An aerial photograph of a residential area, likely in Midhurst, showing houses, roads, and green spaces. A large green rectangular overlay is positioned on the left side of the image, containing white text. At the bottom of the image, there are several white, wavy lines that resemble a stylized landscape or water feature.

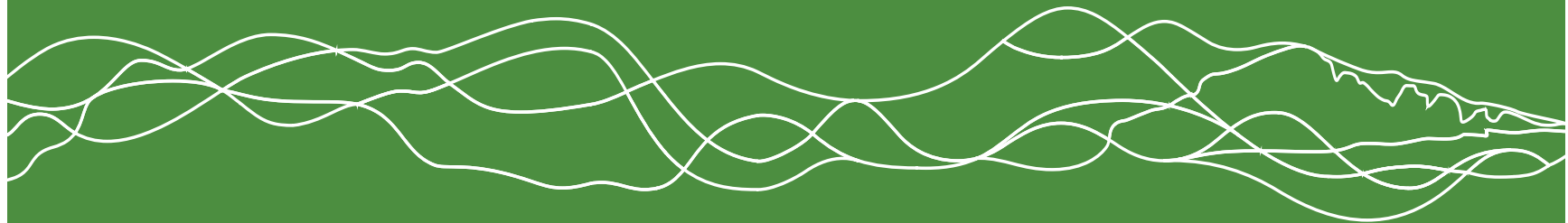
HOLMBUSH CARAVAN PARK, MIDHURST

DEVELOPMENT BRIEF
SOUTH DOWNS NATIONAL PARK
AUTHORITY

SEPTEMBER 2018

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South Downs Centre
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PREFACE



The South Downs National Park Authority was created in November 2009 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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PART ONE: INTRODUCTION



1.00 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.

1.01 PLANNING POLICY

The emerging South Downs Local Plan sets out a site specific, Strategic Allocation Policy for the development of this site (Policy SD82). The policy wording opposite is the composite policy made up of the policy from the Pre-submission version of the Local Plan plus the changes set out in the schedule of changes. 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

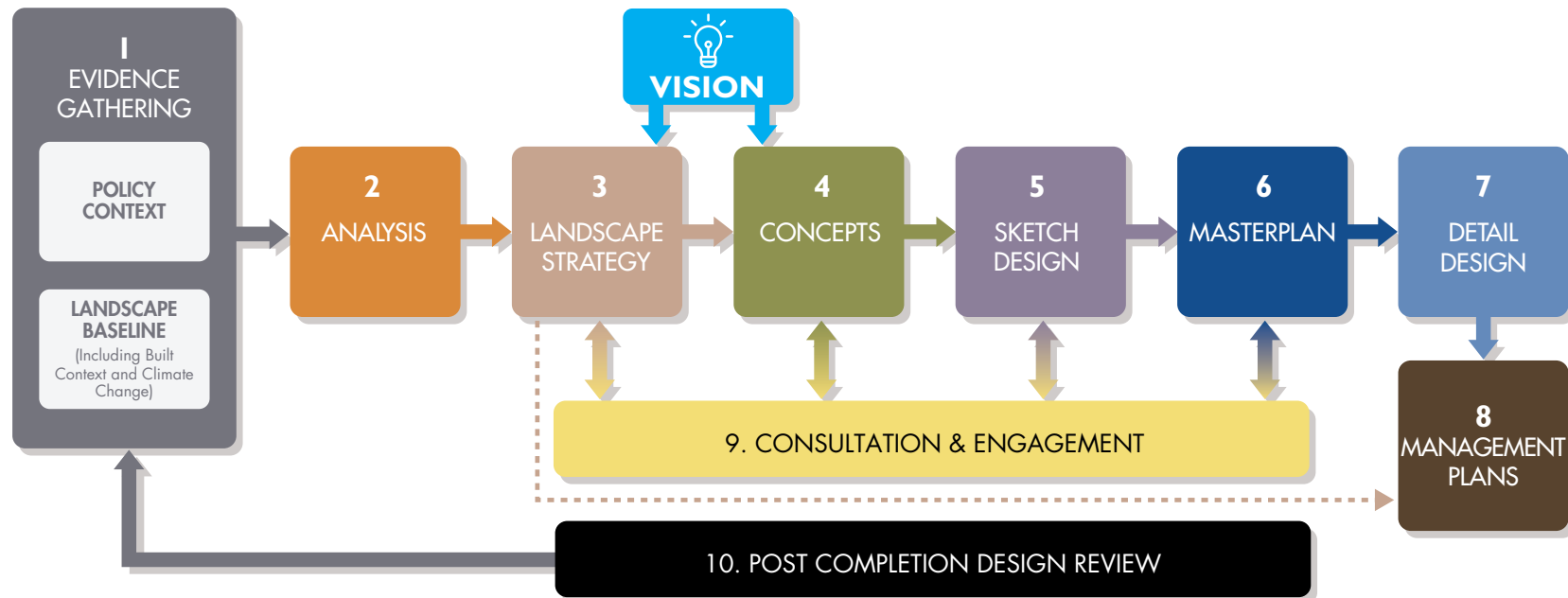
1. Holmbush Caravan Park, Midhurst is allocated for the development of 50 to 70 residential dwellings (class C3 use). Planning permission will not be granted for any other uses. Detailed proposals that meet the following site specific development requirements will be permitted:
 - a) To provide positive 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) All housing development should be located within Flood Zone 1;
 - d) Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change;
 - e) Safe vehicular and pedestrian emergency access and egress should be provided during flooding;
 - f) Incorporation of suitable site boundary treatments;
 - g) Provision of pedestrian routes through the site linking into adjacent open spaces; and
 - h) Retention and improvement of, where necessary, the existing vehicular access.
2. In order for the development to have an overall positive impact on the ability of the natural environment to contribute ecosystem services, development proposals must address the following:
 - a) Protect and enhance trees within the site where possible. Trees on the site boundary should be retained and new tree planting should be undertaken;
 - b) Retain suitable existing habitat for pollinating species where possible. New planting should be suitable for pollinating species; and
 - c) Minimise hard surfaced areas on site, and use permeable surfaces and soft landscaping where possible to maximise infiltration of water and reduce surface water run-off.
3. The National Park Authority has prepared a Development Brief to assist the delivery of the site. Development proposals in broad conformity with the Development Brief will be permitted.

Figure 1: Submission Local Plan Housing Allocation



1.03 GENERAL DESIGN PRINCIPLES

Figure 2: A Landscape-Led Approach to Design in the South Downs National Park



Design teams are expected to gather pertinent **evidence** before undertaking appropriate **analysis** of the site.

The landscape baseline evidence gathered from this analysis must form the rationale for the subsequent design response 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 process, of **consultation and engagement** a detailed masterplan should be produced which presents built form and includes landscape elements in

a single plan. **Detailed design** and **plans for management** should follow. This process ensures integrated and holistic working and will require a designer/design team to work collaboratively. Subsequent **post completion design reviews** undertaken by the SDNPA will be used as evidence and should inform the design process for future schemes.

1. 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 generate a detailed knowledge of the landscape.

1A. UNDERSTANDING LANDSCAPE LAYERS

A 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.

1B. 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.

1C. ECOSYSTEM SERVICES & GREEN INFRASTRUCTURE

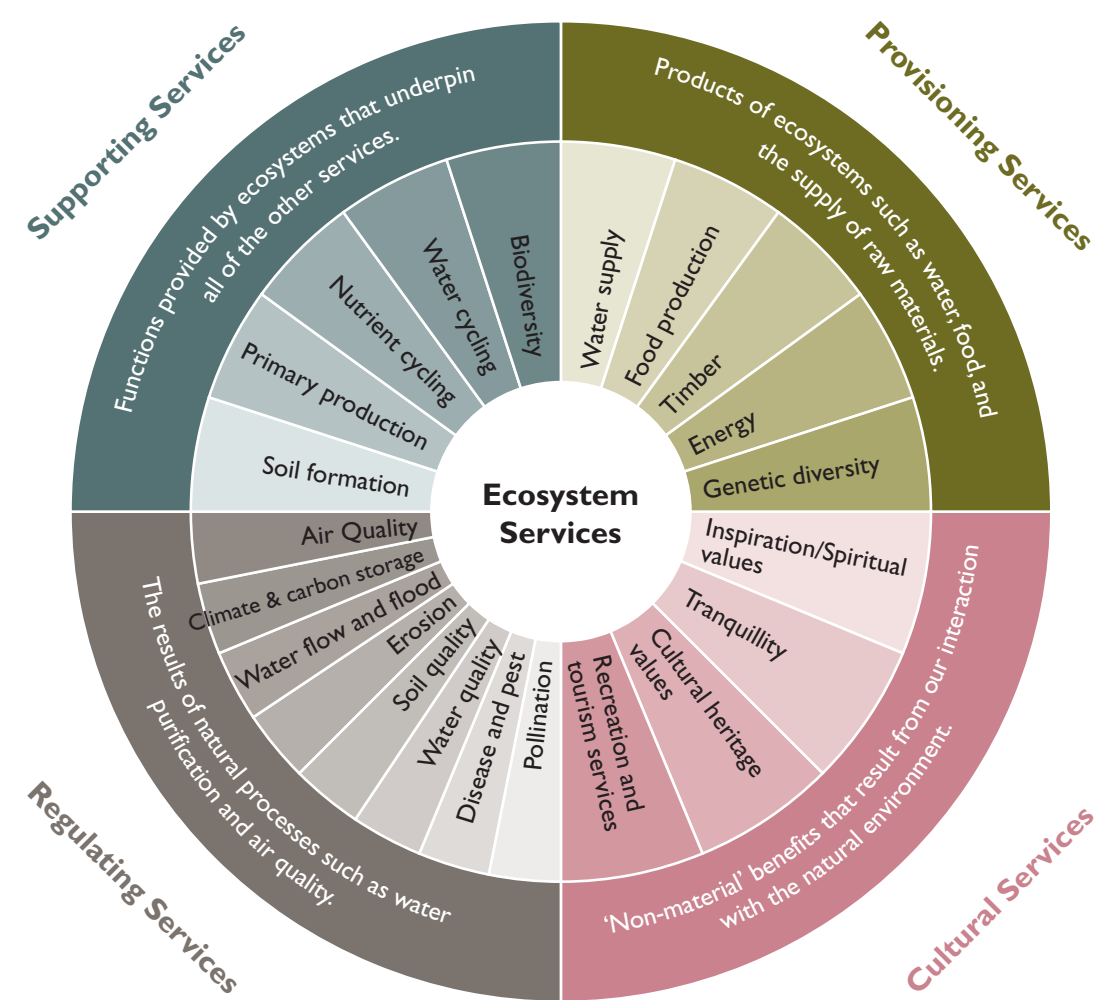
A sustainable design will enhance the ecosystem services provided by a landscape whilst conserving its character. Enhancing services ensures the site's natural capital is retained. Green Infrastructure² (GI) describes the green and blue (water) landscape elements. GI helps to improve connectivity for 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 (**Figure 3**).

1D. 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)

Figure 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. One element of this may be in the form of a local facilities plan (Figure 4). 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 lines (Figure 5).

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.

Figure 4: An Example of a Local Facilities Plan (Exeter Design Guide)

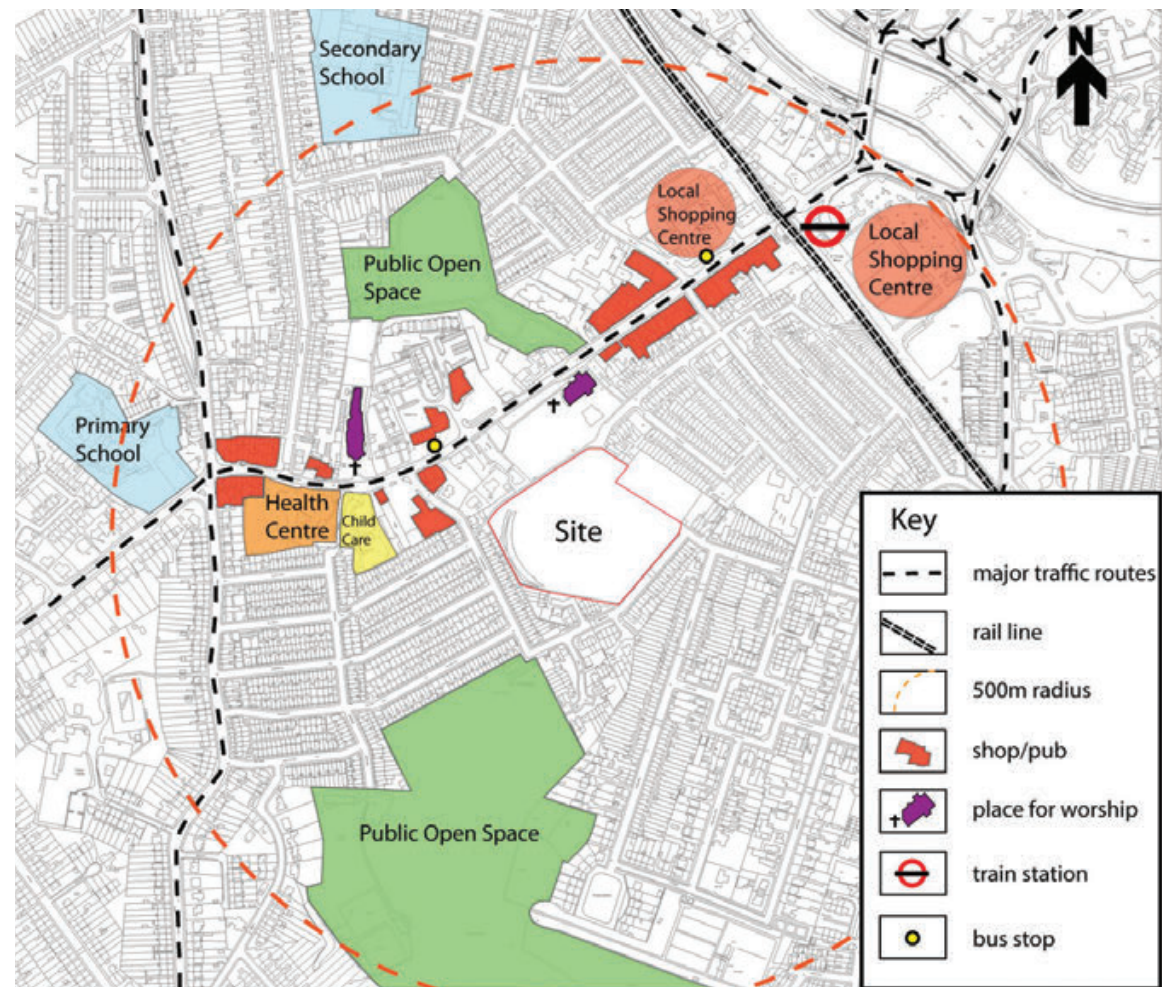
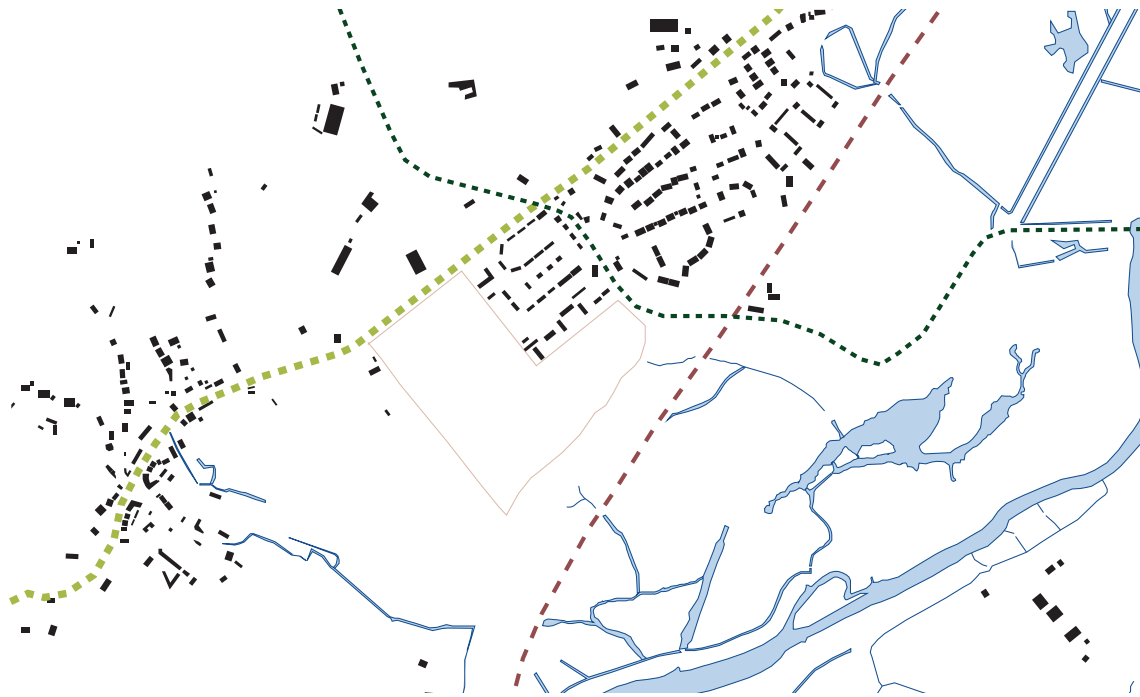


Figure 5: An Example of a Figure Ground (SDNPA)



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
- the presence of attractive, locally distinctive townscape 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 out 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.

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 (**Figure 6**). 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 sketch and detailed designs to ensure minimal negative impacts on the landscape.

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

Figure 6: An Example of a Landscape Strategy 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;
- 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 and 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 (**Figure 7**). 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.

Figure 7: An Example of a Concept Plan (Exeter Design Guide)



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, SuDS[®] and circulation and access arrangements should be integrated into the sketch design.

Figure 8 : An Example of a Sketch Design, Block or Layout Plan (Exeter Design Guide)



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 (Figure 9).

6. MASTERPLAN

6A. LANDSCAPE STRUCTURE

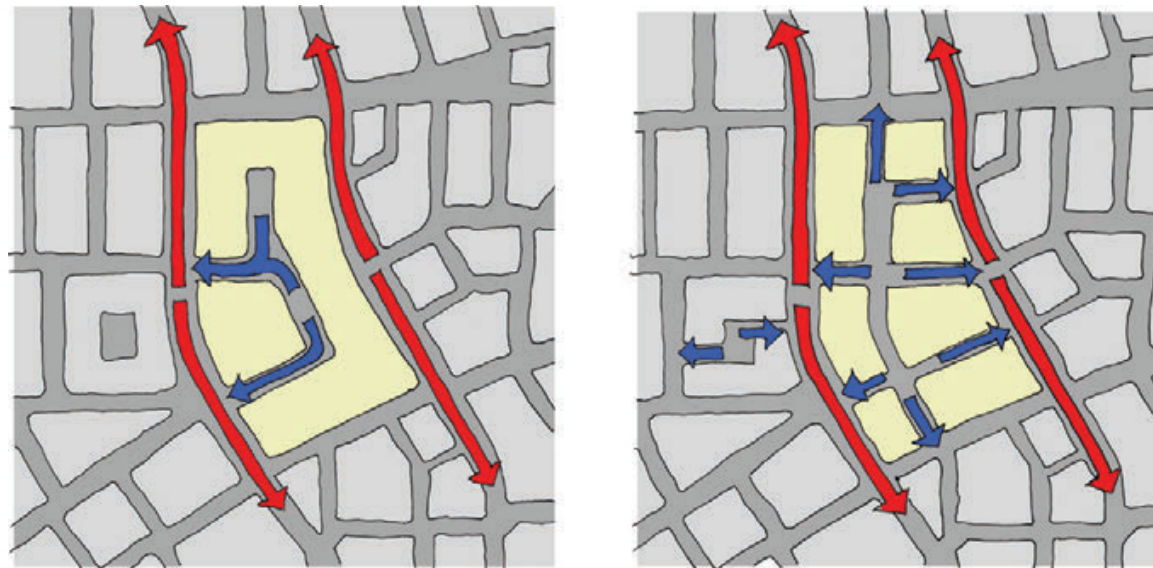
As with earlier stages of the design, the Masterplan should be rooted in the Landscape Strategy. Landscape elements that have been indicated in the Sketch Design must now develop to include more detail, distinguishing public and private spaces including private rear, front and communal gardens as well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

Figure 9: Poorly Connected (Left) and Well Connected (Right) New Street Layouts (PUSH Quality Places SPD)



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.

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 (**Figure 10**).

- 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 GI function. There should be space for street trees of appropriate scale and variety and SuDS[®] features such as swales, rain gardens, verges and hedgerows where the landscape strategy demands this.
- Access for all users including those with wheelchairs and push chairs should be demonstrated.

- Streets should not only accommodate people and vehicles but also have a GI² function. There should be space for significantly-sized street trees and SuDS[®] features such as swales, rain gardens, verges and hedgerows where the landscape strategy demands this.

- Access for all users including those with wheelchairs and push chairs should be demonstrated.
- Street lighting must accord with the Dark Night Skies³ (SD8) Policy.

Figure 10: Elements of a Legible Development Showing Street Hierarchy (PUSH Quality Places)



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.

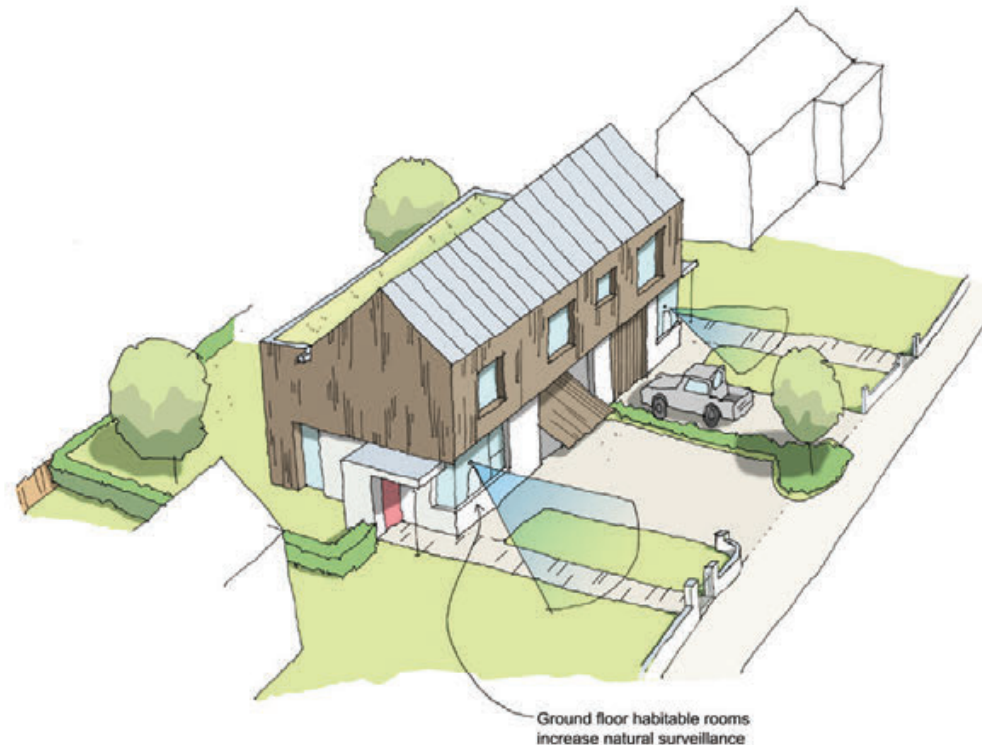
6F. SUSTAINABLE DEVELOPMENT

An initial sustainability strategy should propose measures for minimising CO₂ emissions and water use and achieving good SuDS⁸.

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 (**Figure 11**).

Figure 11: Ground floor Habitable Rooms Increase Natural Surveillance (PUSH SPD)



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.

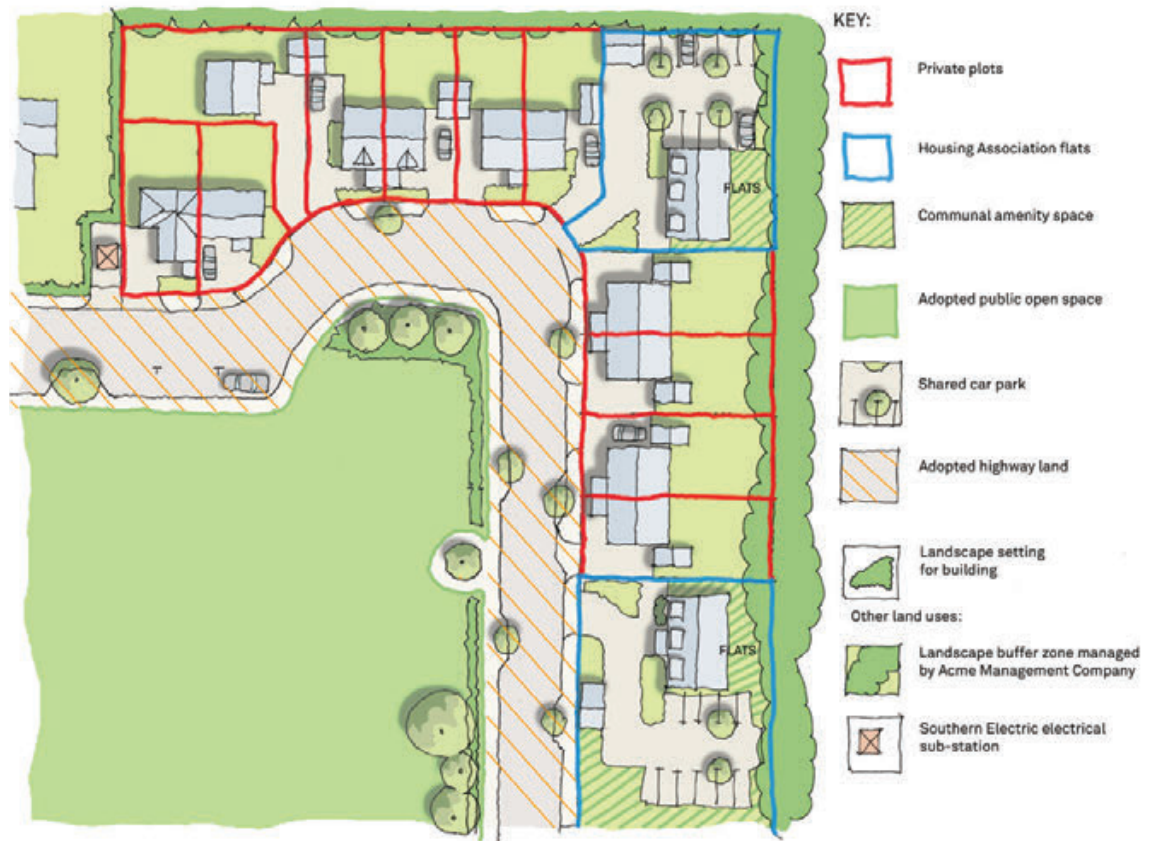
- Under-croft car parking must avoid creating 'dead' ground floor street frontages where there are not enough active room windows and doors.
- Unallocated on street car parking is space efficient and aids traffic calming but too much in one place has negative visual implications.

61. OWNERSHIP AND MANAGEMENT

Plans need to show ownership for the whole site, including (where applicable) **(Figure 12)**:

- 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.

Figure 12: 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 (**Figure 13**).

Figure 13: Examples of Street Ratios

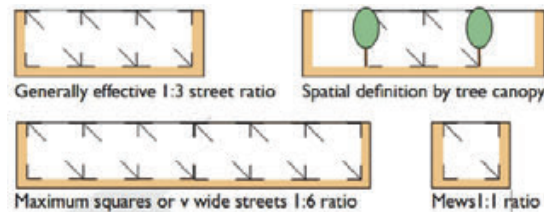
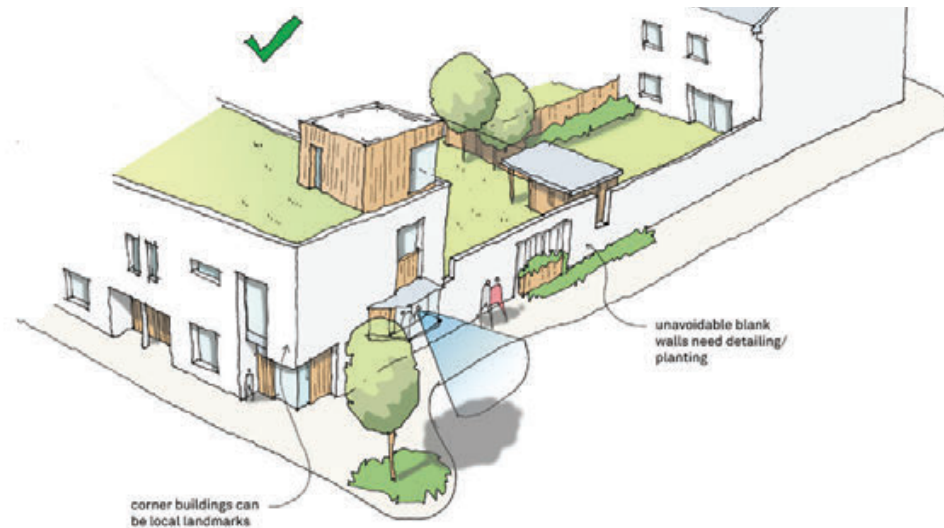


Figure 14: Corner Plots



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 (**Figure 14**).

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.

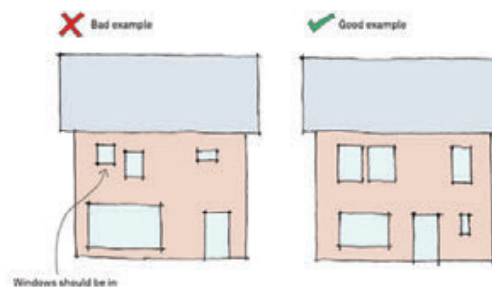
In contrast, service doors should be as discreet as possible, ideally not facing the street. Local door styles may inform the design of new doors. Plastic doors will not generally be acceptable.

7F. WINDOWS

The window styles and materials of the local area should be referenced unless high quality contemporary architecture requires a more

modern design. Plastic windows will not generally be acceptable (Figure 15).

Figure 15: Windows Should be in Proportion, Lined up Vertically and Ideally Horizontally from Top of Window



Contemporary fenestration of the Depot cinema (Lewes)



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. All boundary structures should allow gaps for wildlife movement where possible. Larch lap or similar fence panels will not be appropriate in the public realm.

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



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



Timber pedestrian side gate and high brick side garden wall (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 (e.g. 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	5m	4m ³
Medium	7m	8m ³
Large	10m	10m 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 considered 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.

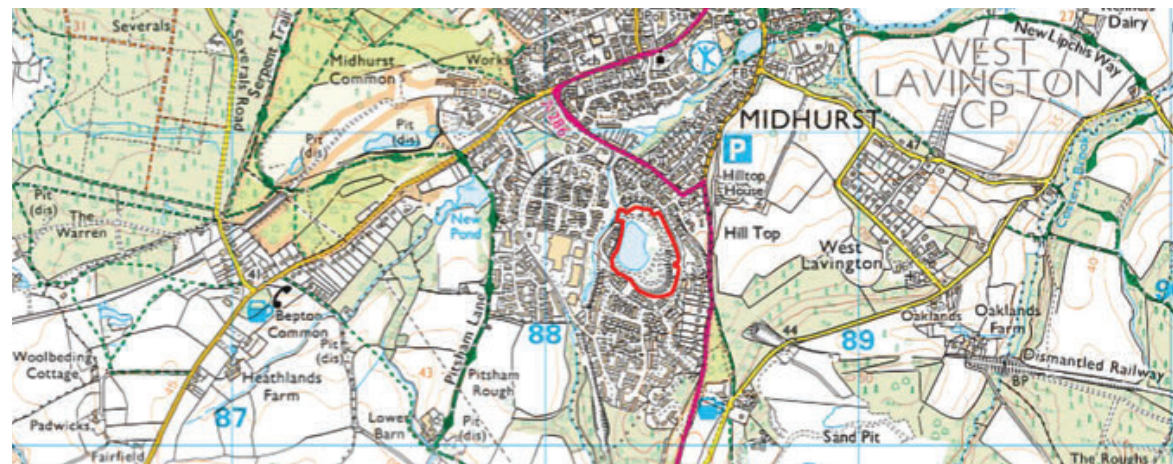
PART TWO: EVIDENCE AND ANALYSIS



2.00 SITE LOCATION

This section provides initial analysis of the site and its context. This supports some of the key issues to be addressed in the 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.

Figure 16: Site Location



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

PHOTOGRAPHS: VIEWS IN AND AROUND THE SITE

View of Access Road (on left) from South



Internal View of Site



View of Access Road into Site



View of Access Road (on right) from North



Internal View to the North West



View out of Surrounding Houses



Internal View of Water Body








View from Lakeside Rd into the Site



2.02 LANDSCAPE LAYERS

Figure 17: Landscape Layers

					
	GEOLOGY AND SOILS	TOPOGRAPHY & WATER	LANDSCAPE ELEMENTS	HABITATS	PEOPLE AND WILDLIFE
CONTEXT	<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.
SITE	<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.

2.03 LANDSCAPE HISTORY

Figure 18: Landscape History, Source: Ordnance Survey 100050083



1846-1901



1888-1915



1912

The site at Holmbush is located on the southern slopes of the ridge-top medieval market town of Midhurst, enclosed by existing development. Each layer of the landscape contributes to character, it is the landscape elements 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

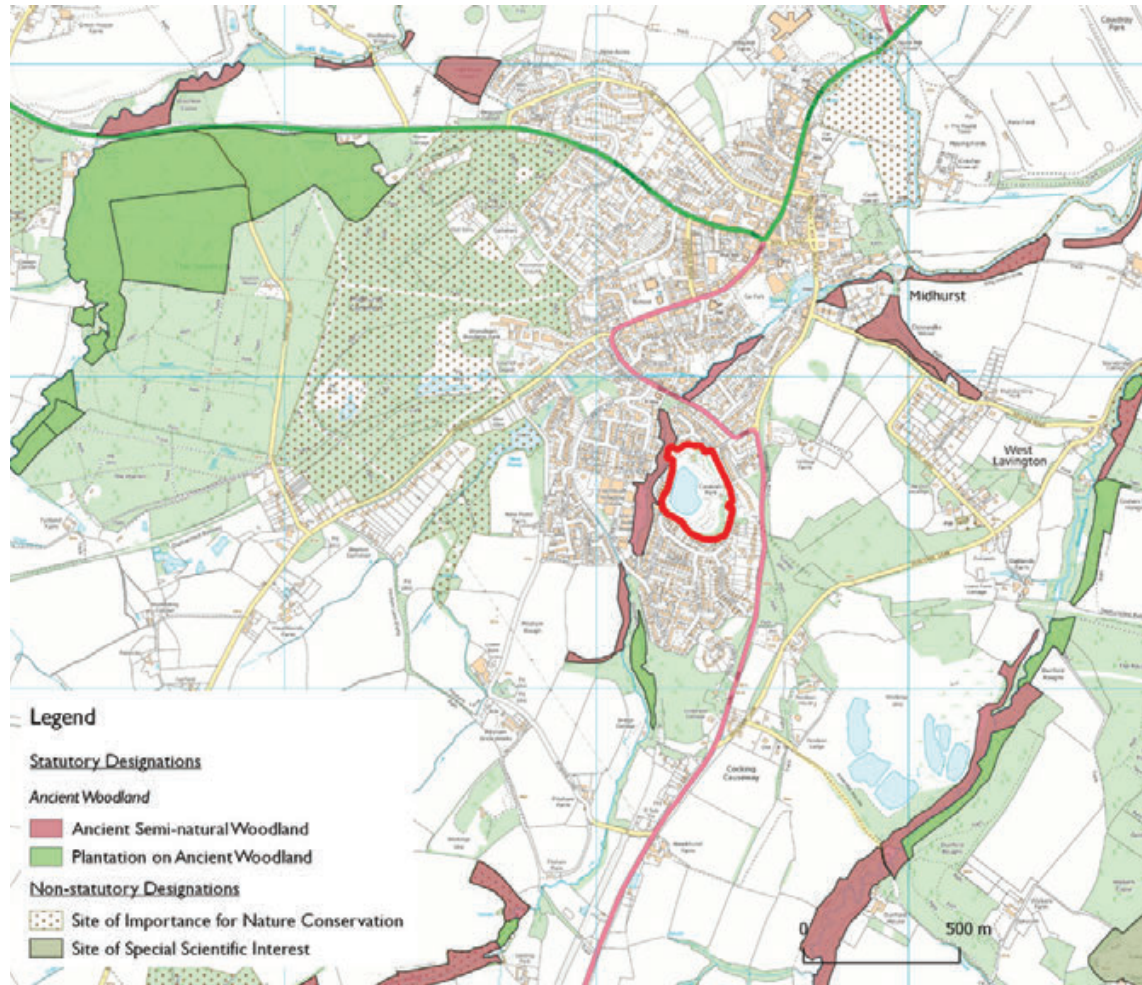
The photograph shows the Northern brick portal of the short railway tunnel carrying the Pulborough branch line to Midhurst, opened in the 1860s. Three lines once served the town, the others from Petersfield (LSWR) and Chichester (LBSCR). The map sequence (**Figure 18**) shows the growth of the system. 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.



2.05 ENVIRONMENTAL DESIGNATIONS

Figure 19: Environmental Designations



Although the site is not itself designated, it lies within an ecologically sensitive area as it adjoins an Ancient Semi-Natural Woodland (**Figure 19**).

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

The whole of the site is covered by an area Tree Preservation Order (Reference 97/00703/TPO).

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 (Figure 20):

- **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

Figure 20: Interaction of Ecosystem Services and Landscape at this Site

	Supporting Services					Provisioning Services					Regulating Services					Cultural Services						
<div>Landscape Element</div> <div>Ecosystem Services</div>	Soil Formation	Primary Production	Nutrient Cycle	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	Tranquility	Cultural Heritage Values	Recreation & Tourism Services
Field systems																						
Water systems																						
Woods/trees																						
Road/rights of way																						
Settlements/built form																						

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 that 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

DARK NIGHT SKIES

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

OTHER EXPERIENTIAL QUALITIES

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

TRANQUILITY

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

Figure 21: Surrounding Built Form



This figure ground drawing (**Figure 22**) 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.

- The current vehicular access to the site, in its current condition, would not be a safe access for the number of vehicle movements that a development of 50–70 homes would be expected to generate. It suffers from poor visibility as it lies on a bend and due to the topography of the road. There is also mature vegetation which obscures the sight lines. The issue is exacerbated by car parking on The Fairway as well as the fact that this is on a bus route, necessitating cars pulling in to allow buses to pass.
- Safe vehicular access must be provided in consultation with the Highway Authority which is appropriate for the proposed new use for the site. Whilst the Authority acknowledges some mature trees may need to be removed these should be minimized as far as possible.
- 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

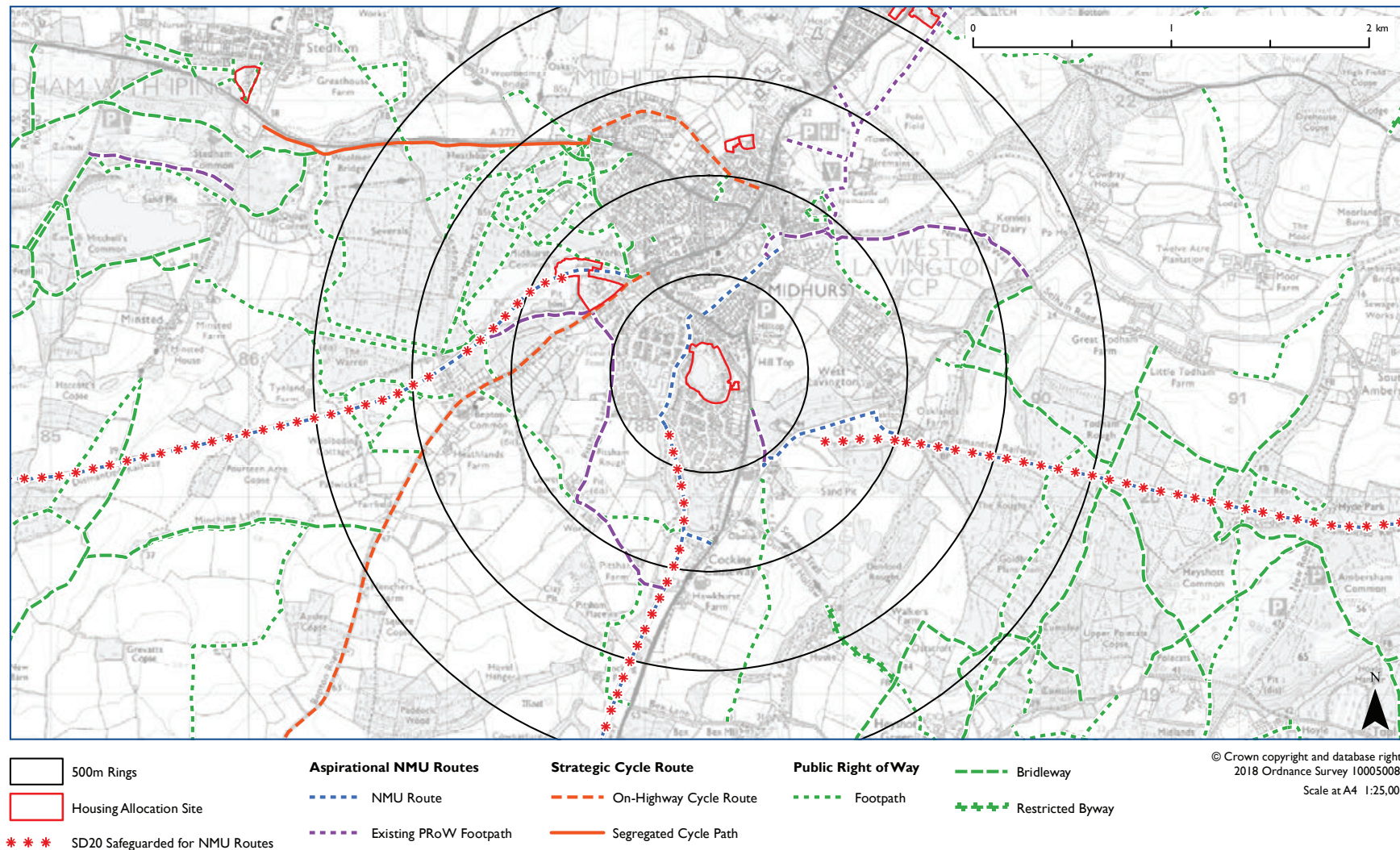
connecting Fairway with Lakeside Rd and the former Jubilee Path (south) to provide links to residential and commercial areas and onward links to the town centre.

- 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 lake can present deep water close to the shore in places and this must be borne in mind when designing footpaths near this shoreline to take into account the safety of path users.

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.



Figure 22: Non-motorised User Network



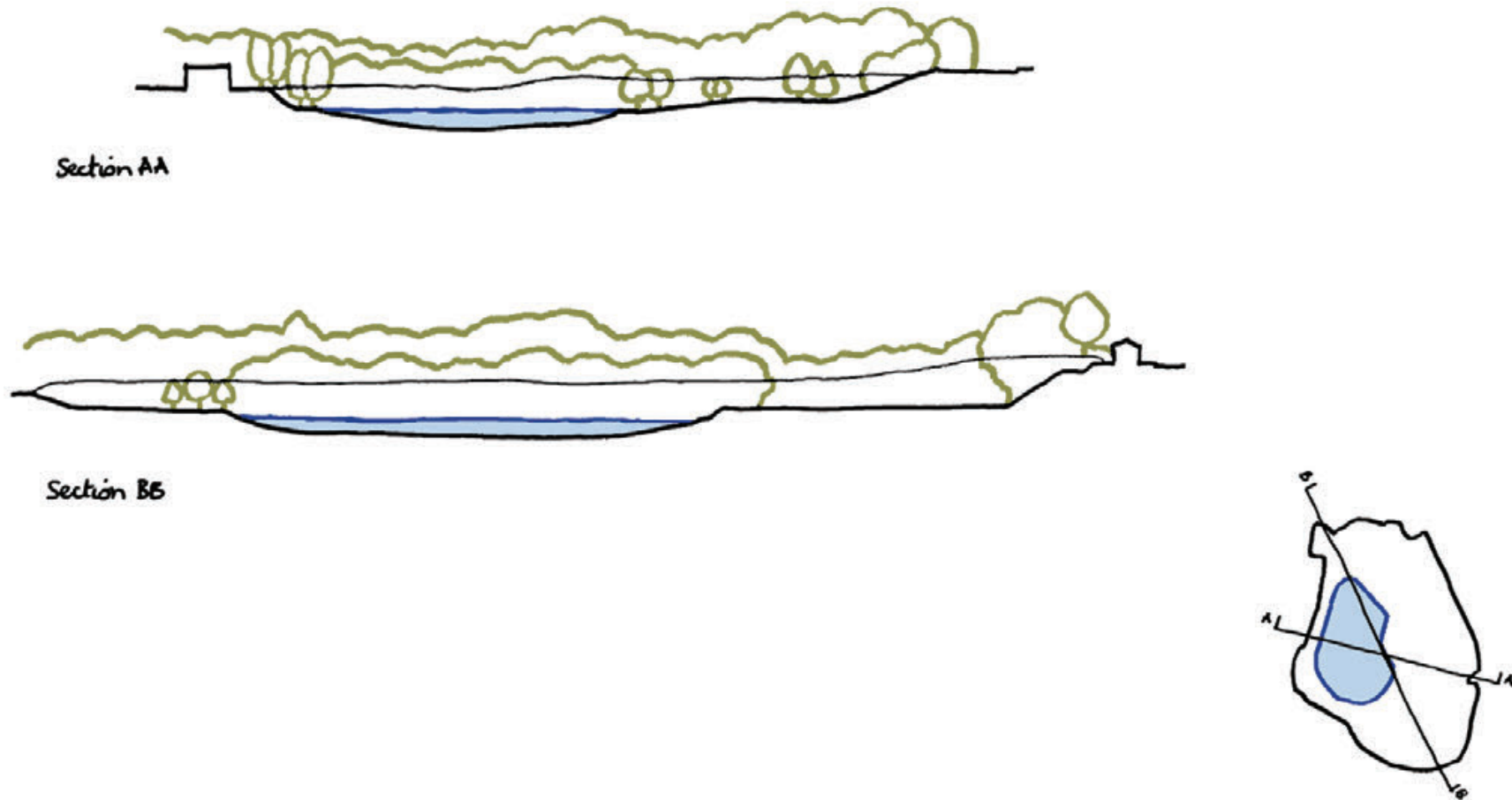
2.13 SITE ANALYSIS DIAGRAM

Figure 23: Site Analysis Diagram



2.14 SITE SECTIONS

Figure 24: Site Sections



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 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 supported 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.

PART THREE: DESIGN PRINCIPLES



3.00 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 (**Figure 25**).

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.



3.01 DESIGN PRINCIPLES DIAGRAM

Figure 25: Design Principles Diagram



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 wet 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. Vehicular access to the site should be from one of the three optional access points shown in **Figure 25** to ensure that this is safe for the scale of vehicular use associated with the proposed development. This must be done in conjunction with the Highway Authority.
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 (see Design Principles (**Figure 25**) and 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 be 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.

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 could be explored.
36. Development should take advantage of the woodland setting with an emphasis on communal amenity space.
37. 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

38. 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:
39. 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.
40. 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.
41. Avoid long lengths of unbroken roofscape.

ARCHITECTURAL APPEARANCE AND MATERIALS

42. A contemporary approach to the architecture of the buildings will be supported.
43. 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.
44. 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



PART FOUR: BACKGROUND INFORMATION



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 before the South Downs National Park designation.

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)

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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 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 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.

HOLMBUSH CARAVAN PARK, MIDHURST

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