

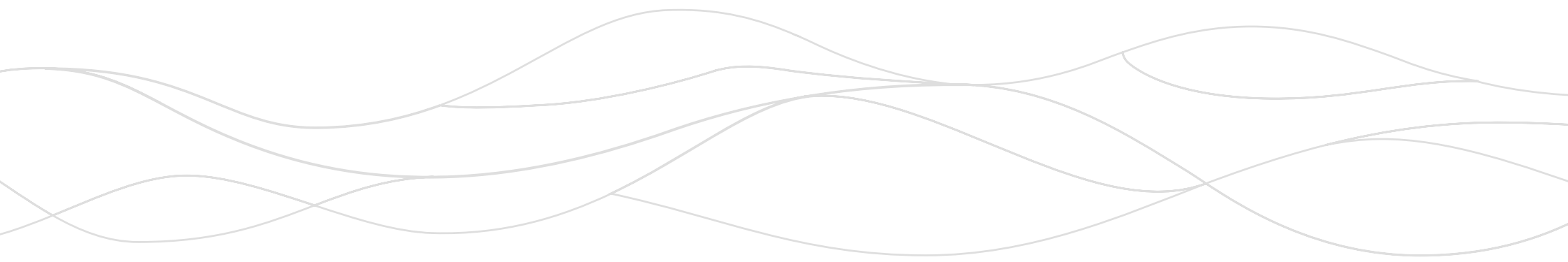
HOLMBUSH

CARAVAN PARK, 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

CONTENTS

1.00 PREFACE

PART ONE - INTRODUCTION

1.00 THE STRUCTURE OF THIS DOCUMENT

1.01 PLANNING POLICY

1.03 GENERAL DESIGN PRINCIPLES

PART TWO - EVIDENCE AND ANALYSIS

2.00 SITE LOCATION

2.01 PHOTOGRAPHS OF THE SITE

2.02 LANDSCAPE LAYERS

2.03 LANDSCAPE HISTORY

2.04 CULTURAL HERITAGE

2.05 ENVIRONMENTAL DESIGNATIONS

2.06 ECOSYSTEM SERVICES

2.07 GREEN INFRASTRUCTURE OPPORTUNITIES

2.08 LANDSCAPE SENSITIVITY

2.09 PERCEPTUAL QUALITY

2

2.10 CONTEXT AND RELATIONSHIPS

2.11 SURROUNDING BUILT FORM

2.12 MOVEMENT AND CONNECTIVITY

2.13 SITE ANALYSIS

2.14 SITE SECTIONS

2.15 A VISION FOR THE FORMER HOLMBUSH CARAVAN PARK

5

6

8

34

35

36

38

39

40

22

PART THREE - DESIGN PRINCIPLES

3.00 DESIGN PRINCIPLES DIAGRAM

3.01 DESIGN PRINCIPLES

3.02 CONCLUSION

23

26

27

43

44

48

29

30

31

32

33

34

PART FOUR - BACKGROUND INFORMATION

4.00 KEY POLICIES

4.01 FURTHER READING

4.02 FIGURES

4.03 GLOSSARY

50

52

52

53

INTRODUCTION

PART ONE

I.00 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 for the site. They include:
 - 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 for this site 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.01 PLANNING POLICY

The emerging South Downs Local Plan sets out a site specific, Strategic Allocation Policy for the development of this site (Policy SD82). 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) as well as with national and local requirements.

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

Strategic Allocation Policy SD82: Holmbush Caravan Park, Midhurst



- I. Holmbush Caravan Park, Midhurst is allocated for the development of 50 to 70 residential dwellings (class C3 use). Planning permission will not be granted for any other uses. The National Park Authority will prepare a Development Brief to assist the delivery of the site. Detailed proposals that are in broad conformity with the Development Brief and that meet the following site specific development requirements will be permitted:
 - a) To provide positive enhancements to the treescape, waterbodies, wildlife corridors and habitats within the site;
 - b) To demonstrate that there would be no likely significant effect on the Singleton and Cocking Tunnels Special Area of Conservation;
 - c) Built development to be located sequentially only within those parts of the site outside Fluvial Flood Zones 2 and 3 as defined by the Environment Agency;
 - d) Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change;
 - e) Safe vehicular and pedestrian emergency access and egress should be provided during flooding;
 - f) Incorporation of suitable site boundary treatments;
 - g) Provision of pedestrian routes through the site linking into adjacent open spaces; and
 - h) Retention and improvement of, where necessary, the existing vehicular access.

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

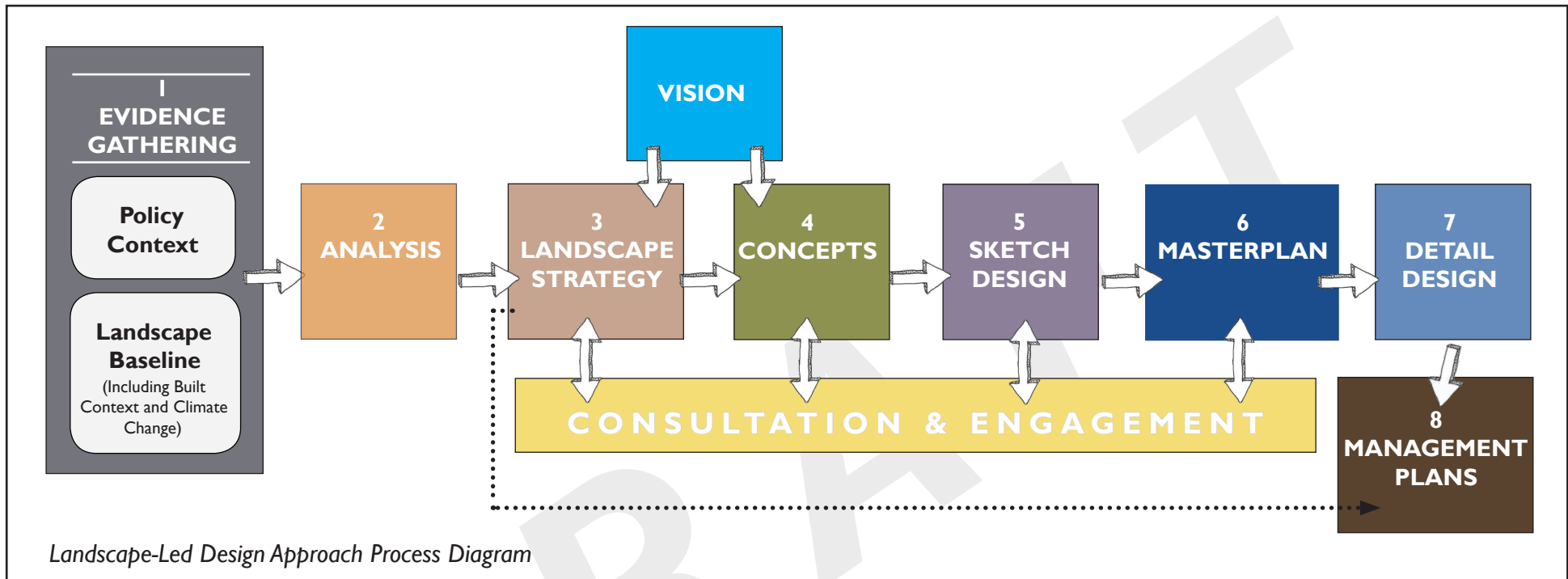
Continued...

2. In order for the development to have an overall positive impact on the ability of the natural environment to contribute ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
 - c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.
3. The National Park Authority will prepare a Development Brief to assist the delivery of the site. Development proposals in broad conformity with the Development Brief will be permitted.



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. 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)

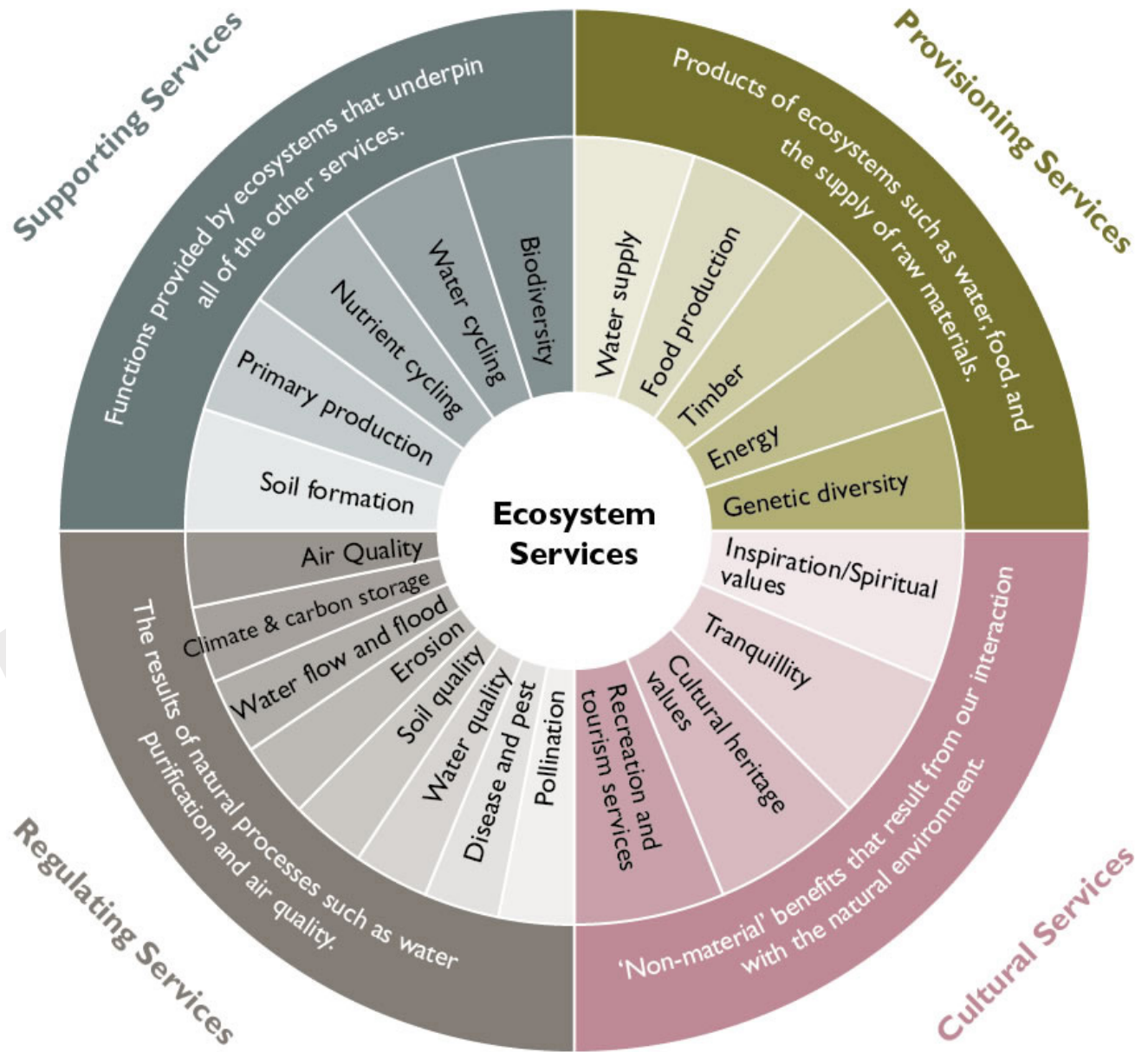


Fig.3 Ecosystem Services in the South Downs National Park

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.

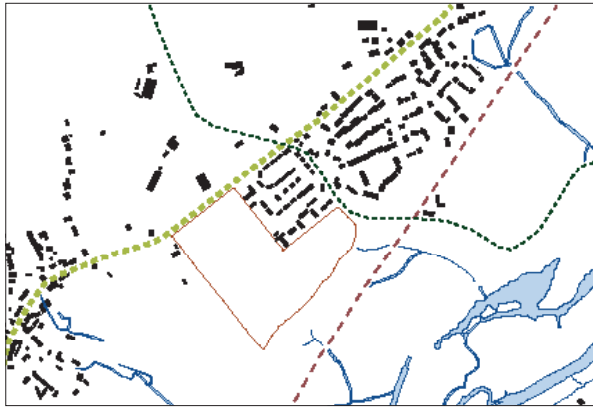


Fig.4 An example of a figure ground (SDNPA)

1g. CLIMATE CHANGE

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.

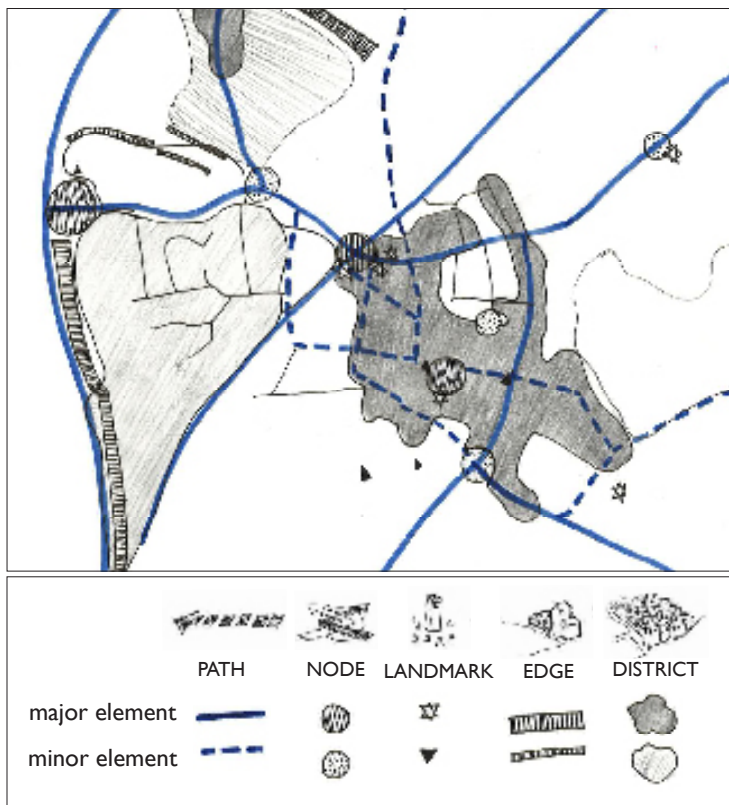


Fig.5

Contextual analysis diagram adapted from a Lynch analysis diagram.
(*The Image of the City*- Kevin Lynch 1960)

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

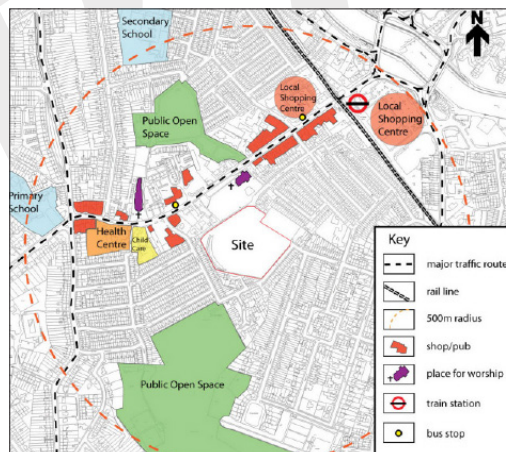


Fig.6

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:

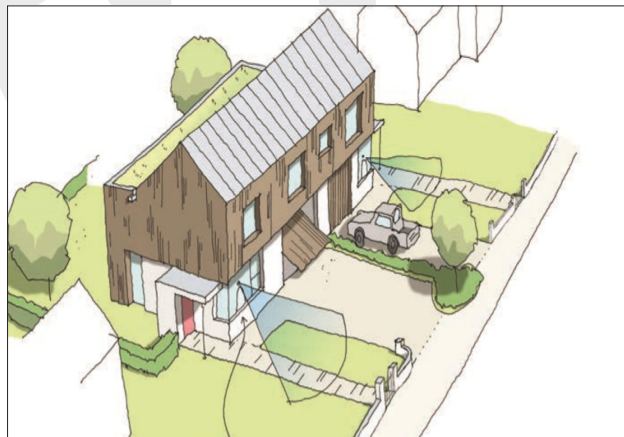
- How it reflects or complements existing built form (where appropriate) in the immediate vicinity and wider area.
- How it respects the surrounding properties, manages overlooking/privacy and provides adequate sunlight.
- How it responds to the site analysis (incl. paths, edges districts, nodes landmarks/key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

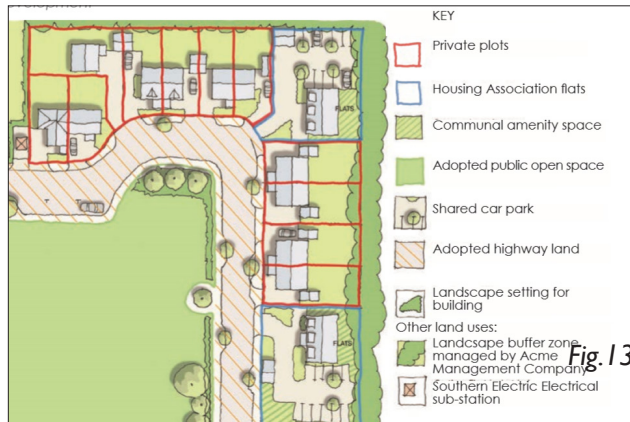
Car parking should be conveniently located for residents and should be well overlooked while being as visually discreet as possible.

- 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.

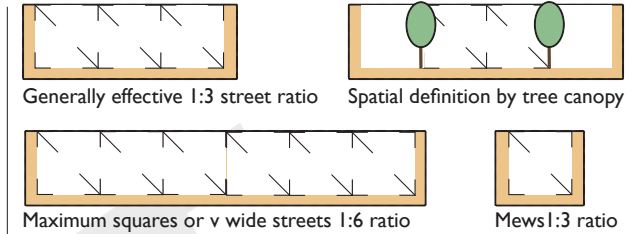
- Materials less locally sourced but traditionally found in the area (e.g. natural slate).
- Alternative sources of natural materials sympathetic to the area's character
- Low embodied energy contemporary materials.
- Other materials.

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.

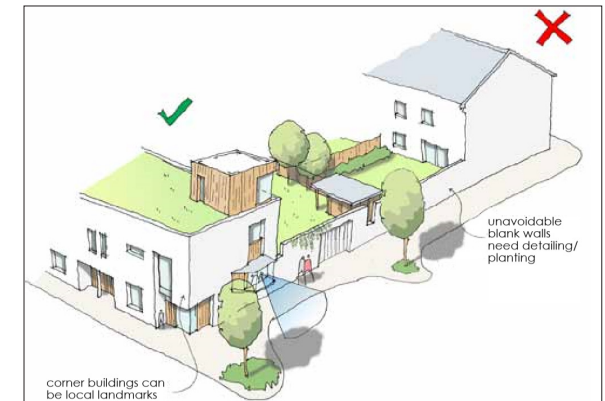


Fig. 15

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.

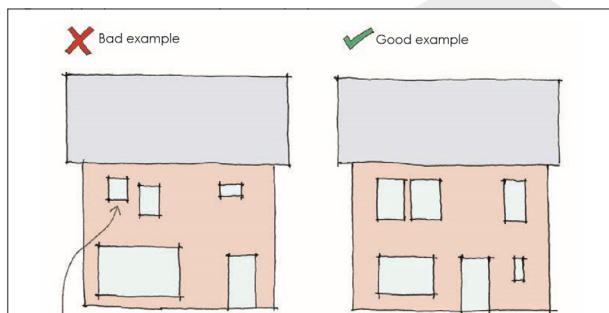
In contrast, service doors should be as discreet as possible, ideally not facing the street. Local door styles may inform the design of new doors. Plastic doors will not generally be acceptable.

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



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

Source: Google Earth



The site's unique morphology and immediate setting.

Source: Google Earth



HOLMBUSH CARAVAN PARK

PHOTOGRAPHS: VIEWS IN AND AROUND THE SITE



View of access road (on left) from south



View of access road into site



Internal view of site



View of access road (on right) from north

PHOTOGRAPHS: VIEWS IN AND AROUND THE SITE



Internal view to the north west



Internal view of water body



View out of surrounding houses



View from Lakeside Rd into the site

2.02 LANDSCAPE LAYERS

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

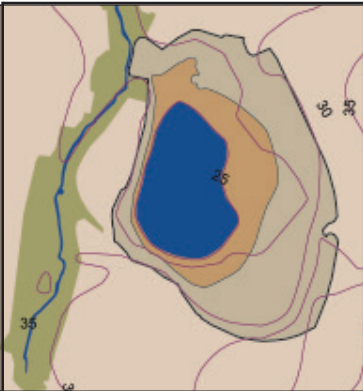
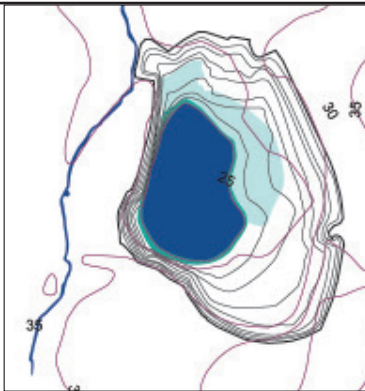
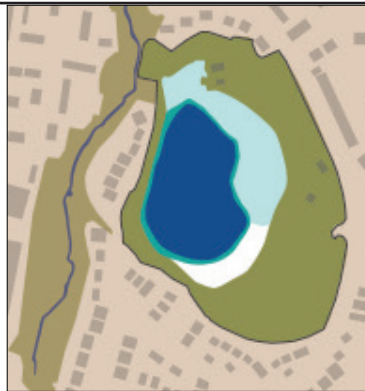
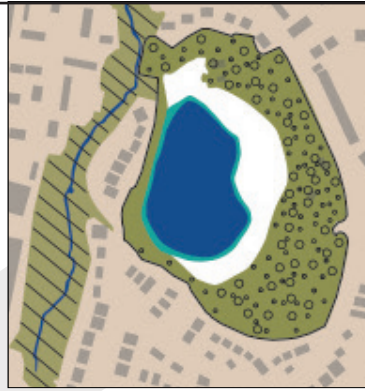

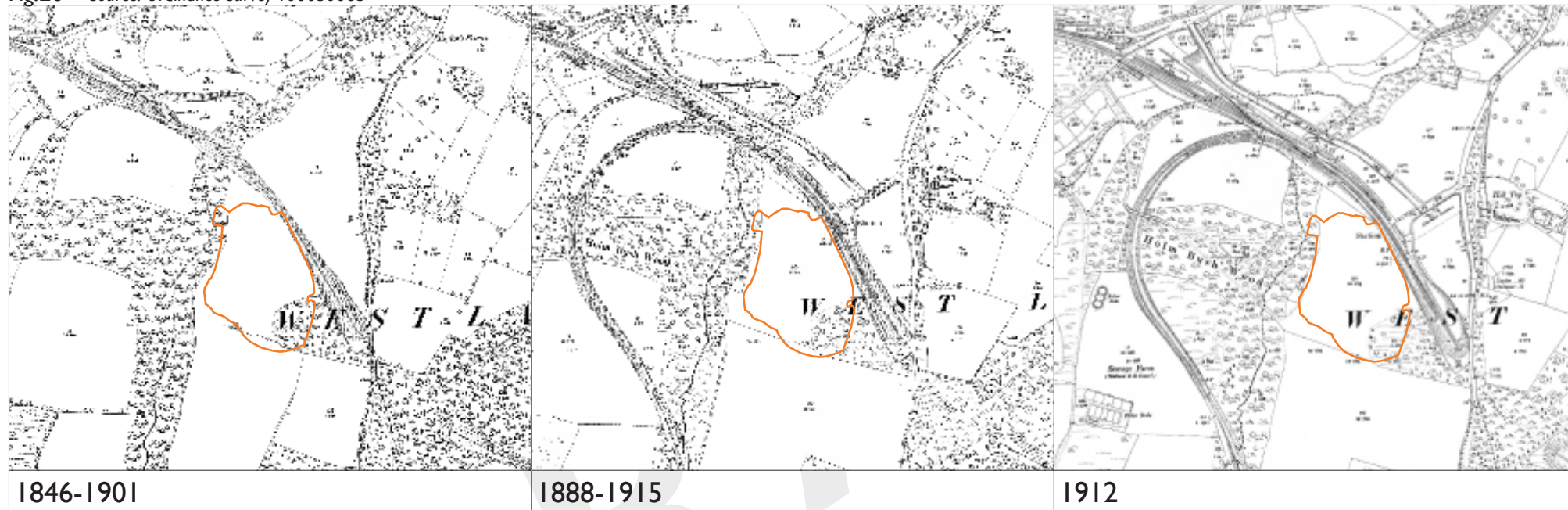
|  |  |  |  |  |
|---|---|--|--|---|
| GEOLOGY AND SOILS | TOPOGRAPHY & WATER | LANDSCAPE ELEMENTS | HABITATS | PEOPLE AND WILDLIFE |
| <ul style="list-style-type: none"> Sandstone geology. Wealden Greensand National Character Area. Freely draining very acid, sandy and loamy soils. Sand quarries, many are now ponds contributing to local character. | <ul style="list-style-type: none"> The southern slopes of the greensand ridge. Frequent ponds and standing water. The wooded tributaries of the river Rother flow north to south. Local flood zones | <ul style="list-style-type: none"> Woods on plateau and higher slopes, typically well connected. Wooded watercourses. Midhurst is a planned medieval market town. Heathlands and other acid loving vegetation are characteristic. Heritage assets associated with the railways. | <ul style="list-style-type: none"> Ancient broad-leaved woodland. Oak/birch secondary woodland. Ponds support locally rare species. Wooded rivers/streams. Ancient and undisturbed wet and dry lowland heath. Gardens (private). | <ul style="list-style-type: none"> Species associated with Ancient Woodland and undisturbed stream corridors – used by bats. Species associated with gardens such as slow worms and hedgehogs. Network of access throughout the Common and rivers around Midhurst. |
| <ul style="list-style-type: none"> Sandy soils. Holmbush was previously a sand quarry, a pond is now retained where geology is impermeable. | <ul style="list-style-type: none"> Cocking Beck stream. Close contours around the site. Variations in levels caused by creation of development platforms. | <ul style="list-style-type: none"> Acid-loving scrub has developed, encroaching on hard-standing. Trees form a belt surrounding the site. Areas of hard-standing are located away from the flood zone. Edge of lake supports riparian type habitats. | <ul style="list-style-type: none"> Mature trees. Pond/lake. Areas of wet scrub/woodland and grassland around the lake. | <ul style="list-style-type: none"> Protected species associated with wetlands and woodlands. Topography creates an inward-looking site. |

Fig.19

2.03 LANDSCAPE HISTORY

Fig.20 Source: Ordnance Survey 100050083



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

The London and South Western Railway opened in 1860 and passed right along the edge of the site. Sand extraction proliferated with the railway, expanding throughout the 19th and into the early 20th century. Extraction at the site began post 1920. Surrounding the site are historic extraction pits, surviving medieval landscape along the stream and Mesolithic and Roman

finds, which point to a much earlier use of this land. The local railway bridge, an undesignated heritage asset, lies close by.

FIELD SYSTEMS AND ENCLOSURE

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

WOODLAND AND TREES

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

ROADS AND RIGHTS OF WAY

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

SETTLEMENT AND BUILT FORM

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

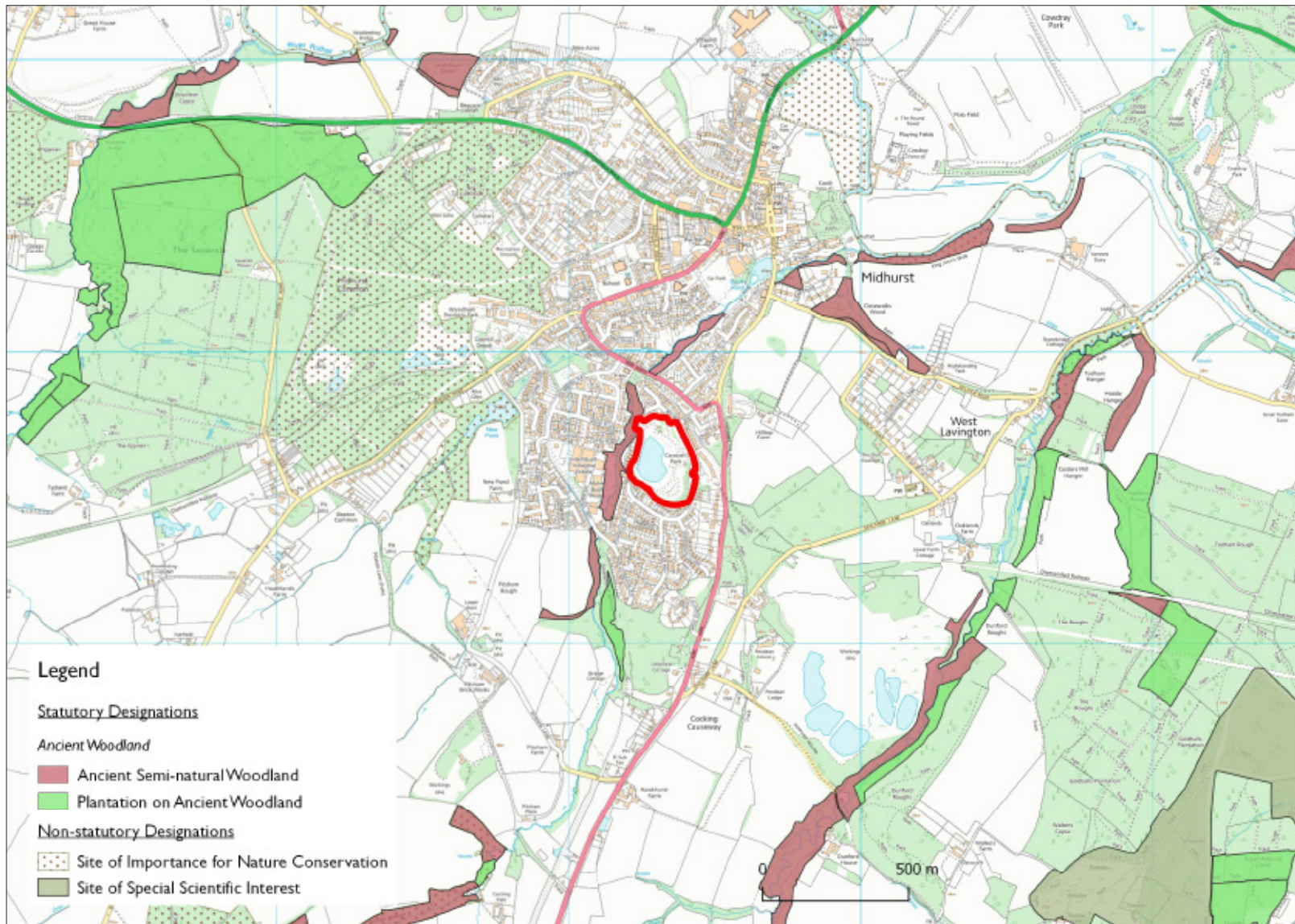
2.04 CULTURAL HERITAGE



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

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

2.05 ENVIRONMENTAL DESIGNATIONS



Although the site is not itself designated, it lies within an ecologically sensitive area as it adjoins an Ancient Semi-Natural Woodland.

The ecologically sensitive nature of the ancient woodland will need to be a very significant consideration in terms of recreational impact, access and biodiversity in any development scheme design.

Fig.21

2.06 ECOSYSTEM SERVICES

This site is formed of four main landscape elements.

These elements drive the services delivered and therefore the benefits people gain from nature. Some of these benefits are highlighted below:

The Pond – Standing water contributes numerous services such as; climate regulation, biodiversity, water flow and flood regulation.

Hard-Landscape – Areas of hard-landscape, particularly those that are unmanaged can support protected species, particularly reptiles. Therefore services provided include biodiversity.

Riparian Habitats – The habitats around the pond are subject to inundation at times of flood, they contribute to; biodiversity, water flow and flood regulation, erosion regulation.

Woodland/Trees – Many trees are mature and contribute to; biodiversity, erosion regulation, soil formation, primary production, air quality.

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

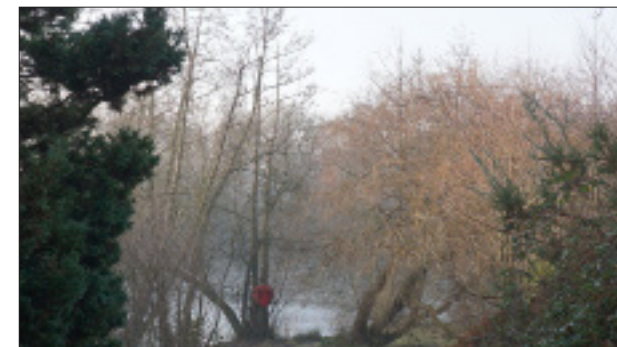
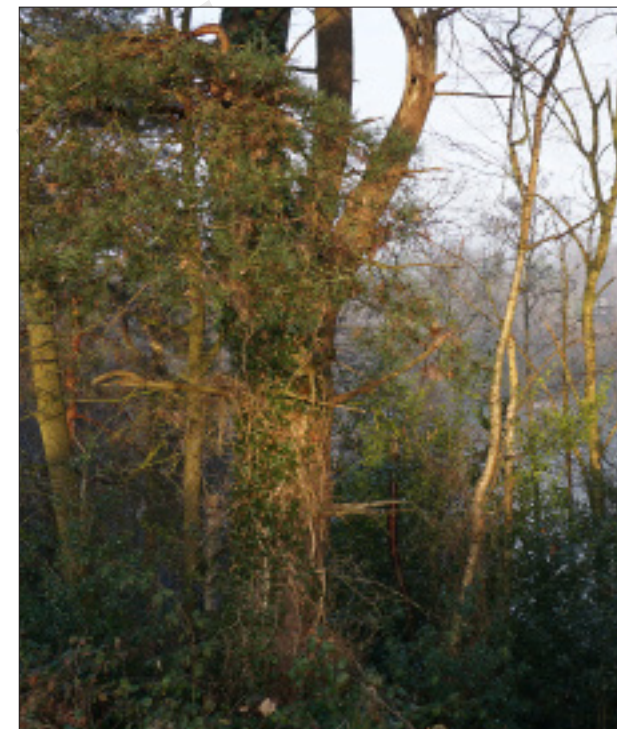
2.07 GREEN INFRASTRUCTURE OPPORTUNITIES

Existing GI within and around the Holmbush Caravan Park site includes;

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

OPPORTUNITIES INCLUDE:

1. Using green infrastructure to help manage the microclimates (such as created by shade and shelter) within this site.
2. Reinforcing boundary tree planting, in particular around Cocking Beck stream to deliver multiple benefits such as linking to and reinforcing ancient woodland (creating buffers and enabling extension of woodland), and contributing to water management during times of flood.
3. Using GI to maintain water quality within the lake, to maintain sufficient light and shade levels.
4. Identify and remove any non-native invasive species from the watercourse. Introduce appropriate native marginal/submerged species to support water quality.
5. Providing informal multifunctional routes around the site which provide connectivity for wildlife and people.
6. Using suitable native planting around the lake within the floodzone will benefit local wildlife, and provide key green space from where people can appreciate the lake.
7. Providing enhancements by creating multifunctional pedestrian and/or cycling links through the site. Integrating native, characteristic tree planting along this route.
8. Providing enhanced pedestrian access to link to the Public Rights of Way network. These accesses must be characteristic in pattern and form.



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:

Historically an open field but none of this character remains.

History:

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

Visibility:

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

Value:

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

WOODLANDS & TREES

Character:

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

History:

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

Visibility:

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

Value:

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

ROADS & RIGHTS OF WAY

Character:

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

History:

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

Visibility:

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

Value:

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

SETTLEMENT & BUILT FORM

Character:

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

History:

Midhurst is a medieval planned town, and this site is set away from the town centre developed from farmland. There is limited built form on the site currently.

Visibility:

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

Value:

Whilst limited buildings are present on the site, the value of local railway landmarks contribute to the character of the site.

2.09 PERCEPTUAL QUALITY

TRANQUILITY

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

DARK NIGHT SKIES

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

OTHER EXPERIENTIAL QUALITIES

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

2.10 CONTEXT AND RELATIONSHIPS

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

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

2.11 SURROUNDING BUILT FORM

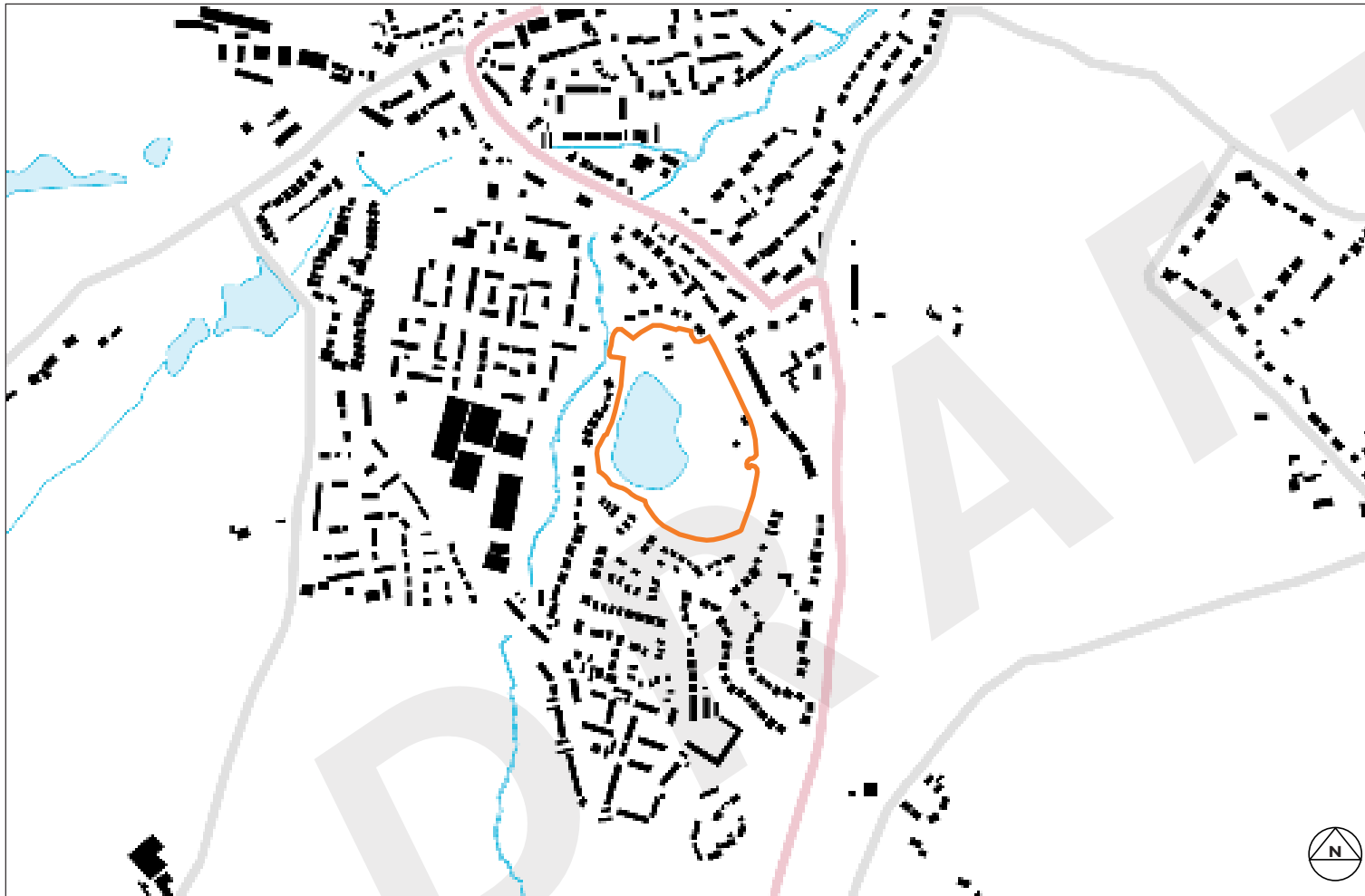


Fig.23

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

It illustrates how the spaces in the public realm are enclosed and are shaped by the surrounding built form. From this evidence, designers should consider the spaces between buildings, and how the layout will respond to its context.

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:

- Segregated access provision at / adjacent to the Fairway site entrance for Pedestrians, cyclists and NMU groups to avoid potential conflict.
- Access permeability through the site for pedestrians, cyclists and all NMU groups connecting Fairway with Lakeside Rd and the former Jubilee Path (south) to provide links to

residential and commercial areas and onward links to the town centre.

- Jubilee Path: The potential for establishing a cross town utility NMU path linking south Midhurst to the town centre and Easebourne has been identified by a local community group and is noted within the SDNP Cycling and Walking Strategy and the West Sussex Walking and Cycling Strategy. The potential route is along the Jubilee Path (south), Jubilee Path (north) to South Pond and the rights of way network to Easebourne via the Cowdray Ruins.

- Local Plan Policy SD20 Walking, Cycling and Equestrian Routes safeguards former railway lines for future use as NMU routes. The SDNP Cycling and Walking Strategy identifies an ambition to provide long distance NMU links between Midhurst, Chichester (Centurion Way), Petersfield (Rother Valley Greenway) and Pulborough predominantly following the former railway alignments.

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

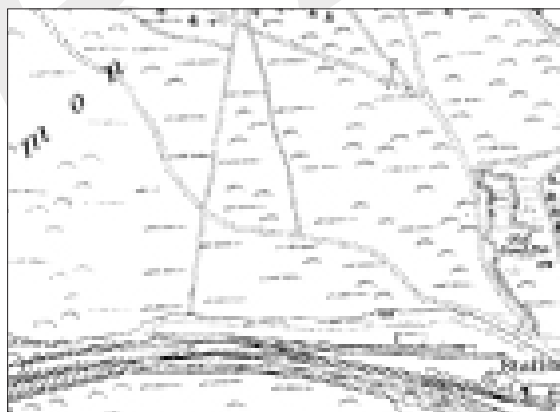
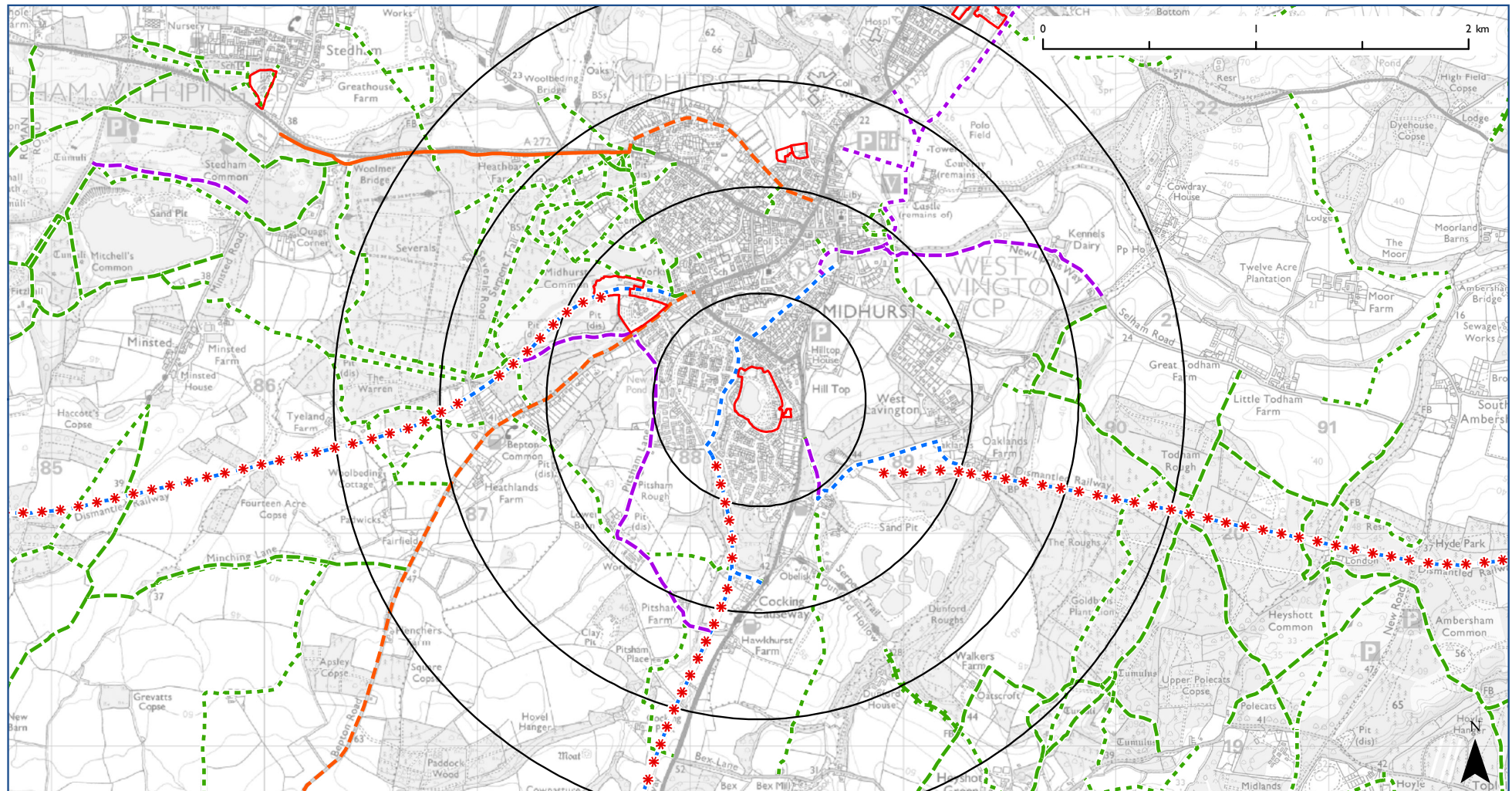


Fig.24



Non-motorised User Network, Midhurst Holmbush Caravan Park



- | | | | | |
|---------------------------------|--------------------------------|------------------------------|----------------------------|------------------|
| 500m Rings | Aspirational NMU Routes | Strategic Cycle Route | Public Right of Way | Bridleway |
| Housing Allocation Site | NMU Route | On-Highway Cycle Route | Footpath | Restricted Byway |
| SD20 Safeguarded for NMU Routes | Existing PRoW Footpath | Segregated Cycle Path | Aspirational NMU route | |
| | Existing PRoW Bridleway | | | |

© Crown copyright and database rights
2018 Ordnance Survey 100050083
Scale at A4 1:25,000

Fig.25

2.13 SITE ANALYSIS



Fig.26

2.14 SITE SECTIONS

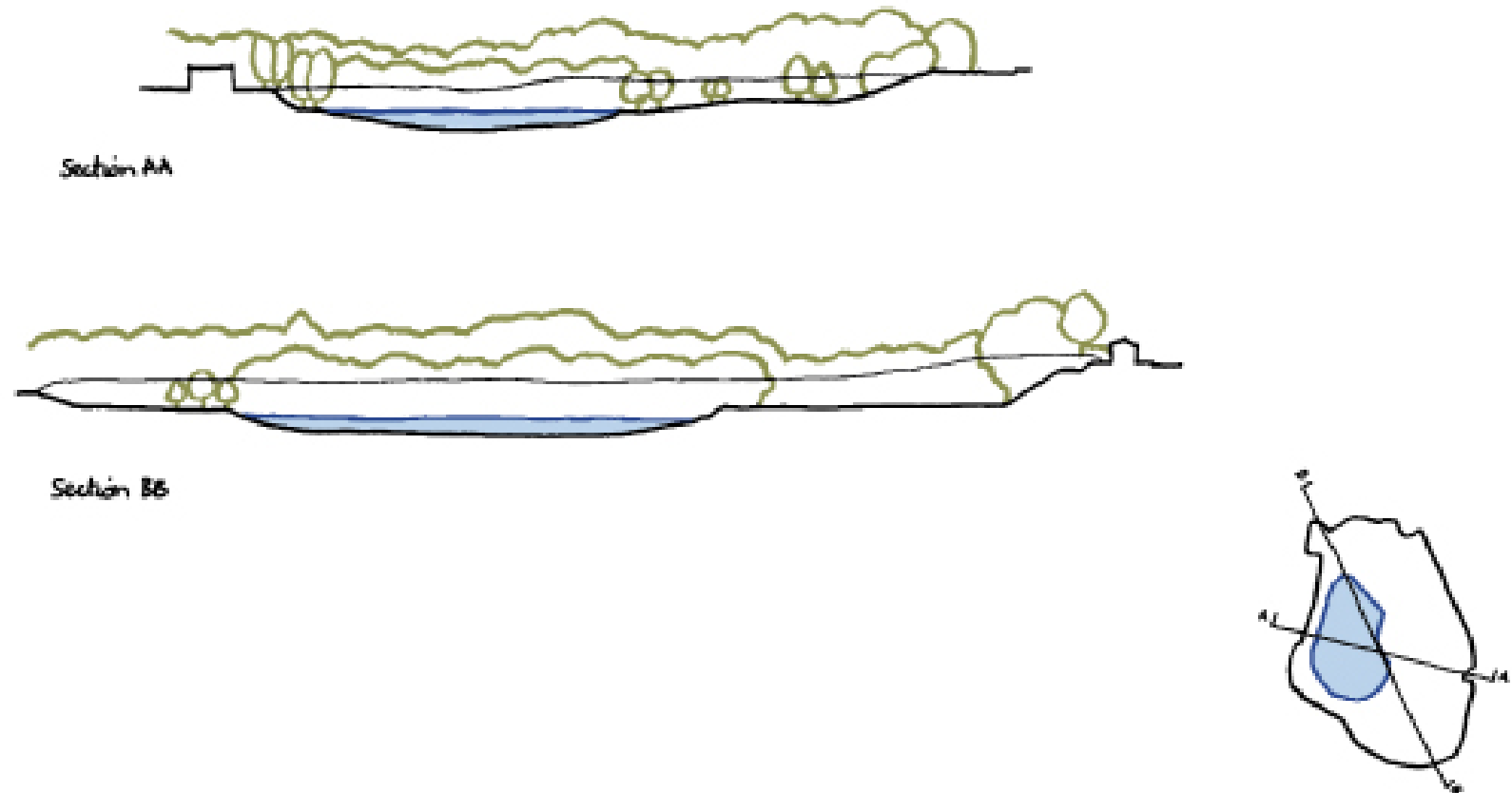


Fig.27

2.15 A VISION FOR THE FORMER HOLMBUSH CARAVAN PARK

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 Holmbush Caravan Park, Midhurst.

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

VISION

“The former Holmbush Caravan Park has a truly unique landscape character; a basin created by a former sand quarry which now holds a central body of water, forming a lake at its heart. The site is embraced by an elevated tree-lined boundary. Its tranquil wooded character has been cherished, conserved and enhanced as part of the new development. A mix of housing types enable a vibrant, integrated and diverse community that can enjoy the variety of spaces and uses the scheme has to offer. In response to its sensitivities the Holmbush development is an ecosystem led residential development which sets out to deliver multiple benefits for people and wildlife from both the buildings and greenspaces on the site. Continuing this approach the scheme has sustainability at its heart, supporting the local economy

by using local construction materials and labour – the whole development underpins a rich biodiversity which contributes strongly to the site’s character. Developing the site in this way has not only met the purposes and duty of the National Park, but has sustained the mental and physical wellbeing of its residents and enabled the continued enjoyment of the wider community and visitors to the South Downs National Park. It is a positive example of landscape led placemaking”.



KEY PRINCIPLES OF THE VISION



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



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



High quality and innovative contemporary homes with an architectural style that responds to the immediate landscape.



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

DESIGN PRINCIPLES

PART THREE

3.00 DESIGN PRINCIPLES DIAGRAM



Fig.28

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 to inform layout of built form and roads, species choices and sustainable drainage opportunities.

TOPOGRAPHY AND WATER

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

4. Explore opportunities to remove the culvert and allow more natural drainage.

LANDSCAPE ELEMENTS

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

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

HABITATS

13. Retain existing habitats characteristic of the area's conditions e.g. wet woodland. Enhance their ability to function and seek

opportunities to derive sustainable benefits from these (e.g. use wet woodland habitats for sustainable drainage).

14. Retain and enhance the perimeter woodland of native trees to ensure connectivity with Holm Bush Wood.
15. Biodiverse green roofs should be included where appropriate.

PEOPLE & WILDLIFE

16. Local species should be supported through maintaining key habitats through the site and improving their condition and connectivity for wildlife.
17. Encourage new species on site to improve diversity through pond management, for example to create more appropriate marginal habitats.
18. Maximise the space for wildlife through green roofs and rain gardens. Consider ecology in lighting scheme.
19. Opportunities for trails to use public art

and structures including signage, wooden sculptures, birds, bee and bat habitats / boxes are encouraged. Children's 'learning through play' equipment to interpret the industrial heritage of the site and to learn about the site's rich biodiversity in a semi natural environment will be strongly supported.

20. A central green communal space (i.e. no hard standing) should be located close to the lake, to provide good access to the trails.

PERCEPTUAL

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

VIEWS & VISIBILITY

22. Retain wooded edge to the site to protect views from existing residents. Use views and

vistas within the site to help legibility and sense of space. Protect the wooded ridge-line in long distance views from the south.

ACCESS AND CONNECTIVITY

23. Utilise existing access and the location of existing access road to provide access around the site.
24. Provide a trail for pedestrians and cycles (NMU groups) around the lake, providing a renewed board walk to the southern and eastern banks with occasional pedestrian access to the lake via jetties.
25. Provide a trail for pedestrians and cycles (NMU groups) through the site via existing site access and north west, south western and southern corners (see Design Principles Fig. 28) to link with Jubilee Path and the aspirational extension of Centurion Way in Holm Bush Wood (ancient woodland).
26. Ensure appropriate access to and provision of bus stops close to the site. Ensure there is a

linked pedestrian footpath to bus stops and to existing footpaths. Provide safe crossings if necessary.

27. Delivery of schemes that improve the tourism business offer including cycle/E bike hire, electric car charging and car club provisions will be supported.

USE AND DENSITY

28. The site is most suitable for residential development, however there may potential to exploit the unique environmental qualities of the site with a small community facility hub, such as a lakeside cafe / cycle hire facility.
29. Residential development could be of a higher density than the surrounding development, exploiting the benefits of a 'bowl-like' topography together with the tall ring of existing trees that circle the site.
30. There are existing services of water, gas, electricity and foul sewerage, however their capacity will need to be reviewed given

the potential for increased demand. The provision of on-site energy generation to support the development should be investigated and could form part of the communal facilities hub promoting sustainable living.

LAYOUT

31. Development blocks should be laid out with some degree of informality to respect the woodland setting and juxtaposed to deflect noise build up due to the 'bowl' shape of the site.
32. Flood levels around the lake will need to be respected and in some cases may require raised ground floor levels and appropriate means of egress in the event of a flood.
33. Development blocks should have dual aspect and be orientated to maximise passive solar gain.
34. New residential development should

provide active frontages to the access road and the topography of the site should be used to absorb parking in under-croft areas where appropriate.

35. Visitor car and cycle parking should not be visually dominant so locating spaces within a woodland character should be explored.

36. Development should take advantage of the woodland setting with an emphasis on communal amenity space.

37. Test micro-climates created by trees and ensure sufficient light and air circulation.

38. The landscape character of the site changes in relation to the topography and its orientation, ensure that these character areas are retained and inform the proposal. Landscape character areas include:

- The lake and its wooded banks.
- Lakeside footpath on the western banks.
- Lakeside board walk on southern and

eastern banks.

- The relatively open aspect terraces;
- Perimeter woodland and scrub
- A wider belt of woodland on the steep escarpment to the south-east.

SCALE, MASSING AND FORM

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

40. The height of development should sit well below the height of surrounding trees, and reduce in height towards the lake side, designed to allow light to penetrate through and minimise shading.

41. The roofscape of the new development should have variety, using a mix of gables, pitched and green roofs, creating a distinctive built form that blends into the woodland backdrop.

42. Avoid long lengths of unbroken roofscape.

ARCHITECTURAL APPEARANCE AND MATERIALS

43. A contemporary approach to the architecture of the buildings will be supported.

44. Architecture should draw inspiration from the landscape character. The vertical character of the surrounding trees, for instance, could inspire the use of gabled roofs and deep overhanging eaves to create a distinctive rhythm to the roofscape. Similarly, the lake could inspire the use of verandas and terraces reinforcing this horizontal character.

45. Use locally sourced materials that are sympathetic to the local context, including wood for cladding as well as local bricks and / or stone.

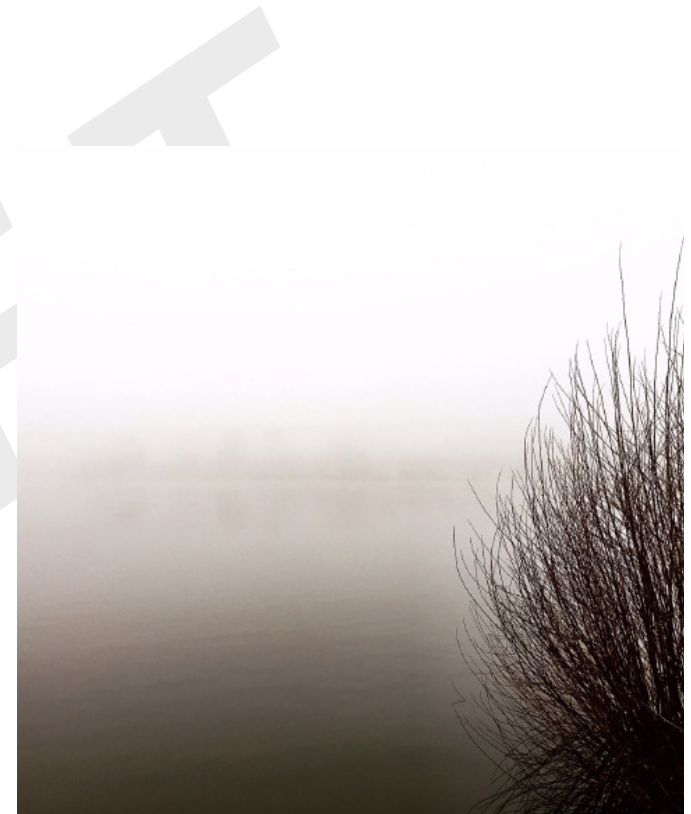
3.02 CONCLUSION

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

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

The SDNPA Design Review Panel will also be involved in assessing the development proposals from an early stage. The Design Review Panel has a broad range of independent members 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

4.0 KEY POLICIES

SOUTH DOWNS LOCAL PLAN

Strategic Allocation Policy SD82: Holmbush Caravan Park, Midhurst

Strategic Policy SD2: Ecosystem Services

Strategic Policy SD4: Landscape Character

Strategic Policy SD5: Design

Strategic Policy SD7: Tranquility

Strategic Policy SD8: Dark Night Skies

Strategic Policy SD9: Biodiversity and Geodiversity

Strategic Policy SD11: Trees, Woodland and Hedgerows

Strategic Policy SD12: Historic Environment

Strategic Policy SD17: Protection of the Water Environment

Strategic Policy SD19: Transport and Accessibility

Strategic Policy SD20: Walking, Cycling and Equestrian Routes

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

Strategic Policy SD22: Parking Provision

Strategic Policy SD27: Mix of Homes

Strategic Policy SD28: Affordable Homes

Strategic Policy SD45: Green Infrastructure

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

Strategic Policy SD48: Climate Change and Sustainable Use of Resources

Development Management Policy SD50: Sustainable Drainage Systems

Development Management Policy SD51: Renewable Energy

CHICHESTER DISTRICT LOCAL PLAN 1999

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

BE13: Town Cramming

R4: Public Rights of Way and Other Paths

RE7 and RE8: Nature Conservation

RE4: AONB Protection of Landscape 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
 Tranquility Study
 Dark Night Skies Technical Guidance (expected 2018)
 Ecoserve Mapping Report
 South Downs Integrated Landscape Character Assessment (SDILCA)
 Settlement Context Study
 Habitat Connectivity Study
 The Urban Design Compendium (HCA, Rev.2013)

4.02 FIGURES

| FIGURE | PAGE | DESCRIPTION |
|--------|------|---|
| Fig.1 | 7 | Site allocation |
| 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 |
| Fig.18 | 21 | Site allocation plan |
| Fig.19 | 25 | Landscape layers diagram |
| Fig.20 | 26 | Sequential historic mapping (Landscape History) |
| Fig.21 | 29 | Environmental Designations |
| Fig.22 | 30 | Ecosystem services matrix |
| Fig.23 | 34 | Figure ground |
| Fig.24 | 35 | Historic paths, movement network |
| Fig.25 | 36 | Non Motorised User network map |
| Fig.26 | 37 | Site Analysis Diagram |
| Fig.27 | 38 | Site sections |
| Fig.28 | 42 | Design Principles Diagram |

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 informs and 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

GLOSSARY CONTINUED

understand and easily navigate it.

10. 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).

11. Social Capital

The network of social connections that exist between people, and their shared values and norms of behaviour, which enable and encourage mutually advantageous social cooperation.

12. 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.

13. 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.