WEST SUSSEX COUNTY COUNCIL

DEPOT

AND FORMER

BRICKWORKS

SITE, MIDHURST

DEVELOPMENT BRIEF

SOUTH DOWNS NATIONAL PARK AUTHORITY

JANUARY 2018

1.00 PREFACE

AFTER 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

1.01 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.

1.02 PLANNING POLICY

The emerging South Downs Local Plan sets out a site specific, Strategic Allocation Policy for the development of this site (Policy SD81). 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 Part Four).

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.

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

Strategic Allocation Policy SD81: West Sussex County Council Depot and former Brickworks site, Midhurst

1. The West Sussex County Council Depot and former Brickworks site is allocated for a residential-led development (class C3 use). A masterplan for the whole site should be submitted as part of any Outline or Full planning application. Development for between approximately 65 to 90 dwellings will be permitted. Development for other complementary uses will be permitted where such uses are justified through the whole-site masterplan, and are shown to meet a local need. Planning permission will not be granted for any proposals which prejudice the whole of the site being bought forward for development. 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) Deliver an ecosystem services-led solution to mitigate the sensitive interface with Midhurst Common, provide positive enhancements to wildlife habitats within and surrounding the site, and contribute to the aims of the Stedham, Iping, Woolbeding Cresence Biodiversity Opportunity Area;

    b) To demonstrate that there would be no likely significant effect on the Singleton and Cocking Tunnels Special Area of Conservation;

    c) Provide wildlife corridors within the site as part of a site-specific Wildlife Management and Enhancement Plan;

    d) Provide high-quality pedestrian links through the site linking into Midhurst Common and hence the long distance Serpent Trail;

    e) Retain, or relocate to an appropriate location to be approved by the Authority, the Household Recycling Facility ensuring an equivalent standard and capacity of provision;

Continued...

f) Safeguard a suitable vehicular access route through the Depot site to allow for vehicular access to the former Brickworks site direct from Bepton Road;

g) Provide a pedestrian / cycle / emergency vehicle access to the former Brickworks site from Station Road;

h) Provide suitable on-site surface water drainage and;

i) The location of new housing and access roads to have regard to localised areas of potential surface water flood risk.

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 should address the following:

a) Provision of suitable pedestrian and cycle links to the adjacent countryside and to the existing rights of way network;

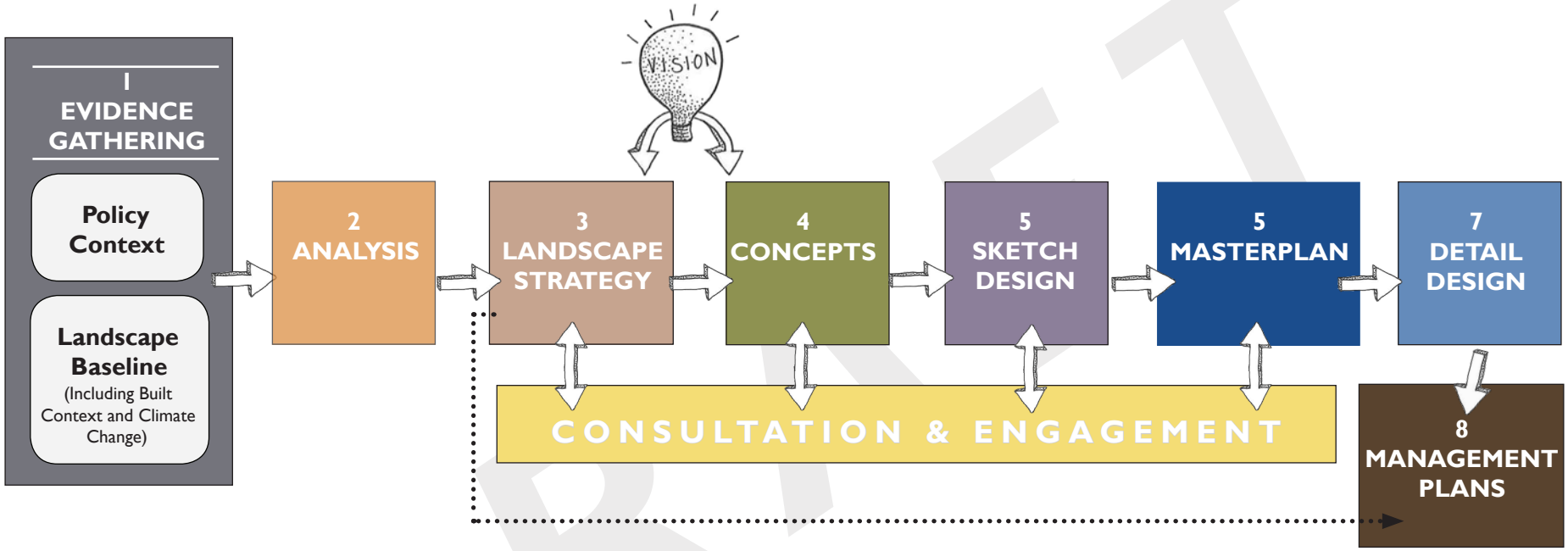
b) Protect and enhance trees within the site where possible, and where trees are lost, provide at least the equivalent in new tree planting on site. Trees on the site boundary should be retained and new tree planting should be undertaken;

c) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and

d) 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.

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

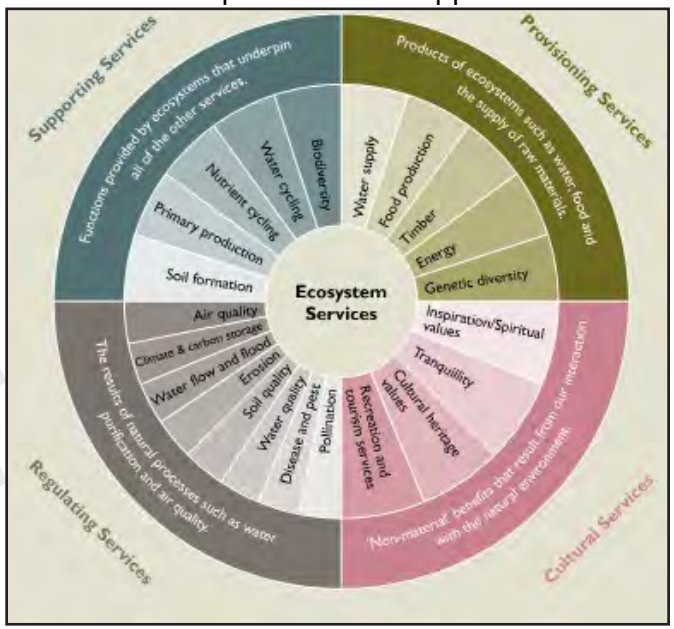
Historical evidence of a place (e.g. through maps or Historic Land Characterisation) forms part of how a landscape is understood. Layers of history are often represented as surviving landscape elements which create a sense of place and are themselves critical site assets to be retained and enhanced. 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.)

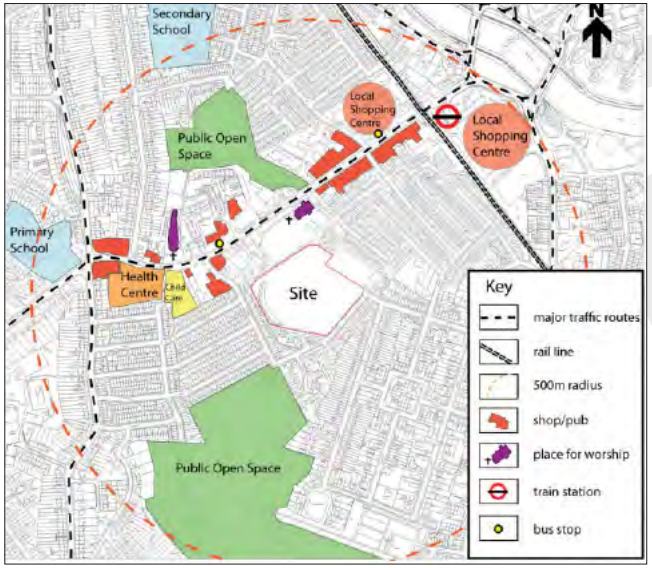
Districts/Character Areas: street layouts, materials, styles, local plant species, movement patterns etc.

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 SDLP).

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

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.

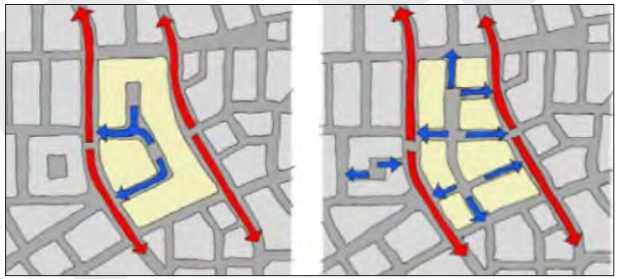


Fig. 10

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.

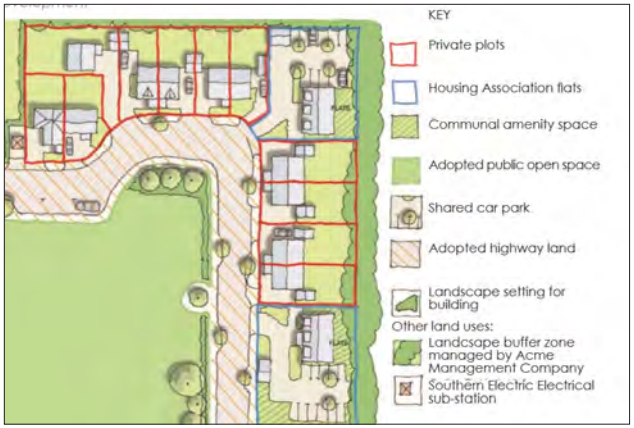
- A mix of parking in larger development is appropriate: on plot (drives and car ports), on street and small parking courts. Over-dominant on plot car parking must be avoided.
- Garages are not an efficient parking solution.
- Restricting numbers of parking spaces (to no more than 4 together) aids integration 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.

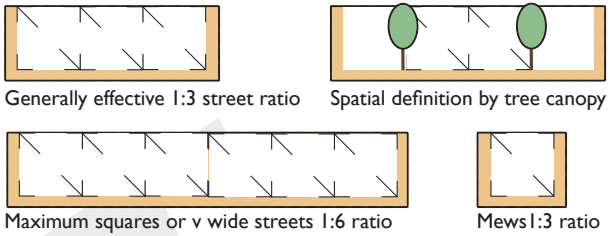


Fig.14

33. CORNER PLOTS

Corner plot buildings should address both public sides with active room windows and entrances Blank flank ends should be avoided.

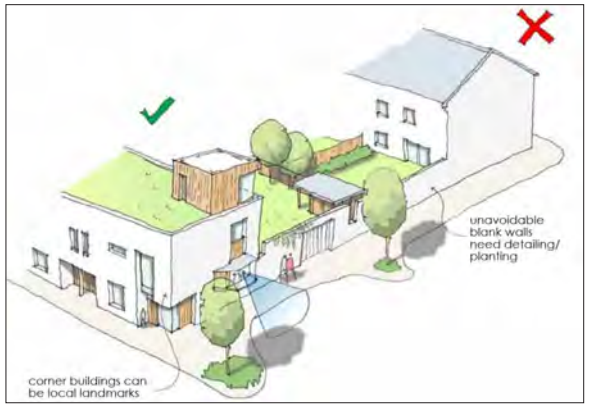


Fig.15

34. DOORS AND ENTRANCES

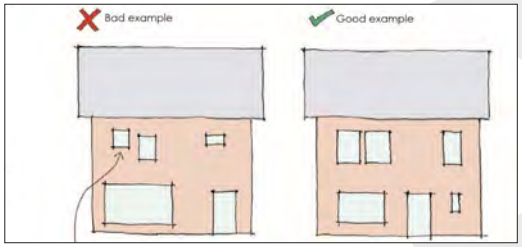
Main entrances should be located on the public side of the street and should be obvious through architecture and lighting to aid legibility without relying on signage.

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)

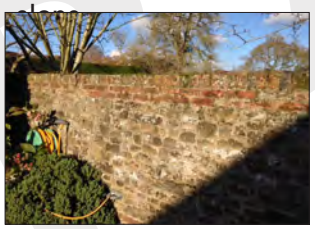


Windows should be in proportion, lined up vertically and ideally horizontally from top of window

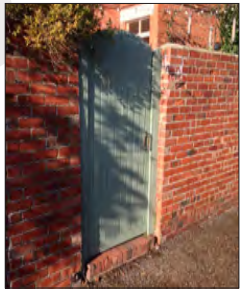
Fig.16

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.

1.03 A VISION FOR THE DEPOT AND FORMER BRICKWORKS, MIDHURST.

The following is an indication of what the South Downs National Park Authority envisages as a potential Vision for the Depot and Brickworks site.

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 development at the Depot and former Brickworks is adjacent to a tranquil heathland common and sits within a wider heathland landscape character area. Surrounded by woodland and with disused sand quarries to the west, its wooded character has been cherished and conserved as part of the new development. The site has achieved a comfortable balance between a mix of uses, including residential homes and flexible commercial work spaces.

The Brickworks development is exemplary in its understanding and application of environmental and sustainable solutions through the use of ecosystem services; supporting the wood fuel economy, the use of locally made construction materials and labour and supporting biodiversity and the 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 wider community and visitors to continue to enjoy the South Downs National Park. It is a positive example of landscape-led placemaking."

KEY PRINCIPLES OF THE VISION

Well connected to natural pedestrian routes into Midhurst town centre and the wider walking and cycling network of public rights of way including the long distance Serpent Trail, and the aspirational Rother Valley Greenway.

A high quality architectural style that is both contemporary and yet respects the character of Midhurst's historic core and the site's industrial heritage.

Comfortably integrated into the neighbouring trading area and local amenities.

Provides attractive connections and opportunities for recreation and areas for quiet contemplation.

Direct links to wildlife and biodiversity.

EVIDENCE AND ANALYSIS

PART TWO

2.00 SITE LOCATION

Fig.17

Fig.18

2.01 PHOTOGRAPHS OF THE SITE

WSCC depot and former brickworks site

Wider context, heathland and wooded edge
Source: Google Earth

north

Internal view of the former Brickworks site

Site entrance of WSCC depot site

Internal view of the former Brickworks site

Internal view of depot site

Detail of remnant Midhurst White bricks

View of boundary and adjacent landscape

2.02 SURROUNDING BUILT FORM / SETTLEMENT CONTEXT

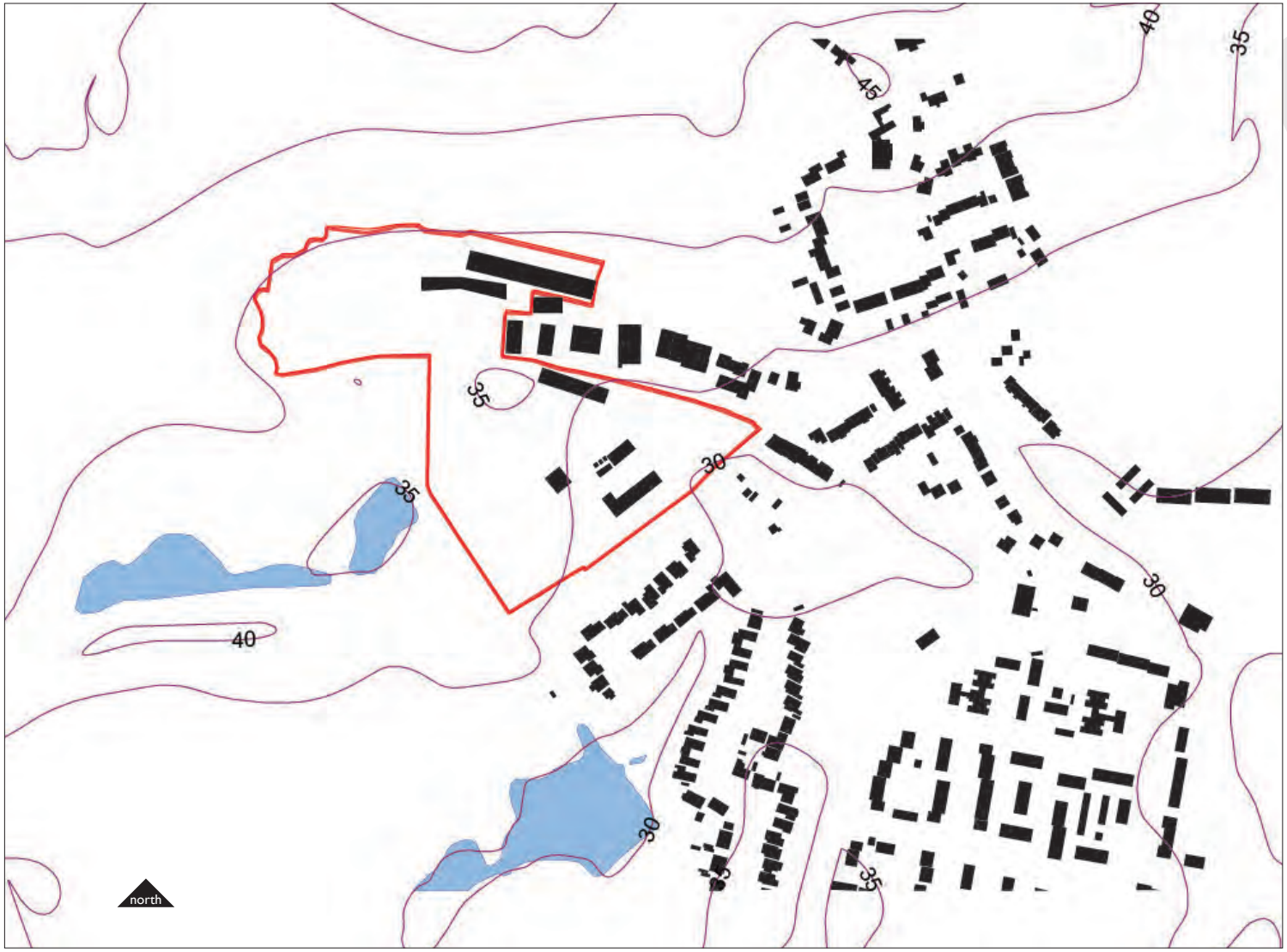


Fig.19

This figure ground drawing *(Fig.19)* demonstrates the historic settlement pattern of the south west edge of Midhurst, and shows the existing industrial and residential mix.

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 of any development scheme will respond to its context and successfully calibrate the transition from an urban to a rural environment.

2.03 LANDSCAPE LAYERS

SITE CONTEXT

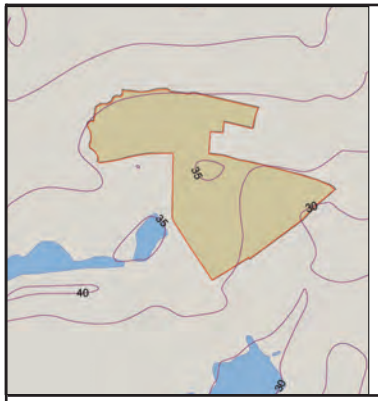
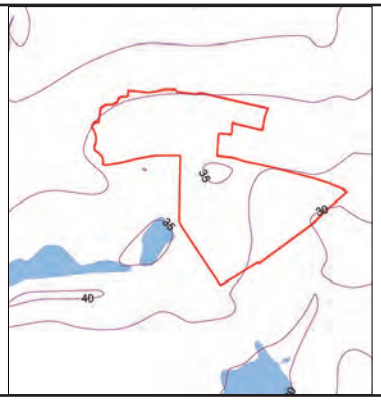
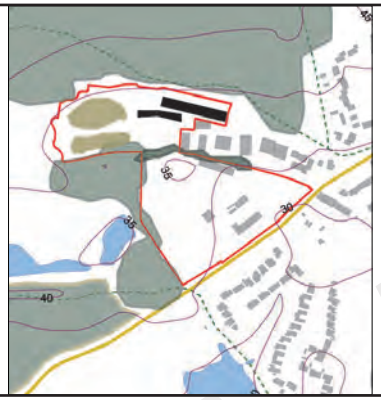
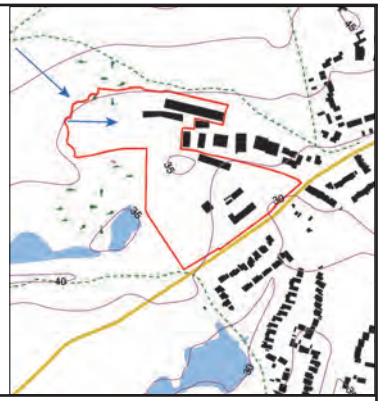
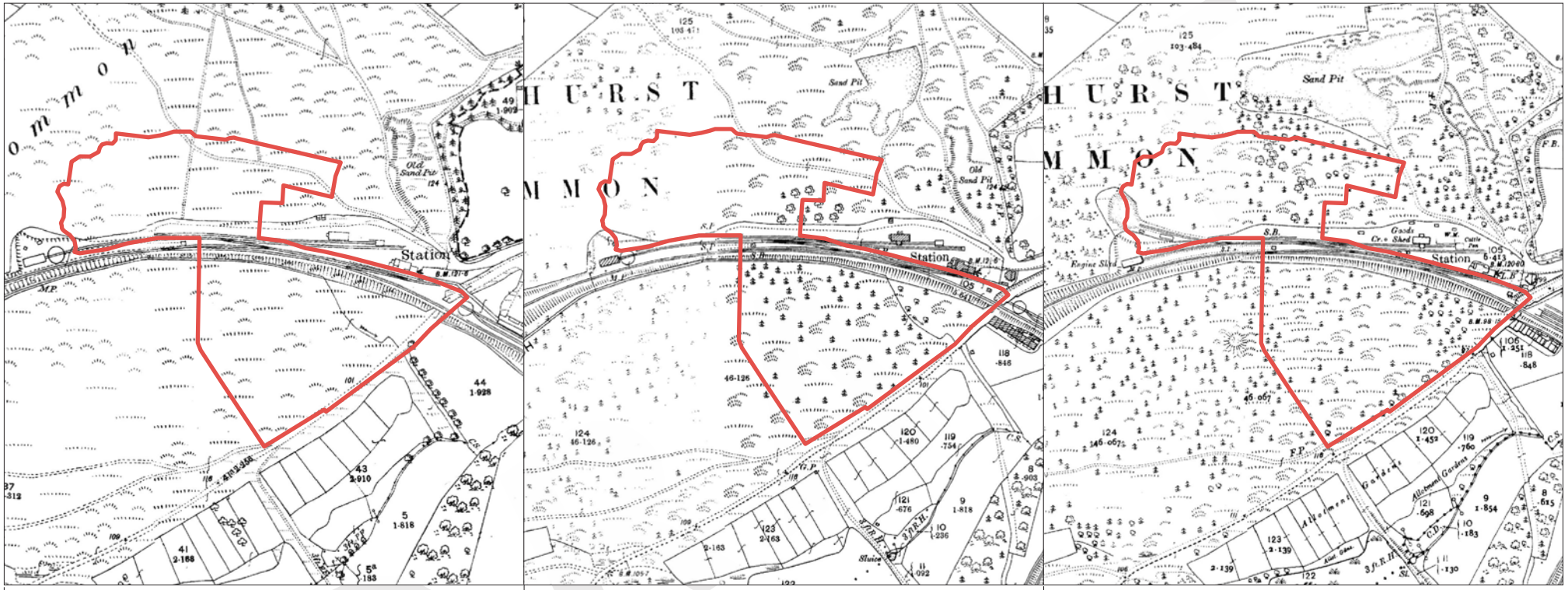
				
GEOLOGY AND SOILS	TOPOGRAPHY & WATER	LANDSCAPE ELEMENTS	HABITATS	PEOPLE AND WILDLIFE
• Sandstone and mudstone geology. • Wealden greensand National Character Area. • Freely draining very acid sandy and loamy soils. • Sand quarries, many are now ponds contributing to local character.	• The greensand ridge is at one of its highest points. • Frequent ponds and standing water. • The landform falls gently away to the south towards Bepton Common. • Significant level changes as a result of extraction.	• Woods on plateau and higher slopes, typically well connected. • Heathland associated with sandy soils and historic commons. • Wooded watercourses. • Dispersed settlement pattern, with none on commons. • Midhurst is a planned medieval market town.	• Ancient plantation and semi natural woodland. • Ancient and undisturbed wet and dry lowland heath. • Ponds support locally rare species. • Rights of Way / Wayleaves create glades within wooded heathland	• Species are associated with sensitive ecological niches (heath) as a result they are rare and often protected e.g. numerous invertebrates, reptiles and amphibians. • Midhurst Common has been open access throughout its history. • Midhurst is suggested to mean 'amongst wooded hills'.
• Sandy soils frequently exposed in areas of bare ground. • The Brickworks established by the Cowdray Estate use local material to create 'Midhurst Whites'.	• The site is fairly flat and stands higher than the adjacent land to the west, now separated by a significant wooded cliff. • A perimeter bund exists around the site in places.	• Common (characteristically unenclosed). • Areas of open ground, industrial heritage (goods shed, station house) and exposed tracks. • Linear woodland, trees and copses.	• Acidic heathy scrub and secondary woodland. • Bare sand and hard standing. • Derelict and surviving buildings. • Semi-mature trees.	• Safeguarded access along alignment of historic railway. • Site is experienced as a transition between urban and rural.

Fig.20

2.04 LANDSCAPE HISTORY

Fig.21 Source: Ordinance Survey 100050083



1875

The site is located within an historic industrial landscape partly within Midhurst Common. Each landscape layer has a history, but it is particularly the landscape elements resulting from the interaction between people and their environment, which help a site's history unfold. The London and

1897

South Western Railway opened in 1860 and linked Midhurst to Petersfield, encroaching on part of Midhurst Common. Sand extraction proliferated with the railway and expanded throughout the 19th century. The northern part of the site associated with the railway is considered to be an early 20th

1912

century landscape and older than the rest of the site which was developed post-war from common land. Surrounding the site, Mesolithic finds such as axes and flints have been discovered, pointing to a much earlier use of the land and potential for archaeology.

FIELD SYSTEMS AND ENCLOSURE

The lack of enclosure contributes to strong landscape character. Midhurst Common has a significant history and it remains relatively unchanged in its land use and boundary. As a result of the sandy, poor quality soils, it has never been enclosed for agriculture. Its historic character therefore remains coherent.

WOODLAND AND TREES

The Common includes large areas of Ancient Woodland, but within the site and its immediate context, secondary woodland is typical. There are some semi-mature trees within and around the perimeter of the site.

ROADS AND RIGHTS OF WAY

Movement and access at this site bears a strong relationship with the common. Historic roads, tracks, paths and a sense of freedom from open access land are all strongly associated with the common and they have a significant history in this location. Access routes through the common were, and still are, typical, having provided a life-line to resources for less privileged members of the community.

SETTLEMENT AND BUILT FORM

Midhurst is a planned medieval town and it has a broadly nucleated form. The town expanded significantly north east of the site from the late 1800s onwards. The common has not been settled and homes were historically built around the edges of common land and are typically linear much like Bepton.

2.05 CULTURAL HERITAGE

The site was in intensive use throughout the mid-twentieth century for the production of sand-lime bricks, marketed from 1938 as 'Midhurst Whites'. These bricks had good compressive strength but were of doubtful aesthetic value and their weathering qualities were also the subject of debate. The lime was extracted from Cocking Lime Works, a couple of miles away. A small, narrow gauge railway of a type common on industrial and larger construction sites at the time, handled much of the bulk material movement from process to process within the plant. Buildings were rudimentary in character, with open-sided sheds surviving to this day. Much of the finished product was shipped by train from the nearby railway goods yard, until closure of the railway required road transport. Production of bricks ceased in 1985. While there are a few surviving examples of facing brickwork in the locality, Midhurst Whites were most often used for foundations and internal work, where their distinctive appearance would be concealed by other finishes.

The surviving structures on the site retain some evidential value and should be surveyed and recorded by specialist industrial archaeologists before demolition. In conjunction with map regression, aerial photography and any other surviving photographic sources, an attempt should be made to understand the material processing and brick production that took place on the site, with further regard to any evolution of the process over the period of its operation. This might usefully include an oral historical record if former staff can be located. This research could then help inform a modest programme of site interpretation following redevelopment, using traditional boards, panels or other media. If this analysis and interpretation is done, it is not considered that the surviving structures merit permanent retention and conservation but could be used to inform a design rationale.

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**

ECOSYSTEM SERVICES / LANDSCAPE ELEMENT	Biodiversity	Soil	Primary production	Nutrient	Water	Food	Timber	Energy	Genetic diversity	Air quality	Climate	Water flow	Erosion	Soil quality	Water quality	Disease & pest control	Pollination	Inspiration	Tranquillity	Cultural heritage	Recreation
FIELD SYSTEMS	■	■	■	■		■			■		■	■	■	■	■		■	■	■	■	■
WOODS / TREES	■	■	■	■					■	■	■	■	■	■	■		■	■	■		
ROADS / RIGHTS OF WAY	■																	■	■	■	■
SETTLEMENTS / BUILT FORM	■	■				■	■	■	■	■	■	■		■	■	■	■	■			

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 Brickworks Site include;

- Linear woods and lines/clumps of trees within the site.
- Surrounding mosaic of woodland, trees and open lowland heath.
- Access routes, roads, Public Rights of Way and Open Access Land.
- Existing safeguarded railway line.

- **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 1.03 General Design Principles, this section provides an assessment of landscape sensitivity at the site:

FIELD SYSTEMS & ENCLOSURE

Character: Part of unenclosed common land, the site and its immediate surroundings are highly characteristic of heathy commons on the greensand plateau.

History: The site and context are significant in terms of history. Historic unenclosed land with access for all, its 'time depth' or historical resonance remains.

Visibility: Lack of enclosure produces a strong sense of wildness along the western fringes, but does not directly affect visibility.

Value: The site's value is increased by adjacent local wildlife site and strong cultural links with the common and railway.

WOODLANDS AND TREES

Character: Originally open heath, the development parcels create a sense of enclosure as trees have matured around the edges.

History: Some trees are semi-mature and secondary woodland surrounds the site. Ancient woodland is designated further into the common.

Visibility: Trees interrupt long distance views into and through the site. Within the site trees create vistas and frame views.

Value: Trees contribute significantly to GI and ecological resilience of the surrounding woodlands and they provide services such as climate control and commuting routes for bats.

ROADS & RIGHTS OF WAY

Character: Characteristic rights of way run close to the site. The common's routes demonstrate its ongoing use by people. Bepton Road is a wooded rural lane.

History: Many routes and the surrounding road network have a significant history as access ways.

Visibility: Routes offer views in to the site, for example the Serpent Trail and footpaths to the north. Visibility also affects Bepton Road's wooded character.

Value: These are the foundations of movement within and beyond the site, providing numerous ecosystem services: recreation, tranquillity and GI.

SETTLEMENTS & BUILT FORM

Character: Developing alongside railways and industry, the site supports Midhurst's nucleated form. Buildings are industrial but rooted in the landscape.

History: Midhurst is a medieval planned town, but the site developed from common land with the railway from the 1860s onwards and industrial style additions have been made since.

Visibility: Variable heights of buildings block views into the site particularly from the north-east. Views within the site are also interrupted and the site is never experienced as a whole.

Value: The buildings have a recent history and whilst of limited architectural interest they contribute to the character of this transition landscape, particularly the railway buildings.

2.09 PERCEPTUAL QUALITY

TRANQUILITY

The site and its context is in an area of intermediate tranquillity, which increases in a south-westerly direction across the common and away from Midhurst.

DARK NIGHT SKIES

The site lies within the 2km buffer zone between Midhurst Town and the Core area of Dark Night Skies.

OTHER EXPERIENTIAL QUALITIES

In combination with the site's tranquility, perceptual quality is experienced with a sense of remoteness and wildness resulting from the unenclosed common i.e. lack of significant human interventions. Within the site, these experiences are also possible, particularly in the area to the north west and west of the site, where mature trees offer a strong sense of enclosure. Sense of place is strong in the northern and eastern areas where the industrial heritage of the railway, tracks, and built form contribute to a local cultural narrative at this site.

2.10 CONTEXT AND RELATIONSHIPS

The site lies within an edge of settlement location, therefore it has influences from the urban and rural context; notably Midhurst town and the common. These two elements provide the context to the site, and equally influence the site in terms of its character. The eastern part of the site adjacent to Midhurst is the focus of built form and activity and the north and western parts have a stronger heathland context.

The site and its context forms part of a network of commons running along the higher ground of the greensand plateau. This relationship is physical, providing ecological connectivity as well as connections for people. The common is a legacy of the past used by people who had rights over grazing, collecting firewood and timber. It has a strong relationship with Midhurst and the site is located directly between the two. Views of the common from the edge of Midhurst and from within the site strengthen this relationship.

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:

- Rother Valley Greenway: The potential for establishing a shared use leisure path along the line of the former Midhurst to Petersfield railway has been investigated by a local community group. The feasibility study, completed in 2014, has generated local support for the route and, subject to funding, there is a desire to take the project forward.

- Local Plan Policy SD20 Walking, Cycling and Equestrian routes protects the former railway alignment (Midhurst to Petersfield) for the future development of a leisure path (see design principles).

- Maintain and facilitate access to Open Access land at Midhurst Common.

- Provide safe NMU access out of the site and along Bepton road to create a linked pedestrian route towards Midhurst town centre.

The map on the following page shows the wider aspirational Non Motorised User Network Vision for Midhurst, and how the WSCC Depot and Former Brickworks site fits into this vision.

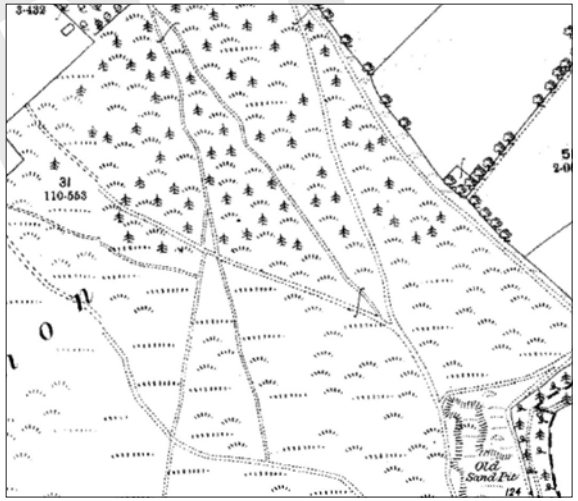


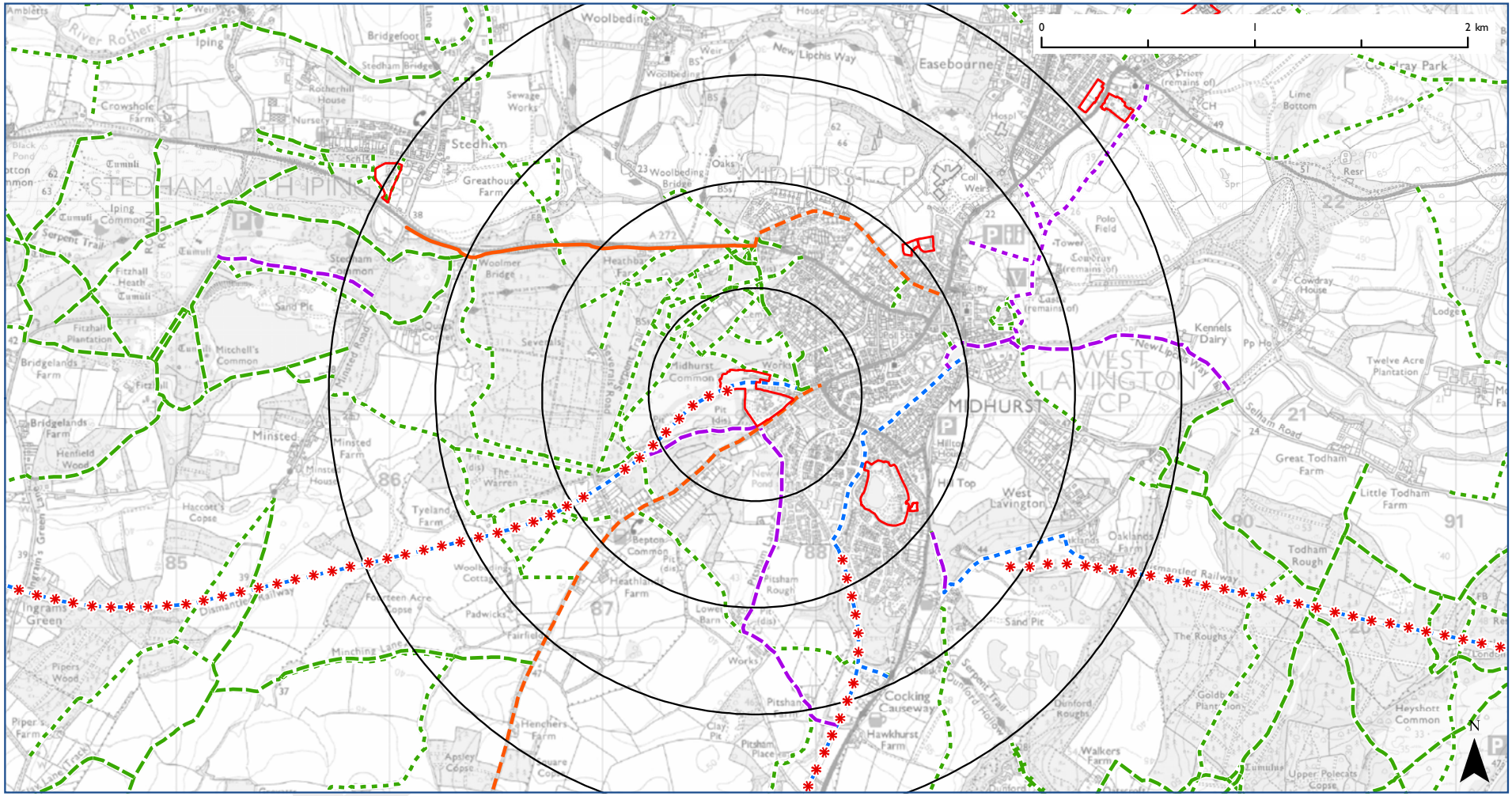
Fig.23

SOUTH DOWNS NATIONAL PARK

Non-motorised User Network, Midhurst

Depot and former Brickworks site

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

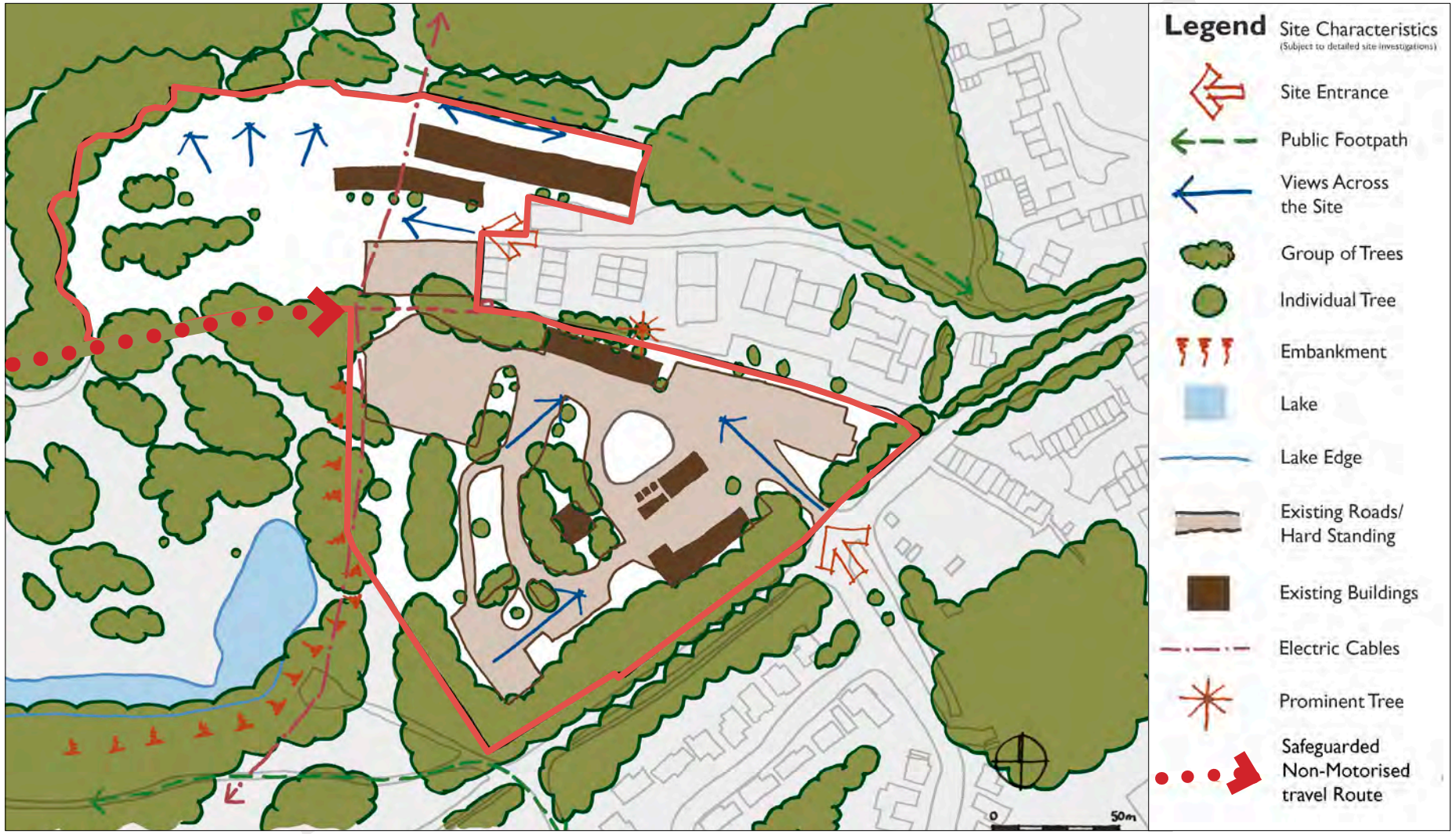


Fig.25

DESIGN PRINCIPLES

PART THREE

3.00 DESIGN PRINCIPLES DIAGRAM

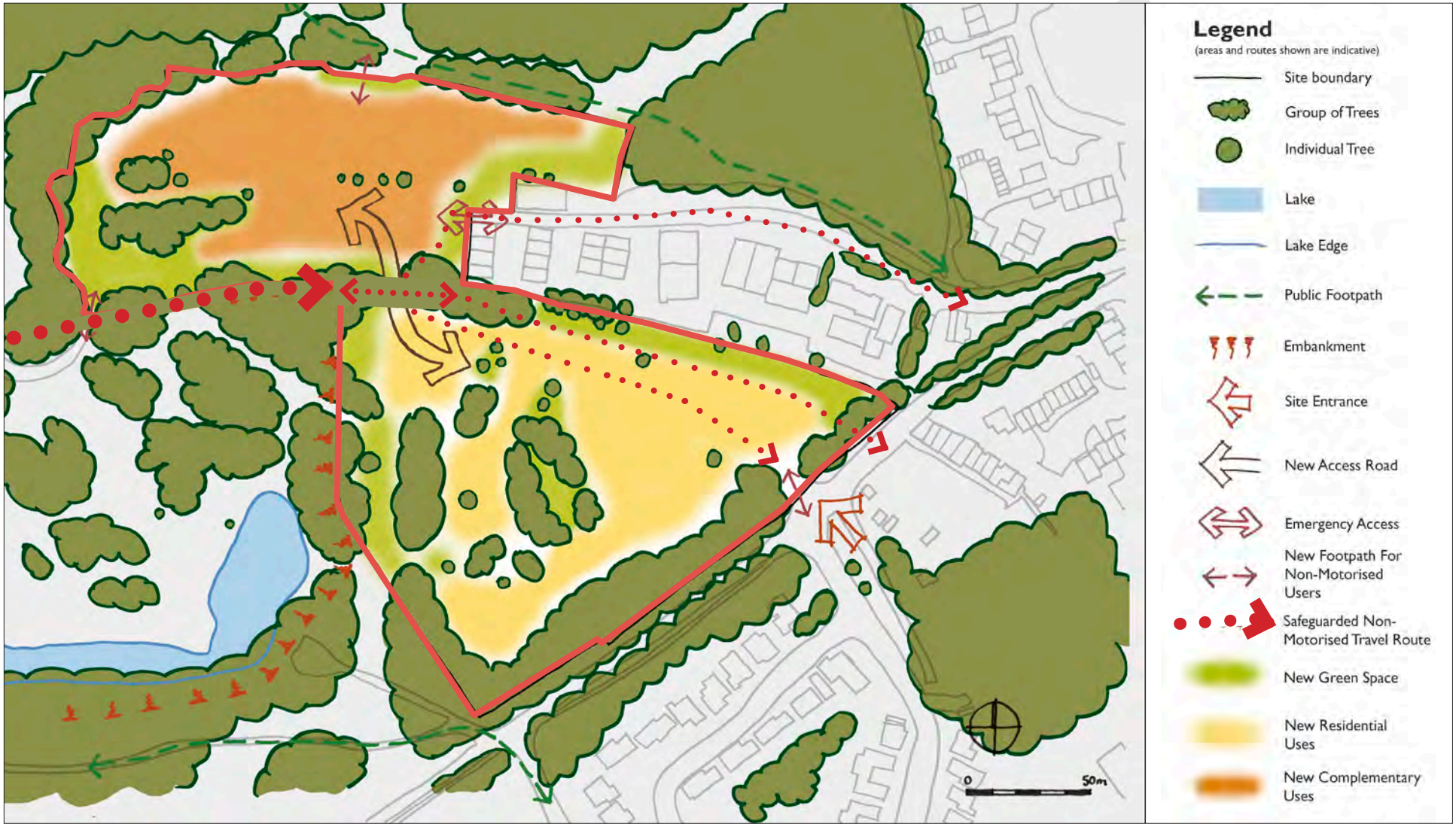


Fig.26

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 and local materials. Propose native species characteristic of these soils and explain the significance of this geology and soils (in particular areas of exposed soil) to key species.

TOPOGRAPHY AND WATER

2. Demonstrate how the previous uses on this site, including sand extraction, has affected water drainage patterns. Identify opportunities to reinforce contextual topographic character at this site.
3. Identify sustainable drainage opportunities and in consultation with the Environment Agency and SDNPA provide a Sustainable Drainage System (SuDS) that will ensure surface water drainage from the site is suitably filtered to prevent pollution of local water systems (including those on Midhurst Common) and minimise local storm water flooding.

LANDSCAPE ELEMENTS

4. Re-use existing building platforms and hard-standing where possible and focus built development here to minimise negative impacts.
5. Consider opportunities to re-use station buildings or retain the site's industrial character and demonstrate how the story of this site is retained and understood by new residents. Consider the alignment of the track bed and safeguarding policy to allow for movement and connectivity.
6. Retain connectivity of key landscape features through and beyond the site, seek opportunities to enhance landscape features, their function (ecosystem services) connectivity (GI) and condition. Show how development of the site has reinforced the

character of Midhurst.

7. Consider both the character of the common and the existing hard-standing when understanding movement and circulation. Demonstrate how this understanding is echoed through the scheme's design. For example, retain the wooded nature of the site and plots and create pockets of quiet green space.
8. Ensure careful use of species (native and locally appropriate) to reflect wider character. Invasive species must be avoided.
9. Retain wooded edge to the site in order 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.
10. Ensure all aspects of the development consider the Dark Night Skies policy (SD8) and minimise light pollution.

HABITATS

11. Local species should be understood and supported. Retain, maintain and enhance existing habitats and landscape features characteristic of this landscape, e.g. open ground, heathland. Demonstrate how any scheme can positively contribute to efforts being made on neighbouring sites. Enhance the condition and ability to function of local species, habitats and landscape features, (e.g. ensure the site is connected and permeable to key species).
12. Ensure open spaces within the scheme are characteristic and focused upon habitat improvements. Retain and enhance existing habitats through the site as these provide valuable connectivity.
13. Provide a significant and characteristic buffer to the local wildlife site and ensure the layout and activities suit this location close to sensitive habitats.

LANDSCAPE STRATEGY & MANAGEMENT PLAN

14. A landscape strategy and management plan will be required.
15. The landscape strategy must include a new, native and locally indigenous planting schedule for trees in public spaces and gardens and to increase tree cover along the boundary where there are gaps.
16. Areas of heathland, woodland, scrub and site boundaries should be managed, maintained and enhanced to maximize biodiversity potential and provide for protected species.
17. Green roofs should be included where appropriate to provide biodiverse habitats. Similarly, woodland trails are to be provided through the site linking with existing trails on Midhurst Common.
18. Play spaces should be provided that encourage learning through play in a semi natural environment.

19. The design of trails should integrate public art and structures, including signage, wooden sculptures, bird, bee and bat habitats / boxes and children's 'learning through play' equipment to interpret the rich industrial heritage and biodiversity of the site. Particular emphasis should be given to the opportunity for place-making that builds upon the unique landscape qualities of the site.

MOVEMENT AND CONNECTIVITY

1. The existing vehicular access off Bepton Road must allow for pedestrian and cycle access into the development and provide appropriate links to existing footpaths and bridleways on Midhurst Common.
2. Emergency vehicular / pedestrian and cycle access is to be provided to Station Road.
3. Access roads and paths should have a sensitive interface with wildlife habitats and corridors within the site and adjoining Midhurst Common.
4. Any complementary uses proposed should ensure an integrated approach to parking, forecourt design, service deliveries and refuse storage.
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 Strategic Allocation Policy SD81 requires that the whole site is brought forward comprehensively for development and that a masterplan is prepared.
2. The approach must take suitable account of Housing Mix and Affordable Housing policies. There are the following options for the site's development :
   - Residential uses on both the Depot and former Brickworks site.
   - Residential uses on the WSCC Depot site allowing for a mix of complementary uses on the former Brickworks site, which might include some residential development.
   - The Household Recycling Facility needs to be retained on the site or relocated to an appropriate alternative location. The proposals for this need to form part of any planning application.
3. Higher density is more appropriate in the south eastern part of the site adjoining the southern boundary of the industrial estate (see right).
4. There is a need to provide publicly accessible open space, wildlife corridors and high quality

pedestrian links to Midhurst Common and the Serpent Trail to the north.

5. New services may be required to meet the increased demand of the proposed new development. Investigations into the provision of an energy centre and district energy network and/or renewable energy alternatives to support the development should be demonstrated.

LAYOUT

1. The masterplan must be landscape led and the landscape strategy should inform the layout of the proposed residential development and other complementary uses.
2. Establishing distinct character areas will achieve a sense of place with strong legibility. The landscape character of the site varies in relation to the topography and includes:
   - The goods sheds.
   - The open storage area in the north west of the site.
   - The central 'neck' of the site which joins the northern and southern parts of the site (railway alignment).
   - The northern boundary to the industrial estate.
   - The south western boundary. The area to the west (currently salt storage area)
   - The southern treed buffer zone to Bepton Road, the south eastern area of the site.
3. Any development scheme should utilise the existing vehicular access off Bepton Road. A further vehicular access may be required to link the Depot site with the Former Brickworks site, whilst allowing suitable distance from the overhead high voltage cables (if retained). There should be provision of a landscape buffer to the existing boundary with the industrial estate and for the safeguarded alignment of the disused railway.

Fig.27

4. The retention of a large number of the existing trees on the site (assessed and categorised in accordance with BS5837: 2012) will be necessary. These and the surrounding woodland give the site a strong sense of enclosure and tranquility, as well as limiting views into and out of the site. They should be treated as a significant opportunity to reinforce the unique identity of the site.
5. Use landscape buffers and wildlife corridors to create separation between proposed residential development and existing non-compatible uses such as industrial and the Household Recycling Facility.
6. Examine and demonstrate the feasibility of the following:
   - Retention of the two goods sheds for uses complementary to the industrial estate.
   - Relocation of the Household Recycling Facility to the northern part of the site, accessed via Station Road.
   - Relocate or 'underground' the high voltage overhead power cables that cross the site.
7. The southern part of the site is appropriate for small groups of dwellings set amongst the clusters of existing trees with larger footprints where there is more open ground to the east. The central cluster of trees in this area provides an opportunity to create a focus for the development in the form of a communal amenity space.
8. The northern and northwestern parts of the site is appropriate for smaller footprints of development, either residential or other complementary uses. This is due to the sensitive nature of existing heathy scrub and secondary woodland that has established itself in the western end of this area. A landscape buffer should be provided between any new residential uses and existing industrial uses.
9. Development blocks should have dual aspect as a minimum and be orientated to maximise passive solar gain where possible. Inclusion of Carbon Neutral or Passivhaus Standard homes is strongly encouraged.
10. There shall be active frontages to the access road(s), with a mix of in-curtilage, visitor and on street parking where appropriate, designed to minimise its visual impact whilst ensuring good natural surveillance. Apartment blocks could utilise well designed under-croft parking as well as small parking clusters /courts of no more than 4 spaces which must include clearly defined pedestrian routes and a 'safe' area for pedestrians. Provide cycle parking and electric car charging points.
11. There should be a clear distinction between spaces that are public and those that are private throughout the development.

SCALE, MASSING AND FORM

The form and massing of the new development and new landscape features should draw inspiration from the edge of heathland and woodland setting, and take advantage of the rising land to the west and north.

12. New development should reflect the traditional scale, form and massing of locally distinctive domestic architecture.
13. A mix of two or two and a half storey terraces, semi detached and detached dwellings is considered most appropriate for the areas of the site constrained by clusters of trees.
14. Larger footprint development, such as apartments of up to three or three and a half storeys, would be more appropriate in the eastern part of the Depot site and on the Former Brickworks site.
15. Other large footprint complementary uses could be considered directly adjacent to the industrial estate part of the site.

Fig.28

16. Larger footprint blocks should be of a scale, form and mass in keeping with the existing scale and mass of development on the industrial estate. New industrial sheds should be one to two storeys (incorporating mezzanine level office space).
17. Roofs should be steep pitched (approximately 40-45 degrees, similar to the local vernacular), a mix of eaves to frontages and gable ends should be used to introduce variety and reflect the local vernacular. Hipped and barn hipped roofs may be utilised as well as catslide roofs to bring eaves down to single storey elements of a dwelling. Green roofs should also be considered for a contemporary approach.
18. Include chimneys, or a contemporary interpretation to provide natural ventilation, and add interest to the roof-scape. If chimneys are purely symbolic, ensure chimneys are placed logically, above where an internal hearth would normally be.

19. The overall form of residential development and its skyline profile when viewed from approaches through the site should appear relatively informal with limited repetitive massing. Particular attention should be given to possible views of the proposed development from Bepton Road, Station Road and Midhurst Common to minimise visual impact.
20. The massing should minimise the overshadowing of public and communal open spaces.

ARCHITECTURAL APPEARANCE AND MATERIALS

1. Architectural appearance and detailing, choice of materials and colour palette should draw inspiration from the woodland and unique open heathland areas of the site.
2. A limited palette of materials and a restrained colour scheme are to be used to create some visual interest and variety, and care should be taken to ensure that the collective use of materials and colours sit in harmony with the landscape setting of the site.
3. A contemporary and innovative approach should be adopted that is sensitive in its response to the site's distinctive characteristics, makes reference to the local vernacular, and which should not replicate the 'one size fits all' and 'county wide' approach to development, to ensure that an exemplary and high quality design is achieved. The Authority will not accept standard house types because they do not acknowledge local context or the site characteristics.
4. The reuse and/or integration of existing building materials (stone and coping stones) and the industrial archaeology (shed structures and railway rails) found on the site should be included in any proposed development where possible.
5. Use of traditional, locally sourced building materials such as red brick, greensand stone, iron stone malmstone, timber and clay roof tiles and naturally sourced slate are encouraged. Traditional detailing such as flint walls (not panels) with brick and stone dressings and quoins, clay tile hanging to upper storeys and weather-boarding to porches, garages and outhouses will be expected. A contemporary and innovative interpretation of traditional oak or chestnut timber framed construction and integrated Photo-voltaic (PV) roof tiles will be supported in principle.
6. Plot boundary treatment (including frontages) should reflect the traditional

locally distinctive treatment: half height brick or stone walls, hedgerows and picket fencing, hedgerows with cleft chestnut post and rail fencing (side and rear boundaries). Larch lap or similar fence panels will not be appropriate.

7. Pedestrian gates to properties will be expected. Materials to be used for gates and fencing should be allowed to weather naturally, use locally sourced timber and respect the local vernacular in their design.
8. Paving materials (including the local use of cobbles) should respect the local vernacular, be permeable and form an integrated part of the SuDS strategy.

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

4.00 KEY POLICIES

THE SOUTH DOWNS LOCAL PLAN

Strategic Allocation Policy SD81: West Sussex County Council Depot and former Brickworks site, 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

Tranquillity 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