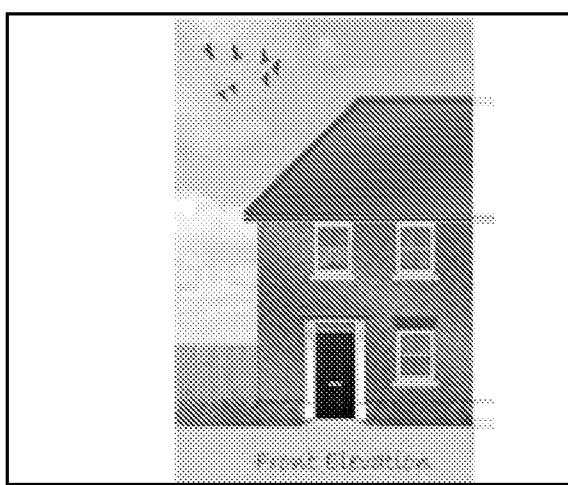
Furthermore, as demonstrated by the images below the elevational appearance remains 'tenure blind' regardless of private or affordable tenures.



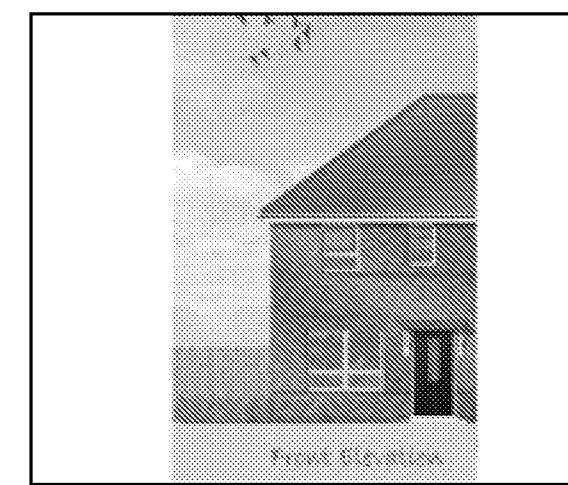
BARRATT PRIVATE HOUSE



BARRATT AFFORDABLE HOUSE



DWH PRIVATE HOUSE



DWH AFFORDABLE HOUSE



Extract from Tenure Plan

6.06 \\ Coloured Layout



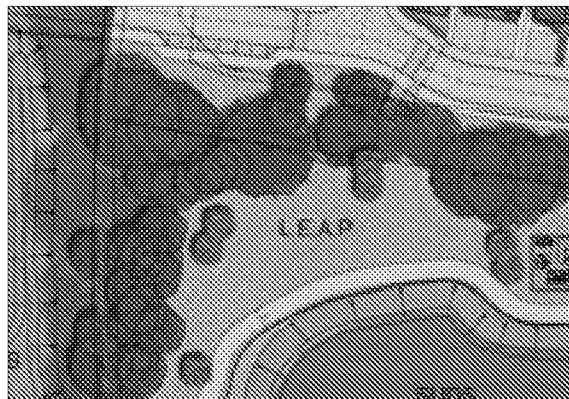
Coloured Layout of Phase 1 showing relationship with Phase 2

6.0 \\ Detailed Proposals

6.07 \\ Integration & Movement

The site offers a number of opportunities for key connections to existing local facilities whilst creating a number of pedestrian / cycleroute connections into the the site and to the wider area..

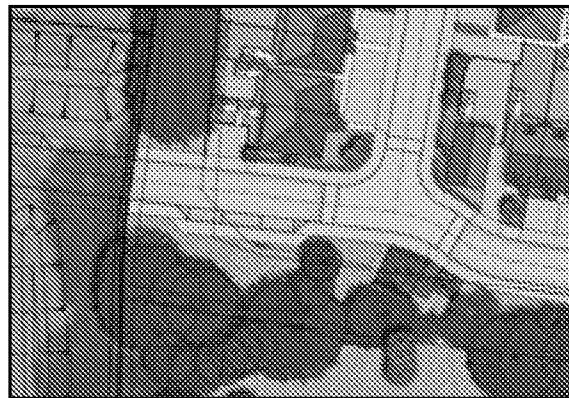
Both the proposed pedestrian and cycle routes offer easy access to the wider countryside and through Public Open Spaces and Green Links.



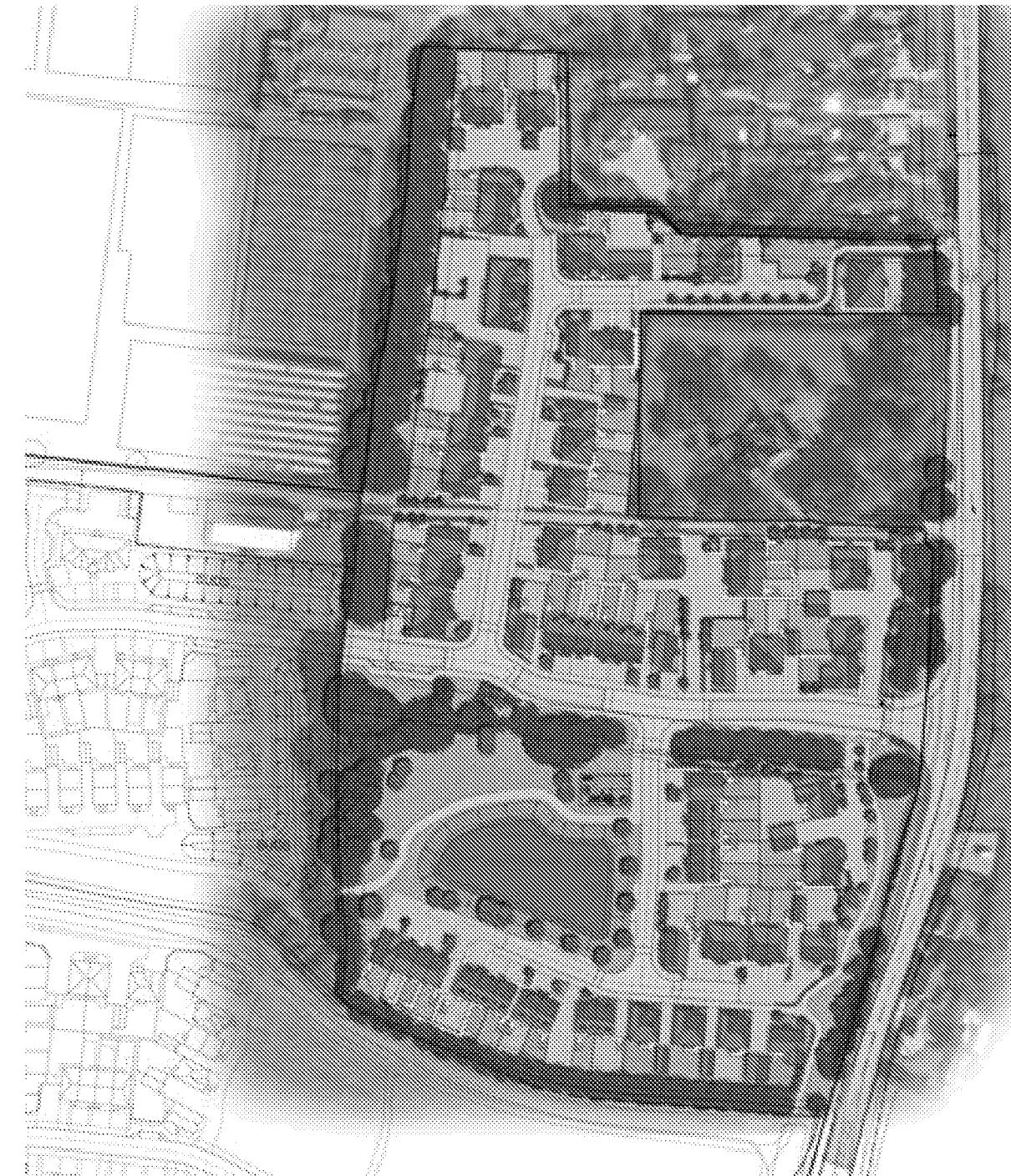
Location of LEAP surrounded by retained existing green infrastructure



Location of proposed site access off Lidsey Road



Location of proposed site access into the adjacent Phase 2 application

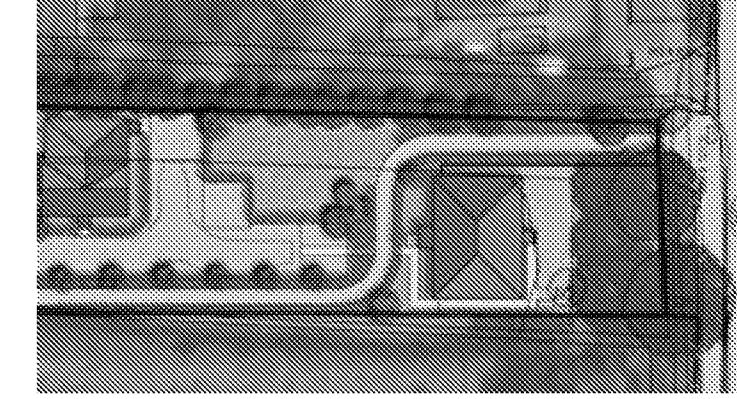


Coloured Planning Layout

7.00 \\ Conclusion

The design of the development has been driven by a desire to produce a high quality residential environment which pays due regard to its local context.

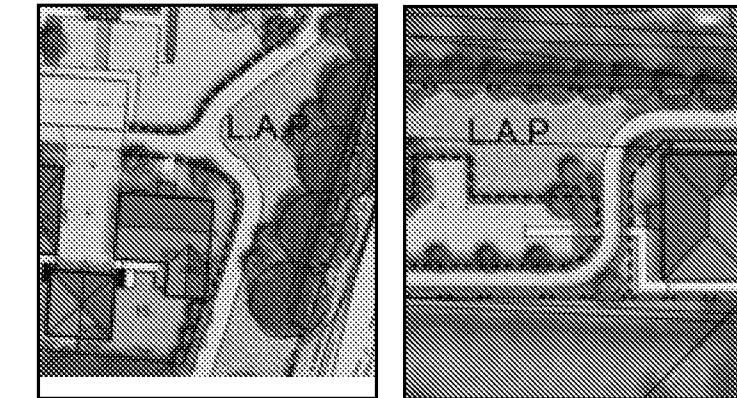
It is considered the proposals comprise a sound design solution responding to the local vernacular whilst taking account of general good practice design principles and site specific constraints, such that the scheme should be supported from a design perspective.



Location of proposed footpath connection into the site off Lidsey Road



Location of proposed cycleroute off Lidsey Road and through the site to the Phase 2 application



Location of proposed LAP's



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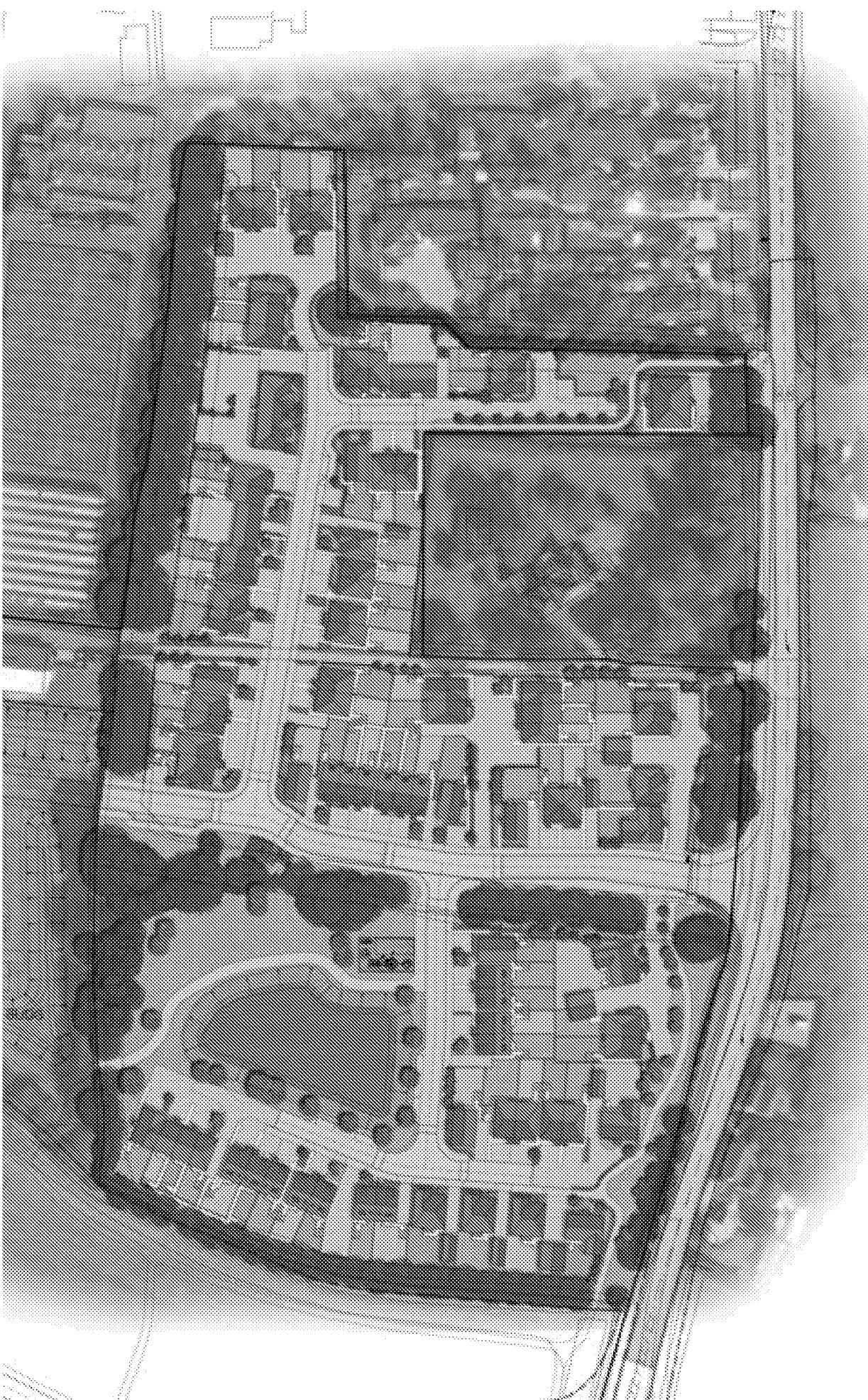
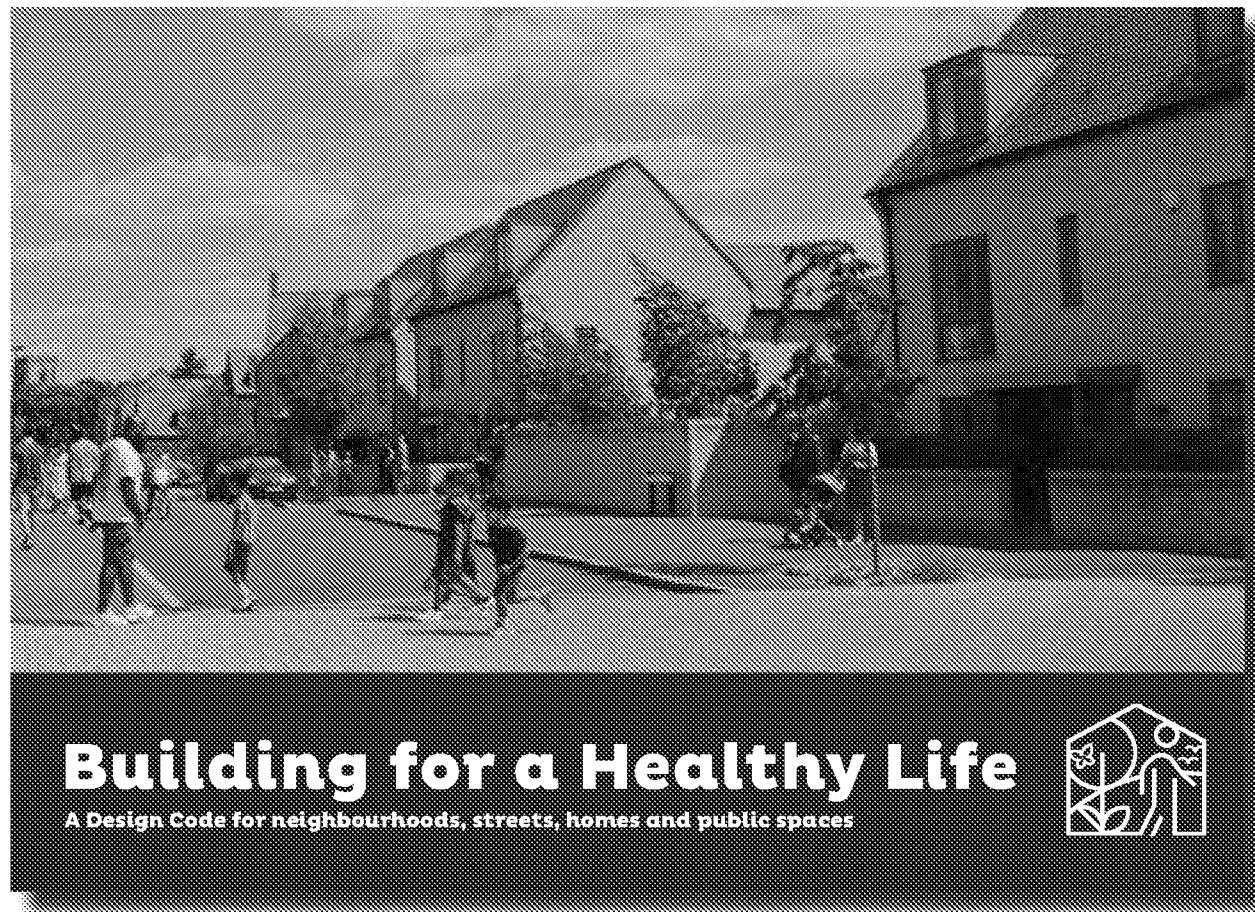




Part 2 - Building for a Healthy Life

Part 2 - Building for a Healthy Life

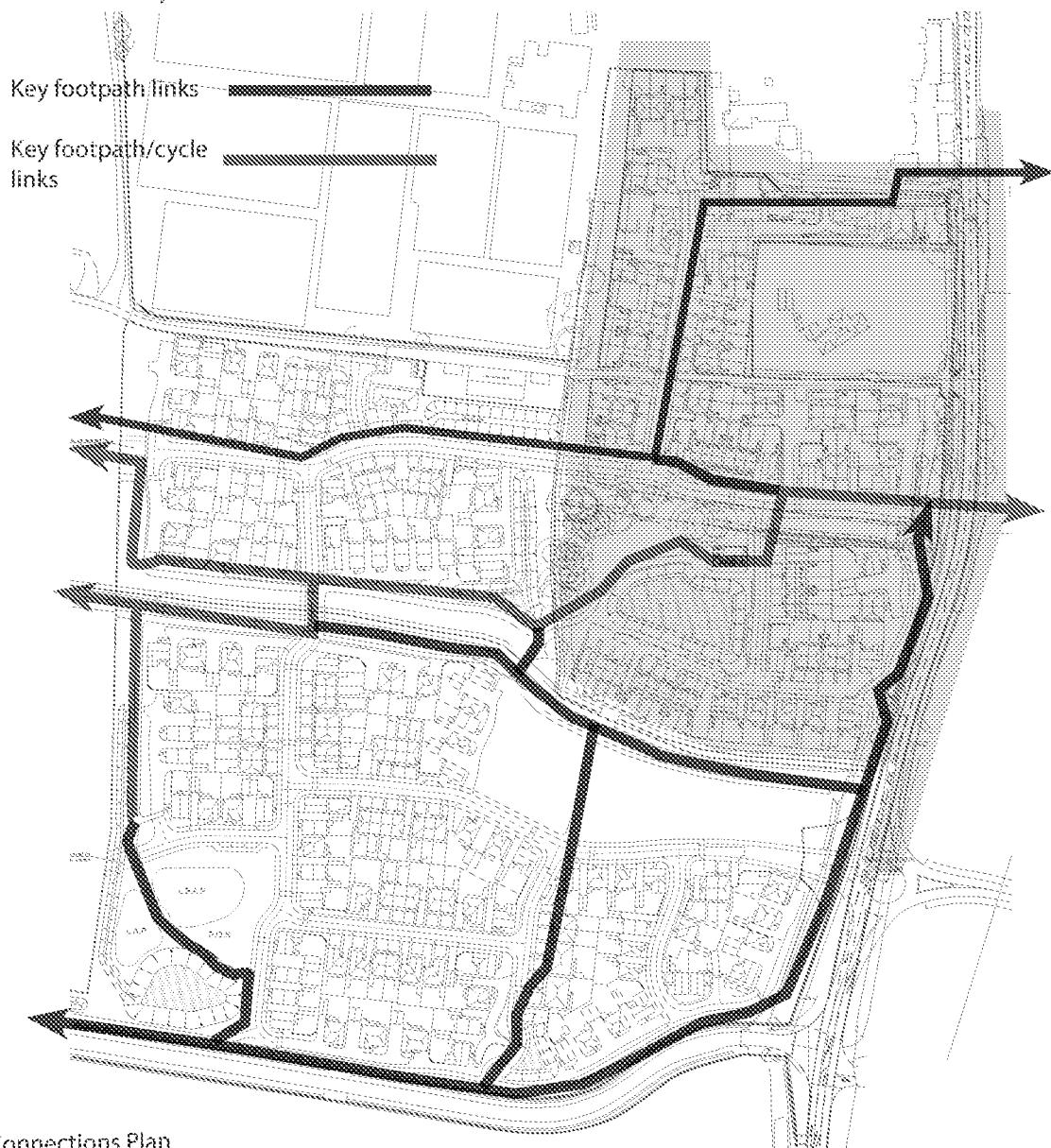
This section is organised in accordance with the BfHL code. It is structured to illustrate the specific design response to this site, using the key factors outlined for the delivery of good places to live. This in turn is a direct response to the NPPF guidance on design quality and is informed by the Government's commitment to build more homes, better homes and places, and to involve local communities in planning them. The underlying objective is to create a place that is attractive, functional, sustainable and durable.



8.0 \\ Integrated Neighbourhoods

8.01 \\ Natural Connections

Primarily new footpath / cycle routes are proposed within the site linking existing adjacent networks with the wider countryside. These follow a series of proposed green links that cross the site as well as along the existing wider green spaces on the periphery of the site. Whilst these connections relate to this Phase 1 application, a holistic approach has been taken with regard to the adjacent concurrent RM application for Phase 2, as indicated below.



Connections Plan

8.02 \\ Walking, cycling and public transport

The site is well located for access to a wide range of local facilities within a ~20min. walk. A cycle route is proposed across the site offering easy access to the local facilities. An existing bus stops exist slightly north of the proposed site on Lidsey Road.

New public open spaces and a LEAP are proposed as part of the scheme design.

No PRoW's exists around the site but a number of different point of access to the wider area are proposed, as part of this application and the concurrent RM application for Phase 2.



Facilities Plan

8.03 \\ Facilities and services

The site is close to an existing bus stop, which offer easy access to Walberton to the north east and south to Bognor Regis. The site lies close to a place of worship, shop, Community Sport Centre, public house and a school.

Approximate distances from local amenities

Local shopping facilities	~1.4 Km
Aldingbourne Community Sports Centre	~1.4 Km
Westergate Church and Hall	~1.4 Km
Aldingbourne Primary School	~0.8 Km
Prince of Wales public house	~0.5 Km
Bus stop	~0.2 Km

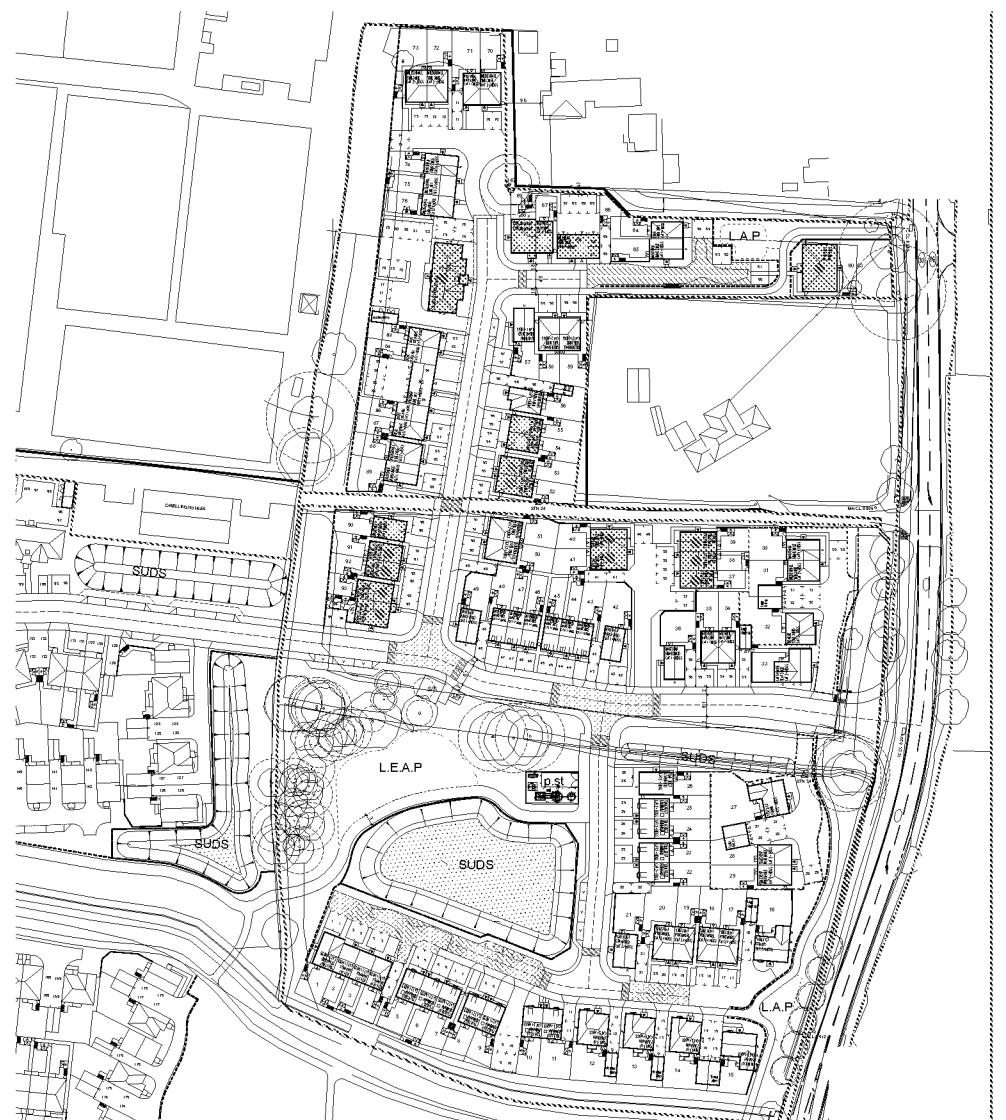


Facilities Plan

8.04 \\ Homes for everyone

The proposed scheme will provide 95 dwellings consisting of Detached, Semi, Townhouse and Terrace house types.

The housing mix offers a range of 1 to 4 bedroom house types comprising of both private and 30% affordable housing (to include 'Rented', 'Shared Ownership' and 'First Homes' tenure types) which accords with the Local Authority requirements for this site.



Extract from the Affordable Tenure Plan

9.0 V Distinctive Places

9.01 \\ Making the most of what's there

The existing green infrastructure both within and on the periphery of the site is to be retained and has been incorporated as part of the scheme proposals. This is being retained for both visual and ecological purposes.

The topography of the site is predominantly flat and the existing ditches on the site are to be retained/enhanced. Ecology buffers are proposed to some existing green infrastructure and ditches to protect / enhance biodiversity.

There are no existing buildings on the site but consideration has been given to the existing Woodgate House adjacent to the site.



Existing green infrastructure to be retained

9.02 //A memorable character

Building Style

The building style will be in keeping with the local and regional vernacular with subtle variations to give variety and interest to the different street types.

Landscaping

The hard and soft landscaping is a key element of defining characters within a place. Trees, front boundary treatments, and blocks of planting will all contribute to the feel of the place. Green spaces both within and surrounding the site are proposed to retain the rural nature and feel of the site.

Street Elements

Materials, boundaries, roof details and surface treatments will help to define the overall street character and also at key node points. These have been selected to respond to the local area analysis and to help define public and private spaces within the scheme proposals.



Elevations are defined by local influences

9.03 Well defined streets and spaces

The image below shows the pattern of streets and spaces, and demonstrating the basic street hierarchy. It clearly illustrates how the street structure and the definition of the spaces is directly informed by the response to the site itself. It also shows where the opportunities are to create the main character forming features of the design.

Developing this block structure into the detailed design involves considering which houses are best suited to the role they will play with particular attention to the houses which terminate street vistas, those which form the corners and landmark buildings within the design. This combined with the character forming elements of the scheme and the relationship with the landscaping design are crucial in the evolution of the final design.



Streets and spaces

9.04 // Easy to find your way around



KEY

★ Gateway features

Focal building to terminate views

Sequence of distinct spaces at logical points, using buildings as landmarks or gateway features.

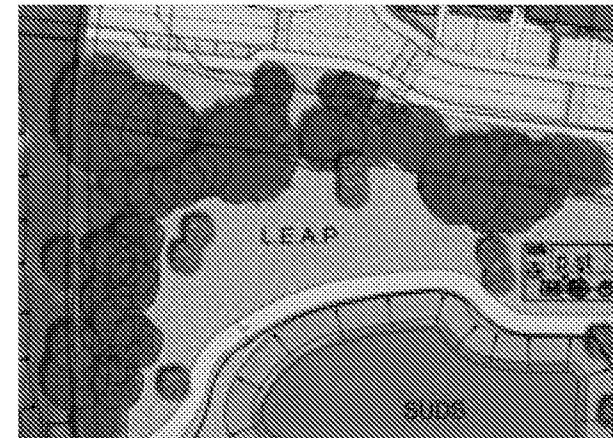
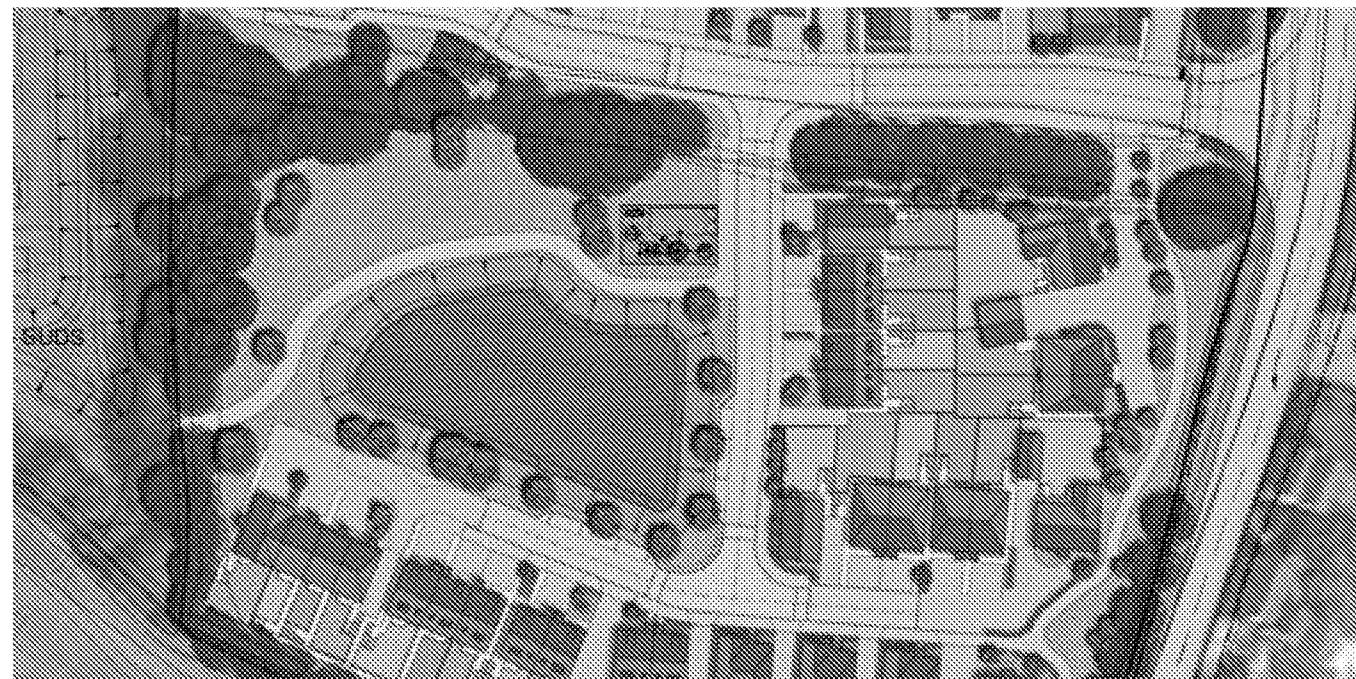
Selected plots will have distinctive architectural treatments to aid way finding and to add variety to the street. Particular attention has been paid to the houses at the ends of important streets and vistas.

1000+ Streets for All

10.01 \ Healthy streets

The proposals include pedestrian and cycle priority spaces to help promote safe outdoor play and social interaction.

The comprehensive network of proposed footpath and cycle routes offer easy and safe access to the areas of POS, LAP's, LEAP and to the wider areas.



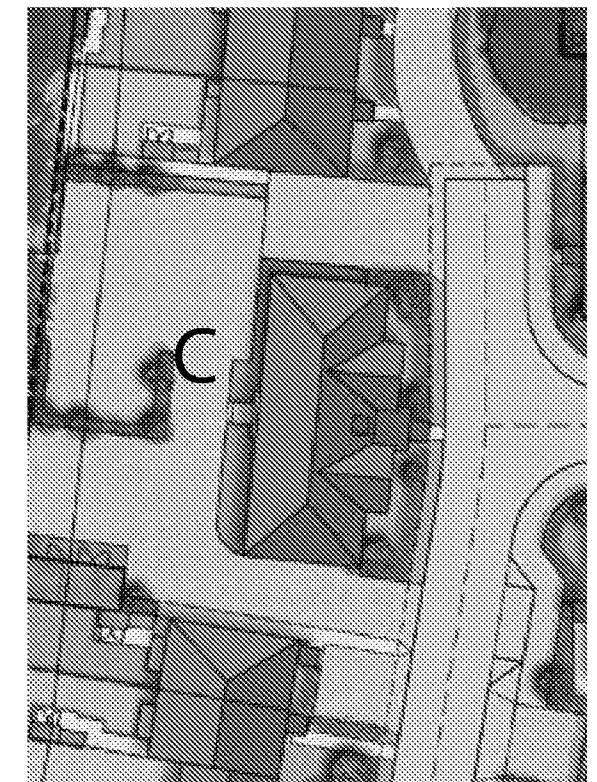
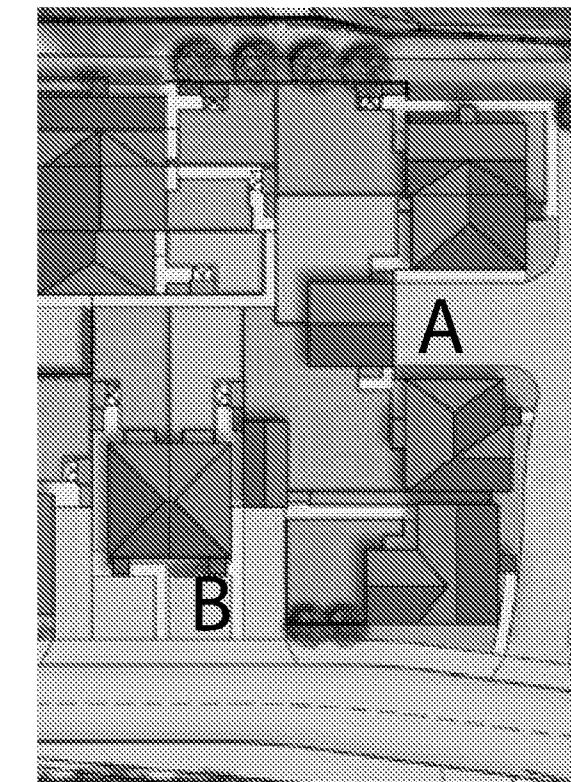
Streets and spaces for people

10.02 \ Cycle and car parking

Car parking is predominantly on plot allocated parking. Landscaping in the front gardens are part of the character design, and will also help to screen out parked cars, helping to reduce their visual impact on the street scene.

A small number of rear parking courts are proposed but only to the apartment block and FOG (Flat Over Garage) types, a majority of the parking will be to the front / side, within curtilage of the dwellings, and within easy access of the dwelling.

Cycle storage will be within proposed cycle sheds to those houses without garaging.



- A- In-curtilage garage parking set back behind building line.
- B- In-curtilage frontage parking.
- C- Parking courts - limited to apartment and FOG units only.

10.03 \\ Green and blue Infrastructure

The site already offers existing green and blue infrastructure, with existing ditches on the southern boundary and in the middle of the site running approximately east/west, as well as existing green infrastructure within and on the periphery of the site.

It is proposed to retain / enhance these existing features as well as introducing additional new green and blue infrastructure for SUDS and ecological values.

The layout offers a mix of different Open Space typologies with the inclusion of 'Natural & semi natural greenspace', 'Amenity greenspace', 'Green corridors' and Provision for young people/ children', as per LA requirements.

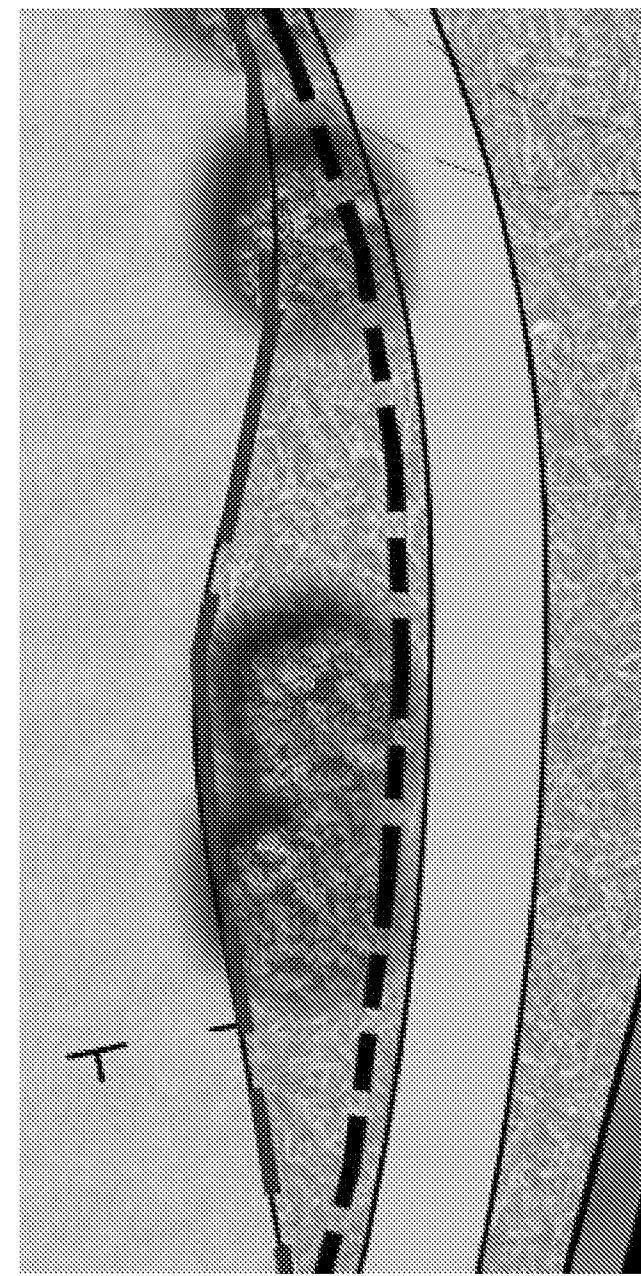


10.04 \\ Back of pavement, front of home

Frontage treatments will be a combination of hedging, trees or knee rails depending on the particular character area or location, all generally aiming to define the separation of Public and Private domains.



Hedging



Knee rails to define public /private spaces.

Planning Notes

AN ASSOCIATION OF LOCAL AUTHORITY PLANNING COMMITTEES



DAVID WILSON HOMES
WHERE QUALITY LIVES