

LAND AT WOODGATE NURSERIES, WEST SUSSEX DESIGN AND ACCESS STATEMENT (DAS)

JULY 2024

DLA/2222/DAS/RPT/03/V4



DAVIESLANDSCAPE
ARCHITECTS

FOREWORD

This Design and Access Statement (DAS) has been prepared on behalf of Hanbury (PM) Ltd in support of an Outline Planning application for up to 130 dwellings with associated open space, landscaping and access via the adjacent scheme to the south (Land West of Lidsey Road) from the A29.

Matters relating to layout, appearance, landscaping and the internal road layout will be reserved for future consideration. Accordingly, the relevant plans and design material set out in this statement should be considered for illustrative purposes only.

The DAS explains the design approach that has been taken to inform the proposals and demonstrates how the scheme creates a high quality, sustainable development that successfully responds to its settlement edge location and the local context of the site.

The application has been produced in conjunction with a very experienced multi-disciplinary project team. This DAS should be read in conjunction with the following supporting documents that accompany the application:



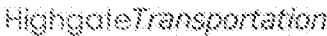
Masterplanning LVIA & Design and Access Statement



Planning Statement



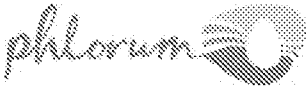
Ecological and Arboricultural Assessment



Transport Assessment



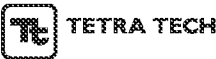
Flood Risk Assessment, Utilities and Drainage Strategy



Air Quality Assessment



Noise Assessment



Waste Infrastructure Statement



Preliminary Contamination Risk Assessment



Agricultural Land Appraisal



Arboricultural Assessment and Method Statement



NOTICE

This document has been produced on behalf of Hanbury (PM) Ltd by Davies Landscape Architects (DLA) for the sole purpose of planning for the project below:

Document Title: Land At Woodgate Nurseries, West Sussex, Design and Access Statement (DAS)

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Document History

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V1	DRAFT	NP/AT	SH	MD	MD	28.06.24
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Revision	Description Of Changes

CONTENTS

1. Introduction

- Purpose of the Document
- Project Description
- Planning Background
- Arun District Design Guide

2. Responding To The Site

Site Appraisal	Movement Network	The Built Environment	The Natural Environment	Site Considerations
Site Context	Site Access	Land Use	Landscape Character	Constraints and Opportunities
Designations	Public Rights of Way	Agricultural Land Classification	Topography	
	Public Transport	Field Patterns	Hydrology	
	Rail	Settlement Pattern	Site Features	
		Local Vernacular	Ecology	
		Local Facilities	Visual Context	
			Key Views	

3. The Proposals

Landscape Led Approach	Landscape Structure & Natural Resources	Blue Infrastructure	Biodiversity & Habitat	Movement Strategy	Pedestrian Cycle Movement	Parking Strategy	Built Structure & Development Plots	Landscape Density & Character	Open Spaces	Climate Change & Sustainability
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4. Conclusion

1. INTRODUCTION

Purpose of the Document

This Design and Access Statement (DAS) has been prepared on behalf of Hanbury (PM) Ltd in support of an Outline planning application with all matters reserved except access for residential development of the site with up to 130 dwellings (Use Class C3), informal and formal public open space, landscaping, drainage, and other associated works.

Matters relating to layout, appearance, landscaping and the internal road layout will be reserved for future consideration. Accordingly, the relevant plans and design material set out in this statement should be considered for illustrative purposes only.

The DAS explains the design approach that has been taken to inform the proposals and demonstrates how the scheme creates a high quality, sustainable development that successfully responds to its settlement edge location and the local context of the site.

Project Description

- The findings of the LVIA concluded that the site has the capacity to accept residential development without significantly altering the surrounding landscape character or wider visual amenity. The Illustrative Masterplan shown in Figure 19 has been landscape led through an iterative process in order to minimise the adverse impact of the development proposals on the environment and to positively respond to its context and character.

The proposals will comprise:

- Up to 130 dwellings including 30% affordable homes (up to 39 no.), a range of housing sizes and tenures to contribute towards meeting Arun District Council's (ADC) housing needs.
- A range of open space typologies in excess of local plan policy standards to include natural and semi natural open space to provide biodiversity opportunities and linked by a new footpath and cycleway; amenity and play space; areas across the development to facilitate tree planting and interconnected blue infrastructure including swales, ditches and ponds.

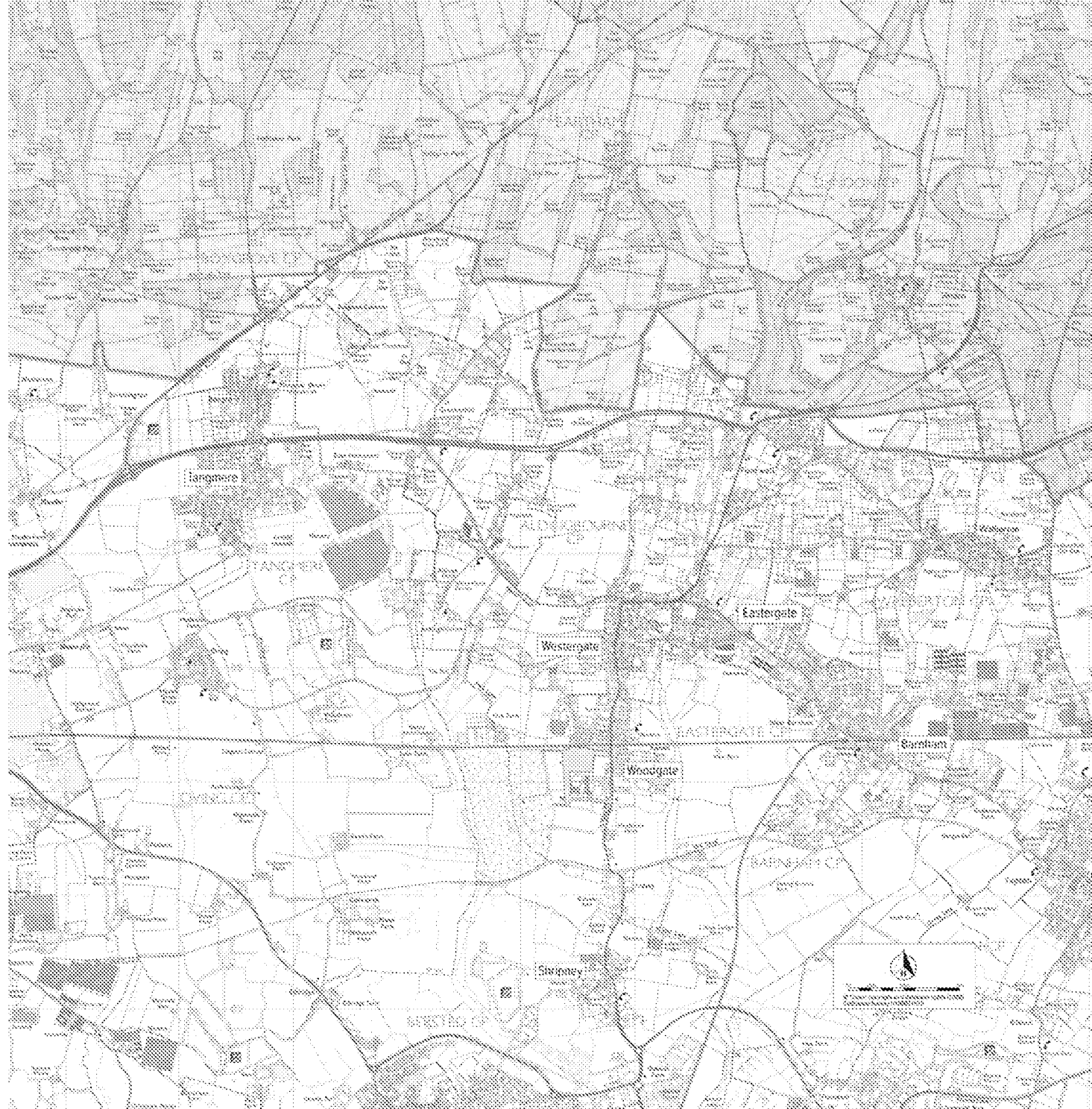


Figure 01- Site Location

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- The map shows the Woodgate area with various land uses and boundaries. The proposed Woodgate Community Centre site is highlighted in a dark grey area, labeled with the number 4. Other numbered locations include 1 (Woodgate Community Centre site), 2 (Woodgate Community Centre site), 3 (Woodgate Community Centre site), and 5 (Woodgate Community Centre site). The map also shows the A29 road, the A29 road, and the A29 road. The map includes a legend with symbols for 1991 land use, independent road network, strategic planning elements, flood zones, and various boundaries. A scale bar and north arrow are provided in the bottom right corner.

As with AL/129/21/OUT and AL/70/23/OUT the proposed development site is located outside but adjacent to the 'Built-up Area Boundary' defined in the local plan, and the site is therefore subject to policy constraints on development in the countryside set out within both the Arun Local Development Framework and the Aidingbourne Neighbourhood Plan. However, as with those other schemes, there are material considerations that weigh strongly in support of the site.

The site is in a sustainable location, is available now and has been identified as a site that is both suitable and therefore deliverable for residential development by the Council's recent HELAA. It adjoins the built up area boundary by way of connection to the consented development, however, and is likewise in close proximity to a range of key services and facilities within Woodgate and the surrounding villages

It must also be remembered that the BEW masterplan proposes a local centre, community facilities and multiple schools. The first major phases of some 2,200, commercial and community facilities are currently being considered by the Council. Even if they will be unlikely to contribute significant housing in the first 5 years, BEW can be expected to start to come forwards in the short-medium term. The location and proximity to the A29 and BEW make this additional land a logical expansion to the settlement as extended by existing consents.

The site also sits adjacent to other sites which ADC has already granted consent for housing development, including Thakeham Homes' 71 dwelling scheme to the east (Ref: AL/20/21/PL) and sites with outline permission for up to 250 homes (Ref: AL/129/21/OUT & AL/70/23/OUT) to the south. In granting these previous planning

Figure O2 - Planning Policy Context

consents the Council has determined the area is sustainable and well connected to the existing built up area and local facilities and services, whilst recognising the overriding benefits of addressing urgently the housing supply issues in the district.

Despite planning for growth, delivering strategic sites that would collectively deliver over 10,000 new homes in the plan period there is now a dramatic housing supply shortage within the district. Until the December 2023 NPPF revision, ADC's plan trajectory (requiring 1,300 new homes every year) left them with just 2.36 years housing supply (less than half that necessary). Indeed, the lack of supply meant far fewer homes have been built every year in Arun since 2016 than the present Arun Local Plan intended.

The publication of the newer NPPF reframed the Council's housing land supply position, to 4.17 years supply (see AMR January 2024). That has not been robustly tested at appeal and is still reliant on a significant proportion of housing from Category B sites (per PPG definitions). Therefore while the shortfall, calculated on present national policy, is only 0.83yr there is no realistic prospect presently of the Council achieving a robust 5 year supply in the near term with the sites it is reliant upon

Proposals for residential development on the site have been subject to both a pre-application submission and a formal request for an EIA screening opinion in April 2024. The Council's pre-application response outlines that the site is considered accessible and sustainably located and it was also confirmed that an EIA is not required for the proposed development.

A full appraisal of the planning considerations relating to the proposed development are provided in the Planning Statement prepared by Luken Beck and submitted in support of this outline planning application.



Figure 03 - Approved Scheme 'Land West of Lidsey Road (A29) AL/73/20/OUT'

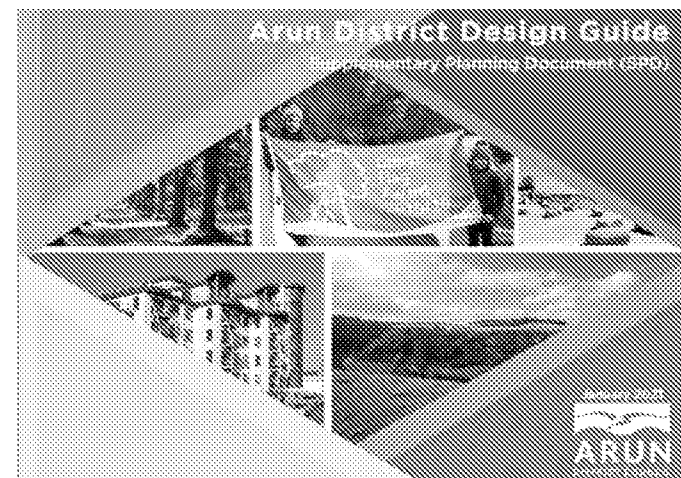
Arun District Design Guide

The DAS layout and process has been informed by the Arun District Design Guide (ADDG), which was updated and adopted as SPD in February 2024, as part of the Council's commitment to secure high quality design within the District; and create distinctive placemaking that responds to its unique characteristics.

The Design Guide promotes good design for all development types across the District, based upon a set of key overarching design objectives, which provide the basis for a number of master-planning principles.

The Guide aims to:

- Address past and current challenges, providing for future needs;
- Improve and enhance the distinctive character and qualities of Arun;
- Create design principles and criteria that applications should meet and are easy to follow;
- Set out the design process that should be followed in order to achieve high quality design, educating readers on best practice, design principles and terminology;
- Provide an effective tool that can be used by a variety of people regardless of their familiarity with the application, masterplanning and design processes; guiding applicants through a step-by-step process to ease assessment of proposed development; and
- Set out ADC's expectations for future development, safeguarding the District's identity while shaping the future.



	1 Social Inclusiveness, Character & Identity Enhance sense of place through design proposals which have the built, natural and historic elements of their location into account, responding functionally, aesthetically, socially and aesthetically through aspects such as, scale, height, density, urban grain, settlement pattern and layout, massing, type, materials, vernacular styles of construction and landscape details. Proposals should enhance existing distinctive character and identity, but may also take the opportunity to create a new, complementary sense of identity through new build development where appropriate, particularly in response to existing poorly developed development.		7 Adaptability & Future Needs Anticipate the need for change to buildings and outdoor spaces, to design flexible places that function well today, but for the future and are able to adapt to changing needs, including the changing requirements of occupants, environmental changes, or future expansion of the development.
	2 Cohesive & Vibrant Neighbourhoods Encourage health, well-being and quality of life of users of an area through spaces and buildings which encourage a range of users to meet, socialise, and do not discriminate on quality between market and affordable housing.		8 Safety, Security & Crime Prevention Create safe, pleasant spaces and routes with a sense of enclosure, which reduce the likelihood of crime and antisocial behaviour and contribute to a sense of security and wellbeing.
	3 Diversity Provide variety, choice and diversity in terms of design, architecture, a mixture of uses and facilities as appropriate whilst good access to public transport and a wide range of housing types and tenures.		9 Efficient Use of Natural Resources Make good use of the natural and built environment, conserving and improving it as required. The design and layout of buildings, and planting can reduce energy and water use and mitigate against flooding, pollution and overheating, as well as reducing the need for heating in the winter.
	4 Ease of Movement Ensure that places are easy to get to and move through, for all users, including pedestrians and cyclists, allowing access to existing and new local services, facilities and open spaces. Ensure a sufficient level of signage and well integrated facilities for car and bicycle parking, both on and off street, and external storage including bins.		10 Innovation Encourage appropriate innovation in construction techniques, design and technologies, including modular housing which will meet not only to the future character of the area, and the performance, quality and resilience of a scheme.
	5 Accessibility & Inclusion Ensure that places are safe, secure and welcoming for people of all ages and abilities, understanding the needs of all potential users to ensure inclusive design. This should take into the lifetime of a development and extend beyond individual buildings to include the wider built environment.		11 Climate Change & Sustainability Outline and adapt to climate change through energy efficiency, renewable energy, passive solar, wind, geothermal and water generation technologies, and other sustainable provision including extension vehicle charging and combined heat and power (CHP) systems.
	6 Legibility & Integration Ensure that places can be easily understood. Streets and spaces should be encouraged to create a positive relationship between users and users of buildings, with clearly defined public and private spaces.		12 Good Streets & Spaces Provide a clear and permeable hierarchy of streets, routes and spaces to ensure safe and convenient movement for all users. Facilitate a high quality public realm with well managed and maintained public areas, courtyards, or provide local to a well-defined network of green spaces and water.
			13 Well Designed Buildings Construct sustainable buildings which are appropriate to their function and context. Use materials that can be maintained over a long and useful life.

2. RESPONDING TO THE SITE

SITE APPRAISAL

Site Context

The site, at circa 9.8ha, lies within the planning justification of Arun District Council, located on the southern edge of Woodgate (OS reference centred SU 93532 04188).

The site forms part of the southern extent of Woodgate, broadly occupying a former horticultural nursery to the west of Lidsey Road, a small grassed paddock area and agricultural field. Since the closure of the nursery, the site has remained unoccupied, falling into disrepair except for the two residential properties formerly associated with the business (Woodgate Nurseries and Willows).

Directly east of the site, the former 'Wings Nursery' land has been redeveloped for residential use by Thakeham Homes and there have been several residential planning permissions approved to the south and southeast on 'Land adjacent to Woodgate Nurseries', 'Land West of Lidsey Road' and 'Lee's Yard' (as indicated on the Policy Context Plan in Figure 02). These permitted sites will extend the settlement boundary south along the A29 Lidsey Road to envelope the remaining derelict nurseries.

The West Coast Railway Line runs parallel to the northern boundary and the landfill site lies circa 160m to the west. Both form urban detractors within the immediate context of the site, reducing the overall rurality and truncating any associations with the wider rural landscape to the west/northwest. The boundary to the landfill is defined by a mature tree belt and forms part of a Biodiversity Corridor running north to south between the railway line and disused canal route (PRoW ALD 200).



Designations

There are no known statutory or non-statutory landscape, heritage or biodiversity designations within the context of the site. The ZTV did not identify any potential receptors within the South Downs National Park (SDNP), and it is at such a distance (circa 3km) that any changes will be negligible against the surrounding existing and proposed strategic development sites.

There are several trees located around the site which are subject to Tree Preservation Orders (TPO). Trees along the site's eastern boundary, shared with the adjacent residential site (Thakeham Homes scheme), are noted under Order Ref: TPO/AL/1/18.

ADC have also provided notice for a provisional TPO (Ref: TPO/AL/3/24) to include additional trees within and around the central nursery area. The proposals will have regard to these trees to ensure they are retained and protected as part of the scheme.

Movement Network

Site Access

The A29 Lidsey Road serves as a main arterial route through the wider district providing links to the surrounding towns and villages of Bognor Regis, Eastergate and Westergate. The current access to the site is via an existing single width private track to the former nursery, running west from the A29 Lidsey Road between the Prince of Wales Public House and the adjacent residential development.

The site access junction arrangements that were approved as part of AL/129/21/OUT have sufficient capacity to accommodate the proposed quantum of development traffic arising from the additional 130 residential units. These are shown on Figure 05 and include the off-site works comprising a new footway and connection to the existing footway along the western side of the A29 to provide a safe space for pedestrians and cycles to commute to Woodgate and Westergate in the north where the local facilities are situated such as the local shop and schools.

Figure 06 shows the proposed pedestrian and cycle access from the A29 Lidsey Road into the site along the existing private road, as well as providing a secondary emergency access.

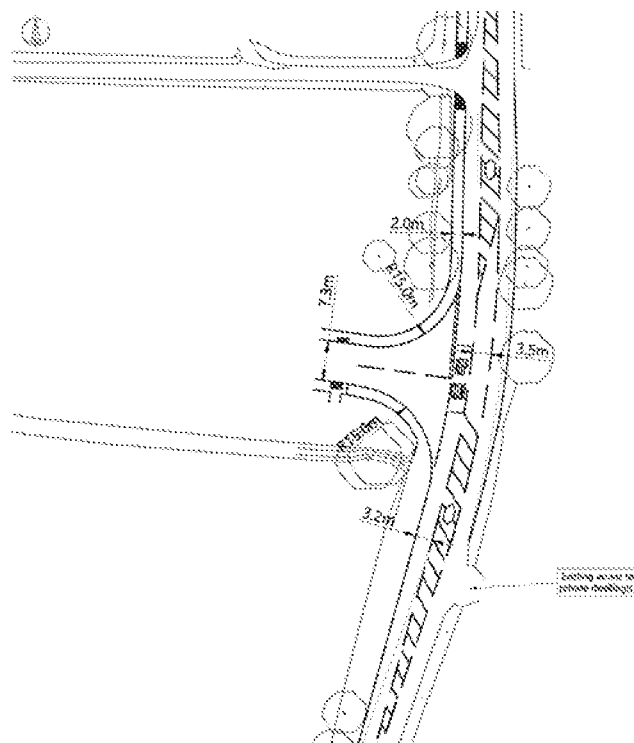


Figure 05 - Access Arrangements

The proposals include a bollard to prevent unauthorised vehicular access and the following additional improvements which have been approved under local planning applications, demonstrating connectivity for pedestrians and cyclists from the site to the wider local highway network:

- Widening of the footway to 2.0m along the western side of the A29 Lidsey Road provided as part of the adjacent Wings Nursery Consented development (ref: AL/20/21/PL). The footway along the site frontage of Wings Nursery has been widened and an uncontrolled pedestrian crossing with tactile paving has been constructed – this will allow pedestrians to cross Lidsey Road and continue north and south from the application site.

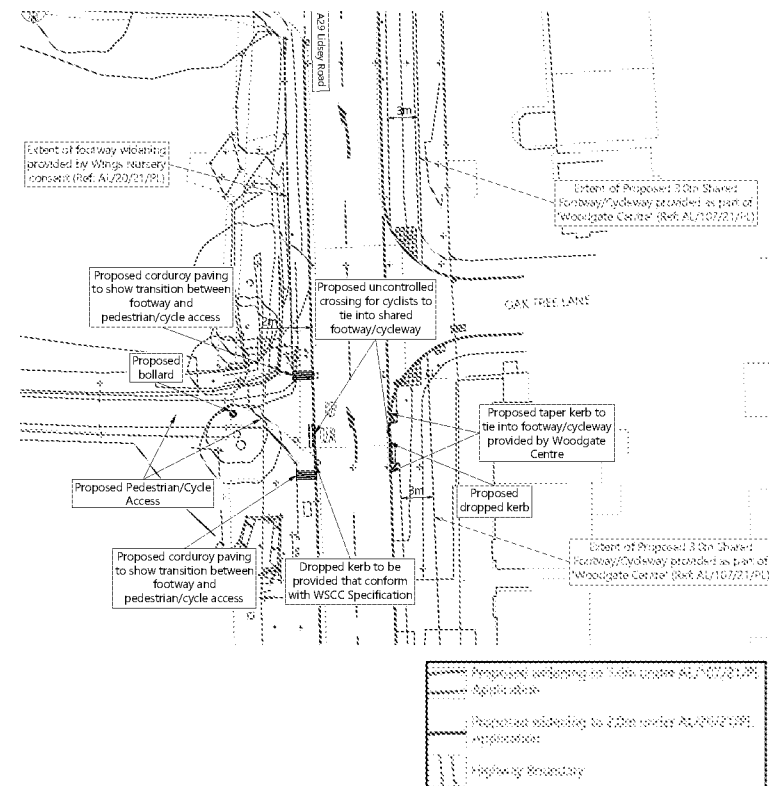


Figure 06 - Pedestrian & Cycle Access Arrangements

- The provision of a 3.0m wide shared footway/cycleway along the eastern side of the A29 Lidsey Road provided by the Woodgate Centre development (ref: AL/107/21/PL), including an uncontrolled crossing circa 40m to the north of the proposed pedestrian/cycle access.

Public Rights of Way (PRoW)

There are no Public Rights of Way's or access within the site.

Views from the nearest PRoWs, ALD200 (800m south) and ALD291 (275m west), are screened by intervening vegetation.

ALD 291 to the west of the site is currently closed until the restoration of the landfill is completed. Whilst it has previously been confirmed by WSCC that this is not a registered footpath, there is a signposted alternative route along the eastern boundary of the landfill as indicated in Figure 04 and the photo opposite. The proposals will therefore explore opportunities for future pedestrian links to this route.

Public Transport

Bus stops are located on the A29 Lidsey Road circa 90 metres south from the proposed pedestrian/cycle.

These bus stops have been upgraded as part of the adjacent Wings Nursery application to include new shelters, hardstanding and seating. The bus stops are served by bus services which operate between Bognor Regis, Westergate and Yapton.

Rail

Barnham railway station is located approximately 4km travel distance to the east which equates to a circa 12 minute cycle. The station can also be reached via the buses which stop to the north of the site

Barnham railway station is located on the West Coastway Line between Brighton and Southampton. The station is also the start of the branch line leading to Bognor Regis railway station. The station also regularly serves London Victoria via Gatwick Airport, Brighton, Southampton, Portsmouth and Littlehampton.



Photo taken from southern extent of ALD 291 - Illustrates closure of registered PRoW and signage denoting alternative route along the eastern edge of the landfill site

THE BUILT ENVIRONMENT

Land Use

The site forms part of a band of arable fields, paddocks and former horticultural nurseries around the southwestern periphery of Woodgate. Whilst these land uses are noted as key characteristics of the LCA around settlement edges, the main central area of the site no longer functions as a nursery business and has fallen into disrepair. The adjacent nursery, directly south, also appears to be disused and directly east, the former Wings Nursery site has been redeveloped by Thakeham Homes for residential use.

Contribution to the surrounding arable network has also been reduced by the adjacent landfill site to the west and recent planning permissions granted to the south and southeast. In tandem with the strategic BEW allocation to the east of the A29, this will result in a fundamental change in character to the immediate land use and context, replacing former horticultural and intensive arable uses with urban settlement, enclosing the site and notably reducing its function as intensive arable land.

The small paddock/pasture area within the eastern extent of the site is isolated from any wider pasture network or function as a result of its enclosure by surrounding development and settlement along the A29.

The site forms a weak and discordant component along the settlement fringe. It is considered to be previously developed land with structures of a not-inconsiderable scale, and therefore removes its contribution to the wider horticultural and arable characteristics of the LCA.

Agricultural Land Classification

A detailed Agricultural Land Classification (ALC) has been carried out over the site and a subsequent Agricultural Appraisal prepared by Reading Agricultural Consultants. The report concludes the site is partly (66%) of DEFRA Grade 2 quality, making it Best and Most Versatile Land (BMVL). The appraisal includes a Soil Resources assessment to meet with policy requirements.

Whilst the Agricultural Appraisal concludes that the agricultural land within the site is Grade 2 and therefore BMV, this has to be weighed against the urgent need for housing. Given the size of the site and proposed development, it is considered that this loss is not significant and compounded by the Walberton appeal decision.

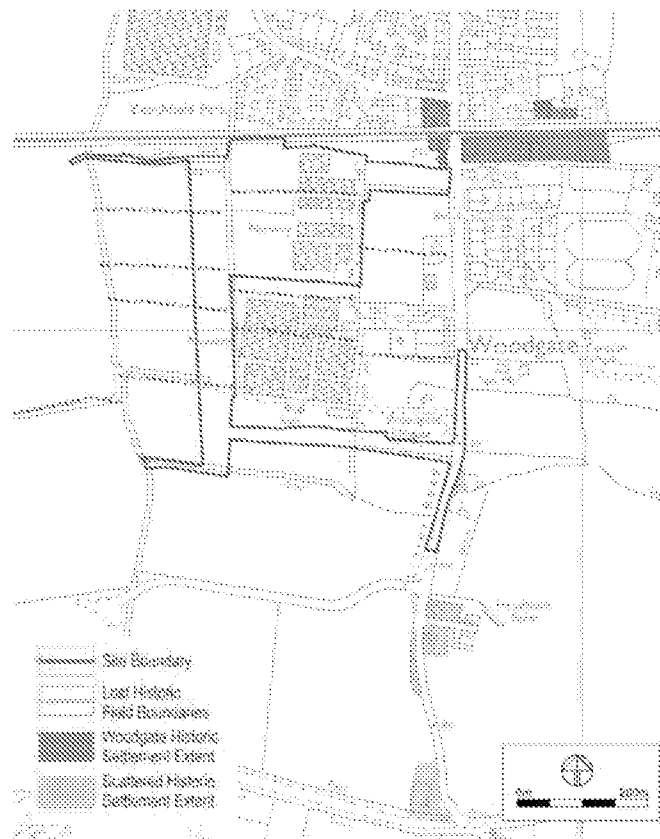


Figure 07 - Field Pattern Analysis

Field Patterns

Current field boundaries remain broadly consistent with those shown in mapping from 1979-1993, reflecting the medium/small scale arable and enclosed pasture context identified in the LCA.

These patterns do however depart from the former historic boundaries shown on the 1899 mapping, illustrating the amalgamation of the smaller western fields and some internal removal of hedgerows within the central nursery site. This reflects the need to facilitate modern farming practices and horticultural production associated with the former nursery business.

Settlement Pattern

Early settlement morphology occurred in a linear direction along main routes, including Lidsey Road, directly to the east of the site. As these settlements have

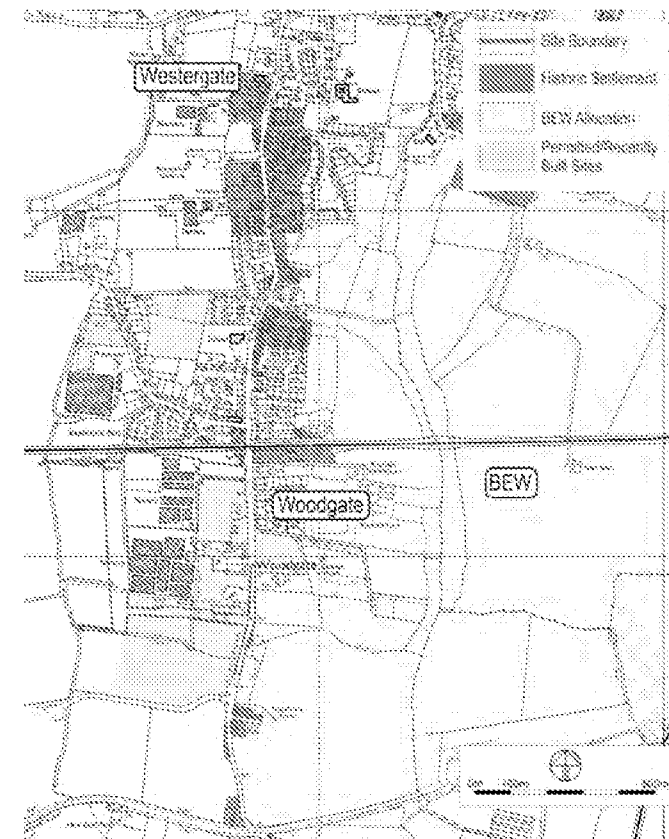


Figure 08 - Settlement Pattern Analysis

expanded outwards, their linear character has been eroded resulting in the perceived merging of the villages.

Caravan and park home sites are also notable large scale suburban features which, along with the nurseries, have encroached into the wider countryside, fragmenting the settlement edge, although broadly being retained within the historic field patterns.

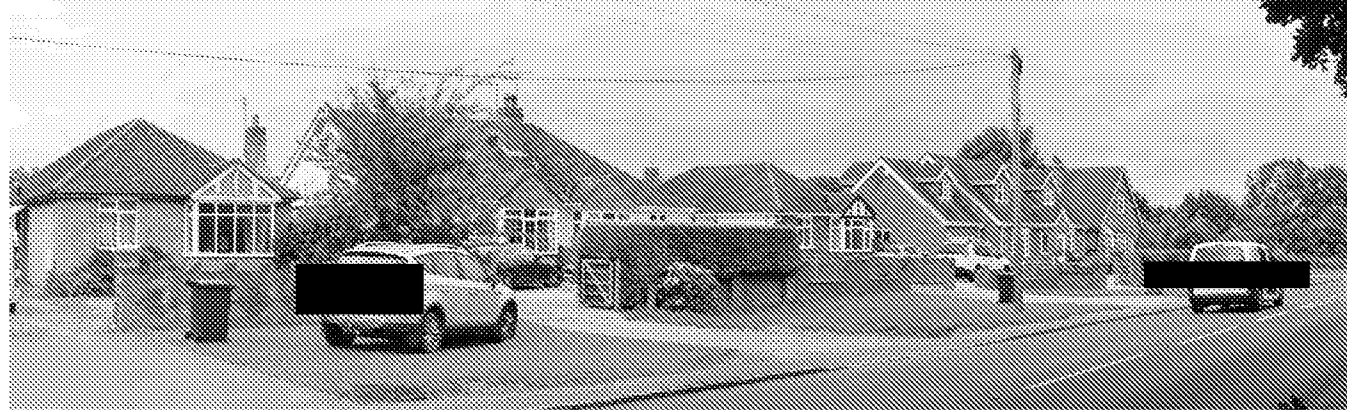
Recent permissions directly east and south of the site along the A29 Lidsey Road will create a new southern residential threshold to Woodgate, positively strengthening the settlement boundary.

The low quality and disused state of the former nursery, within the central section of the site, does not currently provide a positive contribution to the immediate settlement character and is considered to further weaken and erode the settlement edge in this location.

Local Vernacular - Building Styles & Character



Short Brick Terraces - Westergate Street



Suburban housing directly north of site along the A29 Lidsey Rd



Contemporary Old School Place



Newly built properties West of Lidsey Road (Thakeham Homes Brannon Drive)



Dutch style housing along eastern extent of Hook Lane



Tile hanging and example of turning a corner to prevent blank elevations



Upton Brooks housing enclave - Barnham

Local Vernacular - Streetscape - Boundary Treatments and Open Spaces



Open fronted housing along Diggens Grove & Meyrick Way



Incidental open space providing an attractive setting to apartments and housing at Pine Close, as well as opportunities for tree planting



Naturalised open space adjacent to housing at Waterside Way (Bersted Park), affording informal recreation and higher biodiversity value than traditional highly managed open spaces



Attractive traditional brick and flint boundary materials along Hook Lane



Play Area and open space overlooked by housing off Hook Lane

Local Vernacular - Streetscape - Landscape Setting and Relationship to Built Form



Successful transition from managed to naturalised open space accessed through informal footpaths



Highly managed spaces on the peripheries of developments are a missed opportunity to create a species rich grassland with more visual interest and bringing nature to the doorstep



Smaller incidental open spaces within the development provide valuable informal recreation space and opportunities for tree planting

Local Facilities

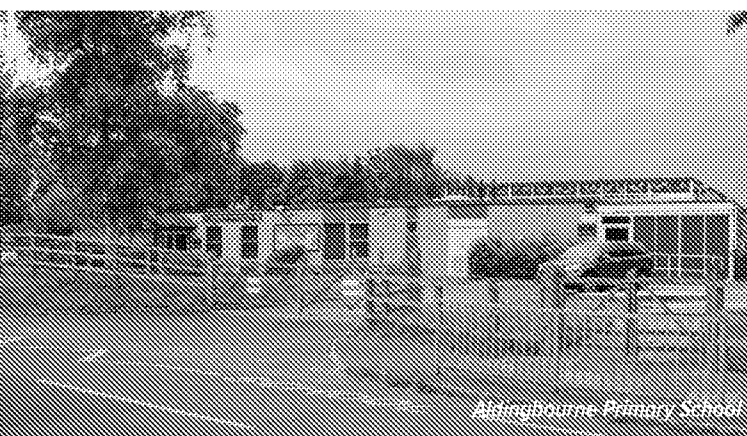


Figure 09 - Local Facilities

THE NATURAL ENVIRONMENT

Landscape Character

The site lies within National Character Area (NCA) 126 South Coastal Plain (NE525) which provides a broad brush regional character assessment. This assessment has been refined as part of the county and local studies including:

County - West Sussex LCA - SC9 Chichester to Yapton Coastal Plain; and

Local - Arun Landscape Study - LCA 13 Westergate Western Fringe.

The national and county assessment areas are broad-brush and encompass a wide range of landscapes and experiences, the majority of which are not relevant to the local landscape surrounding Woodgate. The Arun Landscape Study (ALS) provides a more locally relevant assessment of the special qualities that contribute to the character and have therefore formed the basis for an assessment of the site's contribution to character.

The ALS further refines these areas surrounding the settlements into smaller Landscape Character Types (LCT's) of which the site comprises the following.

- LCT L2 - Medium/ Small Scale Arable - Western extent of the site
- LCT L3 - Coastal Plain Enclosed Pasture - Eastern & central extent of the site
- LCT L10a - Glasshouses - Central area of the site

Whilst the main central area of the site broadly represents the characteristics identified within LCT L10a, the majority of these features are now in a dilapidated state as the former nursery and horticultural uses have ceased. This has resulted in the site reflecting a low quality and degraded character, weakening the settlement edge in this location and no longer positively contributing to the patchwork of land uses around settlements as described in the LCA.

Overall, the site visits concluded that the mature trees, shelterbelts, hedgerows and ditches are consistent with the LCT boundary descriptions and, along with the relatively flat landform, contribute to the enclosed character of the site. Beyond these characteristics, the site and immediate surrounding landscape has a very limited positive influence on the landscape character and settlement edge resulting in a **Moderate Contribution**.

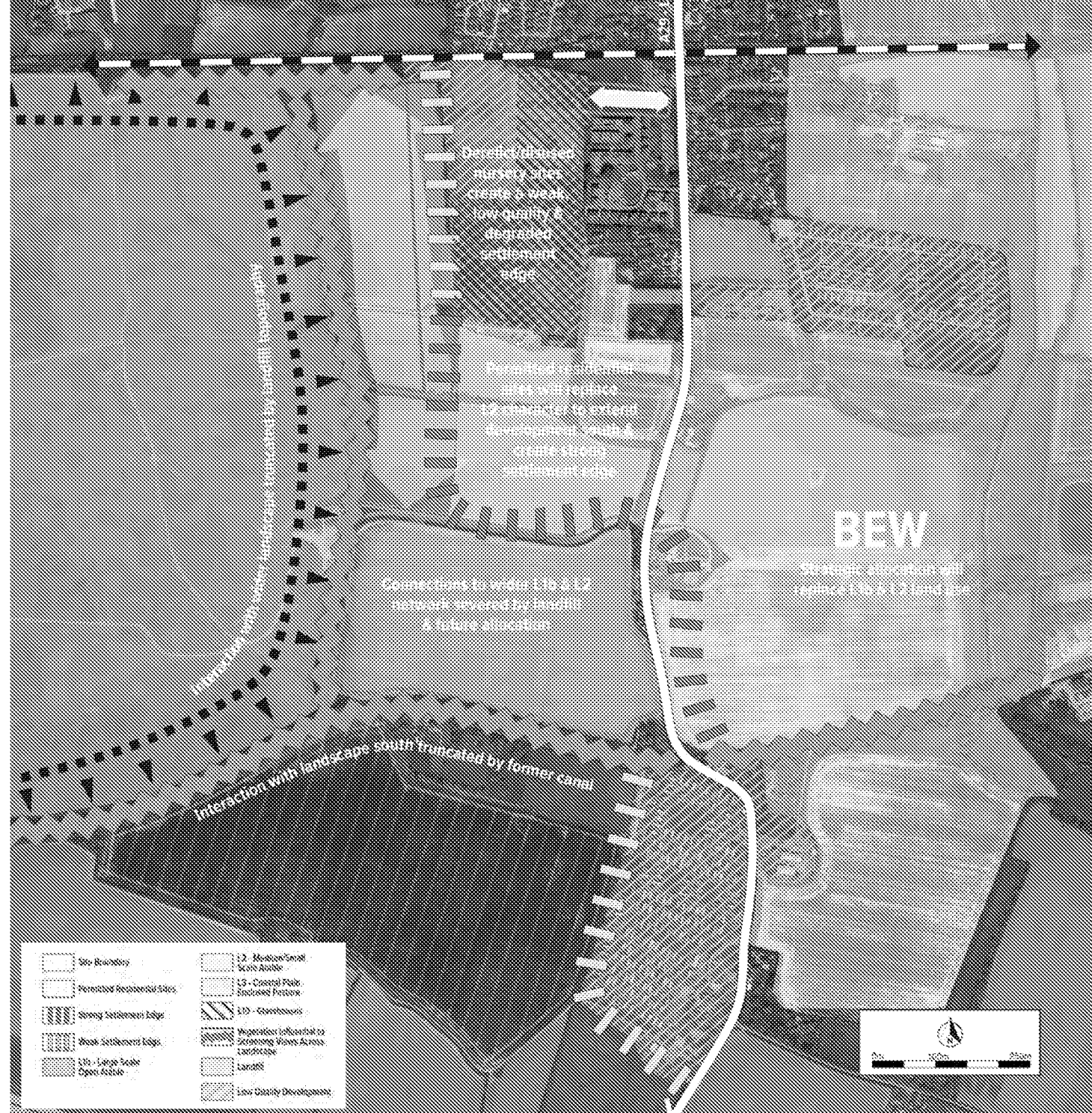


Figure 10 - Contribution to Landscape Character

Topography

The wider area is characterised by the coastal plain landscape, which represents a low lying landscape with gentle undulations.

Akin to the wider area, the site represents a broadly flat area lying between 8.0m - 10.4m AOD. There are very subtle falls east/southeast and west across the site, towards the local network of ditches associated with the wider field system.

The landfill to the west forms the only notable departure from the wider low lying context and results in a prominent man-made, elevated feature within the immediate context.

Hydrology

The site lies within the Environment Agency Flood Zone 1 which represents a low probability of flooding.

The Environment Agency's 'Flood risk from surface water' shows that the site lies primarily within an area at low risk of surface water flooding with the surface water flood risk map indicating little potential for surface water flood risk on this site.

Drainage ditches are a feature of the area, with several aligning the site boundaries to the north, east and south. These ditches function as part of a wider network that drains water from the site and arable fields within the area, into the local Aidingbourne and Lidsey Rifes.

The existing runoff within the site is indicated on Figure 11. The site is relatively flat with a high point running north to south through the middle of the area. The land to the west of the ridge line drains to the west to the Aidingbourne Rife via piped connections to and from the old canal. The land to the east drains to the east under Lidsey Road and to the Lidsey Rife.

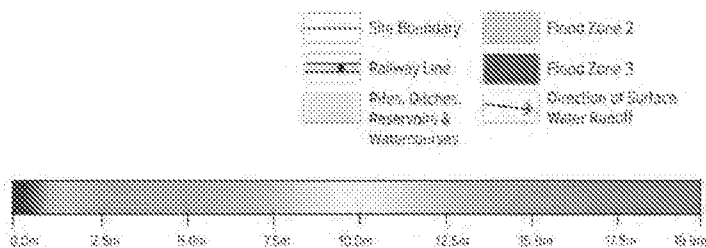


Figure 11 - Lidsey Hydrology & Topography

Site Features

Figure 12 illustrates the current site features. The quality and value of these have also been assessed as part of the ecological and arboricultural technical assessments undertaken separately.

The site comprises 3 parcels which are broadly characterised by an agricultural field to the west [1], the former nursery site within the central section [2], and a small unmanaged paddock/grassland area to the east [3].

Key features are predominantly limited to mature trees and shelterbelts, sections of hedgerow and ditches which denote the historic field patterns and horticultural land uses, and provide habitat connectivity, enclosure and containment to the site and localised settlement edge. These features vary in condition and quality with many trees identified as Category A and B and contributing to the two TPO's covering the site.

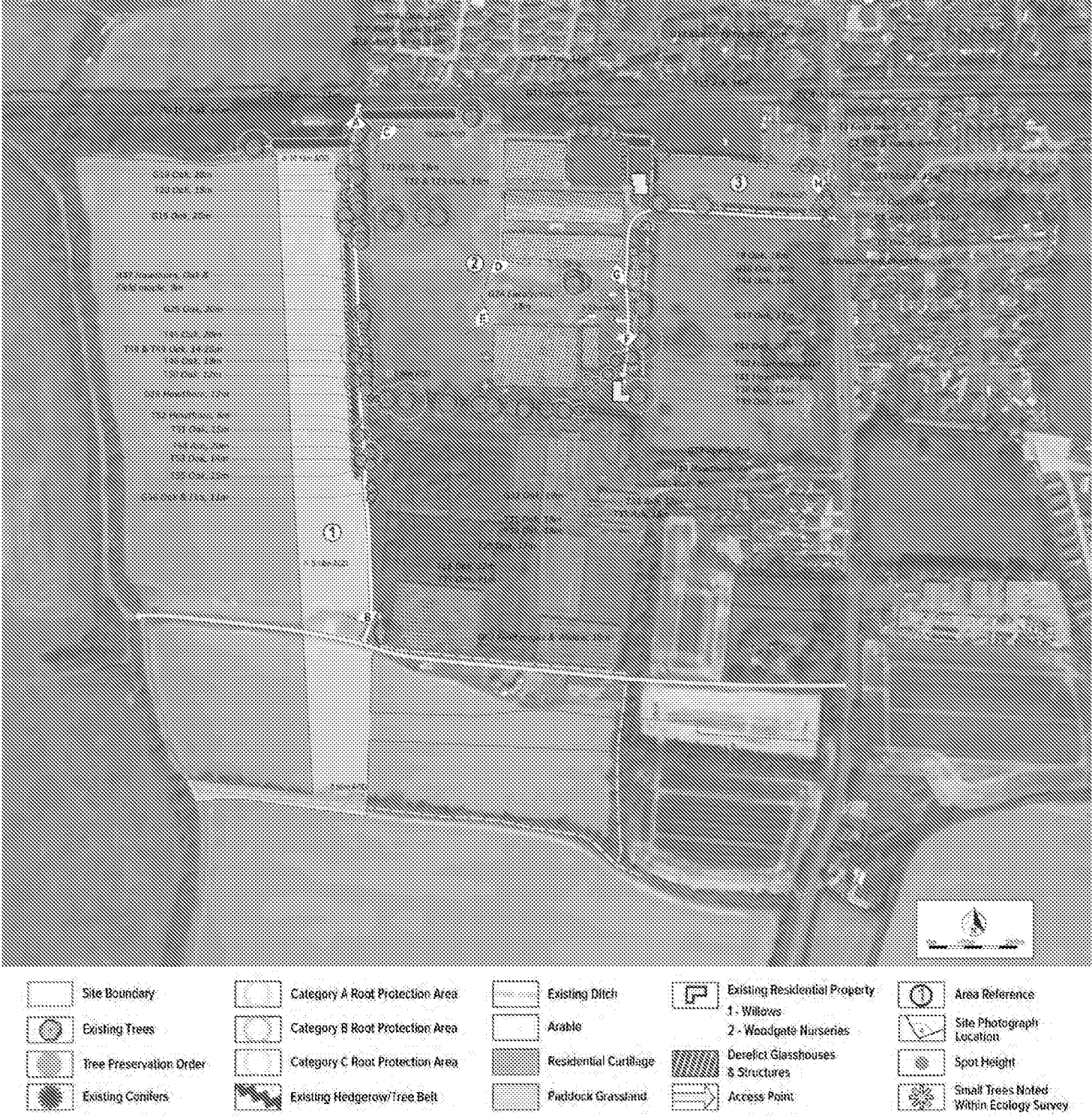
The field to the west is characteristic of its agricultural land use, forming part of a larger regular sized field on the periphery of the settlement. By contrast, the central former nursery area contains several large disused glasshouses and polytunnels associated with its former function, and two residential properties. Overall, the area reflects an unmanaged and derelict character which does not positively contribute to the locality.

To the east, the small unmanaged paddock/neutral grassland parcel also comprises limited features beyond the boundary treatments, truncated from the wider network of smaller fields by the surrounding residential development along the A29 - Lidsey Road.

Northern Boundary

The northern extent of the site comprises a variety of low-quality boundary treatments such as the railway line, fencing, dense unmanaged vegetation which includes belts of conifers, and gappy sections of hedgerow. Higher quality features are limited to a handful of Category A & B Oak and Ash trees located sporadically along the boundary. T16 is subject to a provisional TPO, however the Oak tree (T1 within the TPO) further along the boundary to the east lies outside the site.

The irregularity of the boundary is a result of adjacent land parcels to the south of the railway line which include a disused piggery and abandoned structures to the



northwest, and the car park and garden area associated with the Public House to the northeast.

Eastern Boundary

The eastern boundary borders the neighbouring residential site and is physically defined by a ditch aligned with mature trees. Several of the trees are identified as Category A & B Oaks and are also subject to a TPO. This section of the boundary is also interspersed with various small, dilapidated buildings and garages associated with the former nursery and residential properties located within the southeastern corner (Woodgate Nurseries), and north of the access track (Willows). Overall, it currently reflects a degraded character and is discordant, weak and requires management.

The northeastern extent of the boundary comprises the current access track, which extends to the A29 Lidsey Road. A short section of ditch bordered by several mature Maple, Ash and Oak trees separates the site from the road. The Ash group within this area is identified as Category U, whilst the Oak and Maple are Category B & C and provide an element of screening into the site from the road.

A mature Category A Oak lies directly south of the existing entrance along the A29. The remainder of the southern side of the track is mostly defined by low quality fencing, and the rear garden boundaries of the newly constructed properties directly beyond (Brannon Drive)

Southern Boundary

The southern site boundary doglegs the neighbouring derelict nursery site, continuing south across a private track and arable field. It is typically defined, for the most part, by low quality fencing, mature tree belts and vegetation, however the section crossing the field is undefined on the ground before it meets the wider field boundary ditch. The trees along the boundary contribute to the enclosure and screening of the site, characteristic of a shelterbelt, and comprising a high number of Category A & B Oaks with some Ash and Category C Hawthorn. Several of the trees along this boundary are subject to the provisional TPO.

Western Boundary

The western boundary of the site is undefined on the ground.

Internal

Whilst the majority of high quality and key features relate to the wider boundaries, T21-T23 are identified as Category A and B Oaks within the northwestern extent of the nursery area. T21 and T23 are also subject to a provisional TPO. These mature trees, at circa 19m high, denote a former historic field boundary, removed to accommodate horticultural uses such as plantation areas on site.

There are also several low quality Category C trees associated with the residential properties and former nursery which include species of Apple, Eucalyptus and Hawthorn. The ecology survey also noted a few small scrubby native trees within the southern section of the site.

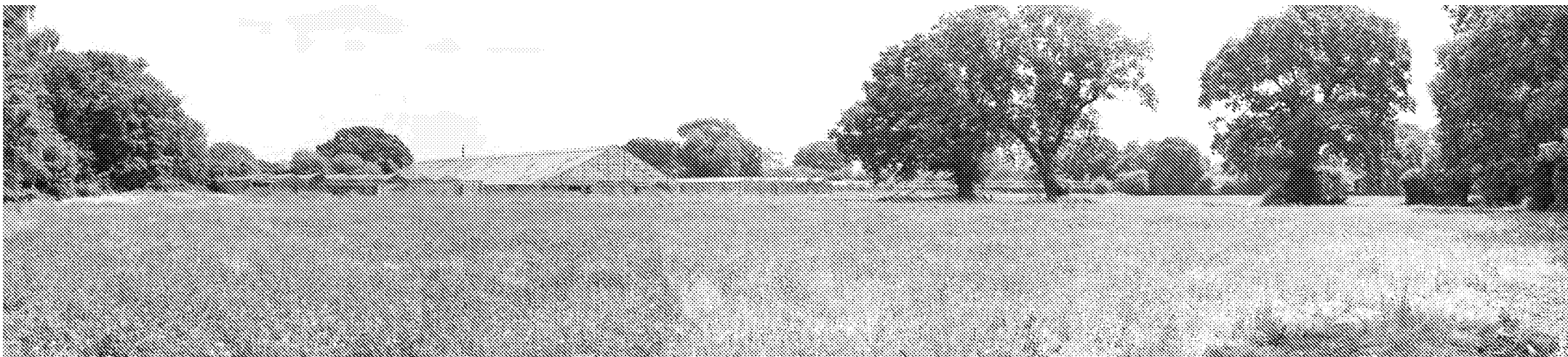
A private track also runs south from the railway line, physically separating the nursery site and adjacent arable field to the west. The track is flanked by tree belts (subject to a provisional TPO) and species rich native hedgerows, however the western aspect reflects a more open character in places with scattered trees. The track affords access to the adjoining field, continuing south alongside the nurseries.



Site Photo A - View south along existing private track running parallel to western nursery boundary. Track affords access between the railway line to the north and fields to the south. Mature trees provide a degree of enclosure and filter views west. Route is considered low quality with degraded character and features in places.



Site Photo B - View north across western agricultural field [1] towards railway line. Mature vegetation aligns eastern field boundary with adjacent nursery sites. Wider field is enclosed by Lidsey Landfill site to the west.



Site Photo C - View southeast across the central nursery parcel [2]. Area reflects a derelict and degraded character with large glash houses in a state of disrepair. Mature boundary vegetation provides enclosure but is poor quality in places and requires management. Central group of Category A and B Oak trees (T21 - T23) are remnant of a former field boundary. Northern boundary with railway line is gappy and poor quality.



Site Photo D - View towards southeastern corner of the central nursery site [2]. Overall low quality and condition. Mature Category A and B Oak trees, along boundary with adjacent residential properties are covered by a TPO and reflect high quality features.



Site Photo E - View towards western boundary of the central nursery site [2]. Key features limited to mature Oak trees (T45 - 50) which provide enclosure and are influential in limiting intervisibility with the western arable fields [1].



Site Photo F - View north along eastern nursery boundary. Low quality and degraded structures create discordant boundary with adjacent residential development.



Site Photo G - Quality and condition of existing ditch (beyond eastern boundary) and TPO trees impacted by derelict nature of site and overall degraded character. Thakeham Homes development visible in the background.



Site Photo H - Paddock/grassland area to the east [3] is typically enclosed by mature vegetation of varying condition and quality.

Ecology

The site comprises sparsely vegetated land, bramble scrub, modified grassland, individual trees, hedgerows, developed land, buildings and running water (consisting of a drainage ditch). It is bordered by farmland and a former plant nursery business.

Protected species identified during Phase 2 surveys at this site include badgers, foraging and commuting bats, reptiles, breeding bird species and overwintering bird species.

The trees within the hedgerows on site were found to have negligible potential for roosting bats. Nine individual trees within the footprint of the proposed development area exhibited potential roosting features and were subsequently surveyed further with T1 resulting in a moderate potential suitability.

All of the structures on site were assessed as having a Negligible suitability for roosting bats.

The habitats contained within the site have limited value to foraging bats as there is a lack of semi-natural habitats to support a continuous supply of invertebrates. However, the hedgerows offer some foraging opportunities and linear features for commuting and are connected to other hedgerows and scattered trees in the wider landscape. The development site is not considered to be important to bats beyond the local level.

Surveys for dormice and great crested newts did not identify any evidence that these species are found in this locality. As a result, no further surveys or mitigation measures are recommended with respect to these species.

A separate detailed mitigation statement and Habitat Creation and Management Plan is recommended to detail how badgers, bats, reptiles, breeding birds and overwintering birds will be protected through the development and where possible, net benefits be provided to the conservation of these species through outline proposals.

Within the immediate context of the site, the wider western field boundary and land along the base of the adjacent landfill site forms part of a Biodiversity Corridor, as identified within the Aidingbourne Neighbourhood Plan (see Figure 02).

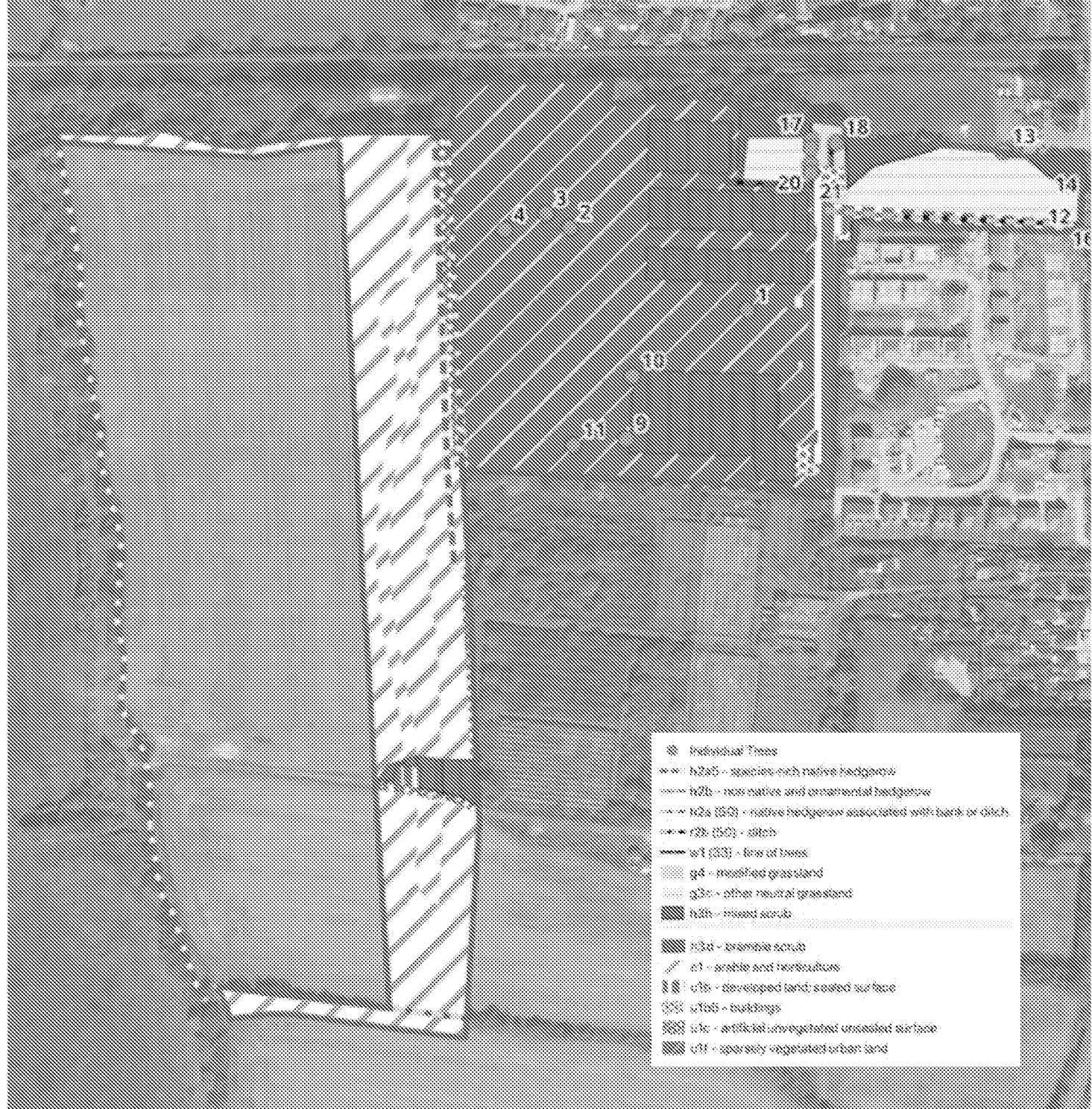


Figure 03 - UK Hub Footprint Map of the site

Visual Context

The ZTV illustrated that there was potential for views towards the development within the site (set at 8m) from within approximately 3km.

Site visits however concluded that the extent of potential views was significantly influenced by the low lying topography of the area, as well as the high level of mature vegetation cover aligning field boundaries, rides, ditches and roadsides, which are effective at containing views to within an approximate 500m radius.

The landfill area to the west of the site is also influential in truncating views and restricting intervisibility and associations with the wider arable context further west of the site as it forms a notable elevated and man-made feature in the otherwise flat landscape.

Intervisibility with the existing settlement of Woodgate is limited to the adjacent residential development directly north and east. Views from Lidsey Road are typically restricted by existing settlement and vegetation, with the exception of a short section which affords views into the grassland area comprising the northeastern extent of the site. Views from the south are restricted by intervening vegetation around the site and neighbouring nursery. The visual analysis has been considered in accordance with the approved permissions for the adjacent sites, which will have a marked change to both the extent of current available views and their character.

Key Views

The following photographs have been selected to illustrate the key views afforded from the limited public receptors within the refined visual envelope and include:

- Lidsey Road (A29).
- Brannon Drive (Thakeham Homes scheme).
- Alternative PRoW Route - Running along eastern boundary with landfill site.

A wider suite of Representative Views are available within the LVIA submitted separately.

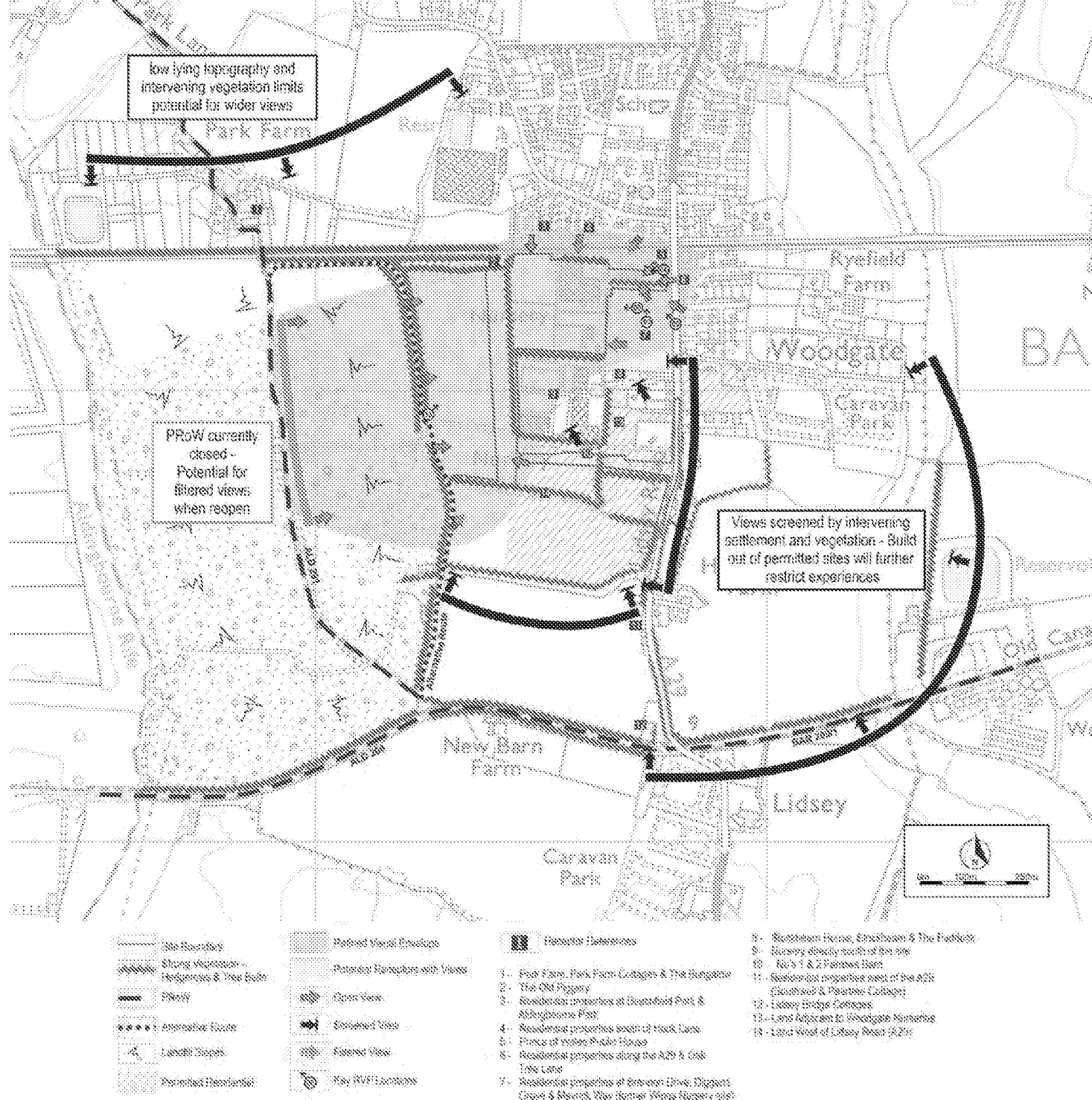


Figure 14 - Visual Context & Key View Locations



RVP04 - View southwest towards site from the A29 Lidsey Road, South of Prince of Wales pub. Thakeham Homes development forms part of the street scene			
Distance From Site	<1km E	Bearing at Image Centre	230°
OS Grid Reference	ST 53502 194284	Camera Focal Length	50mm. Fixed lens
Date & Time	05.10.2024 AM	Weather Conditions	Clear



RVP06 - View west from A29 Lidsey Road. Open views towards the Thakeham Homes development which forms a prominent street scene			
Distance From Site	0.5km E	Bearing at Image Centre	124°
OS Grid Reference	TQ 83877 04140	Camera Focal Length	50mm. Fixed lens
Date & Time	16.05.2024 AM	Weather Conditions	Clear



RVP09 - View towards eastern site boundary from Brannon Drive				
Distance From Site:	81m E	Bearing at Image Centre:	271°	
OS Grid Reference:	511 53734 04260	Camera Focal Length:	50mm fixed lens	
Date & Time:	06.06.2024 AM	Weather Conditions:	Clear	



RVP10 - View north along Brannon Drive towards access track and northeastern section of the site				
Distance From Site:	76m S	Bearing at Image Centre:	151°	
OS Grid Reference:	511 53735 04150	Camera Focal Length:	50mm fixed lens	
Date & Time:	06.06.2024 AM	Weather Conditions:	Clear	



RVP13 - View northeast from alternative route to PRoW ALD291 along eastern edge of landfill site				
Distance From Site:	122m W	Bearing at Image Centre:	34°	
OS Grid Reference:	511 53725 04160	Camera Focal Length:	50mm fixed lens	
Date & Time:	06.06.2024 AM	Weather Conditions:	Clear	

Site Considerations

These are based on initial technical studies and observations and have been used as a preliminary tool to guide the development and GI framework. These include:

Green Infrastructure:

- Retain/translocate of existing native trees and hedgerows of value - Tree Survey to identify relevant categories and Root Protection Areas (RPA's).
- Retention and enhancement of existing ditches - management of overgrown ditches to improve function and habitat value.
- Retain and enhance connectivity with wider Biodiversity Corridors to the west.
- Incorporate any additional habitat constraints identified within the ecology surveys.
- Consider levels and location of SUDS features to address water management on site.
- Ensure sensitive transition to wider field through appropriate boundary treatments and GI.

Access:

- Ensure safe vehicular access onto A29 Lidsey Road via approved access and junction as part of the adjacent permitted scheme.
- Retain existing access to A29 Lidsey Road as a pedestrian and cycle link only.
- Consider pedestrian links to existing PRoW network to the west.

Visual Amenity:

- Ensure amenity of adjacent residential properties - ensure no overlooking and protection of privacy.
- Mitigate, where possible, views towards the development from receptors to the north and east - retain and enhance boundary treatments and consider opens spaces and landscape buffers to filter views.
- Consider audible influence of adjacent railway line.
- Consider influence of activities and potential audible influence associated with the Prince of Wales Public House.

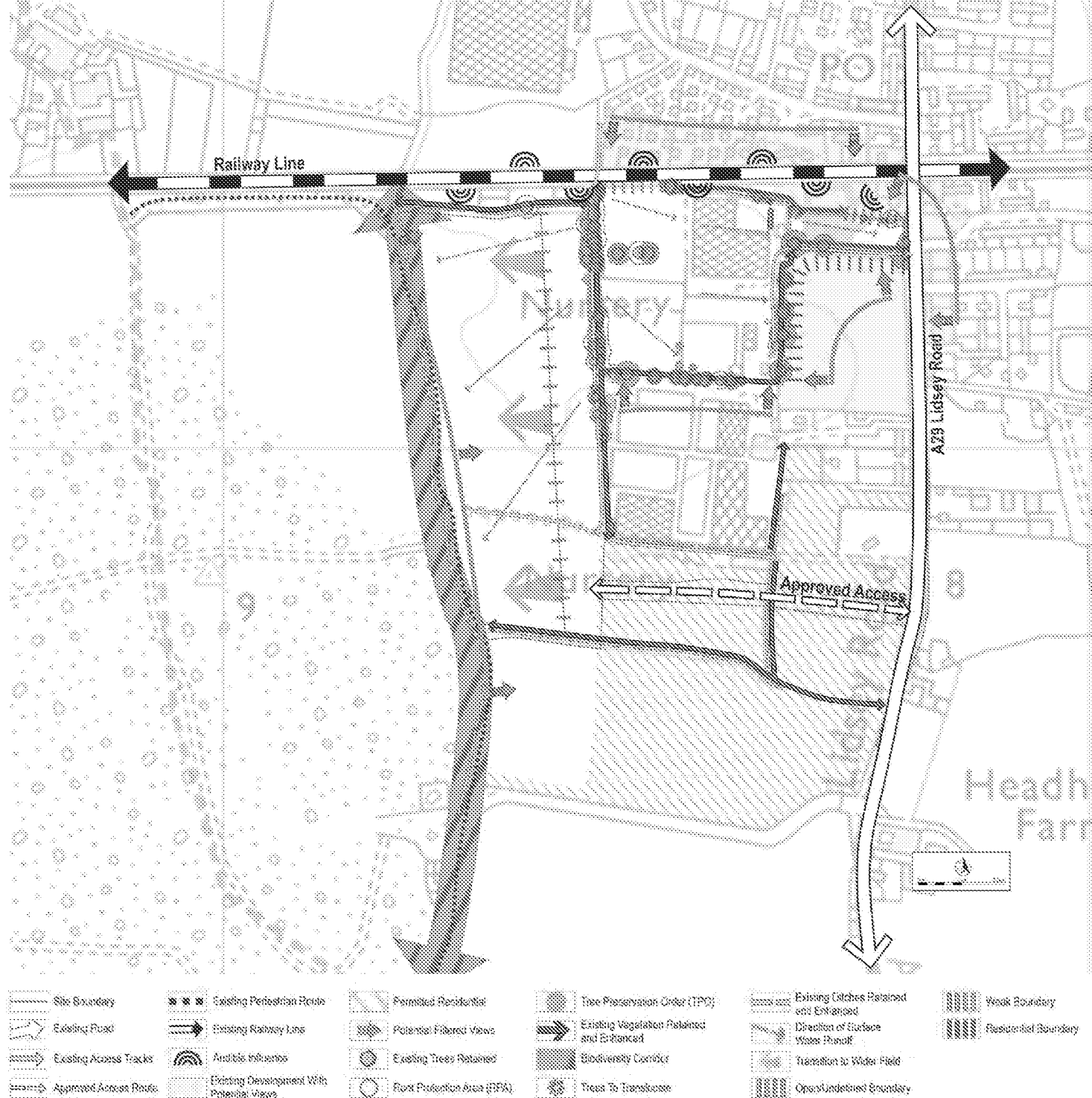


Figure 4-1: Site Considerations

3. THE PROPOSALS



Fig 16- Illustrative Masterplan
FRONT STREET COUNCIL, ALPACAZO CITY
Page 126

Landscape Led Approach

The following objectives have derived from the various policy and ADDG Design Code Criteria and will be used to steer the landscaping strategy throughout the design evolution.

1. Deliver appropriate safe new vehicular access from the A29 through the approved adjacent application.
2. Retain existing access onto the A29 Lidsey Road as a primary pedestrian and cycle link. Deliver safe off road connections to existing facilities and development to the south from the A29.
3. Retain and enhance vegetation along the eastern boundary with adjacent residential properties to maintain privacy and visual amenity. Create attractive landscape buffer between developments, affording opportunities for SuDS, informal open space and habitat. Hedgerows and ditches within the site retained and managed for biodiversity and habitat connectivity.
4. Western boundary to proposals defined by attractive strong linear north x south semi-natural corridor (circa 50m wide). Corridor to facilitate access road, provide positive benefits to local GI network with proposed native tree and hedgerow planting, SuDS habitat creation and additional connectivity of existing features with adjacent proposed development areas. Delivers informal routes for recreation and wider links to the south.
5. Explore opportunity of pedestrian connection to existing PRoW to the west.
6. Existing trees of value retained within amenity areas. Area to include formal play provision (LEAP) with easy accessibility by foot or cycle.
7. Integrity of Biodiversity Corridor to the west retained through management of existing site features and additional connectivity of proposed boundary treatments and GI network.
8. Development contained to central areas to reflect settlement pattern. Existing boundary vegetation enclosure to proposals in line with LCA characteristics.

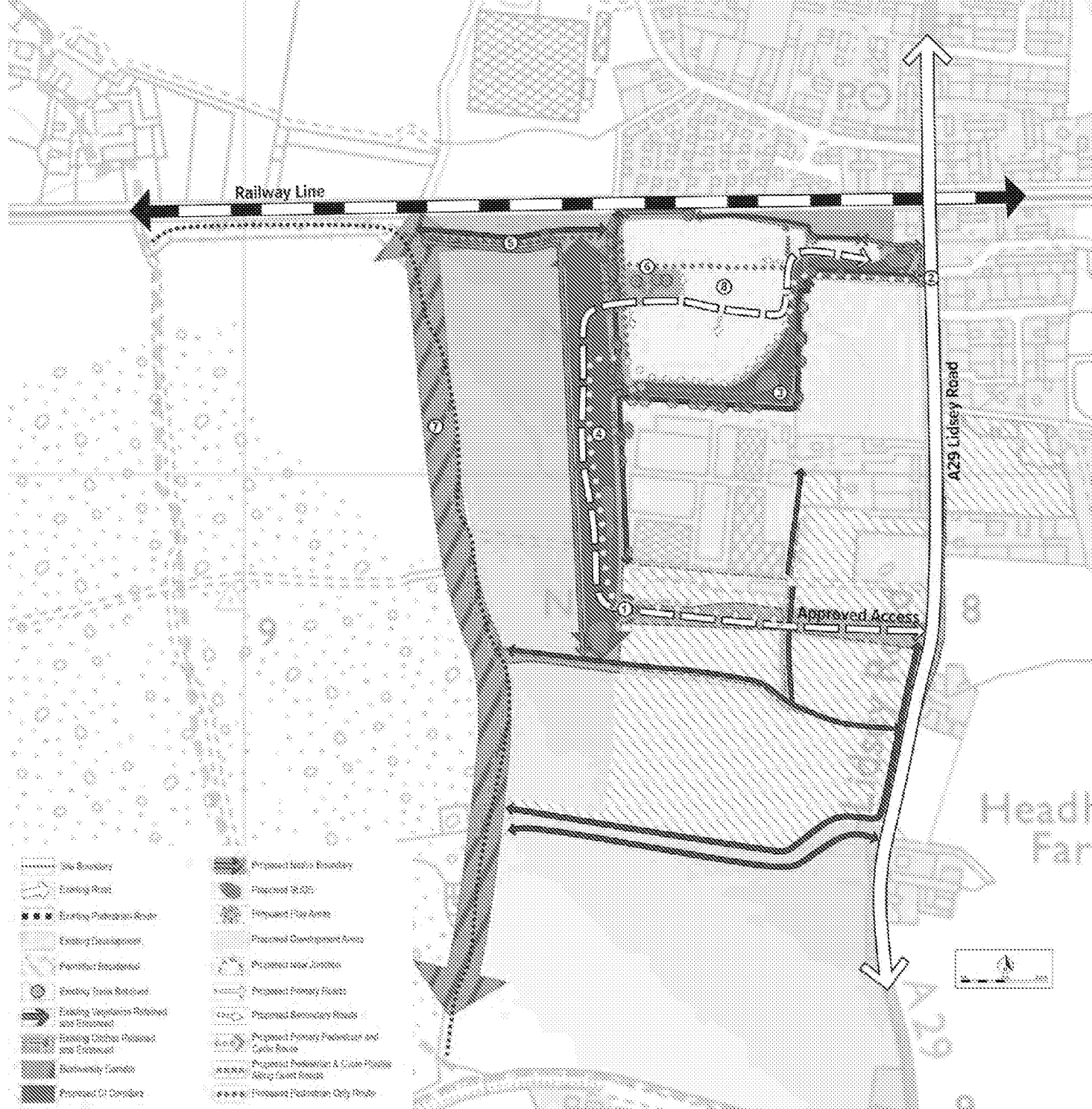


Fig 17 - Landscape Strategy

Landscape Structure & Natural Resources

The proposed access road will be delivered within a minimum 45m wide green corridor that extends along the western boundary, ensuring a semi natural transition between the development area and wider field. It will be delineated by a new native hedgerow along its western edge to create a defensible boundary with the adjacent field and to sensitively respond to the surrounding field pattern and L2 character. This area will remain free of development with opportunities for SUDS, additional native planting and recreational routes linking to the adjacent permitted schemes to the south.

Around the wider site, existing natural features of value, including ditches, drains, trees and hedgerows, have been broadly retained within local green corridors and open spaces, with development avoiding Root Protection Areas (RPA's) and ensuring access for maintenance. These corridors form part of a considered multifunctional network that delivers opportunities for recreation and well-being, placemaking, SUDS and biodiversity. They are also integral to ensuring the continued enclosure and filtering of views from the limited receptors and to provide setting and scale to the proposals.

Removal of existing features is minimal and required to facilitate the access road, SUDS and to enhance overall contribution to character. Any losses will be compensated for within the wider proposals through new planting, management and enhancement of features to ensure enhanced connectivity around the site and with the wider GI network, and longevity of species and structure.

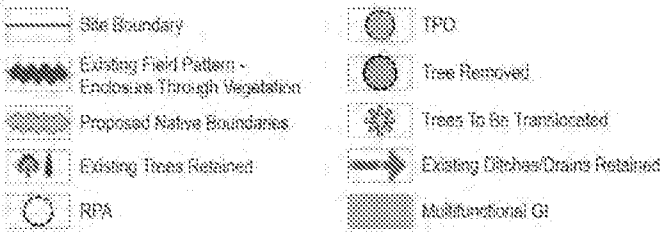


Figure 18 - Structure & Natural Resources

Biodiversity & Habitat

Existing habitats of ecological value have been retained as part of a site wide GI network. The proposals afford opportunities to widen and extend existing corridors to deliver enhanced connectivity with the surrounding local network and strategic wider Biodiversity Corridors.

Existing boundary vegetation will be retained and managed to enhance connectivity around the perimeter of the site and ensure longevity of features. There is also potential to translocate existing features within the development area, such as small native trees, to form part of the wider semi natural corridors.

A new native hedgerow will define the western extent of the proposals, creating a semi-rural edge with areas of informal scrub and native tree planting amongst areas of neutral grassland. The hedgerows will be planted at a density of five hedge trees per linear metre and will comprise of 50% hawthorn, with not less than five additional native tree species forming the remainder of the planting mix, including species such as blackthorn, dogwood, field maple, hazel, purging buckthorn, wild privet and guelder rose.

The open spaces, particularly those identified as 'Natural and Semi-natural open space', and areas comprising SuDS features will be sown with species rich wildflower mixes and will comprise additional areas of scrub for wildlife foraging and habitat opportunities. Native trees will be planted around the scheme with opportunities for formal street trees and areas of planting within localised areas to encourage pollinator species and diversity.

A detailed lighting strategy is not proposed for this outline application, however lighting will be considered to avoid impacts upon sensitive habitats, foraging and commuting routes. Features for roosting Bats and nesting Birds will be considered as part of any detailed proposals and Landscape and Ecology Management Plan (LEMP).

The Statutory Biodiversity Metric calculation has demonstrated that the proposed scheme will result in a likely net gain of habitat units and satisfies the trading rules.



Figure 19 - Habitat Strategy

Blue Infrastructure

Having regard to the detailed findings in the Ashdown SI Ltd. Site investigation report, due to the presence of high groundwater within the site infiltration drainage will not be possible. Attenuation drainage will be provided on the site in accordance with planning and drainage policy requirements.

The site topography is such that the site drains towards the south and west of the site. The site is relatively flat and drains towards the main ditch running through the site and the ditch along the southern boundary adjacent to the road. The surrounding ditches all drain to the west, as indicated on the SFRA mapping.

The three coloured areas show the catchment areas used in the storage calculations.

Attenuation within the proposed surface water drainage strategy will be provided by detention basins or other shallow SuDS features on Site, before discharging to new or existing ditches within the site connecting to the existing watercourse adjacent to the site that drains to the east and west.

The discharge rate will be restricted to the Greenfield runoff rate (QBAR), in accordance with Arun DC policy. It is noted that Qbar calculations relate to only the positively-drained impermeable surfaces.

It is anticipated that swales, filter strips and filter drains will feature extensively within the SuDS scheme, together with other shallow conveyance systems. Taking into account the potential for flotation and groundwater infiltration components will need to be lined and weighted sufficiently to withstand flotation pressures. These are considered to be feasible when having regard to the aforementioned detailed site investigation.

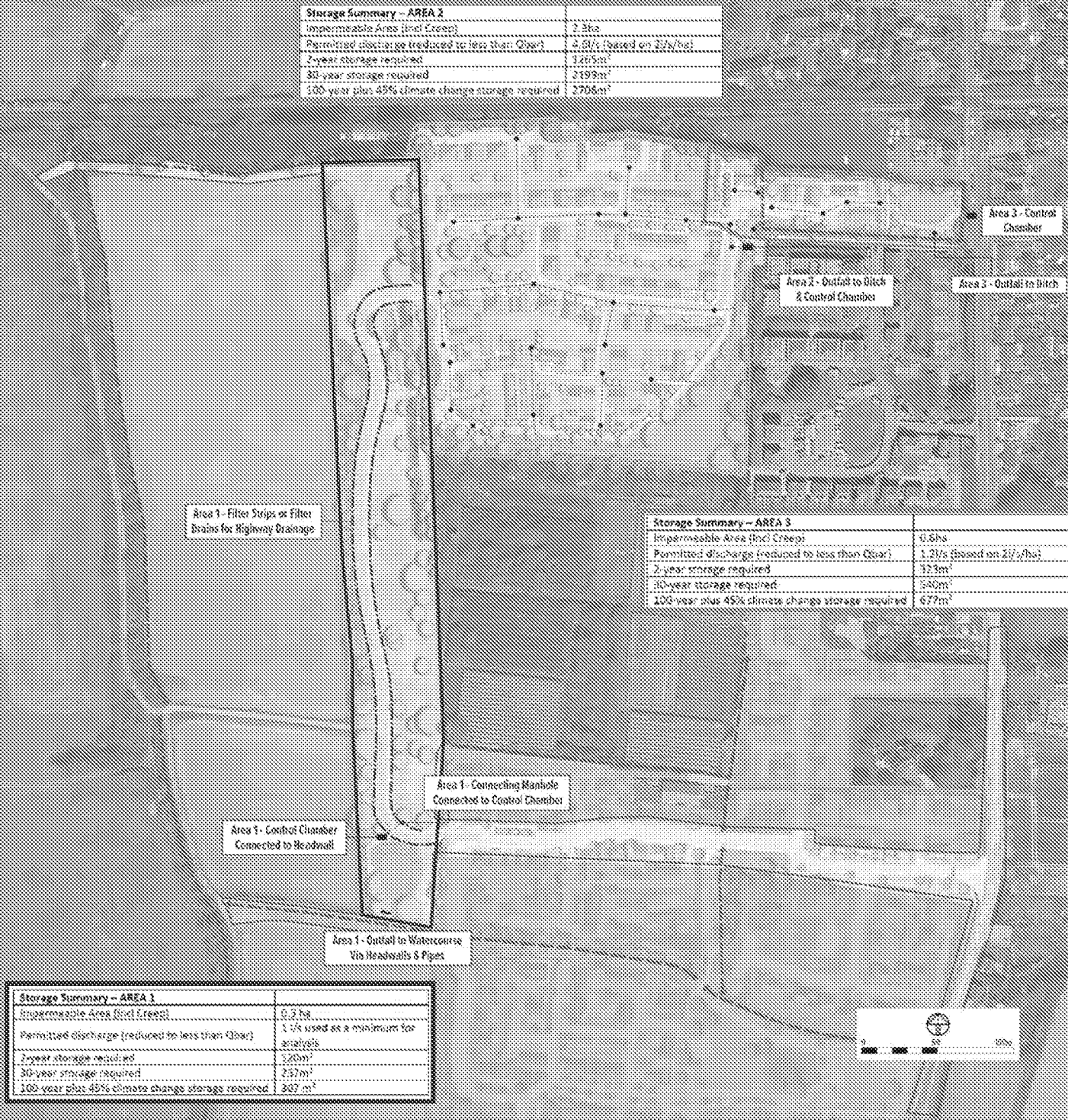
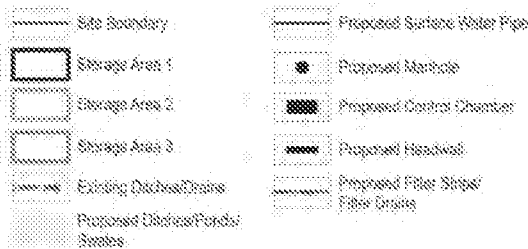


Figure 20 - Blue Infrastructure

Movement Strategy

Primary vehicular access into the site will be delivered through the approved access proposals shown in Figure 05 that include the off-site works comprising a new footway and connection to the existing footway along the western side of the A29.

A pedestrian and cycle access from the A29 Lidsey Road will be provided into the site along the existing private road, as well as providing secondary emergency access. This access will include a bollard to prevent unauthorised vehicular access and includes a proposed crossing for pedestrians and cyclists which will tie into the 3.0m wide footway/cycleway provided by the Woodgate Centre application (See Figure 06).

The illustrative masterplan proposals include adoptable standard roads which are served by footways and shared foot/cycle paths. In addition, dedicated segregated pedestrian and cycle paths are indicated through the layouts open space to craft a purposeful walkable neighbourhood to support the goal of healthy safe communities.



Figure 21 - Movement Strategy

Pedestrian Cycle Movement

A permeable network of streets has been established to encourage walking and cycling throughout. The street network incorporates 2m wide footpaths as well as a 3m wide combined footway/cycleway adjacent to the principal access road that continues off road through public open space to ensure a safe connection to Lidsey Road along the existing access track.

Additional quiet on road routes can also be waymarked throughout the development, enhancing links to the play area and increasing overall permeability.

Informal recreational routes are proposed within the green corridors, and a new pedestrian footpath connection to the existing PRoW to the west of the proposals provides opportunities to extend accessibility with the wider rural PRoW network.

-  Site Boundary
-  Existing Highway
-  Approved New Junction
-  Existing Access Restricted to Pedestrian & Cycle Only
-  Link to Existing Bus Stop
-  Proposed Pedestrian & Cycle Route
-  Proposed Pedestrian & Cycle Route Along Quiet Road
-  Proposed Pedestrian Only Route
-  Existing PRoW
-  Proposed Informal Pedestrian Routes



Figure 22 - Pedestrian Cycle Movement

Parking Strategy

Car parking provision will be in accordance with the Arun Parking Standards SPD, which includes ensuring that each property with a garage or driveway will be provided with an electric vehicle charging point.

The following table outlines the parking requirements based on the dwelling size.

Number of Bedrooms	Number of Habitable Rooms	Parking Requirement (Behaviour Zone 2)
1	1 to 3	2 Spaces
2	4	2 Spaces
3	5 or 6	2 Spaces
4+	7 or more	3 Spaces

The masterplan is policy compliant, affording a mix of residential and visitor parking evenly distributed across the development. A variety of on plot, frontage, rear garden and courtyard parking is proposed. These areas will be inter-planted with trees to provide shade, wildlife habitat and enhance the street scene. Parking areas will generally be overlooked or secured on plot.

Unallocated visitor parking spaces are also provided in accordance with policy standards (of 10%). In addition, all houses will be provided with secure covered cycle storage in line with policy requirements and will be easily accessible to encourage cycle use.

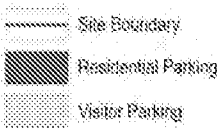


Fig.23 - Parking Strategy

Built Structure & Development Plots

The proposals comprise an indicative mix of detached, semi-detached and terraced and apartments housing generally projecting to a height of 2 storeys utilising a traditional, vernacular design which is sympathetic to local character.

Housing tenures would be well balanced with affordable dwellings suitably 'pepper-potted' throughout the site. Affordable Housing will be designed to be tenure blind to ensure they are indistinguishable from the market dwellings to ensure cohesion and inclusiveness within the development.

The irregular perimeter block structure is typical of those found throughout this area, as well as Arun as a whole, and are large enough to fit amenity space, gardens and parking, but small enough scale to facilitate a permeable and walkable street pattern.

There is a clear separation between public and private realms, with enclosed private rear gardens and frontages overlooking the street. Opportunities for focal points, buildings with architectural interest and opportunities for architectural detailing will be undertaken.

Enclosure and boundary definition will be provided through a variety of means including, formal and informal, low walls, fences, railings and soft landscaping.

The size of block also ensures that all back to back properties can achieve a minimum distance of 21m and back to side distances of 14m.

Housing Mix	Type	%	Total
Affordable	1 Bed Apartment	0.1	4
	2 Bed House	0.4	16
	2 Bed Apartment	0.2	8
	3 Bed House	0.25	9
	4 Bed House	0.05	2
		1	39
Market	2 Bed House	0.4	36
	2 Bed Apartment	0.05	5
	3 Bed House	0.45	41
	4 Bed House	0.1	9
		1	91
			130



Fig.24 - Built Structure

Landscape Density & Character

The Illustrative Masterplan takes a 'landscape led' approach to design. The gross density has been calculated excluding the red line area that incorporates the estate road corridor through Woodgate phases 1 and 2 which has already been approved in previous applications. This reduced area of 8.4ha yields a gross density of 15.5dph at the lower end of Arun District Council's Design Guide SPD (15-25dph), indicating a high proportion of open space.

The perimeter blocks create natural surveillance over the public realm with secure and enclosed rear gardens and clear distinction between public and private space. The existing maturely vegetated boundaries to the development area will be supplemented with strategic planting with potential for large trees without interfering with residential amenity and daylight with strong defensible boundaries.

Key Principles

- ① Back-to-back distances are a minimum of 21 metres depth.
- ② Back to side distances are a minimum of 14 metres depth.
- ③ Houses address the street and overlook public open space.
- ④ Building turns the corner to prevent a blank gable end.
- ⑤ On-street frontage parking interspersed with landscaping.
- ⑥ Off street on plot parking to the sides of houses.
- ⑦ Unallocated visitor spaces parallel to the street.
- ⑧ Small apartment parking court.
- ⑨ Rear courtyard parking.
- ⑩ Irregular width tertiary streets with shared surfaces.
- ⑪ Off road combined cycle/footway running through green corridor.
- ⑫ Local area for play and gathering.
- ⑬ Swales and ponds within open space areas providing conveyance and storage of surface water as part of attractive semi natural GI network.
- ⑭ Western buffer to reflect semi natural character with defensible hedgerow boundary, native trees and informal planting.



Fig.25 - Landscape Character Areas

Open Spaces

Overall, the proposals will deliver circa **17,085m²** of public open space. This provides 8,648m² in excess of the policy requirement for up to 130 dwellings identified in Table 01.

SUDS features, including ditches, have not been included within the calculations, in line with the ADC requirements.

Figure 26 illustrates how the following typologies could be represented across the site. A rationale is also outlined in the following text.

Play Space

Using the Arun Open Space and Play Calculator, the requirement for Play Space is identified as 1,573m² which breaks down into the 2 categories of 'Equipped Play' (715m²) and 'Other Outdoor' (858m²).

Whilst the proposals trigger the threshold for A NEAP, the SPD states that the recommended size should be circa 1000m² (0.10ha) which would exceed the total equipped play requirement of (715m²).

Within the context of the surrounding approved permitted residential schemes, the site will lie within the recommended walking distances of several proposed LEAPS and a NEAP.

It is therefore proposed that a LEAP (435m²) is delivered on site, and the remaining 1,138m² required quantum for 'Play Space' is added into the other open space typologies of Natural and Semi Natural and Amenity Green Space.

Parks and Gardens

The scheme, at up to 130 dwellings, does not trigger the 'Parks and Gardens' threshold (143 dwellings), however the online calculator includes a provision of 2,288m² within the total overall public open space requirements. The provision for this typology will therefore be discounted from the proposals as shown in Table 01.

Natural and Semi Natural

The proposals demonstrate an excess of circa 9,717m² against the policy requirements.



Fig 26 - Open Space

Table 01 - Open space calculations

ADC Categories	SDP Typologies	m² Per Person	Required Provision for 286 Population (130 Dwellings)	Trigger Threshold	Masterplan Provision
Public Open Space	Parks and Gardens	9	2,228m²	143 or more dwellings (Minimum size 1ha) (Minimum size that The proposal of 140 dwellings does not meet the threshold for this provision)	MA - provision to be deducted from total requirements
	Amenity Green Space	6	1,716m²	15 or more dwellings	1,765m²
	Natural and Semi natural	18	5,148m²	57 or more dwellings	14,665m²
	Total Public Open Space		9,152m²		16,650m²
Play Space	Local Areas of Play (LEAPs)	2.5	715m²	9 or more dwellings (Minimum size 100m2)	0 - Proposed LEAP will deliver typology on site
	Local Equipped Areas of Play (LEAPS)			34 or more dwellings (Minimum size 400m2)	1 x LEAP @ 435m²
	Neighbourhood Equipped Areas of Play (NEAPS)			63 or more dwellings (Minimum size 1000m2)	0 - Site lies within catchment distance of proposed NEAP to the south
	Other Outdoor - Multi-use Games Areas (MUGA) & Skate Parks	3	858m²	83 or more dwellings (Minimum size 1000m2)	
	Total Play Space		1,573m²		435m²
Total using on-line calc			10,725m² - 2,288m² Parks and Gardens provision = 8,437m²		17,085m²

The majority of these areas will comprise existing landscape features such as trees, hedgerows and ditches to ensure their protection and longevity.

These features will form part of informal recreational routes within naturalised green corridors around the site and will also provide GI connections with the wider permitted schemes as part of a holistic open space network.

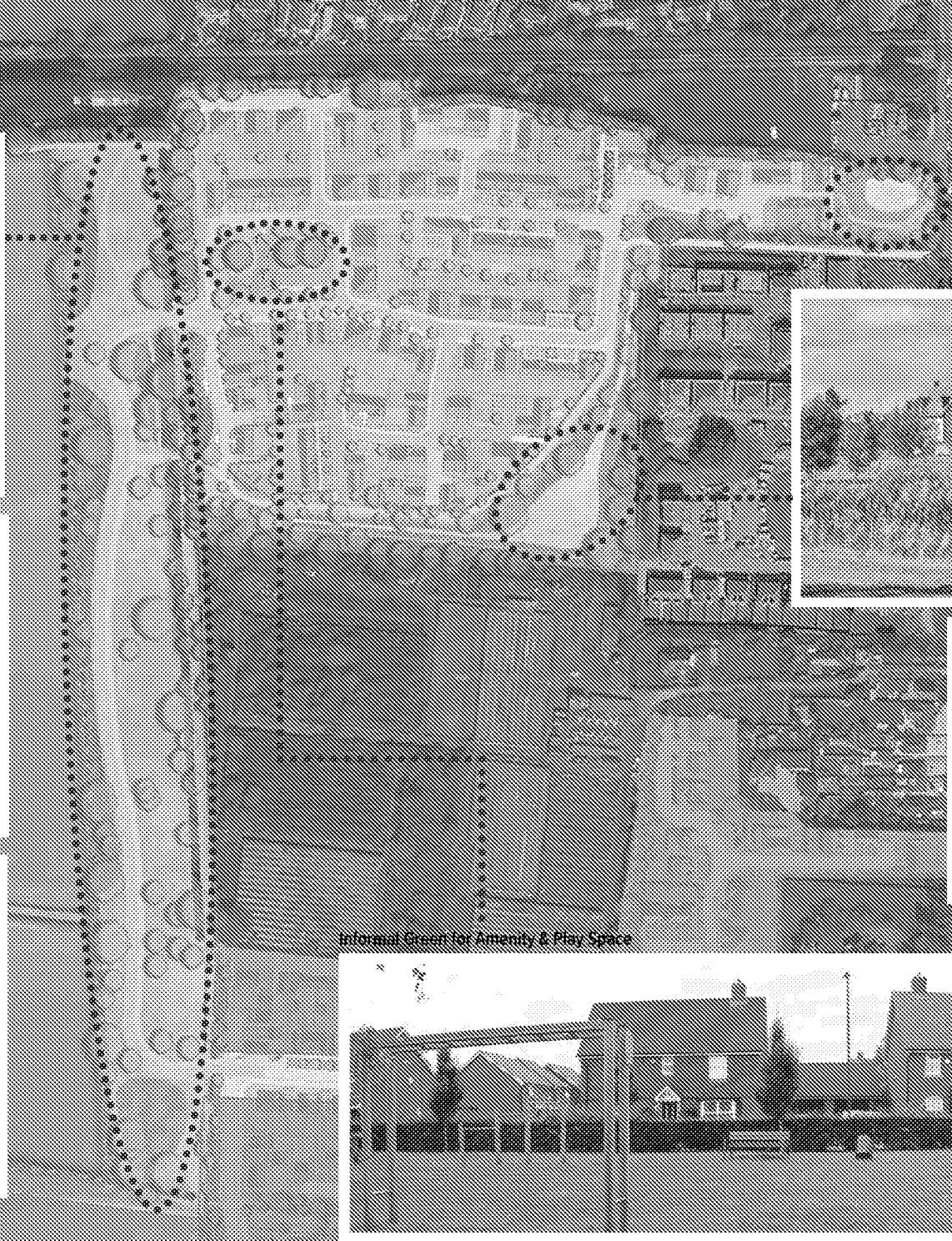
Amenity

An amenity area incorporating the proposed LEAP is located within the western extent of the site. This provides informal kick-about space in tandem with the equipped play facilities as part of a naturally surveyed and attractive threshold to the proposals.

This location is also easily accessible via safe pedestrian and cycle routes from within the site which interlink with the wider permitted scheme to the south.

Open Space Character

Rural Edge - Semi Natural Corridor



Naturalised SUDS Area and Informal Grassland



Informal Green for Amenity & Play Space



Climate Change & Sustainability

Hanbury are committed to achieving new development in a sustainable manner to ensure that natural resources are used prudently.

The sustainability of the site has been considered not only in its design approach and opportunities for innovative design but also for its ability to adapt to the future environment.

The development will incorporate, as far as possible, a strategy for sustainable design, which encourages the reduction of energy consumption and as such will at the reserved matters stage examine the contribution of a range of measures.

Location and layout

The location of the scheme is considered a sustainable location by virtue of its central location and close proximity to a range of services and facilities in Westergate, Eastergate and Barnham, notwithstanding those further afield at Bognor Regis and North Bersted.

The layout has been designed to make the most efficient use of land by thoroughly identifying constraints and proposing a development with an appropriate density for the village and countryside edge location.

The site provides an opportunity for development in a location that is considered out of flood risk and has the opportunities to provide a comprehensive SUDS and drainage strategy within the site.

In order to maximise sunlight and passive solar energy, the majority of development to be positioned broadly south with streets predominantly east x west (Policy DDM1).

The proposal incorporates a substantial amount of new public open space and allows for an improvement in ecological value and wildlife habitat.

Hydrology

Surface water from the site will controlled and released to the existing ditch network at greenfield runoff rates. Excess runoff will be temporarily stored on site during storm events.

Attenuation for large storm events will meet best practice and manage peak flows and surface water flood risk from the site.

Sustainable Drainage Systems (SuDS) will be utilised as part of the proposed development.

The use of SuDS will also provide water quality and biodiversity benefits in addition to reducing surface water flood risk.

The residential development area is located wholly within the lowest flood risk category 'Flood Zone 1' for the lifetime of the development, assessed as having a less than 1 in 1000 (<0.1%AEP) annual probability of flooding.

Sewerage

Foul water from the site will be connected to the existing sewer network to the east of Lidsey Road. Subject to final design, gravity sewers will serve the site draining to the existing foul sewer network via a new point of connection between manhole MH7201 and MH7102.

Access and movement

The development will benefit from having a comprehensive footway and footpath network ensuring that pedestrian access can be integrated with the existing community and not isolated.

The application site is located within walking distance of a range of key facilities and services found within Woodgate including a local shop, pub and Aidingbourne Primary School. Additional facilities including a secondary school, medical facilities, recreation ground and village hall are located in nearby Westergate. Public transport services are provided by buses linking Bognor Regis, Westergate and Yapton.

More frequent bus services are provided through Westergate to Chichester and Arundel. The development will complement safe pedestrian connectivity to local services and amenities and is therefore highly sustainable in transport terms.

A minimum of 20% EVC charging points will be provided.

Water efficiency

Consideration will be given to the efficient use of water with up-to-date technologies;

- Landscaping will be designed to reduce irrigation needs;
- Consideration of water use in all stages of day to day living. Provision of Sustainable Urban Drainage Systems as part of the flood mitigation proposals;
- Sanitary appliances will be specified featuring low water fittings and 'in built' white goods chosen for their low water use; and
- Water butts fitted to collect rainwater for garden use.

Shade cooling and solar gain

Consideration to be given to Solar PV or water heating panels incorporated into the south roof slopes will collect and make use of the suns energy to provide and supplement domestic hot water.

The properties have been carefully orientated to take full advantage of solar gain and have predominantly south facing roof slopes to accept solar panels.

Building and Materials

The details of the sustainable credentials of the built form are not set at this stage. The following may be considered:

- In-built 'robustness' and ability of the development, to adapt to changes such as use, lifestyle and demography over time;
- Use of sustainably resourced natural and renewable materials;
- Low energy light fittings specified to reduce energy consumption;
- Mechanical ventilation systems with heat recovery and filters fitted to give a controlled internal environment where required;
- Minimise carbon emissions;
- Reduce energy demand to meet prevailing standards;
- Use available low carbon technologies; and
- Minimise waste through the project including during the construction phase.

Noise

A Noise Assessment, undertaken by 24Acoustics, accompanies this application. The assessment establishes the baseline for background noise (by way of site monitoring), predominantly arising from road traffic on Lidsey Road and the railway to the north. Vibration from the railway and noise associated with the nearby Prince of Wales Public House also require consideration. The assessment concludes that noise from external sources, with reference to the Illustrative Masterplan, is not a constraint to development via mitigation.

Recommendations have been provided for acoustically rated glazing and ventilation to habitable rooms, to achieve suitable internal noise levels from rail and road sources.

Calculations have been undertaken which show that daytime external noise levels within gardens will be lower than 55 LAeq, 16 hour, which is acceptable.

Additionally, predicted noise levels from potential music events at the nearby Prince of Wales pub were found to present a low risk of disturbance at the proposed development.

On the basis of the above, it is concluded that noise and vibration levels at the development will be acceptable for future occupiers of the scheme and that neither are a constraint on residential development. Nor will the residential development prejudice the ongoing operation of existing business. Consequently the outline proposals are not in conflict with local or national planning policy on noise, including paragraphs 180, 191 and 193 of the National Planning Policy Framework.

Air Quality

The Air Quality Assessment undertaken by Phlorum concludes that the air quality within the surrounding area is good and pollution concentrations across the site are likely to be below the relevant UK Air Quality Strategy standard concentrations. The need for further modelling has been screened out, and increases in pollution concentrations as a result of the development are not expected to have a significant impact.

Mitigation measures would further minimise any air quality impacts including during the construction phase (by, adopting construction and dust management processes) and operation (through the inclusion of ULEV car charging facilities) and the adoption over time of low emissions vehicles (such as electric cars).

Ground Conditions

A Preliminary Investigation undertaken by Ashdown Site Investigation Ltd in June 2024 identified the following potential sources of contamination:

- Made ground soils associated with the former nursery and demolished buildings;
- Localised petroleum hydrocarbon contamination arising from various above ground tanks and heating systems within the former nursery; and
- Landfill site to the west.

It is therefore recommended that an appropriate level of intrusive ground investigation should be undertaken to allow a quantitative assessment of the identified linkages to be made.

Subject to further investigation, required by condition, any potential pollutant linkages could be addressed via mitigation.

Waste Safeguarding

Potential land use conflicts with the landfill operation have been screened to air/ odour and noise emissions and assessments submitted in each respect have concluded there are not any significant effects to or from the landfill site that would make it a bad neighbour development for the proposed residential use or impact its viability

Lighting

ADC policies require the consideration of the impact of light on both the wider landscape and neighbouring uses.

As the application is submitted in outline and the layout not fixed, it is considered that a detailed lighting design will be conditioned.

Any lighting design will however be considered against several criteria that have evolved through stakeholder discussions, site assessment, ecological constraints and good practice. These are primarily the potential effect of lighting against:

- Potential cumulative impacts with existing and permitted housing to the east and south of the site.
- Impacts upon ecological and biodiversity corridors.

Within the site, consideration will also be given to inner estate roads. Any detailed design will ensure that light levels provide the minimum glare and spillage without compromising security and effectiveness.

Lighting Assessment

Prior to a detailed lighting scheme being submitted, an assessment of the existing lighting standards and lux levels will be undertaken. This should identify the existing lux levels adjacent to the site, in particular within the adjacent residential developments.

This assessment will provide an understanding of the current lighting impacts along the existing rural edge and identify opportunities to reduce the potential cumulative effects of existing and proposed lighting.

Bin Storage

Each dwelling will be provided with the required residual waste storage bin capacity (240 litres) either in the form of communal facilities (i.e. for flats) or individual bins. An equivalent provision will be provided for recyclable materials. These will be located in secure locations generally to the rear of the dwellings and secured apartment courtyards.

4. CONCLUSION

Conclusion

This DAS narrates the journey and approach that has been undertaken to show how Land at Woodgate Nurseries can successfully accommodate up to 130 homes in a manner which is entirely sympathetic, sustainable and consistent with the prevailing character and distinctiveness of the area.

The DAS structure and its evolution has followed the approach and steps set out in the Arun Design Guide SPD, taking account of its scale and approval being sought in Outline.

The preceding document shows a thorough analysis of site context, character and visual amenity that has been undertaken to underpin a landscape led approach to the development framework, resulting in a scheme which:

- Avoids significant impacts on any characteristic features of the existing landscape;
- Retains, enhances and extends existing GI corridors defined by tree belts, hedges and ditches into the proposals and local context;
- Ensures an attractive setting for new houses within an established landscape framework that minimises its impact on the wider landscape character and visual amenity;
- Provides for significant amounts of interconnected Public Open Space which more than doubles minimum policy standards;
- Provides for doorstep access to nature and healthy lifestyles with opportunities for wider recreational access to open spaces being delivered as part of the adjacent permitted schemes;
- Successfully integrates SuDS features within the open spaces;
- Creates a defensible landscape boundary to the west retaining field patterns and character;
- Enhances and extends habitat opportunities, meeting trading rules and delivering Biodiversity Net Gains;

- Creates permeable development parcels which are easy to navigate through a hierarchy of streets connected by footpaths, cycleways and roads;
- Delivers high quality, sustainably constructed and efficient housing at a contextually appropriate density;

Overall, the site is located adjacent to the existing Built Up Area Boundary, and is a sustainable location. Access proposals to the site have already been deemed acceptable and granted planning permission. The same provisions have capacity to serve this development.

The proposals include a mix of market (70%) and affordable housing (30%) informed by policy requirements and the need and demand in the area.

The proposals will not result in any significant impacts to the landscape character or visual amenity of the area and Public Open Space provision, shown on the masterplan, significantly exceeds policy aspirations.

The proposed development is therefore considered to be deliverable in terms of availability, achievability and suitability, given that it is within the control of the applicant and is immediately available for development subject to achieving planning consent.

