

WEST SUSSEX COUNTY COUNCIL

DEPOT

AND FORMER

BRICKWORKS

SITE, MIDHURST

DEVELOPMENT BRIEF

SOUTH DOWNS NATIONAL PARK AUTHORITY

MARCH 2018

I.00 PREFACE

The South Downs National Park was created in 2010 to 'conserve and enhance its natural beauty, wildlife and cultural heritage and to promote the understanding and enjoyment of the Park's special qualities'. The first of seven special qualities, identified following wide consultation, is 'Diverse, inspirational landscapes and breathtaking views'.

National Parks also have a duty to foster the economic and social wellbeing of communities within the Park. In nurturing the economy of the National Park we welcome development proposals that are well designed, responsive to their context and to the needs of local communities.

For these reasons the SDNP's Local Plan is landscape-led and Natural Capital based and seeks to raise expectations and standards for all developments in the Park.

Planning should play a significant part in delivering the Purposes and Duty and we believe it should be considered a great privilege to build in the National Park where we can reasonably expect to raise design expectations and standards. Our Design Review Panel are

playing a big part in achieving these goals and I very much welcome the initiative we are taking in developing these development briefs.

Everyone at the National Park - officers, members and the Design Review Panel has the passion and commitment to achieve exemplary design standards and we look forward to seeing the completion of inspirational developments that truly conserve and enhance the landscape and character of the National Park.



Neville Harrison
Chair of the Planning Committee

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INTRODUCTION

PART ONE

I.01 THE STRUCTURE OF THIS DOCUMENT

We care passionately about how this site comes forward and creates a sense of place within its own right and as a wider part of the town picture.

We know that in order to drive toward quality place making we need to give guidance rooted in planning policy, being prescriptive in part, but allowing for interpretation and creative flair. That flair and success of place comes from understanding the:

- Policy Context
- Evidence
- Design Principles
- Background information

Therefore the Development Brief has four sections:

PART ONE

INTRODUCTION

- Explains the **Planning Policy** context 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, information on landscape, landscape history, ecology and cultural heritage, movement and connectivity and a site analysis diagram.
- Information in this section is illustrative and 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 puts forward key **design principles** specific to this site that result from following a 'landscape led' approach to the site.
 - i) Landscape and biodiversity;
 - ii) Access and connectivity;
 - iii) Use and density;
 - iv) Layout;
 - v) Scale, massing and form; and
 - vi) Architectural appearance and materials.
- A Design Principles diagram graphically represents some of the above information.

PART FOUR

BACKGROUND INFORMATION

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

I.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). The policy wording opposite is from the Pre-submission version of the Local Plan. This is subject to change as a result of the outcomes of the Local Plan examination.

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 of this document).

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 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



- I. 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 regards 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.

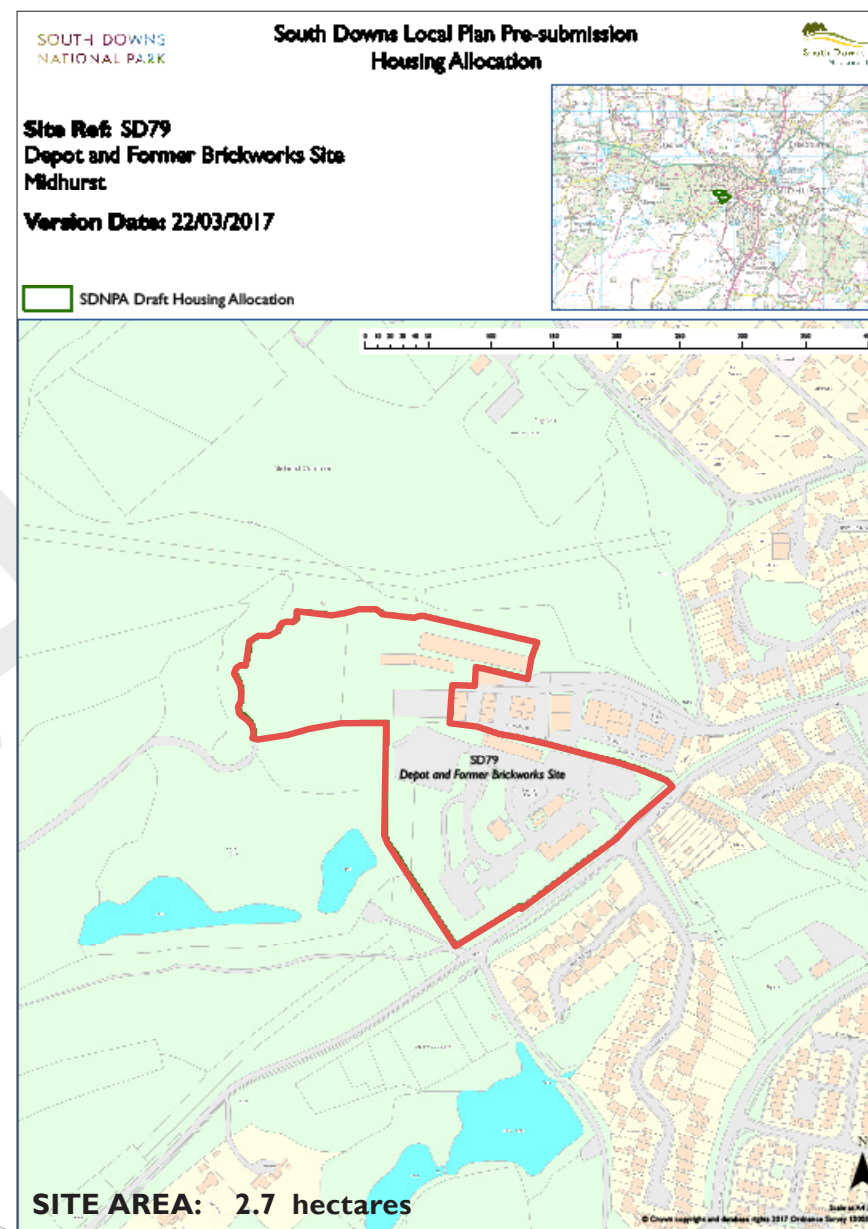
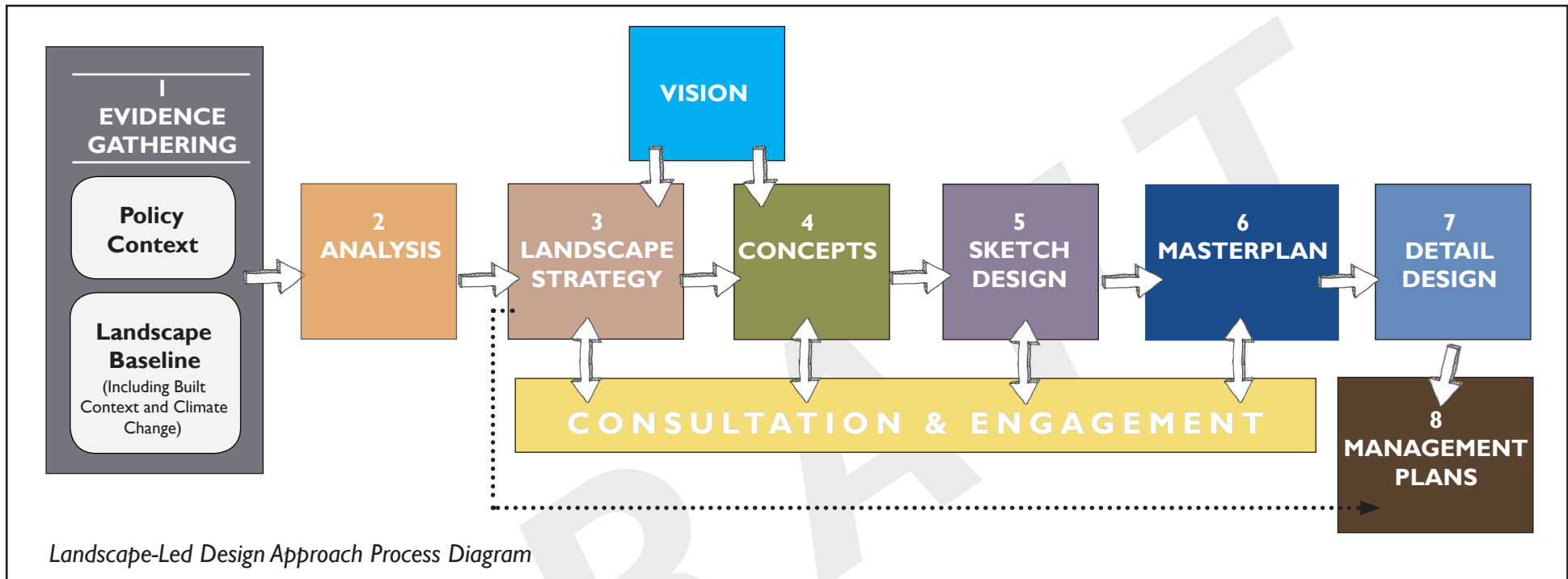


Fig.1

I.03 GENERAL DESIGN PRINCIPLES



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

Fig.2

- Design teams are expected to gather pertinent **evidence** before undertaking appropriate **analysis** of the site.
- The landscape evidence gathered from this analysis must form the heart of the design concept and should influence and inform a **VISION** for the site.
- The evidence and the vision should be referenced throughout these stages to ensure a truly landscape-led approach to design and must inform the development of a Landscape Strategy, initial concept drawings and sketch designs.
- Once the landscape strategy, concepts and sketch designs have been agreed with stakeholders and the Authority through an iterative process⁵, a detailed masterplan should be produced which presents built form and includes landscape elements in a single plan. This process ensures integrated and holistic working and will require a designer/ design team to work collaboratively.

I. EVIDENCE GATHERING

Policy Context

Landscape Baseline

Building up an understanding of a landscape requires evidence to be gathered and interpreted. Alongside researching the Policy Context a Landscape Baseline, formed of layers of evidence, should together with the Policy generate a detailed knowledge of the landscape.

Ia. UNDERSTANDING LANDSCAPE LAYERS

The site survey and desk top analysis must be carried out by the developer and provide an understanding of the following 'landscape layers':

- the geodiversity; geological and soil character;
- the local landform and water systems;
- the patterns formed by landscape elements;
- the habitats supported by landscape elements;
- how people and wildlife use the site; and
- the wider natural capital of the site.

Ib. LANDSCAPE HISTORY

It is crucial to understand the history of a place through evidence such as maps and Historic Landscape Characterisation¹. Layers of history are often represented as surviving landscape elements such as; parkland, ancient woodland, field boundaries and flora and fauna. Historic buildings and their settings, routes and spaces all create a sense of place and are themselves critical assets to be retained and enhanced.

Ic. ECOSYSTEM SERVICES & GREEN INFRASTRUCTURE

A sustainable design will enhance the ecosystem services provided by a landscape whilst conserving its character. Enhancing services ensures the site's natural capital is retained. Green Infrastructure² (GI) describes the green and blue (water) landscape elements. 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 of any development.

Id. SENSITIVITY

Understanding 'landscape layers' is the basis for determining the inherent sensitivity of the landscape elements. Useful techniques are published in guidance such as *Techniques & Criteria for Judging Capacity and Sensitivity*, (English Nature, 2002). The sensitive elements should be clearly identified, retained and enhanced through the scheme's design, ensuring they are still able to function and therefore generate ecosystem services.

Ie. PERCEPTUAL QUALITIES

Landscapes are experienced by people. The perceptual qualities of a landscape make up a significant part of its character and must be identified. They can include:

- tranquillity;
- dark night skies³;
- sense of place;
- associations (personal, cultural, art and poetry);
- colours;
- views and visibility; and
- contact with nature (birdsong, smells)

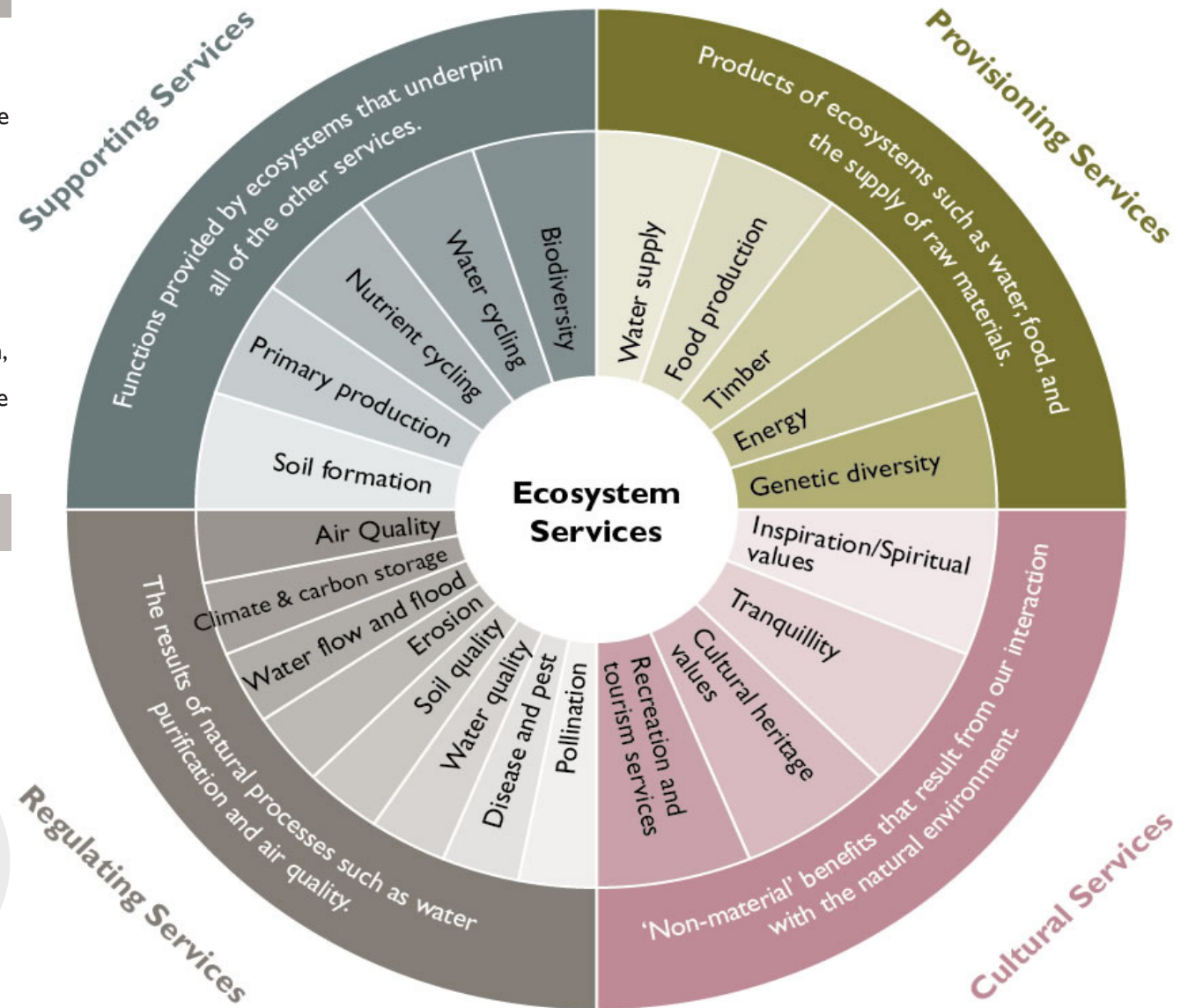


Fig.3 Ecosystem Services in the South Downs National Park

1f. CONTEXT AND RELATIONSHIPS

It is important to identify relationships the site has with its surroundings, based on historical context, functional and visual factors. The settlement pattern, massing and connectivity of the site and context should be identified (e.g. in a figure ground plan); and understood together with important desire lines⁴.

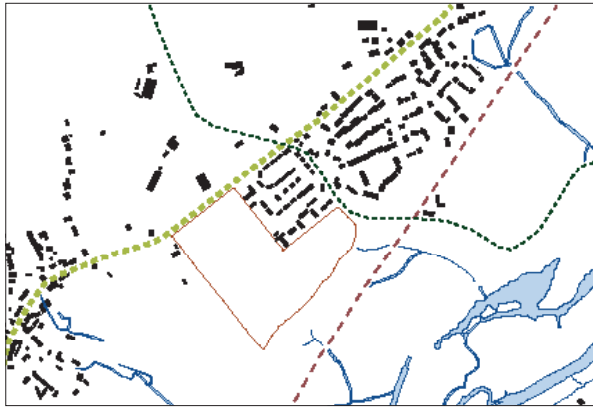


Fig.4 An example of a figure ground (SDNPA)

1g. CLIMATE CHANGE

Evidence 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 provided and addressed through the design scheme.

2. ANALYSIS

The next stage of a landscape-led approach is to collate and interpret evidence to form the Landscape Baseline. The aim is to tell the story of the landscape, understand landscape character (patterns) and build an appreciation of the place as it is now. From this, an opportunities and constraints plan of the site and context can be produced.

2a. OPPORTUNITIES MIGHT INCLUDE:

- retaining, restoring or enhancing landscape elements and their ecosystem services;
- taking advantage of vistas or key views in or out;
- mitigating or adapting to climate change;
- enhancing movement networks;
- habitat creation, links and management;
- taking advantage of landform or water systems for distinctive placemaking; and
- attractive, locally distinctive built and landscape character to inspire good design.

2b. CONSTRAINTS MIGHT INCLUDE:

- retaining, conserving or enhancing landscape elements;
- impact on biodiversity;

- flooding constraints;
- visual sensitivities; protecting key views in or out (LVIA⁶ recommendations);
- land, water or air contamination and noise;
- topography and hydrology;
- underground/overground services;
- access issues; and
- neighbouring sensitive land uses.

2c. CONTEXTUAL ANALYSIS METHODOLOGY

One way to approach contextual analysis is to set how a place works through understanding five key elements:

Paths: All relevant routes (people and animals).

Nodes: Focal points or intersections.

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

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

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

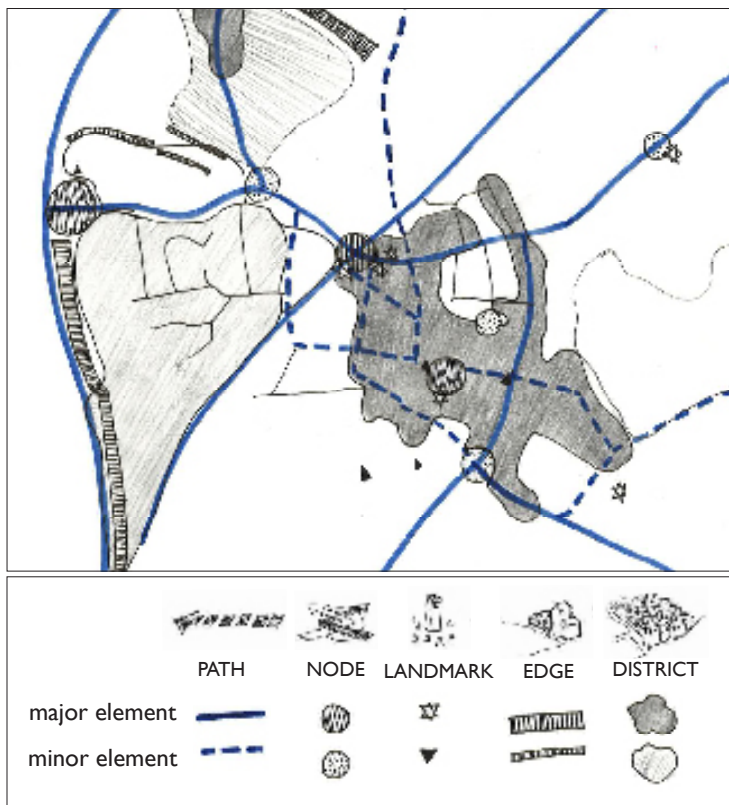


Fig.5

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

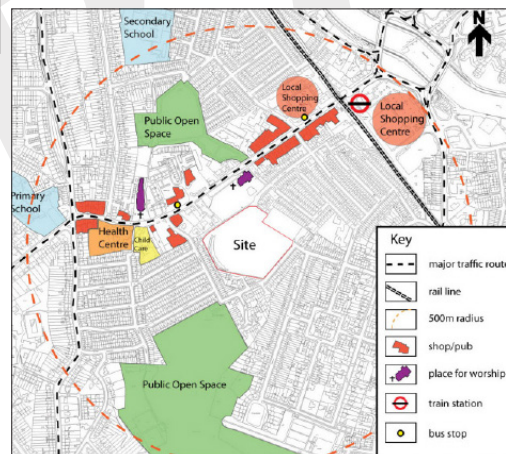


Fig.6

3. LANDSCAPE STRATEGY

3a. LANDSCAPE STRATEGY

Once the site analysis is complete, a Landscape Strategy, setting out the site and its context's key parameters, can be produced. The Landscape Strategy informs the design development at all stages and should use evidence from the Landscape Baseline and Policy Context to determine appropriate precedents, location of roads, built form, the mass and scale of development and so on.

In parallel, the LVIA⁶ can be updated to demonstrate the (reduced) impacts as a result of using landscape evidence to inform decisions. The LVIA process is highly iterative and requires continual alterations to broad and detailed design to ensure minimal negative impacts on the landscape.

Once established, the Landscape Strategy can determine the layout design of development, ensuring maximum connectivity and the retention and enhancement of key habitats. The Landscape Strategy should be used throughout the scheme's design developments informing appropriate and characteristic mitigation measures.

The Landscape Strategy must show how people are able to access their surroundings and enjoy their local and wider landscape. This is part of the South Downs National Park's second purpose (refer to SDLP⁷).



Fig.7

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

VISION

ESTABLISHING A VISION

Following a thorough analysis of the Landscape Baseline for the site, informed by the Policy Context and with design parameters set out in the Landscape Strategy, the Vision for the site needs to be developed.

A Vision is a critical tool to drive the scheme's development going forward and should be drawn up in consultation with key stakeholders. The Vision needs to consider certain questions, such as:

- How will the design conserve and enhance 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 existing community included?
- How can the vision be tested and delivered?

4. CONCEPTS

4a. LANDSCAPE ELEMENTS

Landscape elements identified at the Evidence Gathering stage and forming part of the Landscape Strategy and Vision, should now strongly inform the Concept Plan. Points to consider include:

- Retain** characteristic landscape elements (e.g. valuable trees, important views, historical routes);
- Embed** characteristic mitigation measures in response to the development impact (identified in the LVIA⁶);
- Restore** landscape elements or enhance (e.g. hedgerows or ponds) following identified established patterns in the landscape;
- Protect**, use protection measures for sensitive landscape elements and management to enable the continued function, of landscape elements;
- Renew** landscape elements and restore character, ensuring good placemaking and enjoyment of the National Park;
- Adapt** to climate change- ensure future proofing measures.

4b. DEVELOPABLE AREAS

As a result of undertaking detailed landscape analysis, approximate developable areas can now be identified.

4c. 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 whilst minimising impacts on identified landscape elements. Non-traditional access points may be required.
- The location of access routes through the site must respond to landscape character and ensure that there is space within the developable areas for viable blocks.
- Vehicular access must prioritise provision for non-motorised user movement.
- The character and treatment of all vehicular access roads must aim to reduce impact on the landscape.

4d. CONNECTIONS

- Concept plans must show how the proposals connect the site to the wider movement network for all users and incorporate obvious desire lines⁴.
- Connections which serve biodiversity (e.g. bat foraging corridors or linked habitats, such as woodland or heathland) also need to be shown.
- The physical and cultural landscape context must inform appropriate new/retained connection patterns, e.g. existing or historical field patterns, hedgerows or historic routes.

4e. PRIMARY FRONTAGES

How development aims to achieve robust frontages should be presented at the Concept stage. Principles for addressing public spaces, main streets and areas of open space should show how they have achieved natural surveillance, a sense of enclosure and that they are located where public activity is focussed.



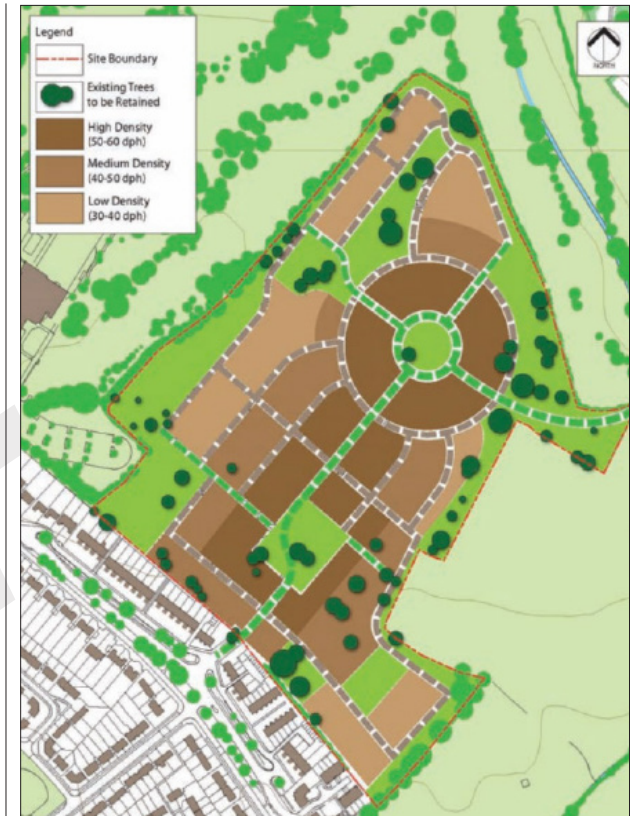
An example of a Concept Plan (Exeter Design Guide)
Fig.8

5. SKETCH DESIGN

5a. LANDSCAPE FRAMEWORK

Opportunities and constraints expressed in the Landscape Strategy for a site should dictate the fundamentals of a Sketch Design (block or layout plan). This plan should demonstrate 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 strategy 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 Strategy 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, SuDS⁸ and circulation and access arrangements should be integrated into the sketch design.



An example of a sketch design, block or layout plan
(Exeter Design Guide)

Fig.9

5b. ORIENTATION AND BLOCK STRUCTURE

Street pattern, distribution and size of open space and how places within the site are connected should be identified. The principles of built form and enclosure must 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, microclimates and important views.

5c. STREET PATTERN AND DENSITY

Street patterns, density and storey heights should reinforce local character and facilitate good legibility.⁹ 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 at the landscape edge.

6. MASTERPLAN

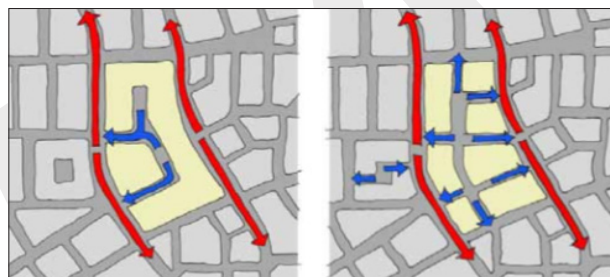
6a. LANDSCAPE STRUCTURE

As with earlier stages of the design, the Masterplan should be rooted in the Landscape Strategy. Landscape elements that have been indicated in the Sketch Design must now develop to include more detail, distinguishing public and private spaces including private rear, front and communal gardens as well

as plot boundaries. A rooftop Masterplan clearly demonstrating how the Vision has been translated into a detailed layout will be expected.

6b. ROUTE HIERARCHY

The Masterplan must show good permeability and how all genres of movement are supported (foot, cycle, wheelchair, buggy, mobility scooter, private car, refuse and emergency vehicles). The arrangement and design of buildings and spaces, including street widths, together with landmarks and vistas should indicate a route hierarchy to aid legibility.⁹



Poorly connected (left) and well connected (right) new street layouts (PUSH Quality Places SPD) Fig. 10

6c. DEVELOPMENT ELEMENTS

The Masterplan must indicate:

- the numbers, sizes and location of residential accommodation;
- non-residential development proposals; and

- how the development will be serviced, including strategies for car and cycle parking, waste collection and enclosed storage of these; and
- emergency access.



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

6d. STREET DESIGN

The Masterplan must demonstrate how the arrangement of buildings and the space between them has created an attractive street composition and a high quality public realm.

- Perimeter block development with a clear distinction between active frontages which look onto the public realm and private elevations which have private space to the rear 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 GI² function. There should be space for significantly-sized street trees and SuDS⁸ 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.
- Street lighting must accord with the Dark Night Skies Policy (SD8)

6e. SCALE AND MASSING

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

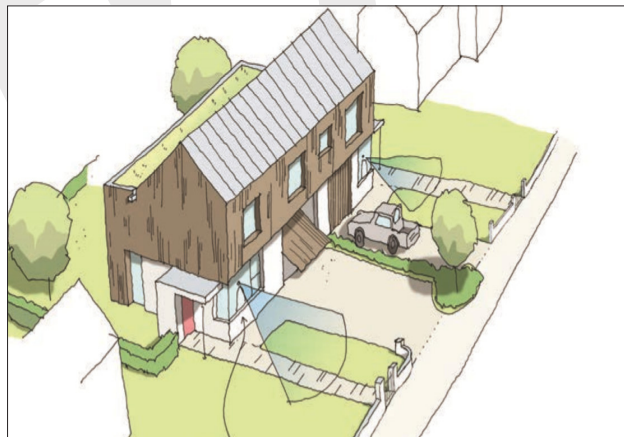
- How it reflects or complements existing built form (where appropriate) in the immediate vicinity and wider area.
- How it respects the surrounding properties, manages overlooking/privacy and provides adequate sunlight.
- How it responds to the site analysis (incl. paths, edges districts, nodes landmarks/key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

6f. SUSTAINABLE DEVELOPMENT

An initial sustainability strategy should propose measures for minimising CO₂ emissions and water use, achieving good SuDS⁸, (via 3 stages of natural filtration) and the other issues covered in SDLP⁷ Policy SD3.

6g. NATURAL SURVEILLANCE

All public space (streets, paths, open space and shared car parking areas) require natural surveillance and enclosure. Continuous, active building 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

6h. INTEGRATING CAR PARKING

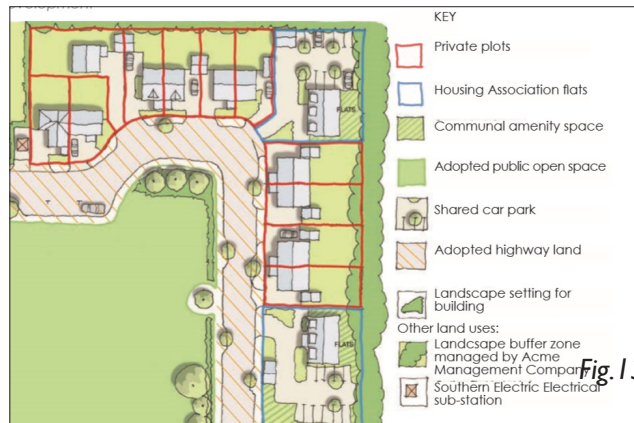
Car parking should be conveniently located for residents and should be well overlooked while being as visually discreet as possible.

- A mix of parking in larger development is appropriate: on plot at side (drives and car ports), on street and small parking courts. Overly 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 must avoid creating 'dead' ground floor street frontages where there are not enough active room windows and doors.
- Unallocated on street car parking is space efficient and aids traffic calming but too much in one place has negative visual implications.

6i. OWNERSHIP AND MANAGEMENT

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

- private properties;
- owned and maintained by a group of occupiers;
- public open space;
- adopted by Highway Authority/service company; and
- maintained by management company or housing association.



An example of a site ownership/management plan (PUSH SPD)

7. DETAIL DESIGN

7a. MATERIALS

External building material choice should follow a hierarchy in the following order of preference:

- Locally produced materials (e.g. bricks, roof tiles, stone & timber) should be used unless there are good design reasons not to.

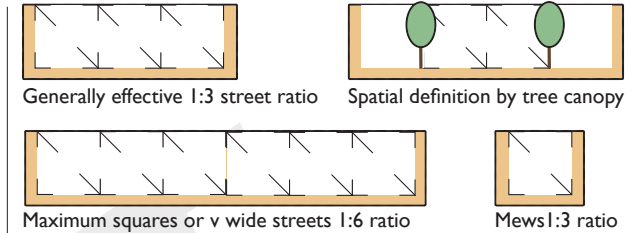
- Materials less locally sourced but traditionally found in the area (e.g. natural slate).
- Alternative sources of natural materials sympathetic to the area's character
- Low embodied energy contemporary materials.
- Other materials.

7b. 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. The National Park does not prescribe an architectural style (such as contemporary or traditional). The emphasis should be on the quality and execution of the design. This can be achieved using very high quality materials and design standards for a purely traditional approach; or using a contemporary architectural language with traditional materials; or with contemporary materials that reflect local settlement patterns, building forms, roofscapes and solid to void proportions.

7c. STREET PROPORTIONS

Building to street ratios should be appropriate to the setting, be informed by local character and reinforce street hierarchy to create a series of attractive places.



Examples of street ratios

Fig. 14

7d. CORNER PLOTS

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

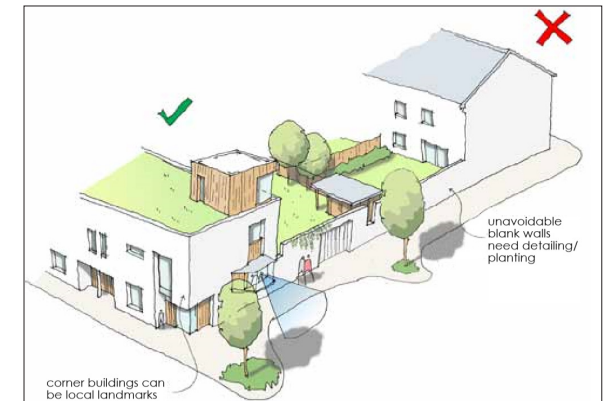


Fig. 15

7e. 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.

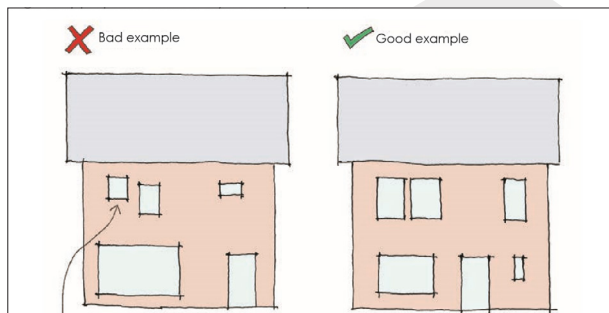
In contrast, service doors should be as discreet as possible, ideally not facing the street. Local door styles may inform the design of new doors. Plastic doors will not generally be acceptable.

7f. WINDOWS

The window styles, materials and proportions of the local area should be referenced unless there is a compelling reason why 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

7g. BOUNDARY STRUCTURES

- Evidence and analysis will have identified the character and materials used for traditional property boundary structures and associated pedestrian and vehicular gates. This evidence should be referenced for new structures which should be locally distinctive
- Hedge planting with picket or cleft chestnut post and rail fencing (in line with a landscape strategy), may be an appropriate boundary treatment for rear or side gardens. Boundaries abutting public or semi-public spaces should be made from locally appropriate brick or stone and allow gaps for suitable wildlife movement. Larch lap or similar fence panels will not be appropriate in the public realm.



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).

7h. 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.

7i. SUSTAINABLE DESIGN METRICS

Demonstrate through SAP¹⁰ data and water calculators what the predicted CO₂ emissions (kg/m²) 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 forms (rainwater harvesting, green roofs, rain gardens, swales, ponds, wetland,) in a detailed SuDS⁸ strategy with reference to the CIRIA SuDS Manual metrics.

7j. SOFT LANDSCAPE

Planting should celebrate the place with a presumption towards local native species that reflects the local area. The use of exotic and non-native species should be minimised. Soft landscape details must be informed by the landscape strategy in terms of appropriate plant selection and should seek to maximise local habitat repair, consolidation and creation.

Ornamental landscape design and plant selection is only sometimes appropriate and even then should be strictly limited to areas close to buildings and formal spaces. Street and other public tree planting should include species or varieties appropriate to the scale of the space and the natural landscape of the area and should aim to meet the following 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

8a. 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 and water technology.

8b. DESIGN CODE

To ensure future design quality the production of a Design Code to accompany the masterplan will be encouraged. Design codes are especially important if ownership of the land is transferred after planning approval has been granted.

If it is deemed necessary to ensure the success of the scheme then a proportionate design code will be expected.

9. CONSULTATION & ENGAGEMENT

Early and active engagement with individuals, special interest groups, statutory undertakers and public bodies that have a stake in the site and the community is highly recommended as they will have good knowledge and an understanding of the area. This will maximise positive design changes, minimise likely opposition and ensure authentic collaboration.

Active engagement with local stakeholders through design workshops, focused contextual analysis, development of a Vision for the site and Concept design options will be beneficial to the design scheme. A more passive exhibition of developed design ideas can be perceived as token consultation where decisions have already been made.

Pre-application engagement with the SDNPA and with the SDNP 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 outcome.

EVIDENCE AND ANALYSIS

PART TWO

2.00 SITE LOCATION

This section provides initial analysis of the site and its context. This initial analysis supports some of the key issues to be addressed in development of this site, but further evidence and analysis will be required to support any development scheme. An indicative vision for the site is provided which a developer is expected to explore and amend as required.

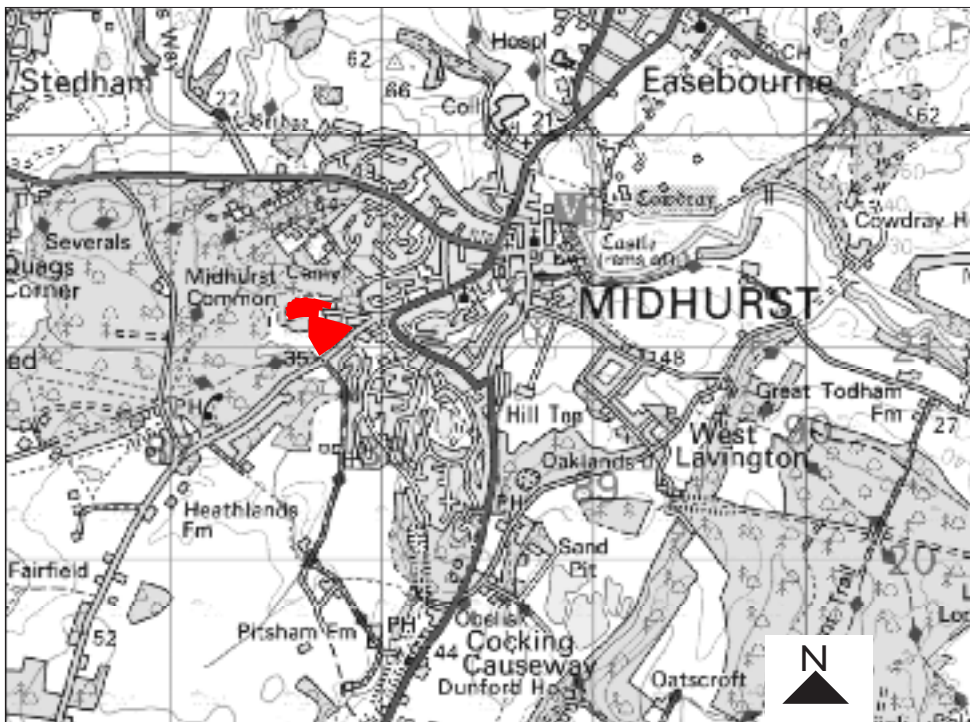


Fig.17

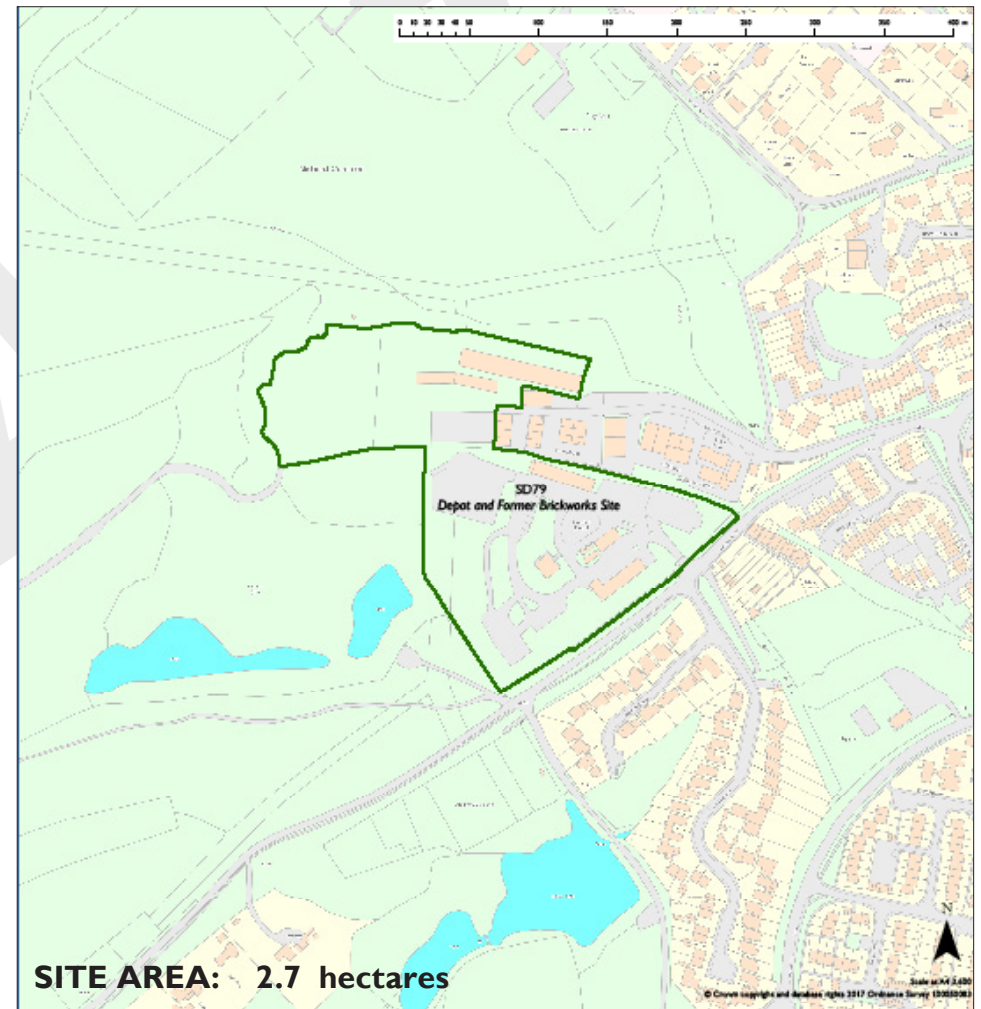

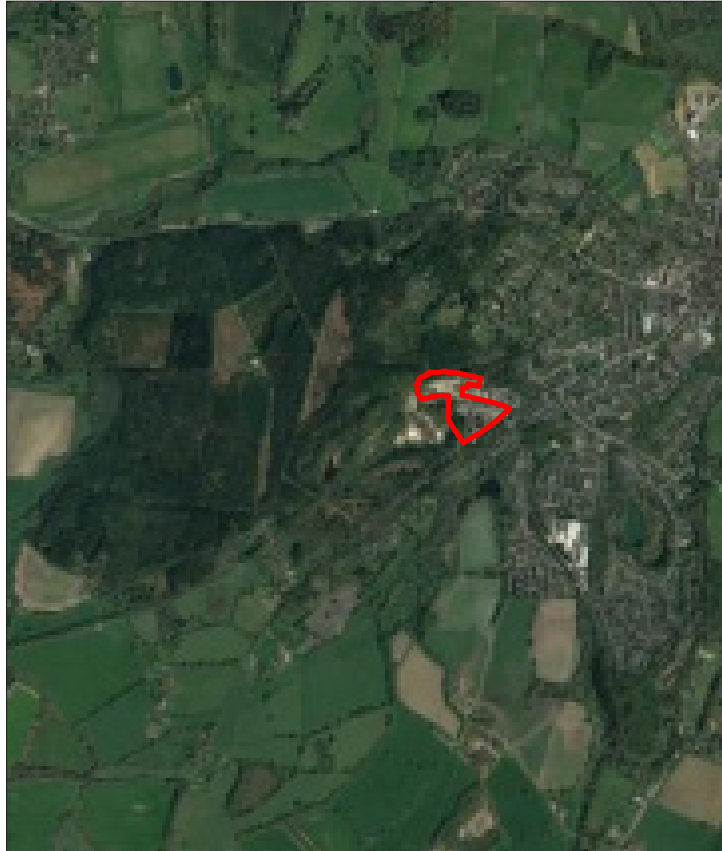


Fig.18

2.01 PHOTOGRAPHS OF THE SITE

 WSCC depot and former brickworks site



Wider context – heathland and wooded
Source: Google Earth



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 LANDSCAPE LAYERS

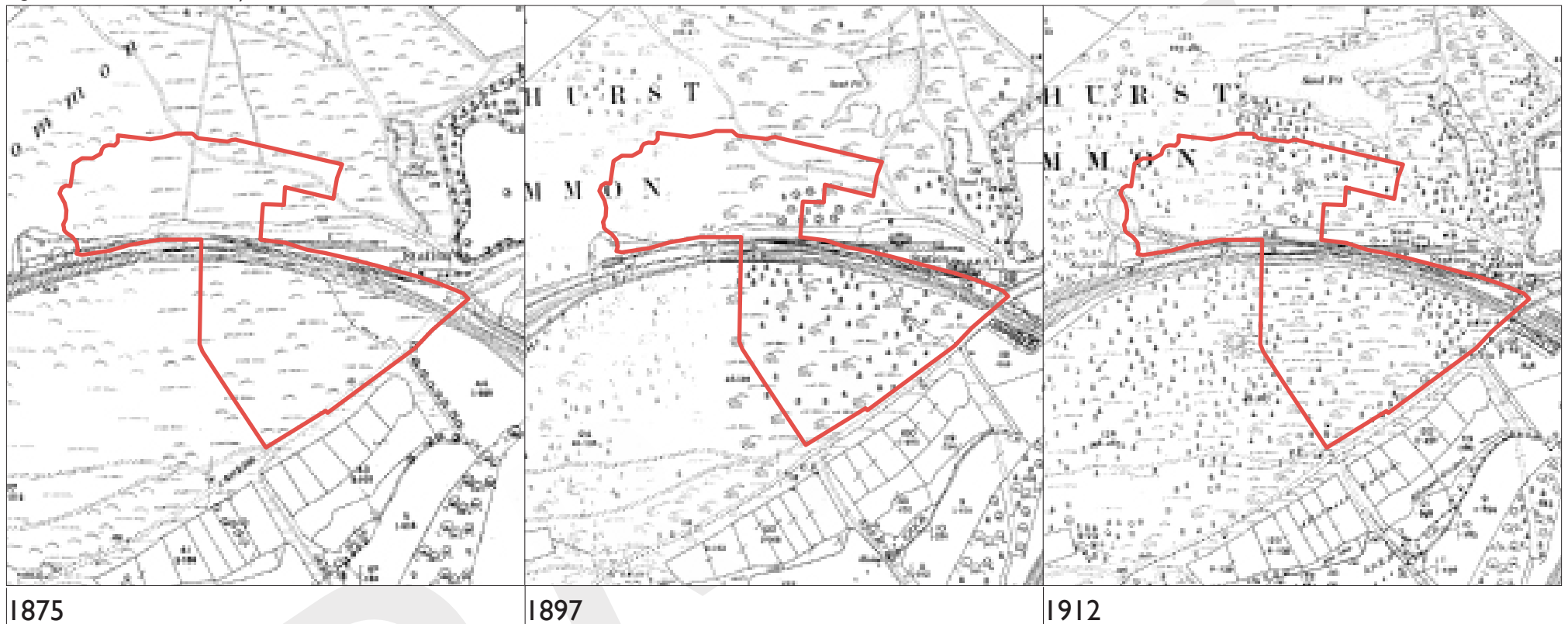
The following is an initial assessment, further analysis is required from the developer as part of any development scheme.

SITE CONTEXT				
GEOLOGY AND SOILS	TOPOGRAPHY & WATER	LANDSCAPE ELEMENTS	HABITATS	PEOPLE AND WILDLIFE
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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'.
<ul style="list-style-type: none"> Sandy soils frequently exposed in areas of bare ground. The Brickworks established by the Cowdray Estate used local material to create 'Midhurst Whites'. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Common (characteristically unenclosed). Areas of open ground, industrial heritage (goods shed, station house) and exposed tracks. Linear woodland, trees and copses. 	<ul style="list-style-type: none"> Acidic heathy scrub and secondary woodland. Bare sand and hard standing. Derelict and surviving buildings. Semi-mature trees. 	<ul style="list-style-type: none"> Safeguarded access along alignment of historic railway. Site is experienced as a transition between urban and rural.

Fig.19

2.03 LANDSCAPE HISTORY

Fig.20 Source: Ordnance Survey 100050083



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

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

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 the potential for archaeological remains to be present.

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.

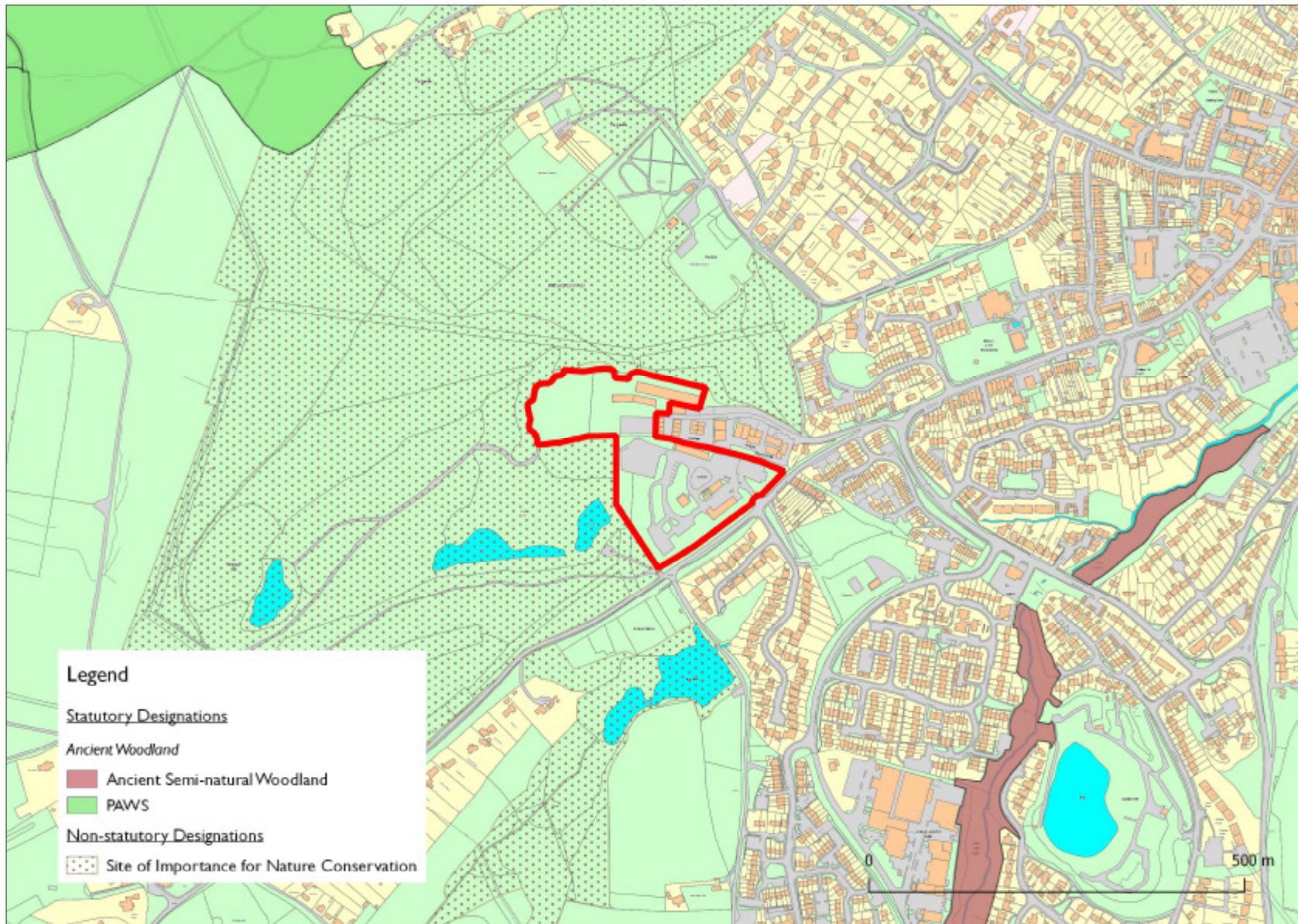
2.04 CULTURAL HERITAGE

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 any 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 they could be used to inform a design rationale.



2.05 ENVIRONMENTAL DESIGNATIONS



Although the site is not itself designated, it lies within an ecologically sensitive area as it is surrounded by a Site of Importance for Nature Conservation and is near a Plantation on an Ancient Woodland Site (PAWS).

These designated sites have to be exceptionally well considered, in terms of recreational impact, access and biodiversity in any development scheme design.

Fig.21

2.06 ECOSYSTEM SERVICES

This site is relatively simple, formed by the main landscape elements of the common and the hard landscape/built form. These elements drive the services delivered and therefore the benefits people gain from nature. Some of these benefits are highlighted below:

Hard-Landscape/built form – Areas of hard-landscape and old buildings/structures, particularly that are unmanaged, can support protected species. Therefore services include biodiversity and cultural heritage values.

Woodland/Trees – Many trees are mature and contribute to; biodiversity, soil formation, primary production, air quality, cultural heritage values. As a whole the site also contributes to many cultural services, such as tranquillity and inspiration/spiritual values.

The adjacent matrix shows an overview for the site. This information should be used to inform an understanding of value and therefore sensitivity (see section 2:09).

- Refer to **SDNP Ecosystem Services background paper**.
- See **GIS Mapping tool - Ecoserve**

	Supporting Services					Provisioning Services				Regulating Services						Cultural Services						
LANDSCAPE ELEMENT ↓ ECOSYSTEM SERVICES →	Soil Formation	Primary Production	Nutrient Cycling	Water Cycling	Biodiversity	Water Supply	Food Production	Timber	Energy	Genetic Diversity	Air Quality Regulation	Climate Regulation & Carbon Storage	Water Flow & Flood Regulation	Erosion Regulation	Soil Quality	Water Quality	Disease & Pest Regulation	Pollination	Inspiration/ Spiritual Values	Tranquillity	Cultural Heritage Values	Recreation & Tourism Services
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 OPPORTUNITIES

Existing GI within and around the Brickworks Site includes;

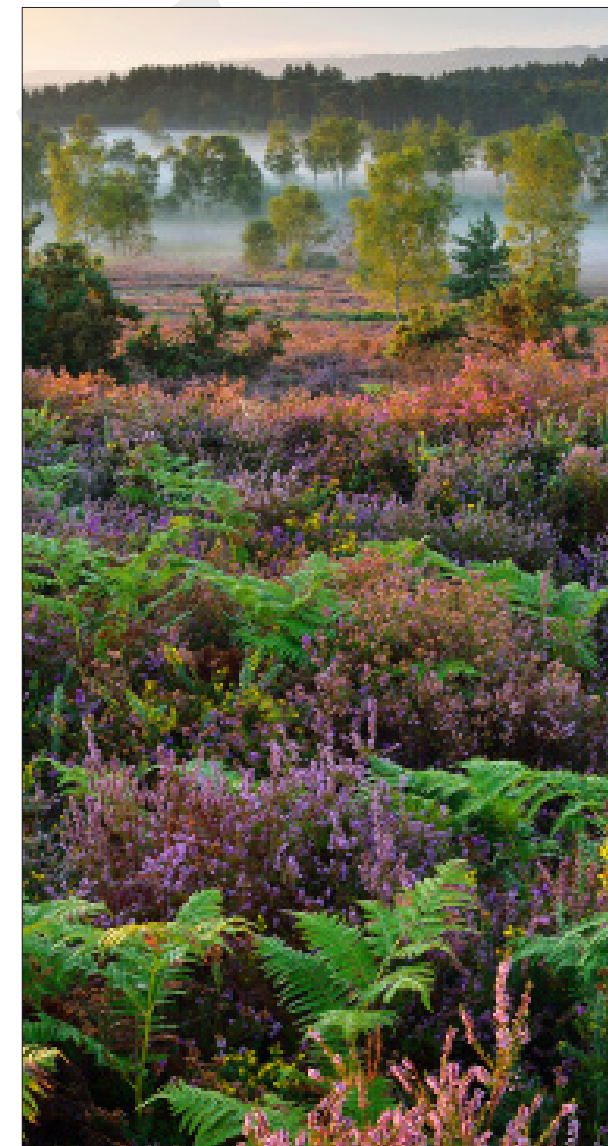
- Linear woods and lines/clumps of trees within the site.
- Surrounding mosaic of woodland, trees and open lowland heath.
- Access routes, roads, Public Rights of Way and Open Access Land.
- Existing safeguarded railway line.

OPPORTUNITIES INCLUDE:

- Support the function of the Common by ensuring a green space is located adjacent to it, to act as a buffer for both people and wildlife. This area should incorporate characteristic species to support the ecological function of the heathland whilst providing opportunities for people to enjoy the Common.
- Use characteristic species and planting patterns to provide key habitats across the site to improve connectivity for people and wildlife.
- Use vegetative boundary treatments comprising characteristic species to support biodiversity and

aid connectivity for wildlife.

- Provide key routes to the existing rights of way network. Ensure new routes are multifunctional – benefitting both people and wildlife.
- Work with local conservation organisations to help design GI to address locally identified needs of biodiversity.
- Integrate GI with built form through the use of rain gardens.
- Use evidence to determine need to integrate bat/bird boxes into the built fabric of buildings.
- Use GI in the layout design to complement climate control of properties, cooling through shading for example.



2.08 LANDSCAPE SENSITIVITY

Following the approach set out in section 1.03 General Design Principles, this section provides an initial overview of landscape sensitivity at the site. Further analysis will be required to support any development scheme.

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 & 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.

SETTLEMENT & 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 site,

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 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 SURROUNDING BUILT FORM

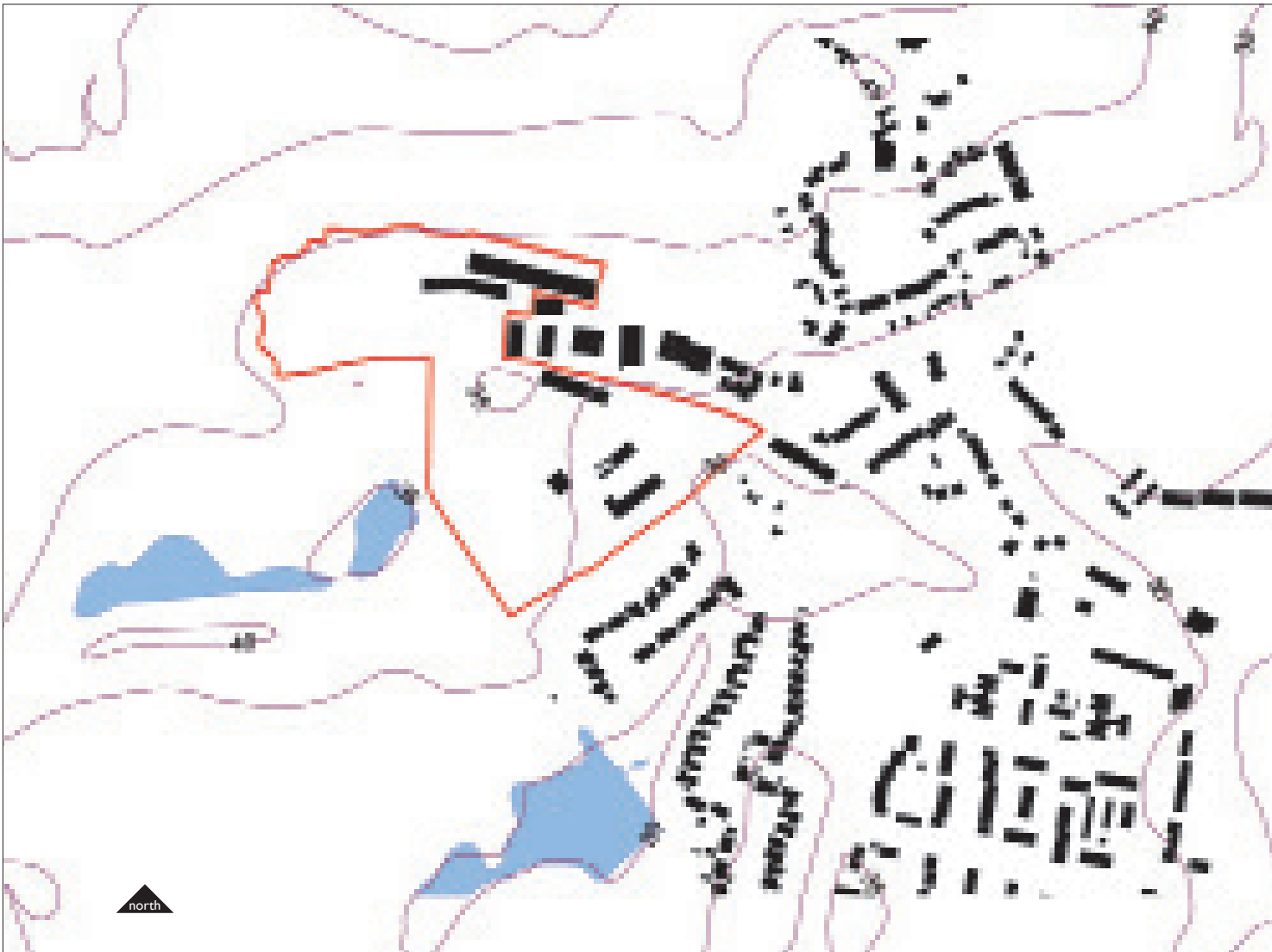


Fig.23

This figure ground drawing (Fig.23) 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.

2.12 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.

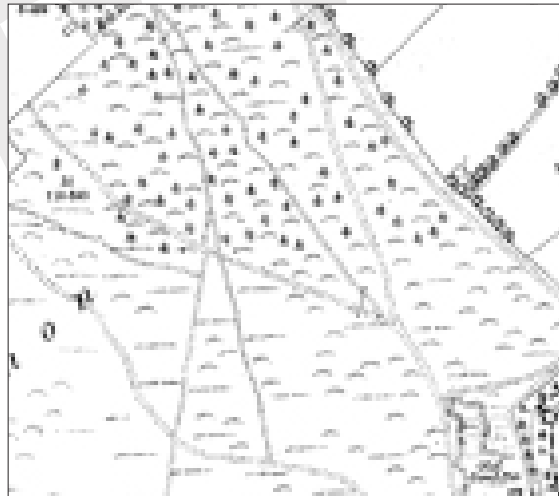
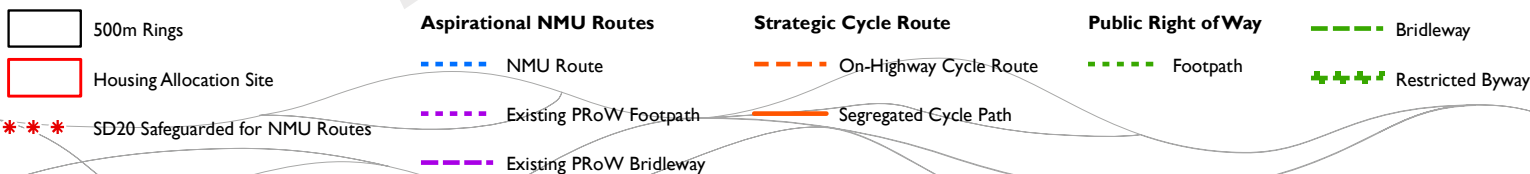
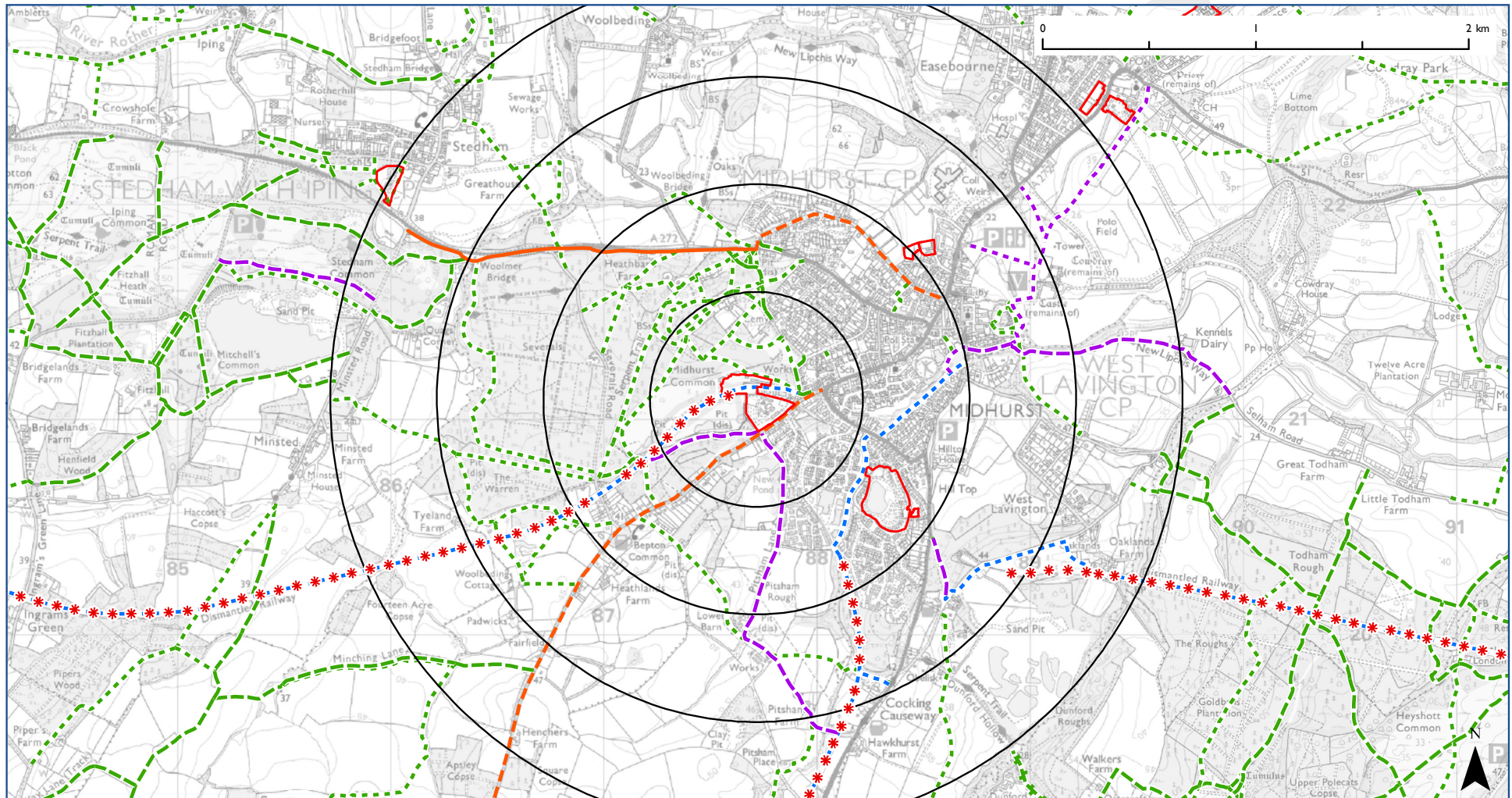


Fig.24



Non-motorised User Network, Midhurst

Depot and former Brickworks site



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2018 Ordnance Survey 100050083
Scale at A4 1:25,000

Fig.25

2.13 SITE ANALYSIS

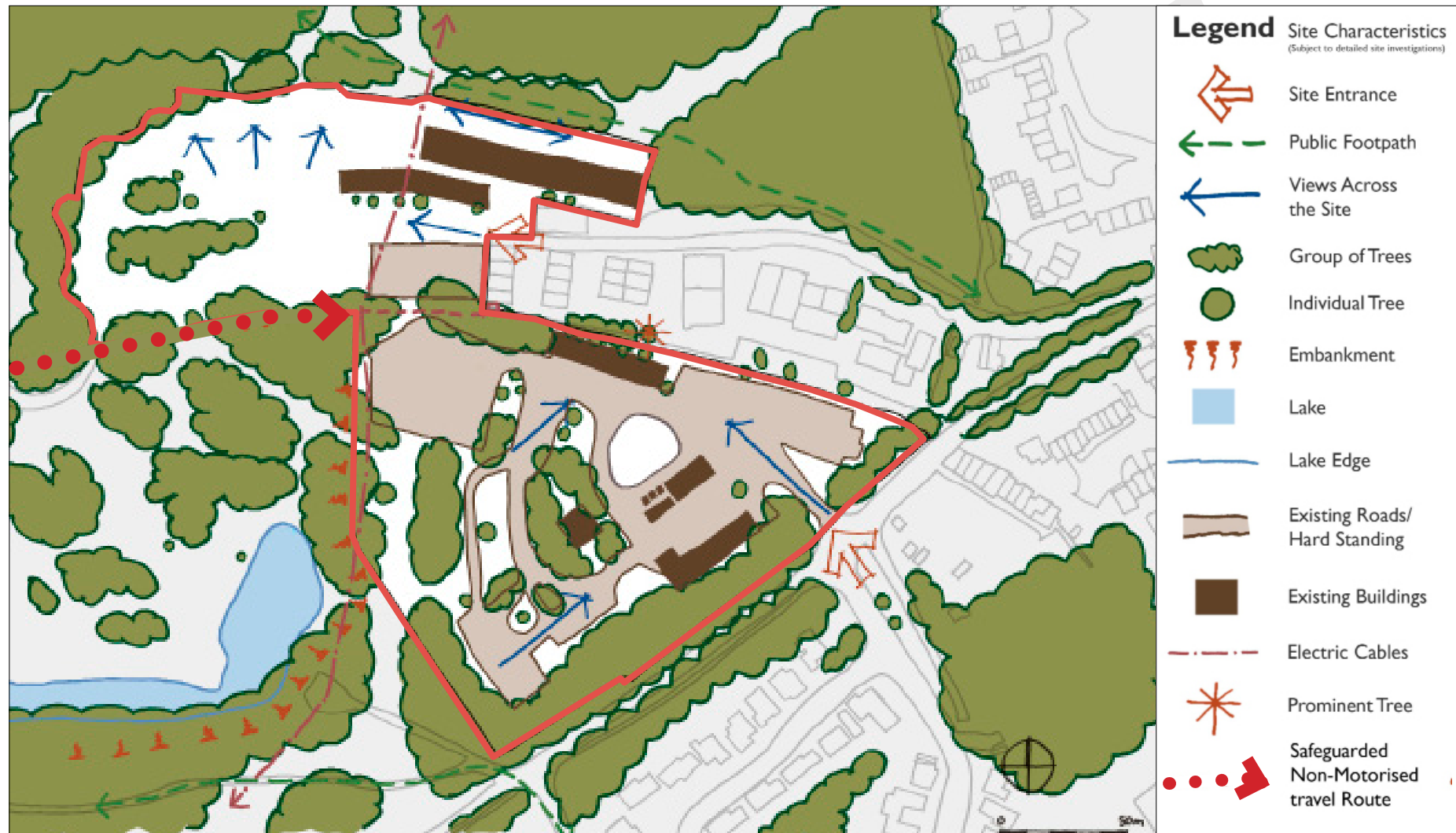


Fig.26

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

Following the collation of evidence including the landscape baseline, the analysis of that evidence and the formation of a landscape strategy, a Vision for what the development should deliver on this site needs to be articulated and agreed.

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 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.

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, from which 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. The layout and number of dwellings must respond to the site's geological context. Soil surveys will be needed to understand any local variations within the site which may affect layout.
2. Appropriate and characteristic species choices should be identified based upon the soils present on site.
3. Land contamination is expected to be present on this site given the previous uses of the land. Any planning application will need to be accompanied by a comprehensive contamination assessment that includes the results of on-site soil sampling and which proposes appropriate mitigation measures.

TOPOGRAPHY AND WATER

4. Understand how the previous sand

extraction at the site has affected water drainage patterns.

5. 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.
6. Characteristically planted green roofs should be incorporated where appropriate to manage water quantity and quality (and also to provide biodiverse habitats).

LANDSCAPE ELEMENTS

7. Re-use existing building platforms and hard-standing where possible and focus built development here. Retain connectivity of key landscape features through and beyond

8. the site, seek opportunities to enhance landscape features, their function (ecosystem services) connectivity (GI) and condition.
9. Consider opportunities to re-use the station buildings or otherwise retain elements of the site's industrial character and demonstrate how the history of this site is to be retained and understood by new residents. Consider the use of the historic alignment of the railway track bed to allow for movement and connectivity.
10. 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. The wooded character of the site should remain and pockets of quiet green space should be provided.
11. Retain the wooded edge to the site in order to protect views from existing residents. Use views and vistas within the site to help

12. legibility and sense of place. Protect the wooded ridge-line in long distance views from the south.
13. Use native, characteristic and local provenance species only. The density of trees across the site should reflect the site's location (at the settlement edge, adjacent to open countryside).
14. Ensure all aspects of the development respond to the Dark Night Skies policy (SD8) and minimise light pollution.

HABITATS

15. Local species should be identified from the outset and supported by maintaining key habitats and landscape features (e.g. open ground and heathland) and by improving their condition and connectivity for wildlife.
16. Mitigation measures appropriate to the site should be used to support and retain species on site.
17. Ensure that open spaces provided within the

development scheme are characteristic of the landscape and are focused upon habitat improvements. Retain and enhance existing habitats through the site as these provide valuable connectivity.

18. Areas of heathland, woodland, scrub and site boundaries should be managed, maintained and enhanced to maximize biodiversity potential and to provide for protected species.
19. Consideration needs to be given to how a development's landscape strategy can positively contribute to the ecological aims and objectives of the adjacent local wildlife site. A significant and characteristic buffer to this local wildlife site should be provided.

PEOPLE AND WILDLIFE

20. Particular emphasis should be given to the opportunity for place-making that builds upon the unique landscape qualities of the site.

21. Play spaces should be provided that encourage learning through play in a semi natural environment.

22. Explore the opportunities for pedestrian trails within the site to integrate birds, bee and bat habitats / boxes and children's 'learning through play' equipment to help interpret the biodiversity of the site and to promote beneficial behaviours.

VIEWS AND VISIBILITY

23. Layout, design and planting should respond to and enhance key views (both from within and from outside of the site) whilst trees should be integrated into the new streetscene to break up the visual impact of the new development.

24. Views and vistas within the site should be used to help legibility and sense of place.

ACCESS AND CONNECTIVITY

1. The existing vehicular access off Bepton Road must allow for pedestrian and cycle access into the site and attractive pedestrian routes through the site should be provided to link with the existing Public Rights of Way network on Midhurst Common.
2. A further vehicular access route through the Depot site should be safeguarded to allow for vehicular access to 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 along the alignment of the disused railway.

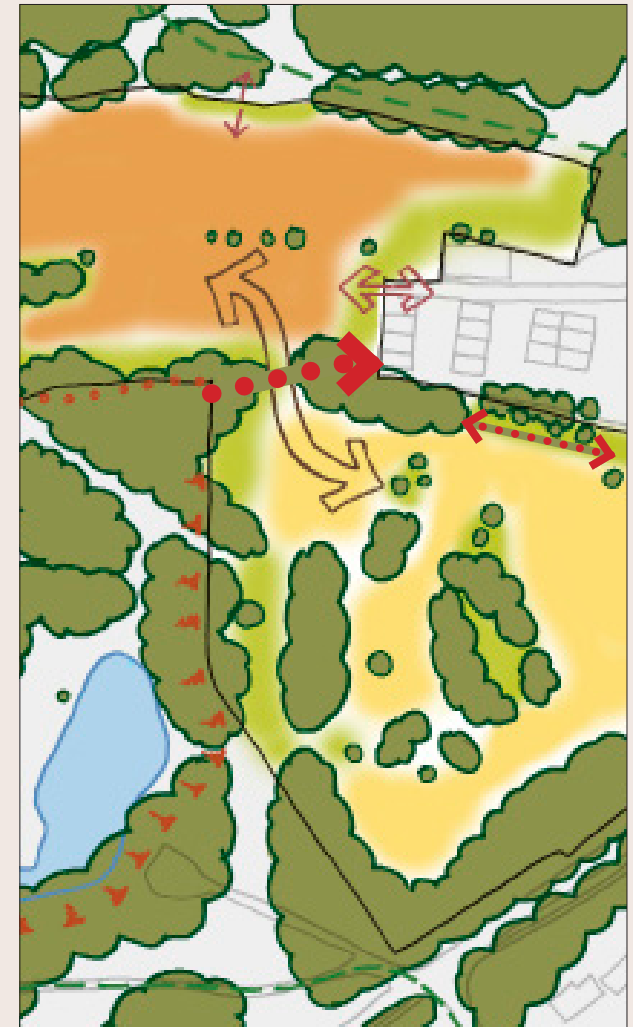


Fig.28

3. Access roads and paths should have a sensitive interface with wildlife habitats and corridors within the site and the adjoining Midhurst Common.
4. Emergency vehicular and pedestrian and cycle access should be provided via Station Road.

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. There are the following options for the site's development :
 - Residential uses on both the Depot and former Brickworks site.
 - Residential uses on the Depot site and a mix of complementary uses on the former Brickworks site, which might include some residential development.

2. The Household Recycling Facility needs to be retained on site or relocated to an appropriate alternative location. The proposals for this need to form part of any planning application.
3. Delivery of development schemes that improve the tourism business offer of Midhurst, including increasing cycle/E-bike hire, electric car charging and car club provisions will be supported
4. The provision of business starter pods at this site will be supported.



5. Higher density development is more appropriate in the south eastern part of the site adjoining the southern boundary of the industrial estate.
6. Any non-residential uses proposed should ensure an integrated approach to parking, forecourt design, service deliveries and refuse storage.
7. New services may be required to meet the increased demand of the proposed new development. The feasibility of the provision of on-site energy generation should be considered.

LAYOUT

1. The layout for the site should be landscaped and landscape evidence must inform the layout of the proposed development.
2. Examine and demonstrate the feasibility of achieving the following:

<ul style="list-style-type: none"> Retention of the two goods sheds for uses complementary to the industrial estate. Relocating the Household Recycling Facility to the northern part of the site, accessed via Station Road. 'Under-grounding' or relocating the high voltage overhead power cables that cross the site. <p>3. 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 currently includes:</p> <ul style="list-style-type: none"> 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 and area 	<p>to the west (currently salt storage area)</p> <ul style="list-style-type: none"> The southern treed buffer zone to Bepton Road and the south eastern area of the site. <p>4. The southern part of the site is appropriate for small groups of dwellings set amongst the clusters of existing trees, with larger built 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.</p> <p>5. The northern and northwestern parts of the site are appropriate for smaller footprints of development, either residential or other complementary uses. This is due to the sensitive nature of the existing heathy scrub and secondary woodland that has established itself in the western end of this area.</p> <p>6. Use characteristic open spaces throughout the site to reflect the area's history of open access and public space by creating a</p>	<p>community with significant communal spaces (and thus less enclosure). Ensure that these are placed in areas of existing tranquility in the site.</p> <p>7. The retention of a large number of existing trees (as assessed and categorised in accordance with BS5837: 2012) will strongly influence development across the site. Trees on site 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 and should be treated as a significant opportunity to reinforce the unique identity of the site.</p> <p>8. Use landscape buffers and wildlife corridors to create separation between the proposed residential development and existing non-compatible uses such as industrial and the Household Recycling Facility. Development blocks should be dual aspect and be orientated to maximise passive solar gain (making the most of free heating from the sun). Inclusion of carbon neutral or</p>
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passivhaus standard homes are strongly encouraged.

9. New rear gardens should back onto other rear gardens in the development to create enclosed backs to the properties.
10. There should be active frontages (with front doors and habitable room windows) to the access road(s) with a mix of in-curtilage parking and on street parking designed to minimise the visual impact of parking whilst ensuring good natural surveillance (opportunities for residents to overlook space from their living places).
11. 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. Cycle parking and electric car charging points should be provided.
12. 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. New development should reflect the traditional scale, form and massing of locally distinctive domestic architecture.

1. 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.
2. Larger footprint development, such as apartments of up to three or three and a half
3. storeys, would be more appropriate in the eastern part of the Depot site and on the Former Brickworks site.
4. Other large footprint complementary uses could be acceptable directly adjacent to the industrial estate part of the site.

5. 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 in height.
6. Residential roofs should be steep pitched (approximately 40-45 degrees, similar to the local vernacular) and 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 cat-slide roofs to bring eaves down to single storey elements of a dwelling. Green roofs should also be considered for a contemporary approach.
7. 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.

8. Chimneys, or a contemporary interpretation to provide natural ventilation, should be included to add interest to the roof-scape. If chimneys are purely symbolic, ensure that they are placed logically, above where an internal hearth would normally be.
9. The massing should minimise the overshadowing of public and communal open spaces.

ARCHITECTURAL APPEARANCE AND MATERIALS

1. 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.
2. The choice of materials and colour palette

should draw inspiration from the woodland and unique open heathland areas of the site. A limited palette of materials and a restrained colour scheme should be used to create 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. An 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 choice of building materials and opportunities to source materials locally

should be identified early on.

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 supported.
6. Materials to be used for any gates and fencing should be allowed to weather naturally, use locally sourced timber and respect the local vernacular in their design.
7. Paving materials 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 including landscape architects, architects and members of other professions. For further information visit our website:
www.southdowns.gov.uk/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 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
 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

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Fig.2	8	Landscape-led design approach process diagram
Fig.3	9	Eco system services diagram (SDNPA)
Fig.4	10	Figure ground diagram (SDNPA)
Fig.5	11	Lynch analysis diagram
Fig.6	11	Local facilities plan (Exeter Design Guide)
Fig.7	12	Landscape Strategy
Fig.8	14	Concept plan (Exeter Design Guide)
Fig.9	14	Sketch Design/Block Plan
Fig.10	15	Permeability diagram (PUSH)
Fig.11	15	Legibility / Street Hierarchy (PUSH)
Fig.12	16	Ground floor habitable rooms diagram (PUSH)
Fig.13	17	Ownership management plan (PUSH)
Fig.14	17	Street ratios
Fig.15	17	Corner plots
Fig.16	18	Windows
Fig.17	21	Site location plan
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Fig.21	27	Environmental Designations
Fig.22	28	Ecosystem services matrix
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Fig.26	35	Site Analysis Diagram
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4.03 GLOSSARY

1. **Historic Landscape Characterisation (HLC)**

This involves applying an archaeological and historical method to aspects of landscape: the classifying and interpreting of material through identifying and describing essential or distinguishing patterns, features and qualities, or attributes. The sources used are comprehensive and systematic, like modern and historic maps or aerial photographs.

<https://historicengland.org.uk/research/methods/characterisation-2/>

2. **Green Infrastructure (GI)**

GI is a network of multifunctional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. It includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include water features (Blue Infrastructure). https://www.landscapeinstitute.org/wp-content/uploads/2016/03/Green-Infrastructure_an-integrated-approach-to-land-use.pdf

3. **Dark Night Skies**

Refers to the Dark Skies Reserve which covers the whole of the National Park, where the reduced interference of artificial light improves the visibility of the night sky.

4. **Desire Lines**

Desire lines describe the direct routes that pedestrians take or would wish to take to facilities and attractions such as shops, public transport stops and parks.

5. **Iterative approach**

This involves a development of the scheme design in steps where feedback from discussion and critiques of one version informs and improves the next in increasing levels of agreed detail.

6. **Landscape and Visual Impact Assessment (LVIA)**

Landscape and Visual Impact Assessment (LVIA) is the process of evaluating the effect of a proposal upon the landscape. There is an important distinction between visual effects (the human view or perception) and the landscape

effects (which occur whether or not anyone can see them). <https://www.landscapeinstitute.org/technical-resource/landscape-visual-impact-assessment/>

7. **SDLP**

The South Downs Local Plan

<https://www.southdowns.gov.uk/planning/national-park-local-plan/>

8. **Sustainable Drainage Systems (SuDS)**

Sustainable urban drainage systems (SuDS) can be used in all types of development to provide a natural approach to managing drainage. SuDS prevent water pollution and flooding in urban areas. SuDS also create green spaces and habitat for wildlife in towns and cities.

https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

9. **Legibility**

Legibility is the character of a place that makes it such that both residents and visitors can understand and easily navigate it.

GLOSSARY CONTINUED

1. **SAP**

The Standard Assessment Procedure (SAP) is the UK Government's recommended method system for measuring the energy rating of residential dwellings as used in building regulations (Part L).

2. **Landscape and Ecological Management Plan. LEMP**

A site-wide management plan which ensures the sensitive management of key elements and habitats on site and supports the establishment of new planting. This management should be sensitively designed with appropriate guidance sought to conserve and enhance landscape character as well as improving site-wide biodiversity.

3. **Natural Capital**

Natural capital is the stock of our natural assets and is comprised of ecosystems (a dynamic complex of plant, animal and micro-organism communities and their non-living environment

acting as a functional unit). The benefits that flow from this stock are often described as ecosystem services. Natural resources (such as food, timber and water) and functioning natural systems (such as healthy, fertile soils; clean water and air; and a regulated climate) are vital support services for our well-being and security, and are themselves sustained by biodiversity. See the Natural Environment White Paper and new Defra 25 year plan for more detail.