HOLMBUSH

CARAVAN PARK, MIDHURST

DEVELOPMENT BRIEF
SOUTH DOWNS NATIONAL PARK AUTHORITY
JANUARY 2018

PREFACE

AFTER THE PUBLIC CONSULTATION IT IS INTENDED THAT AN INTRODUCTION TO THE DEVELOPMENT BRIEF WILL BE INSERTED HERE AND SIGNED BY THE CHAIR OF THE PLANNING COMMITTEE

CONTENTS

INTRODUCTION

PART ONE

1.00 THE STRUCTURE OF THIS DOCUMENT

This Development Brief has four sections:

PART ONE

INTRODUCTION

- Explains the Planning Policy context and the South Downs National Park Authority's Vision for the site.
- Sets out general design principles that should be followed in the development of this site.

PART TWO

EVIDENCE AND ANALYSIS

- Includes: a site location plan, photographic images of the site, figure ground plan, guidance on landscape, landscape history and cultural heritage, movement and connectivity and a site analysis diagram.
- Information in this section is not exhaustive and additional supporting information will have to be produced by the applicant as part of any planning application.

PART THREE

DESIGN PRINCIPLES

- This section creates key design principles to be followed. These are taken from the opportunities and constraints in the evidence and analysis section including:
  i) Landscape and biodiversity.
  ii) Access and connectivity.
  iii) Use and density.
  iv) Layout.
  v) Scale, massing and form.
  vi) Architectural appearance and materials.
- A concept plan diagram graphically represents some of the above information.

PART FOUR

BACKGROUND INFORMATION

- The purpose of this section is to provide Policy references and references for further reading.

Designers are expected to undertake appropriate analysis of the site and gather pertinent evidence before preparing a design scheme.

Key evidence from the analysis should influence and inform the development of a landscape strategy and masterplan.

Evidence that this information has been used to inform the design should be clearly demonstrated in the landscape strategy, masterplan and accompanying drawings.

1.01 PLANNING POLICY

The emerging South Downs Local Plan sets out a site specific, Strategic Allocation Policy for the development of this site (Policy SD82). Any development proposal coming forward in a planning application submission will have to clearly demonstrate how it complies with this policy and all the other relevant policies within the South Downs Local Plan (see appendix) as well as with national and local requirements.

Prospective applicants should be aware that until the South Downs Local Plan (SDLP) is adopted, the current Chichester District Development Plan (CDDP) will apply. In the event that proposals are submitted before the SDLP is adopted, the Authority will place due weight on the CDDP and the emerging SDLP when determining applications.

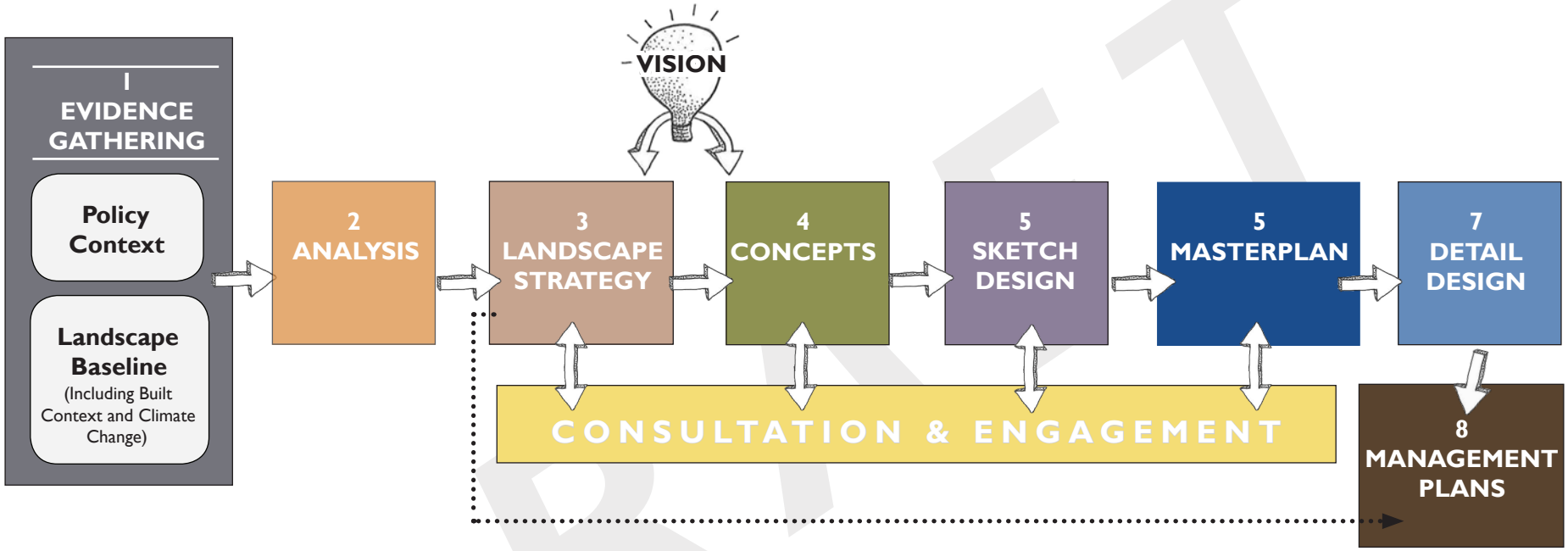
The site is considered to comprise major development within the context of the National Planning Policy Framework and paragraph 116. Development proposals will be assessed against all of the factors set out in Policy SD3 (including criterion 3) of the emerging South Downs Local Plan.

Strategic Allocation Policy SD82: Holmbush Caravan Park, Midhurst

1. Holmbush Caravan Park, Midhurst is allocated for the development of 50 to 70 residential dwellings (class C3 use). Planning permission will not be granted for any other uses. The National Park Authority will prepare a Development Brief to assist the delivery of the site. Detailed proposals that are in broad conformity with the Development Brief and that meet the following site specific development requirements will be permitted:
    a) To provide positive enhancements to the treescape, waterbodies, wildlife corridors and habitats within the site;
    b) To demonstrate that there would be no likely significant effect on the Singleton and Cocking Tunnels Special Area of Conservation;
    c) Built development to be located sequentially only within those parts of the site outside Fluvial Flood Zones 2 and 3 as defined by the Environment Agency;
    d) Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change;
    e) Safe vehicular and pedestrian emergency access and egress should be provided during flooding;
    f) Incorporation of suitable site boundary treatments;
    g) Provision of pedestrian routes through the site linking into adjacent open spaces; and
    h) Retention and improvement of, where necessary, the existing vehicular access.
2. In order for the development to have an overall positive impact on the ability of the natural environment to contribute ecosystem services, development proposals must address the following:
    a) Protect and enhance trees within the site where possible. Trees on the site boundary should be retained and new tree planting should be undertaken;
    b) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
    c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.
3. The National Park Authority will prepare a Development Brief to assist the delivery of the site. Development proposals in broad conformity with the Development Brief will be permitted.

The key to the ecosystem services symbols are explained in Figure 9.1 of the South Downs Local Plan.

1.03 GENERAL DESIGN PRINCIPLES



Landscape Led Design Approach Process Diagram

Fig. 1

A Landscape Led Approach to Design in the South Downs National Park

In the South Downs National Park a landscape-led approach to design is expected where a landscape baseline is collated for a site so that the landscape character can be understood. When analysed, this helps form a landscape strategy which forms the basis of the development's design at all stages.

1. EVIDENCE GATHERING

Landscape Baseline

1.UNDERSTANDING LANDSCAPE LAYERS

The landscape baseline will consist of a series of layers which when overlain create the landscape evidence for a site which, when analysed, will inform the landscape strategy. Through site survey and document analysis understand the following:

1. How people and wildlife use the site.
2. Which habitats the landscape elements support.
3. The patterns formed by landscape elements.
4. The local topography and hydrology.
5. The geological and soil character of the site.

2. LANDSCAPE HISTORY

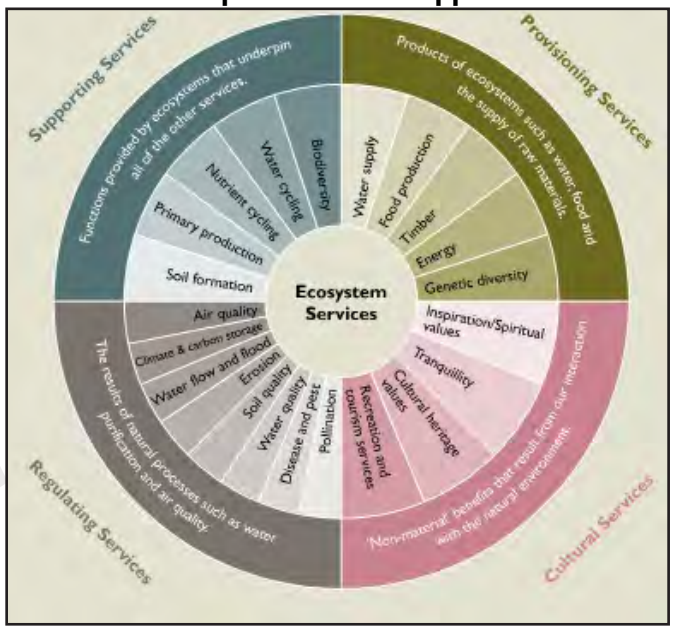
Historical evidence of a place (e.g. through maps or Historic Land Characterisation) forms part of how a landscape is understood. Layers of history are often represented as surviving landscape elements which create a sense of place and are themselves critical site assets to be retained and enhanced. These might include parkland, ancient woodland, field boundaries, historic buildings and spaces within a farmstead.

3. ECOSYSTEM SERVICES & GREEN INFRASTRUCTURE

The elements within each landscape layer function in a number of different ways. Within cultural landscapes the natural functions are affected by people. A sustainable scheme enhances these natural functions whilst conserving landscape character. Green Infrastructure (GI) describes the green and blue (water) landscape elements. Their function produces ecosystem services including landscape character. GI helps to: improve connectivity for people and wildlife; deliver natural climate control, save energy on fuel and bring people and nature together. The National Park Authority requires a supporting statement setting out positive and negative impacts on ecosystem services, (this relates to the LVIA).

2. SENSITIVITY

Once all landscape layers have been understood this data informs the inherent sensitivity of the landscape elements. Useful techniques/approaches are in published guidance (e.g. Techniques & Criteria for judging capacity and sensitivity, English Nature 2002). The sensitive features should be clearly identified, retained and enhanced through the schemes' design, ensuring they are still able to generate ecosystem services.



Ecosystem Services in the South Downs National Park *Fig.2*

5. PERCEPTUAL QUALITIES

The perceptual qualities within a landscape make up a significant part of its character and ultimately landscapes are both **seen** and **experienced** by people. These must be identified and may include:

- Tranquillity
- Dark Night Skies
- Sense of Place
- Associations (e.g. personal, cultural, art work and poetry)
- Colours
- Views and Visibility

6. CONTEXT AND RELATIONSHIPS

Identify the relationships the site has with its surroundings, based on historical context, functional or visual factors. The massing, settlement pattern and connectivity of the site and context should be identified (e.g. in a figure ground plan); together with important desire lines.

An example of a figure ground (SDNPA) *Fig.3*

7. CLIMATE CHANGE

Evidence prepared should include: local assets/ ecosystem services (e.g. sustainable fuel sources) or site opportunities (e.g. maximising` solar collection) to help mitigate climate change by reducing carbon emissions. Evidence of site areas vulnerable to the effects of climate change (such as surface water flooding or sensitive habitats) should also be identified.

1. EVIDENCE GATHERING

Policy Context

See Key Policies in 4.0 Background Information.

2. ANALYSIS

The next stage of a landscape-led approach is to take the information from the evidence and collate the layers of landscape elements to build a picture of landscape character. From this a plan of the site and context which shows opportunities and constraints and reflects relevant policy can be produced.

8. OPPORTUNITIES MIGHT INCLUDE:

- Retaining, repairing or enhancing landscape elements.
- Taking advantage of views in or out.
- Mitigating or adapting to climate change.
- Enhancing movement networks.
- Habitat creation.
- Taking advantage of topography or hydrology to create distinctive placemaking.
- Attractive locally distinctive built or landscape character to inspire good design.

9. CONSTRAINTS MIGHT INCLUDE:

- Needing to retain, protect or enhance landscape elements.
- Protecting views in or out or need to screen views (LVIA recommendations).
- Land, water or air contamination and noise.
- Topography and hydrology.
- Underground/overground services.
- Access issues.
- Neighbouring sensitive uses.

10. CONTEXTUAL ANALYSIS METHODOLOGY

One methodology (Kevin Lynch) for contextual analysis sets out five key elements to be identified in order to understand the functionality of a place:

Paths: All relevant routes (people and animals)

Edges: Any perceived boundaries within or adjacent to the site (walls, river banks, buildings etc.)

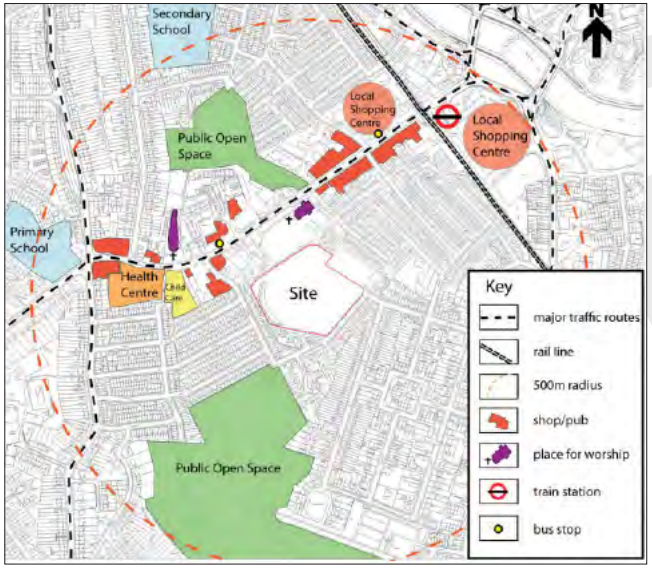
Districts/Character Areas: street layouts, materials, styles, local plant species, movement patterns etc.

Nodes: focal points or intersections

Landmarks/Key Buildings: Readily identifiable objects which serve as external reference points.

Fig.4

Example of a landscape & townscape context plan (Exeter Design Guide)



An example of a local facilities plan (Exeter Design Guide)

Fig.5

3. LANDSCAPE STRATEGY

11. LANDSCAPE STRATEGY

Once the site analysis is complete, a Landscape Strategy which sets out the key parameters informing the design development at all stages can be produced. This should be worked up into a landscape framework plan as the design process continues. An iterative approach will refer back to the Landscape Baseline and policy context to providing the evidence needed to determine appropriate precedents, location of roads, built form, the mass and scale of development and so on. In parallel the LVIA can be updated to demonstrate the reduced impacts as a result of using landscape evidence to inform decisions. The Landscape Strategy should be developed with the layout design of built form ensuring connectivity is maximised, key habitats retained and enhanced through improved management or restoration. The Landscape Strategy can then go on to inform appropriate and characteristic mitigation measures.

It is critical to communicate and demonstrate through the landscape strategy how people are able to access their surroundings and enjoy their local and the wider landscape, as it is part of the South Downs National Park's second purpose (refer to SDNPLP).

An example of a landscape strategy is expresssed in a landscape framework plan (Exeter Design Guide)

Fig.6

3. VISION

12. ESTABLISHING A VISION

Following a thorough analysis of the landscape baseline for the site, informed by the policy context and with design parameters set in a landscape strategy, the design vision for the site should be articulated. The Vision needs to consider certain questions, such as:

- Who will live, work and visit this place?
- What will the quality of the experience be for them?
- What will the design achieve in conserving and enhancing the landscape elements of the site and its surroundings?
- How will the development speak of the place in which it sits?
- How will the design build in robustness and the ability to adapt to both societal change and the predicted effects of climate change?
- What contribution to mitigating for climate change will this development aim to achieve?
- How will the design enable non-human movement?
- Are the known aspirations of the exisiting community included?
- How can the vision be tested?

4. CONCEPTS

13. LANDSCAPE ELEMENTS

Landscape elements which have emerged from the landscape strategy and site vision should now feature in concept layouts. These will include:

- All the landscape elements that the analysis has identified as assets and worth retaining (e.g. valuable trees, important views, historical routes);
- Mitigation measures in response to the development impact (a response to the LVIA);
- Landscape elements that are repaired or enhanced (e.g. hedgerows or water features) following identified established patterns in the landscape;
- Protection measures, such as landscape buffers to sensitive landscape elements;
- New landscape elements ensuring good placemaking or enjoyment of the National Park;
- Climate change adaptation measures;
- And green/blue infrastructure.

14. DEVELOPABLE AREAS

The approximate developable areas can be shown in the spaces defined and left over by the landscape elements

15. VEHICULAR ACCESS

The potential primary access points can be identified.

- Where possible, larger developments (20 homes and above) should have more than one vehicular access to avoid large cul-de-sacs and to improve permeability.
- Secondary and emergency vehicular access points can also be proposed. Locations of access points will need to be feasible in highway terms while minimising impacts on identified landscape elements.
- The location of access routes through the site must ensure that there is space within the developable areas for viable blocks.
- Vehicular access must prioritise provision for non motorised user movement.

16. CONNECTIONS

- Concept plans must show how the proposals connect the site to the wider movement network for all users and incorporate obvious desire lines.
- Connections which serve biodiversity (for instance bat foraging corridors or linked habitats, such as woodland or heathland) also need to be shown.
- The physical & cultural landscape context must inform appropriate new/retained connection patterns, e.g.. existing or historical field patterns, hedgerows or old routes.

17. PRIMARY FRONTAGES

At the concept stage the principles of how development will front spaces such as main streets and areas of open space should be shown. These areas need natural surveillance, a sense of enclosure and should be located where public activity is focussed.

An example of a Concept Plan (Exeter Design Guide)
Fig.7

3. SKETCH DESIGN

18. LANDSCAPE FRAMEWORK

The landscape framework which expresses the landscape strategy for the site should dictate the fundamentals of the sketch design.

This demonstrates how the proposed landscape will connect to the wider landscape and ensure a good relationship between buildings and spaces. Building on the existing landscape, the framework sets out the structure of the site, how existing and proposed views will be accommodated and how the management of water and biodiversity will be integrated into the development.

The landscape framework must ensure that the landscape elements, such as public open space, play areas, woodland, hedgerows, wildlife habitats, green lanes and green roofs are well connected to each other as part of the green infrastructure. Underground services, SuDS and circulation and access arrangements should be integrated into the framework.

An example of a sketch design (or block) plan (Exeter Design Guide)
Fig.8

19. ORIENTATION AND BLOCK STRUCTURE

This will show street pattern, distribution and size of open space and how places within the site are connected. The principles of built form and enclosure will be demonstrated without the detail of individual plots, buildings or new landscape features.

Orientation should maximise potential for passive and active solar collection subject to good design, while taking into account prevailing wind direction and important views.

20. STREET PATTERN AND DENSITY

Street patterns, density and storey heights should reinforce local character and facilitate good legibility. Generally, more intense parts of the development should be concentrated around major routes and open spaces and where there is mixed development. Less intense development is more appropriate on secondary streets and particularly where it abuts countryside edges.

6. MASTERPLAN

21. LANDSCAPE STRUCTURE

As with earlier stages of the design the masterplan will be very much informed by the landscape strategy for the site. Landscape elements will be worked up from the landscape framework at the sketch design stage into a more detailed landscape structure to distinguish public and private areas including private rear and front and communal gardens. This level of detail must show how the vision has been translated into a detailed layout.

22. ROUTE HIERARCHY

The masterplan should show how all movement types are to be accommodated (by foot, cycle, wheelchair, buggy, mobility scooter, private car and refuse and emergency vehicles), ensuring good permeability.

The arrangement and design of buildings and spaces, including street widths, together with landmarks and vistas should indicate route hierarchy and aid legibility.

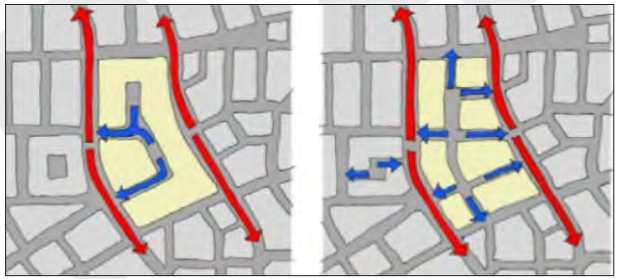


Fig.10

23. DEVELOPMENT ELEMENTS

The masterplan must indicate the numbers and sizes of residential accommodation as well as non-residential development proposals and how the development will be serviced, including strategies for car and cycle parking, waste collection and emergency access.

Elements of a legible development showing street hierarchy (PUSH Quality Places model SPD) *Fig.11*

24. STREET DESIGN

The masterplan must demonstrate how the arrangement of buildings and the space between them creates attractive streets and a high quality public realm.

- Perimeter block development with a clear distinction between private elevations and space to the rear and more active frontages looking onto public space will be expected as this is normally necessary to create good street design.

- Streets should not only accommodate people and vehicles but also have a GI function. There should be space for street trees of appropriate scale and variety and SuDS features such as swales, rain gardens, verges and hedgerows where the landscape strategy demands this.
- Access for all users including those with wheelchairs and push chairs should be demonstrated.

25. SCALE AND MASSING

Masterplans must demonstrate a clear rationale for the scale and massing of properties:

- How it reflects or compliments existing built form (where appropriate) in the immediate vicinity and wider area.
- How it respects the surrounding properties, manages overlooking/privacy and adequate sunlight.
- Responds to the site analysis (incl. paths, edges districts, nodes landmarks/key buildings) and enhances legibility.

26. SUSTAINABLE DEVELOPMENT

An initial sustainability strategy should propose measures for minimising CO_2 emissions & water use, achieving good SuDS, (via 3 stages of natural filtration) and the other issues covered in plan policy SD3.

27. NATURAL SURVEILLANCE

All public space (streets, paths, open space and shared car parking areas) require natural surveillance and enclosure. Continuous building lines and active frontages along a block edge will be expected and blank ground floor elevations and garages should be minimised.

Ground floor habitable rooms increase natural surveillance (PUSH SPD) *Fig.12*

28. INTEGRATING CAR PARKING

Car parking should be conveniently located for residents and should be well overlooked while being as visually discreet as possible.

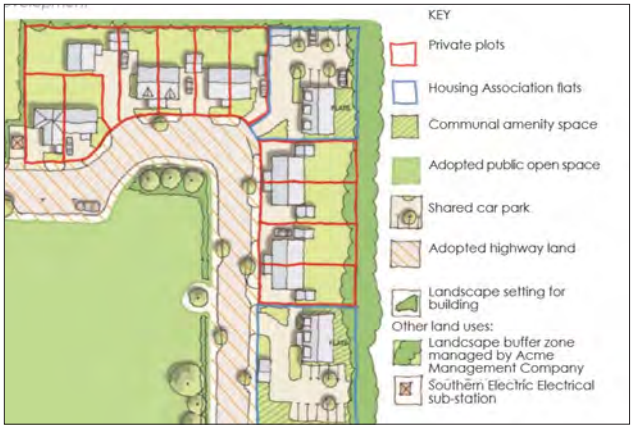
- A mix of parking in larger development is appropriate: on plot (drives and car ports), on street and small parking courts. Over-dominant on plot car parking must be avoided.
- Garages are not an efficient parking solution.
- Restricting numbers of parking spaces (to no more than 4 together) aids integration as does breaking up spaces with generous tree planting and the use of high quality materials contrasting with access roads.
- Under-croft car parking needs to avoid creating dead ground floor street frontages.
- Unallocated on street car parking is the most space efficient method and can aid traffic calming.

29. OWNERSHIP AND MANAGEMENT

Plans need to show ownership for the whole site, including the following areas (where applicable):

- Private properties.
- Owned and maintained by a group of occupiers.

- Public open space.
- Adopted by Highway Authority/service company.
- Maintained by management company or housing association.



An example of a site ownership/management plan (PUSH SPD) *Fig.13*

7. DETAIL DESIGN

30. MATERIALS

The choice of external building materials should follow a hierarchy in the following order of preference:

1. Locally produced materials (e.g. bricks, roof tiles, stone & timber) should be used unless there are good design reasons not to.
2. Materials less locally sourced but traditionally found in the area (e.g. natural slate)
3. Alternative sources of natural materials sympathetic to the area's character
4. Contemporary materials with low embodied energy
5. Other materials

31. LOCAL CHARACTER

The landscape strategy and the analysis will have identified the area's local landscape and townscape character which the new development should reference without attempting to create pastiche. This can be achieved with contemporary architectural language while using traditional materials or with contemporary materials recreating local settlement patterns, building forms, roofscapes and solid to void proportions.

32. PROPORTIONS

Building to street ratios should be appropriate to the setting and be informed by the local character of the site while reinforcing street hierarchy and helping to create a series of attractive places.

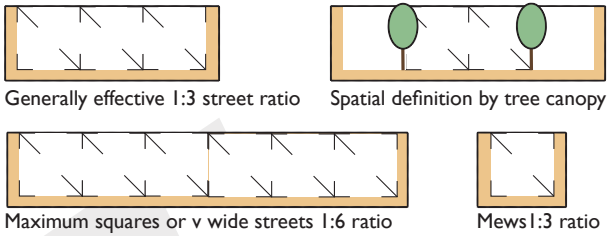


Fig.14

33. CORNER PLOTS

Corner plot buildings should address both public sides with active room windows and entrances Blank

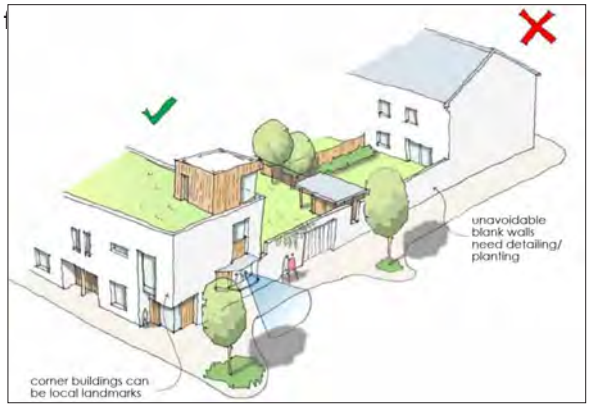


Fig.15

34. DOORS AND ENTRANCES

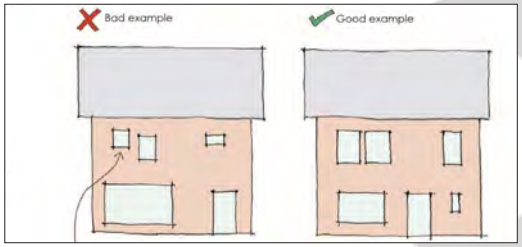
Main entrances should be located on the public side of the street and should be obvious through architecture and lighting to aid legibility without

In contrast, service doors should be as discreet as possible, ideally not facing the street. Local door styles may inform the design of new doors. Plastic doors will not generally be acceptable.

35. WINDOWS

The window styles, materials and proportions of the local area should be referenced unless high quality contemporary architecture requires a different approach. Plastic windows will not generally be acceptable.

Contemporary fenestration of the Depot cinema (Lewes)

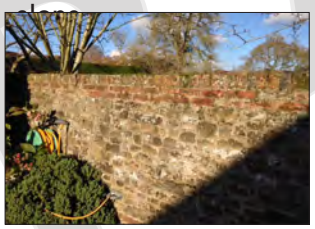


Windows should be in proportion, lined up vertically and ideally horizontally from top of window

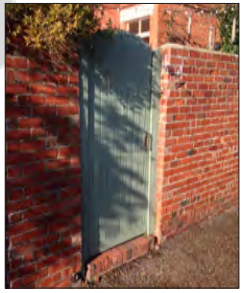
Fig.16

36. BOUNDARY STRUCTURES

- The analysis will have identified the character and materials used for traditional property boundary structures and associated pedestrian and vehicular gates. This evidence should be used as references for new structures.
- Hedge planting, sometimes in association with walls or railings (in accordance with the landscape strategy) may be an appropriate boundary treatment Rear or side garden boundaries abutting public or semi-public spaces should be made from locally appropriate brick or stone rather than timber fencing or hedge planting



Typical local stone and brick wall in residential car park (Midhurst).



Timber pedestrian side gate and high brick side garden wall (Midhurst).

Timber pedestrian front garden gate and low brick wall and hedge, (Midhurst).

37. HARD LANDSCAPE

The quality of the hard landscape in the public realm is an essential component in creating a successful place. It should help knit new development into the immediate context and location within the National Park. The use of contextually appropriate, traditional, high quality, natural materials will be expected. Extra care should be taken in detailing well-used spaces, and around thresholds of properties and entrances.

Low-key 4 bay parking court using stone aggregate.

Use of natural stone in residential scheme.

38. SUSTAINABLE DESIGN METRICS

Demonstrate through SAP data and water calculators what the predicted CO_2 emissions (kg/m^2) and water consumption (litres/person/day) will be for all properties. Show how surface water is being intercepted and filtered through at least 3 natural orms (rainwater harvesting, green roofs, rain gardens, swales, ponds, wetland,) in a detailed SuDS strategy with reference to the CIRIA SuDS Manual metrics.

39. SOFT LANDSCAPE

Soft landscape details must be informed by the landscape strategy in terms of appropriate plant selection. Soft landscape should consist of locally relevant native species and should seek to maximise local habitat repair, consolidation and creation. Ornamental landscape design and plant selection should be limited to areas close to buildings and formal spaces if appropriate. Street and other public tree planting should include species or varieties appropriate to the scale of the space and should aim to meet the following dimension parameters:

Tree Size	Min. distance from bdgs	Min. root soil volume
Small	5 m	4 m^3
Medium	7 m	8 m^3
Large	10 m	10 m^3

8. MANAGEMENT PLANS

40. ENSURE FUTURE QUALITY

Plans for the management of all external space will be required and should be informed by the landscape strategy. These may include landscape management plans for hard and soft landscape, SuDS, play equipment, street furniture and sustainable energy technology.

9. CONSULTATION & ENGAGEMENT

A successful design process is not complete without meaningful engagement with individuals, special interest groups, statutory undertakers and public bodies that have a stake in the site and the community as they know the area best. Early and active engagement with these stakeholders is recommended, to maximise positive design changes, minimise likely opposition and instil a real spirit of collaboration.

An active engagement of local stakeholders through design workshops, focused contextual analysis, the vision for the site and concept design options is normally much more beneficial than a more passive exhibition of more developed design ideas (as the latter can be interpreted as only token consultation where decisions have already been made).

Pre-application engagement with the SDNPA and with the SDNPA Design Review Panel is highly recommended as this will significantly increase the likelihood of putting the design process on the right course and improve the chances of a successful determination of a subsequent planning application.

1.04 A VISION FOR THE FORMER HOLMBUSH CARAVAN PARK

The following is an indication of what the South Downs National Park Authority envisages as a potential Vision for the Land at Pulens Lane.

Developers, land owners and their agents are encouraged to engage with key stakeholders to consider and develop their own vision for the site.

VISION

"The former Holmbush Caravan Park has a truly unique landscape character; a basin created by a former sand quarry which now holds a central body of water, forming a lake at its heart. The site is embraced by an elevated tree-lined boundary. Its tranquil wooded character has been cherished, conserved and enhanced as part of the new development. A mix of housing types enable a vibrant, integrated and diverse community that can enjoy the variety of spaces and uses the scheme has to offer. The Holmbush development is an ecosystem-led residential development. Its environmental and sustainable understanding is demonstrated through the use of ecosystem services and materials that support the rural economy such as locally made construction materials and labour and supports biodiversity and the wider natural environment. Developing the site in this way has not only met the purposes and duty of the National Park, but has sustained the mental and physical wellbeing of its residents and enabled the continued enjoyment of the wider community and visitors to the South Downs National Park. It is a positive example of landscape led placemaking".

KEY PRINCIPLES OF THE VISION

Opportunities for recreation and areas for quiet contemplation by enhancing and linking routes through the site and around the lakeside to benefit the wider community of Midhurst.

Well connected to natural non-motorised pedestrian and cycle routes via South Pond into Midhurst town Centre and the public rights of way network such as the Serpent Trail, New Lipchis Way, South Downs Way and aspirational routes Centurion Way, Rother Valley Greenway and Midhurst to Pulborough trail.

High quality contemporary homes with an architectural style that responds to the immediate landscape and settlement character of Midhurst.

Direct links to wildlife and biodiversity to increase environmental understanding and opportunities for exploration and education of the natural environment.

EVIDENCE AND ANALYSIS

PART TWO

2.00 SITE LOCATION

Fig.17

Fig.18

2.01 PHOTOGRAPHS OF THE SITE

north

Site located in the southern part of Midhurst on the edge of the greensand wooded ridge.

Source: Google Earth

The site's unique morphology and immediate setting.

Source: Google Earth

HOLMBUSH CARAVAN PARK

PHOTOGRAPHS: VIEWS IN AND AROUND THE SITE

View of access road (on left) from south

View of access road into site

Internal view of site

View of access road (on right) from north

Internal view to the north west

Internal view of water body

View out of surrounding houses

View from Lakeside Rd into the site

2.02 SURROUNDING BUILT FORM / SETTLEMENT CONTEXT

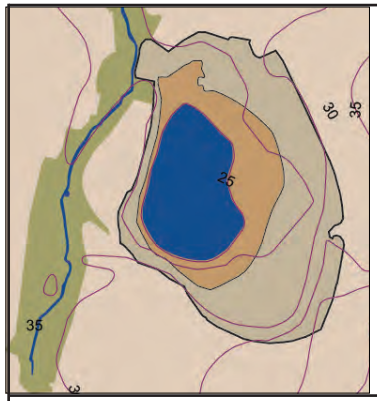
Fig.19

This figure ground drawing *(Fig.19)* demonstrates the historic settlement pattern around the Holmbush site at the southern edge of the Midhurst town settlement.

It illustrates how the spaces in the public realm are enclosed and are shaped by the surrounding built form. From this evidence, designers should consider the spaces between buildings, and how the layout will respond to its context and successfully calibrate the transition from an urban to a rural environment.

2.03 LANDscape LAYERS

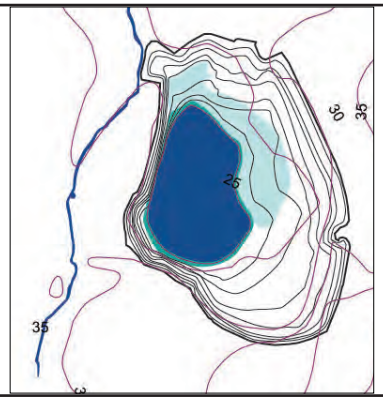
SITE CONTEXT



GEOLOGY AND SOILS

- Sandstone geology.
- Wealden Greensand National Character Area.
- Freely draining very acid, sandy and loamy soils.
- Sand quarries, many are now ponds contributing to local character.

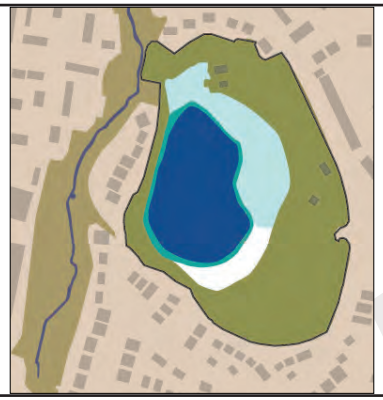
- Sandy soils.
- Holmbush was previously a sand quarry, a pond is now retained where geology is impermeable.



TOPOGRAPHY & WATER

- The southern slopes of the greensand ridge.
- Frequent ponds and standing water.
- The wooded tributaries of the river Rother flow north to south.
- Local flood zones

- Cocking Beck stream.
- Close contours around the site.
- Variations in levels caused by creation of development platforms.



LANDSCAPE ELEMENTS

- Woods on plateau and higher slopes, typically well connected.
- Wooded watercourses.
- Midhurst is a planned medieval market town.
- Heathlands and other acid loving vegetation are characteristic.
- Heritage assets associated with the railways.

- Acid-loving scrub has developed, encroaching on hard-standing.
- Trees form a belt surrounding the site.
- Areas of hard-standing are located away from the flood zone.
- Edge of lake supports riparian type habitats.

HABITATS

- Ancient broad-leaved woodland.
- Oak/birch secondary woodland.
- Ponds support locally rare species.
- Wooded rivers/streams.
- Ancient and undisturbed wet and dry lowland heath.
- Gardens (private).

- Mature trees.
- Pond/lake.
- Areas of wet scrub/woodland and grassland around the lake.

PEOPLE AND WILDLIFE

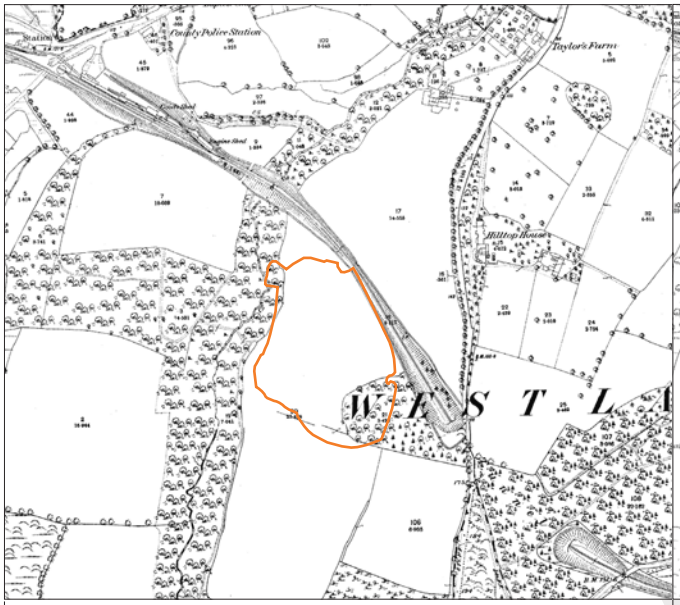
- Species associated with Ancient Woodland and undisturbed stream corridors – used by bats.
- Species associated with gardens such as slow worms and hedgehogs.
- Network of access throughout the Common and rivers around Midhurst.

- Protected species associated with wetlands and woodlands.
- Topography creates an inward-looking site.

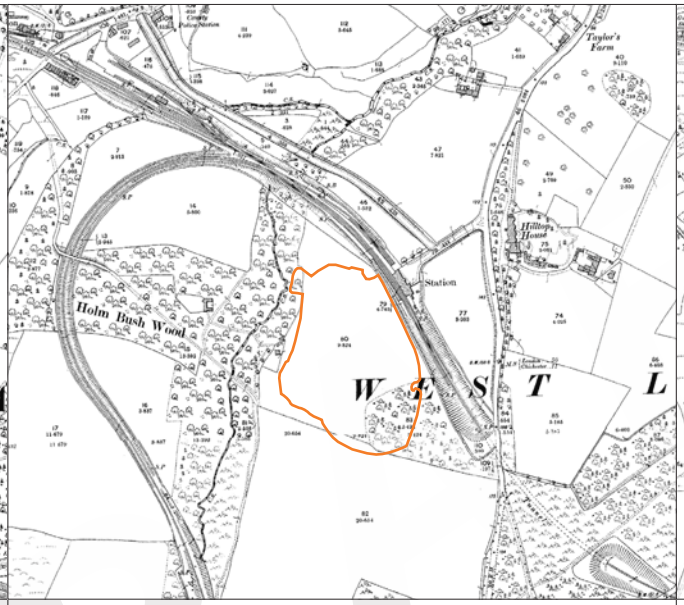
Fig.20

2.04 LANDSCAPE HISTORY

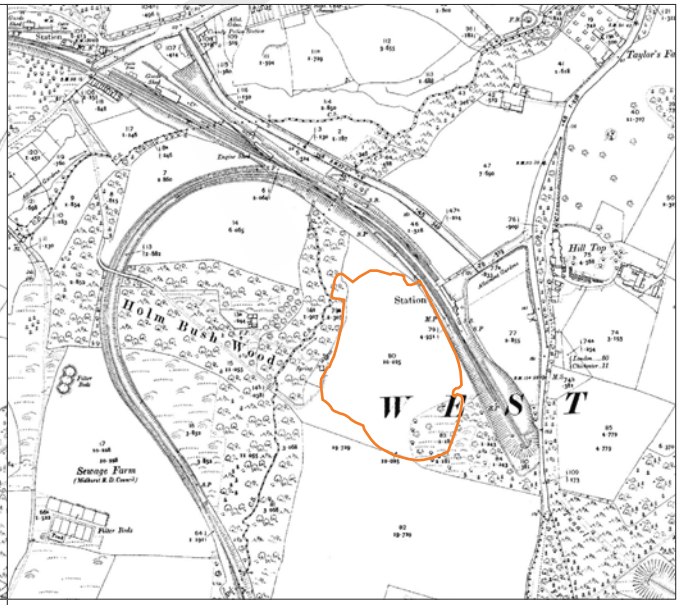
Fig.21 Source: Ordinance Survey 100050083



1846-1901



1888-1915



1912

The site at Holmbush is located on the southern slopes of the ridge-top medieval market town of Midhurst, enclosed by existing development. Each layer of the landscape contributes to character, it is the landscape elements (see page 27) resulting from the interaction between people and their environment which help a site's history unfold.

The London and South Western Railway opened in 1860 and passed right along the edge of the site. Sand extraction proliferated with the railway, expanding throughout the 19th and into the early 20th century. Extraction at the site began post 1920. Surrounding the site are historic extraction pits, surviving medieval landscape along the stream, Mesolithic and Roman finds, which point to a much earlier use of this land. The local railway bridge, an undesignated heritage asset lies close by.

FIELD SYSTEMS AND ENCLOSURE

The historic field patterns are no longer readable in this landscape, within the site or its immediate context. However, before the sand extraction the site was likely used as pasture or for crops.

WOODLAND AND TREES

Surrounded originally by woodland, the remaining woods adjacent to the site are ancient, provide key green infrastructure into the centre of Midhurst. There are some mature and semi-mature trees around the perimeter of the site and there is Area Tree Preservation Order (97-00703) is applied to the site.

ROADS & RIGHTS OF WAY

Movement and access at this site is strongly constrained by the site's topography. Loop routes exist through the site, long-distance promoted rights of way are also present close by. The historic routes locally are the disused railway lines.

SETTLEMENT & BUILT FORM

Midhurst is a planned medieval market town and it has a broadly nucleated form. The town expanded southwards significantly, from the post-war period onwards. Much of the development surrounding the site appears to have been built in the 1960s and 1970s.

2.05 CULTURAL HERITAGE

The photograph shows the Northern brick portal of the short railway tunnel carrying the Pulborough branch line to Midhurst, opened in the 1860s. Three lines once served the town, the others from Petersfield (LSWR) and Chichester (LBSCR). The map sequence shows the growth and gradual demise of the system. This tunnel is the most substantial non designated heritage asset surviving from this phase of the town's transport history.

The tunnel is located to the east, outside the site boundary, at the edge of a small parking area for some existing homes. As the heritage asset may not be seen directly from inside the site, the site is relatively unconstrained in heritage terms, but when considering the access road this heritage asset should be respected.

2.06 ECOSYSTEM SERVICES

Each landscape element undertakes multiple functions which deliver both direct and indirect benefits to people. These benefits are termed 'services' and can be split into Supporting, Provisioning, Regulating and Cultural Services.

Each elements' contribution to the local landscape and community in terms of the services they provide needs to be understood. These contributions should be considered at a scale appropriate to the site. The matrix opposite shows a typical overview for each element based upon current land use. This information should be used to inform an understanding of value and therefore sensitivity (see section 2:08).

- **Refer to SDNP Ecosystem Services background paper.**
- **See GIS Mapping tool - Ecoserve**
- **Refer to Design Principles in this document.**

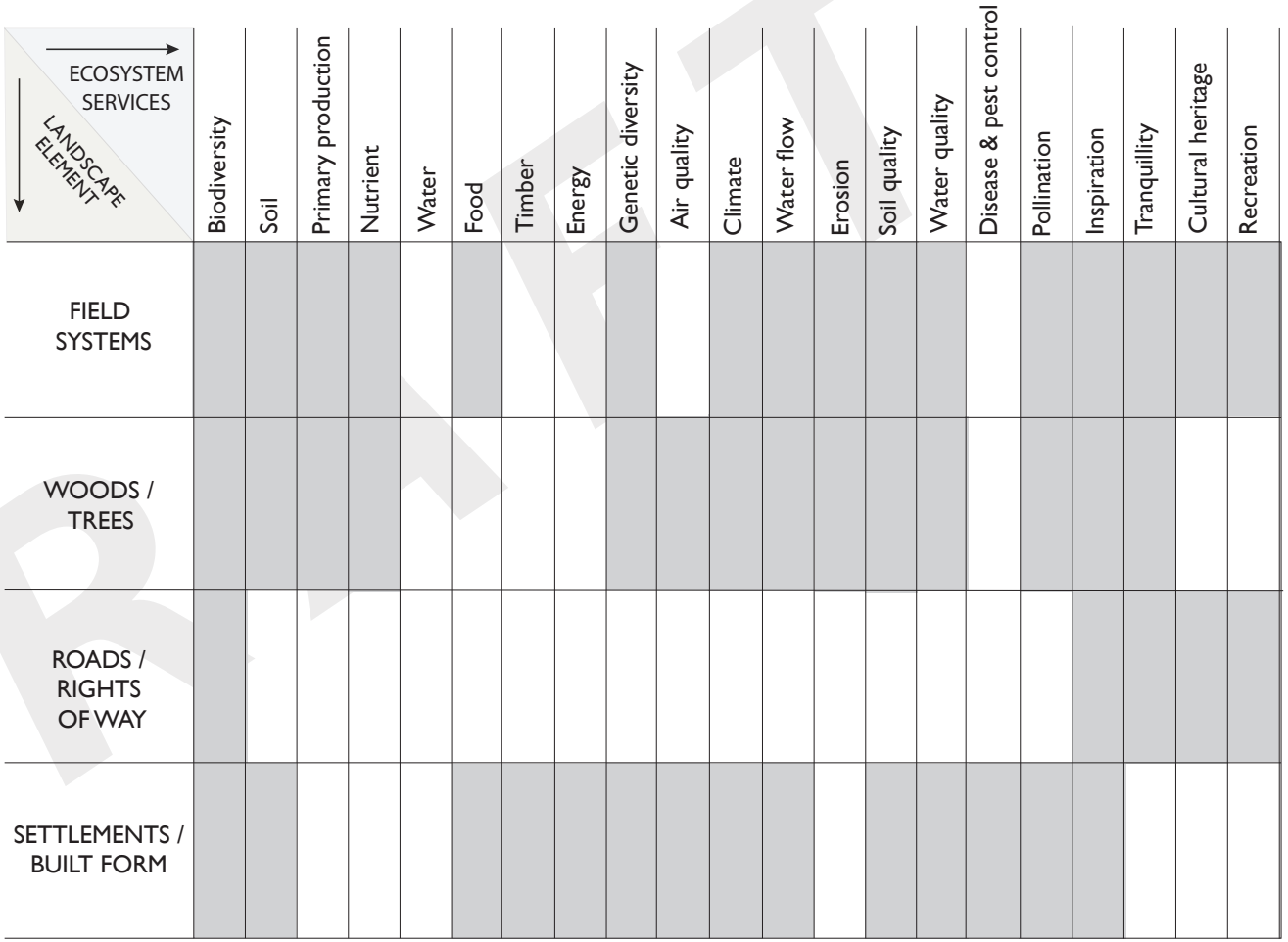
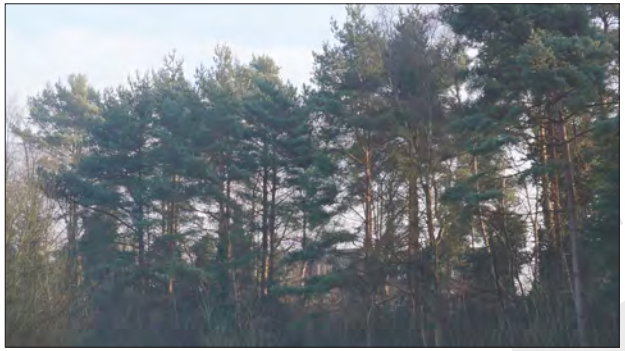


Fig.22 Interaction of Ecosystem Services and Landscape at this Site

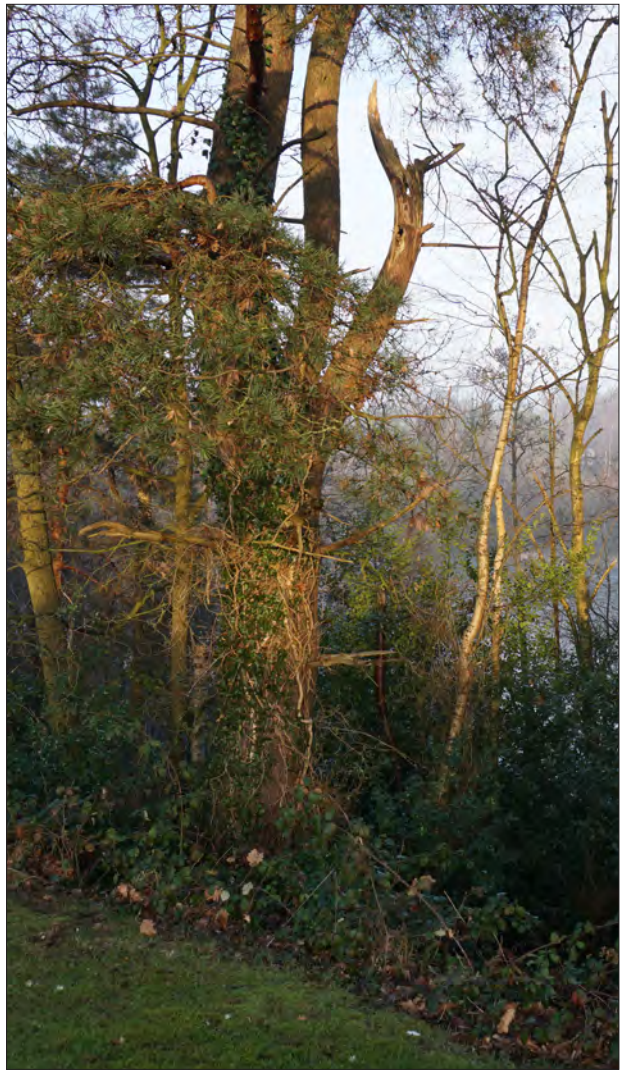
2.07 GREEN INFRASTRUCTURE

Green Infrastructure (GI) is the multi-functional network of natural and semi natural features, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It is a key tool to enable a scheme to deliver ecosystem services. Existing GI within and around the Holmbush Caravan Park site include;

- Perimeter tree belt around the site.
- The lake and its links to Cocking Beck stream.
- Disused railway and rights of way close by.



- **Refer to Access Network and Accessible Natural Greenspace Study (SDNPA)**
- **See South Downs Green Infrastructure Framework**



2.08 LANDSCAPE SENSITIVITY

Following the approach set out in the 1.03 General Design Principles, this section provides an assessment of landscape sensitivity at the site.

FIELD SYSTEMS & ENCLOSURE

Character:

Historically an open field but none of this character remains.

History:

As the site has no evidence of its previous use as a field its history remains mostly recent being determined by its use as an extraction site.

Visibility:

The site's boundary is formed by the edge of the extraction site, which provides significant enclosure.

Value:

Value at this site is increased by its strong cultural links with sand extraction and railway history.

WOODLANDS AND TREES

Character:

Trees reinforce the sense of enclosure at the site, retaining its character set against a wooded backdrop.

History:

Mature and semi-mature trees surround the site. Ancient woodland is designated alongside the site running through Midhurst along Cocking Beck stream.

Visibility:

Trees enclose much of the site, in particular along the steeper slopes. Therefore the site's visibility is fairly restricted from outside the site.

Value:

Trees contribute significantly to the site's ecological resilience and offer opportunities to improve the sites connectivity to surrounding key habitats.

ROADS & RIGHTS OF WAY

Character:

Characteristic rights of way run close to the site, as do historic disused railways. The routes within the site whilst recent, do follow the contours to a degree thus reinforcing the site's character and shape.

History:

None of the routes within the site have a significant history.

Visibility:

Local routes do not offer significant views of the site, although they add value (see following).

Value:

The access ways through the site and nearby rights of way provide links to key local services.

SETTLEMENTS & BUILT FORM

Character:

This site has a unique character of its own borne out of its earlier industrial use.

History:

Midhurst is a medieval planned town, and this site is set away from the town centre developed from farmland. There is no built form on the site currently.

Visibility:

Locally many properties overlook the site, and in some cases views down onto the site are possible, as a result of its sunken nature.

Value:

Whilst no buildings are present on the site, the value of local railway landmarks contribute to the character of the site.

2.09 PERCEPTUAL QUALITY

TRANQUILITY

The site and its context is in an area of intermediate tranquility, which increases in a southerly direction away from Midhurst

DARK NIGHT SKIES

The site lies within the highly sensitive 2km buffer zone, between Midhurst town and the core of Dark Night Skies.

OTHER EXPERIENTIAL QUALITIES

A strong sense of enclosure and tranquility is experienced within the site due to its enclosed nature by virtue of its land form and wooded perimeter. Peace and calm are particularly notable experiences close to the lake. These experiences diminish close to the entrance to the site, and around the area of existing hard-standing.

2.10 CONTEXT AND RELATIONSHIPS

The site lies within the settlement and is influenced by this context. The lack of significant visual connection with the surrounding development, leaves the site somewhat isolated and the site's character is not strongly influenced by the immediate residential estates. The parts of the site which are closest to the entrance are more heavily influenced by their surroundings.

The site is part of a network or group of extraction sites running along the greensand ridge. Therefore the site arguably has a stronger relationship with its wider landscape context than its immediate residential surroundings.

2.11 MOVEMENT AND CONNECTIVITY

ACCESS AND LINKS

In addition to robust urban design principles (see 1.03 General Design Principles), the following objectives and aspirations must be applied to the site and demonstrated in the site's masterplan:

- Segregated access provision at / adjacent to the Fairway site entrance for Pedestrians, cyclists and NMU groups to avoid potential conflict.
- Access permeability through the site for pedestrians, cyclists and all NMU groups connecting Fairway with Lakeside Rd and the former Jubilee Path (south) to provide links to residential and commercial areas and onward links to the town centre.
- Jubilee Path: The potential for establishing a cross town utility NMU path linking south Midhurst to the town centre and Easebourne has been identified by a local community group and is noted within the SDNP Cycling and Walking Strategy and the West Sussex Walking and Cycling Strategy. The potential route is along the Jubilee Path (south), Jubilee Path (north) to South Pond and the rights of way network to Easebourne via the Cowdray Ruins.
- Local Plan Policy SD20 Walking, Cycling and Equestrian Routes safeguards former railway lines for future use as NMU routes. The SDNP Cycling and Walking Strategy identifies an ambition to provide long distance NMU links between Midhurst, Chichester (Centurion Way), Petersfield (Rother Valley Greenway) and Pulborough predominantly following the former railway alignments.

The map on the following page shows the wider aspirational Non Motorised User Network Vision for Midhurst, and how the Holmbush Caravan Park site fits into this vision.

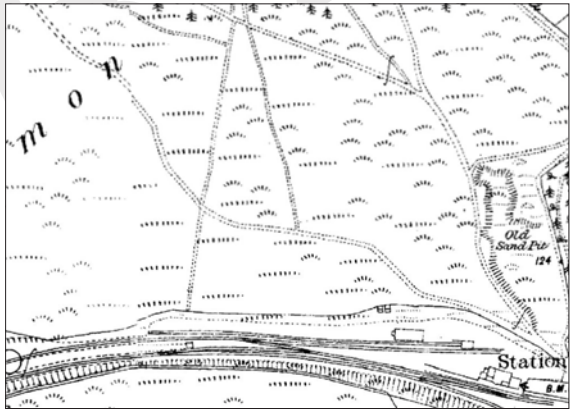


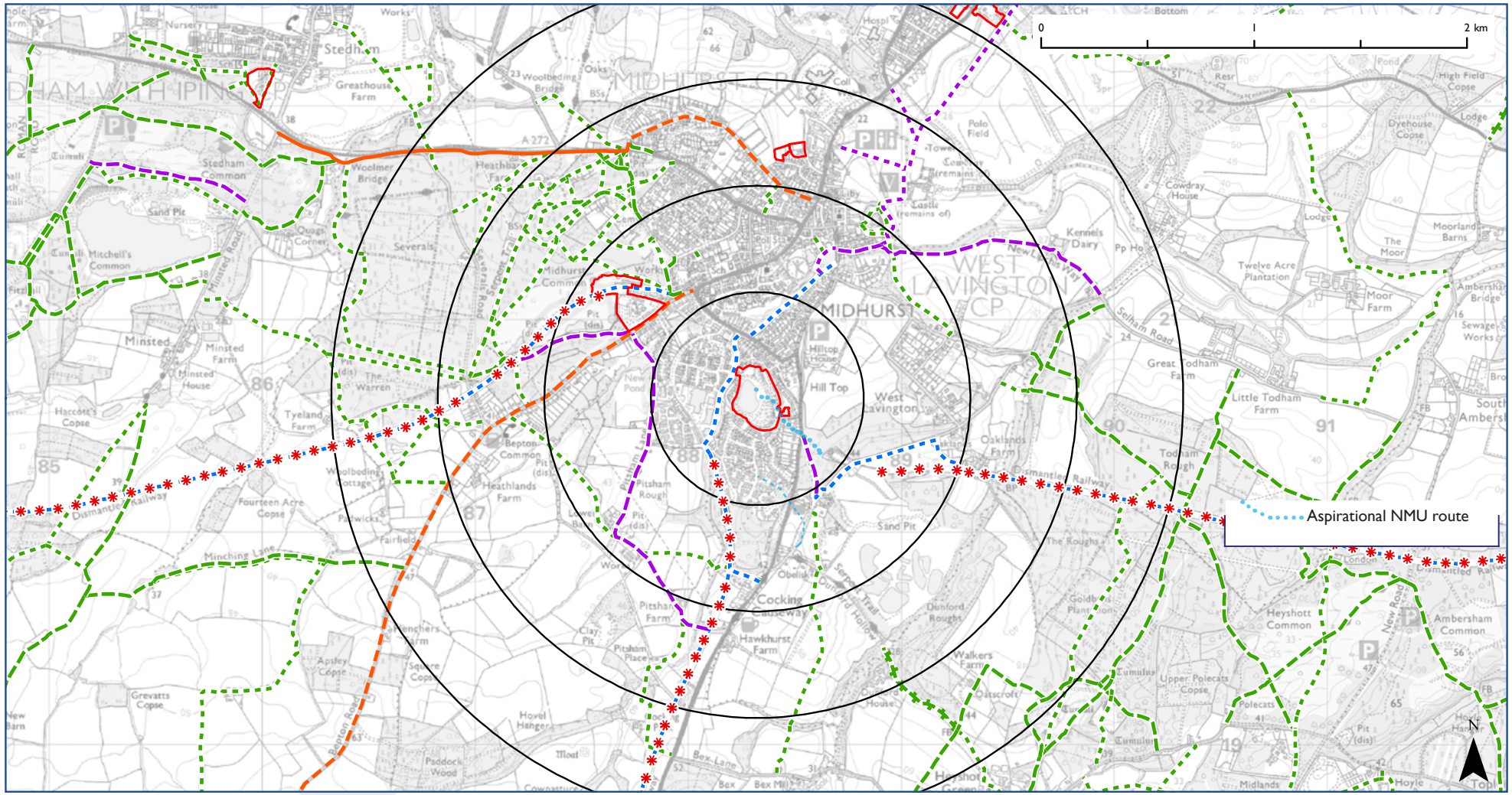
Fig.23

SOUTH DOWNS NATIONAL PARK

Non-motorised User Network, Midhurst

Holmbush Caravan Park

South Downs National Park Authority



500m Rings

Housing Allocation Site

SD20 Safeguarded for NMU Routes

Aspirational NMU Routes

NMU Route

Existing PRoW Footpath

Existing PRoW Bridleway

Strategic Cycle Route

On-Highway Cycle Route

Segregated Cycle Path

Public Right of Way

Footpath

Bridleway

Restricted Byway

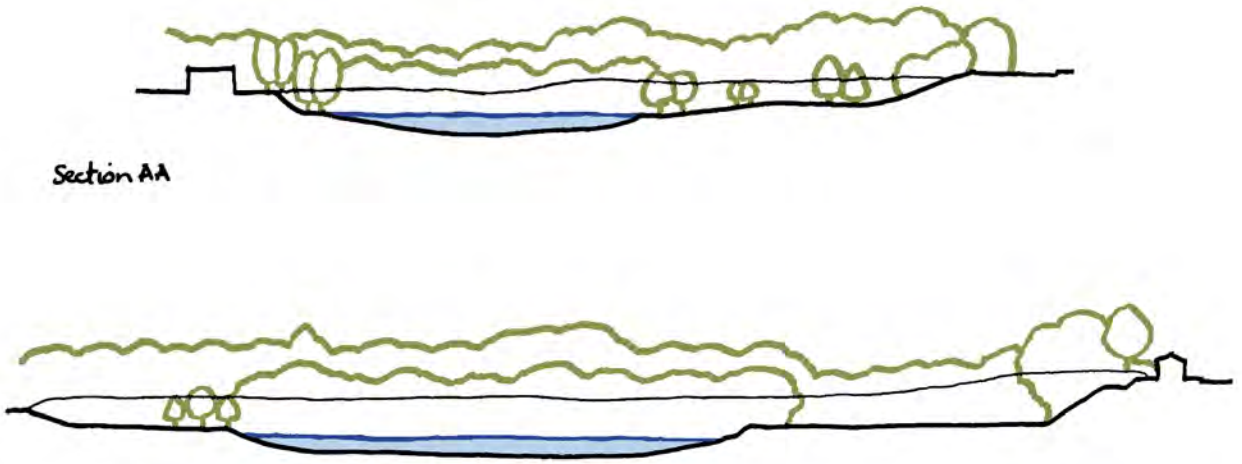
Scale at A4 1:25,000

Fig.24

2.12 SITE ANALYSIS

Fig.25

2.13 SITE SECTIONS



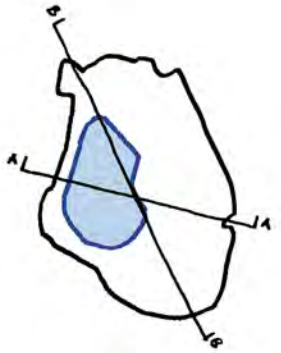


Fig.26

DESIGN PRINCIPLES

PART THREE

3.00 DESIGN PRINCIPLES DIAGRAM

Fig.27

3.01 DESIGN PRINCIPLES

INTRODUCTION:

These Design Principles draw on the evidence and analysis in Part Two of this document and establish a foundation, or baseline, to inform the masterplanning process and design development.

We will expect each of the following Principles to be addressed and demonstrated in the Design and Access Statement accompanying any planning application and the design response should be clearly 'read' in the resultant masterplan.

LANDSCAPE AND BIODIVERSITY

GEOLOGY AND SOILS

1. Use knowledge of geology and local patterns to inform road patterns, layout of built form, species choices and sustainable drainage opportunities.

TOPOGRAPHY AND WATER

2. Understand how the sand extraction has affected water drainage patterns. Identify how topography influences micro-climate, noise within and beyond the site and use this to inform layout and design. Find a sustainable land use for the floodplain.
3. In consultation with the Environment Agency and SDNPA provide a Sustainable Drainage System that will ensure surface water drainage from the site is suitably filtered to prevent pollution of the existing lake and ground aquifers (the lake will be required to act as an attenuator for the site with overflow to the nearby Cocking Beck in a flood event).
4. Explore opportunities to remove the culvert and allow more natural drainage.

LANDSCAPE ELEMENTS

5. Re-use existing hard standing where possible and focus built development here. Retain connectivity of key landscape features and seek opportunities to enhance them, their function (ecosystem services) connectivity (GI) and condition.
6. Maintain and enhance the existing blue /green infrastructure that forms the unique qualities of the site, in particular the ring of mature trees that encircle the site, areas of wetland woodland around the lake and distinctive trees.
7. The retention of non-native trees (no invasive species) is to be considered in the context of the value they bring to the wider landscape strategy for the site.

8. Introduce locally appropriate native species to help integrate the scheme into its wider landscape context e.g. birch, gorse, broom etc.
9. Areas of distinct character should be retained and enhanced as wildlife habitats and be used to create settings for existing native trees.
10. The western boundary should be replanted with appropriate native tree species to close down the open aspect.
11. Note the site has an Area Tree Preservation Order (TPO 97-00703), however SDNPA acknowledge that tree clearance will be necessary to develop the site.
12. Ensure all aspects of the development consider the Dark Night Skies policy (SD8) and minimise light pollution.

HABITATS

13. Retain existing habitats characteristic of the area's conditions e.g. wet woodland. Enhance their ability to function and seek opportunities to derive sustainable benefits from these (e.g. use wet woodland habitats for sustainable drainage).
14. Retain and enhance the perimeter woodland of native trees to ensure connectivity with Holm Bush Wood.
15. Biodiverse green roofs should be included where appropriate.

PEOPLE & WILDLIFE

16. Local species should be supported through maintaining key habitats through the site and improving their condition and connectivity for wildlife.
17. Encourage new species on site to improve diversity through pond management, for example to create more marginal habitats.
18. Maximise the space for wildlife through green roofs and rain gardens. Consider ecology in lighting scheme.
19. Opportunities for trails to use public art and structures including signage, wooden sculptures, birds, bee and bat habitats / boxes are encouraged. Children's 'learning through play' equipment to interpret the industrial heritage of the site and to learn about the site's rich biodiversity in a semi natural environment will be strongly supported.
20. A central green communal space (i.e. no hard standing) should be located close to the lake, to provide good access to the trails.

PERCEPTUAL

21. Demonstrate how the existing perception can be echoed through the scheme design. For example, retain wooded nature of site and plots, achieve density through height rather than area, and include pockets of quiet greenspace. Apply careful use of species (native and locally appropriate) to reflect wider character.

VIEWS & VISIBILITY

22. Retain wooded edge to the site to protect views from existing residents. Use views and vistas within the site to help legibility and

sense of space. Protect the wooded ridge-line in long distance views from the south.

ACCESS AND CONNECTIVITY

1. Utilise existing access and the location of existing access road to provide access around the site.
2. Provide a trail for pedestrians and cycles (NMU groups) around the lake, providing a renewed board walk to the southern and eastern banks with occasional pedestrian access to the lake via jetties.
3. Provide a trail for pedestrians and cycles (NMU groups) through site via existing site access and north west, south western and southern corners (see Design Principles Fig. 27) to link with Jubilee Path and the aspirational extension of Centurion Way in Holm Bush Wood (ancient woodland).
4. Ensure appropriate access to and provision of bus stops close to the site. Ensure there is a linked pedestrian footpath to bus stops and to existing footpaths. Provide safe crossings if necessary.
5. Delivery of schemes that improve the tourism business offer including increasing cycle/E bike hire, electric car charging and car club provisions will be supported.

USE AND DENSITY

1. The site is most suitable for residential development, however there may potential to exploit the unique environmental qualities of the site with a small community facility hub, such as a lakeside cafe / cycle hire facility.
2. Residential development could be of a higher density than the surrounding development, exploiting the benefits of a 'bowl-like' topography and together with the tall ring of existing trees that circle the site.
3. There are existing services of water, gas, electricity and foul drains, however their capacity will need to be reviewed given the potential for increased demand over the previous use as a caravan park. The provision of an energy centre and district energy network to support the development should be investigated and could form part of the communal facilities hub promoting sustainable living.

LAYOUT

1. Development blocks should be laid out with some degree of informality to respect the woodland setting and juxtaposed to deflect noise build up due to the 'bowl' shape of the site.
2. Flood levels around the lake will need to be respected and in some cases may require raised ground floor levels and appropriate means of egress in the event of a flood.
3. Development blocks should have dual aspect and be orientated to maximise passive solar gain.
4. New residential development should provide active frontages to the access road, and the topography of the site used

to absorb parking in under-croft areas where appropriate.

5. Visitor car and cycle parking should not be visually dominant so locating spaces within a woodland character should be explored.
6. Development should take advantage of the woodland setting with an emphasis on communal amenity space.
7. Test micro-climates created by trees and ensure sufficient light and air circulation.
8. The landscape character of the site changes in relation to the topography and its orientation, ensure that these character areas are retained and inform the proposal. Landscape character areas include:
   - The lake and its wooded banks.
   - Lakeside footpath on the western banks.
   - Lakeside board walk on southern and eastern banks.
   - The relatively open aspect terraces;
   - Perimeter woodland and scrub
   - A wider belt of woodland on the steep escarpment to the south-east.

SCALE, MASSING AND FORM

The visual isolation from the suburban context, the height of the existing trees and scale of the space created by the lake supports an increase in scale of development blocks but the following must be demonstrated:

1. The height of development should sit well below the height of surrounding trees, and reduce in height towards the lake side, designed to allow light to penetrate through and minimise shading.
2. The roofscape of the new development should have variety, using a mix of gables, pitched and green roofs, creating a distinctive built form that blends into the woodland backdrop.
3. Avoid long lengths of unbroken roofscape.

ARCHITECTURAL APPEARANCE AND MATERIALS

1. A contemporary approach to the architecture of the buildings will be supported.
2. Architecture should draw inspiration from the landscape character - reflecting the flat lake and trees. This might include using gabled roofs and deep overhanging eaves to create a distinctive rhythm to the roofscape and reinforcing the verticality expressed by the trees with verandas and terraces expressing the horizontality of the lake and adjoining terraces.
3. Use of locally sourced materials that are sympathetic to the local context, including wood for cladding as well as local bricks and / or stone.

3.02 CONCLUSION

The South Downs National Park Authority (SDNPA) has produced this development brief to set out the Authority's expectations for the development of this site. It is intended to provide guidance to potential developers of the site and to give increased certainty to the local community and all relevant stakeholders.

In addition to using this document, applicants are expected to use the pre-application advice service from the SDNPA.

The SDNPA Design Review Panel will also be involved in assessing the development proposals from an early stage. The Design Review Panel has a broad range of independent members which include distinguished landscape architects, architects and members of other professions that may contribute to a full assessment. For further information visit our website page Planning Advice: Design.

If you have any questions about this Development Brief please contact: Design@southdowns.gov.uk.

BACKGROUND INFORMATION

PART FOUR

4.0 KEY POLICIES

SOUTH DOWNS LOCAL PLAN

Strategic Allocation Policy SD82: Holmbush Caravan Park, Midhurst

Strategic Policy SD2: Ecosystem Services

Strategic Policy SD4: Landscape Character

Strategic Policy SD5: Design

Strategic Policy SD7: Tranquility

Strategic Policy SD8: Dark Night Skies

Strategic Policy SD9: Biodiversity and Geodiversity

Strategic Policy SD11: Trees, Woodland and Hedgerows

Strategic Policy SD12: Historic Environment

Strategic Policy SD17: Protection of the Water Environment

Strategic Policy SD19: Transport and Accessibility

Strategic Policy SD20: Walking. Cycling and Equestrian Routes

Strategic Policy SD21: Public Realm, Highway Design and Public Art

Strategic Policy SD22: Parking Provision

Strategic Policy SD27: Mix of Homes

Strategic Policy SD28: Affordable Homes

Strategic Policy SD45: Green Infrastructure

Strategic Policy SD46: Provision and Protection of Open Space, Sport and Recreation Facilities and Burial Grounds / Cemeteries

Strategic Policy SD48: Climate Change and Sustainable Use of Resources

Development Management Policy SD50: Sustainable Drainage Systems

Development Management Policy SD51: Renewable Energy

CHICHESTER DISTRICT LOCAL PLAN 1999

BE14: Wildlife Habitat, Trees, Hedges and Other Landscape Features

BE13: Town Cramming

R4: Public Rights of Way and Other Paths

RE7 and RE8: Nature Conservation

RE4: AONB Protection of Landscape[e and Character

TR8: Catering for Cyclists and Pedestrians

TR12: Chichester to Midhurst Disused Railway Line

Note: *The Chichester District Local Plan 1999 is pre, National Planning Policy Framework and pre, the South Downs National Park designation.*

NATIONAL PLANNING POLICY FRAMEWORK

Para 56

The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Para 57

It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Para 58

..... ensure that developments:

☐ will function well and add to the overall quality of the area, ... over the lifetime of the development; ☐ establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; ☐ optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses including incorporation of green and other public space as part of developments) and support local facilities and transport networks; ☐ respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation; ☐ create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and ☐ are visually attractive as a result of good architecture and appropriate landscaping.

Para 61

..... decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Para 64

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

4.01 FURTHER READING

The South Downs Local Plan (SDLP)

Midhurst Conservation Area Appraisal

West Sussex Building Stone Atlas

West Sussex Strategic Stone Study

East Sussex Strategic Stone Study

Roads in the South Downs (SDNP)

Access Network and Accessible Natural Green Space Study

Tranquility Study

Dark Night Skies Technical Guidance (expected 2018)

Ecoserve Mapping Report

South Downs Integrated Landscape Character Assessment (SDILCA)

Settlement Context Study

Habitat Connectivity Study

The Urban Design Compendium (HCA, Rev.2013)

4.02 FIGURES