

## MIDHURST & EASEBOURNE

**5.47** Midhurst and Easebourne are two separate settlements on either side of the River Rother in the Western Weald of the National Park. Their proximity means that they share many facilities, so it is appropriate to consider them together in this Local Plan.

**5.48** Midhurst is a historic market town 12 miles north of Chichester. In 2021, the population of Midhurst was 5,366 people. In the post-war period the population expanded significantly with the construction of modern suburbs. These were, however, built entirely outside the historic core and had no significant impact on its historic structure and character. Midhurst's historic core exhibits an unusual degree of autonomy and separation from later phases of expansion due to the topographic and ownership characteristics of the surrounding landscape. The physical proximity and influence of the Cowdray Estate is one of Midhurst's special features whose spacious, managed natural environment confers stately qualities upon the town.

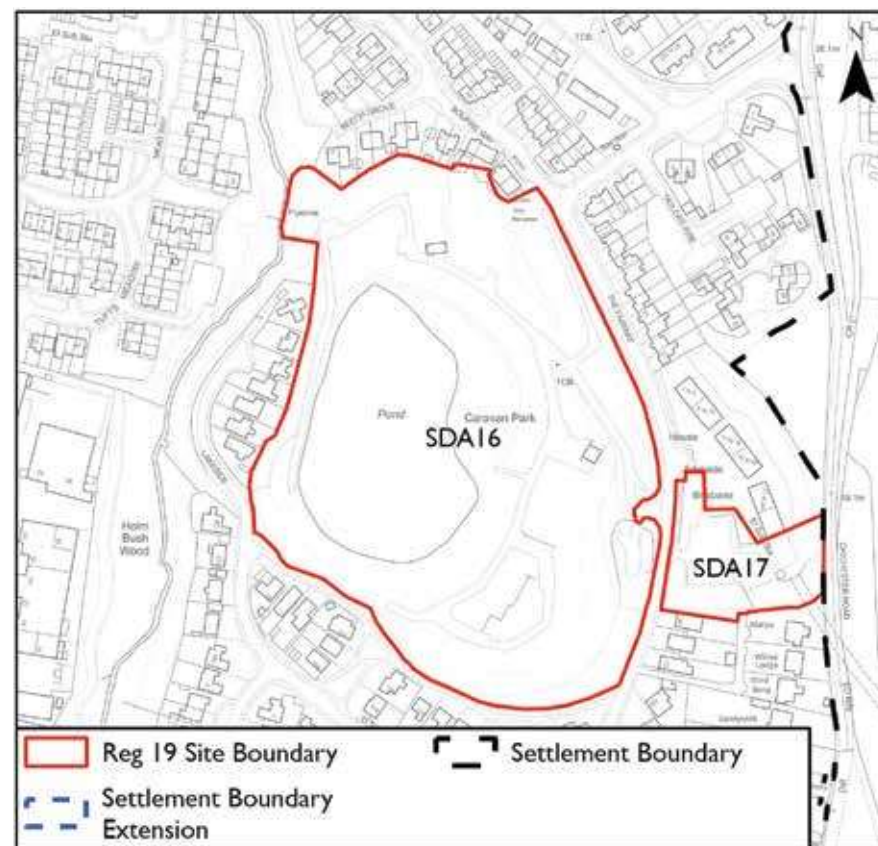
**5.49** The busy area of North Street and surrounding streets contain a mix of both multiple retailers and many independent stores, restaurants and cafes. The town contains a good mix of services and facilities including primary schools, Grange Community Centre (including leisure centre and library), and Midhurst Rother College (secondary school) which serves a large area stretching well beyond the town. Other facilities include post office, pubs, bank, playgrounds, GP surgery, and pharmacy.

**5.50** Easebourne has a population of 1,170 people. It is a historic estate village north of Midhurst and the centre of the Cowdray Estate, which includes Cowdray Park, a Registered Historic Park and Garden. The core of Easebourne is a conservation area notable for its numerous old sandstone buildings. The Ruins of Cowdray Park, the Priory, the Refectory and the Easebourne Parish Church of St. Mary's are all Grade I listed buildings. The notable yellow 'Gold Cup' painted window frames are characteristic of many of the Cowdray Estate cottages. Facilities include a nursery, primary school, village hall, pub, village store and petrol station.

**5.51** The Easebourne Parish Design Statement was adopted as a Supplementary Planning Document in February 2023. This provides guidance so that any new developments are designed and located in a way that reflects the local characteristics and qualities that people value in their parish and surroundings.

**5.52** Easebourne Parish Council has prepared a Parish Priorities Statement, in consultation with its community, to help inform this Local Plan. The contents of this Statement were taken into account in the allocations below, and are material considerations for any other development that comes forward in the parish.

SDA16	Holmbush Caravan Park, Midhurst
LAA Ref	CH069
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester
Gross Site Area (HA)	5
Uses and Indicative Capacity	50 homes (C3).





### SDA16: Holmbush Caravan Park, Midhurst Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Regard shall be had to the Development Brief for this site prepared by the National Park Authority in 2018;
- 2 Positive enhancements to the treescape, waterbodies, wildlife corridors and habitats will be provided within the site;
- 3 It will be demonstrated through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4 All housing development should be located within Flood Zone 1;
- 5 Floor levels of habitable areas, where appropriate and proven to be necessary, to be designed to take into account flood risk and climate change;
- 6 Safe vehicular and pedestrian emergency access and egress should be provided, including during flooding events;
- 7 Suitable site boundary treatments will be incorporated;
- 8 Pedestrian routes through the site linking into adjacent open spaces and Public Rights of Way will be provided;
- 9 The existing access will be retained and improved where necessary;

**10** The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment to demonstrate compliance with the relevant minerals local plan policy; and

**11** 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.

### SUPPORTING TEXT

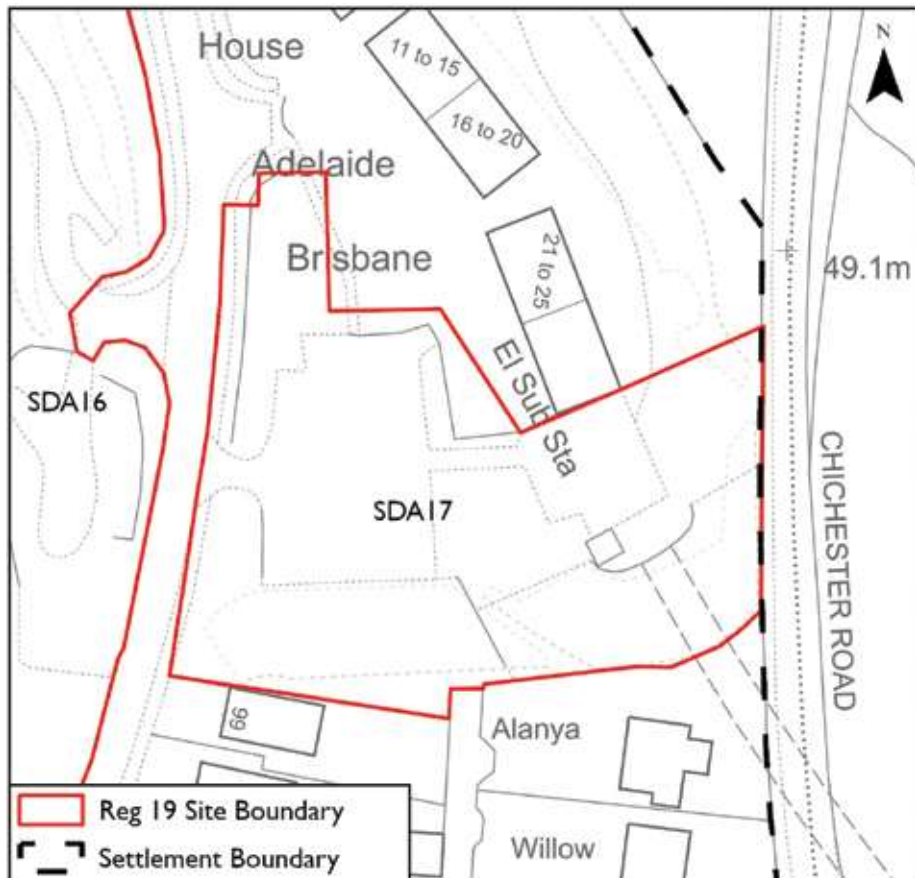
**5.53** Criterion 2 includes a requirement to positively enhance existing water bodies. This will include appropriate buffers to the stream as required by policy SDW1.

**5.54** Southern Water advises that it has infrastructure located within the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

### RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

SDA17	Land at the Fairway, Midhurst
LAA Ref	CH133
Settlement	Midhurst
Parish	Midhurst
Local Authority	Chichester
Gross Site Area (HA)	0.45
Uses and Indicative Capacity	9 homes (C3)



#### SDA17: Land at the Fairway, Midhurst Requirements

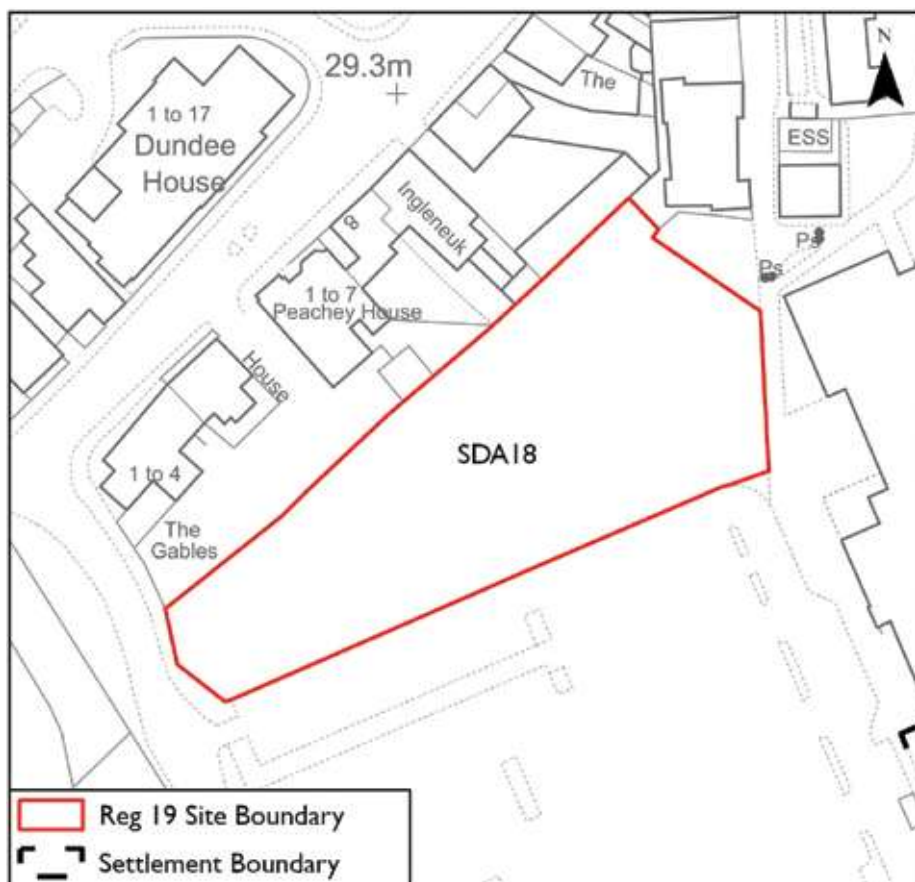
Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 The existing hornbeam tree will be retained, and an appropriate protective buffer applied;
- 2 The development will enhance the setting of the old railway tunnel entrance, and ensure that there are public views to it;
- 3 Development must provide car parking to appropriately replace existing provision, and additionally provide parking for the new development; and
- 4 It must be demonstrated through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation.

#### RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDN3 Sussex Bats Special Areas of Conservation

<b>SDA 18</b>	<b>Land adjacent to The Grange Car Park</b>
<b>LAA Ref</b>	CH222
<b>Settlement</b>	Midhurst
<b>Parish</b>	Midhurst
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	0.3
<b>Uses and Indicative Capacity</b>	Housing (Class C3) 10 Homes



**SDA18: Land adjacent to The Grange Car Park Requirements**

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular access onto the Grange Road Car Park or its access route;
- 2 Provides suitable pedestrian accesses onto the Grange Road Car Park or its access route and the pedestrian route outside the Grange Leisure & Community Centre, and ensures that the layout prioritises pedestrian movement;
- 3 Conserves and enhances the setting of the adjacent Midhurst Conservation Area;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Safeguards and enhances where possible existing trees and vegetation on site boundaries and within the site;
- 6 Follows a sequential approach by directing development away from areas of flood risk associated with surface water flooding with required flood mitigation measures;

- 7 Maximises the opportunities for provision of Green Infrastructure and Sustainable Drainage Systems as part of multi-functional open spaces and streetscapes;
- 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 9 Development must meet the requirements for biodiversity net gain, however in order to make best use of the land and ensure high quality BNG provision, off-site provision would be considered;
- 10 Careful consideration should be given to the design, massing and layout including the provision of private outdoor spaces. The built-form should be no greater than 2.5-storeys in height and could provide flatted and/or maisonette accommodation. Development should consider opportunities for active frontages particularly on the eastern boundary and passive surveillance across the south, east and west boundaries;
- 11 Development shall not lead to a net loss in parking provision unless it can be demonstrated that such provision is not needed to serve the locality;
- 12 Car parking shall be well integrated between buildings, within parking structures and visually unobtrusive parking areas, and not dominate the public realm; and
- 13 Ensures good acoustic design to address any noise impacts associated with its town centre location.

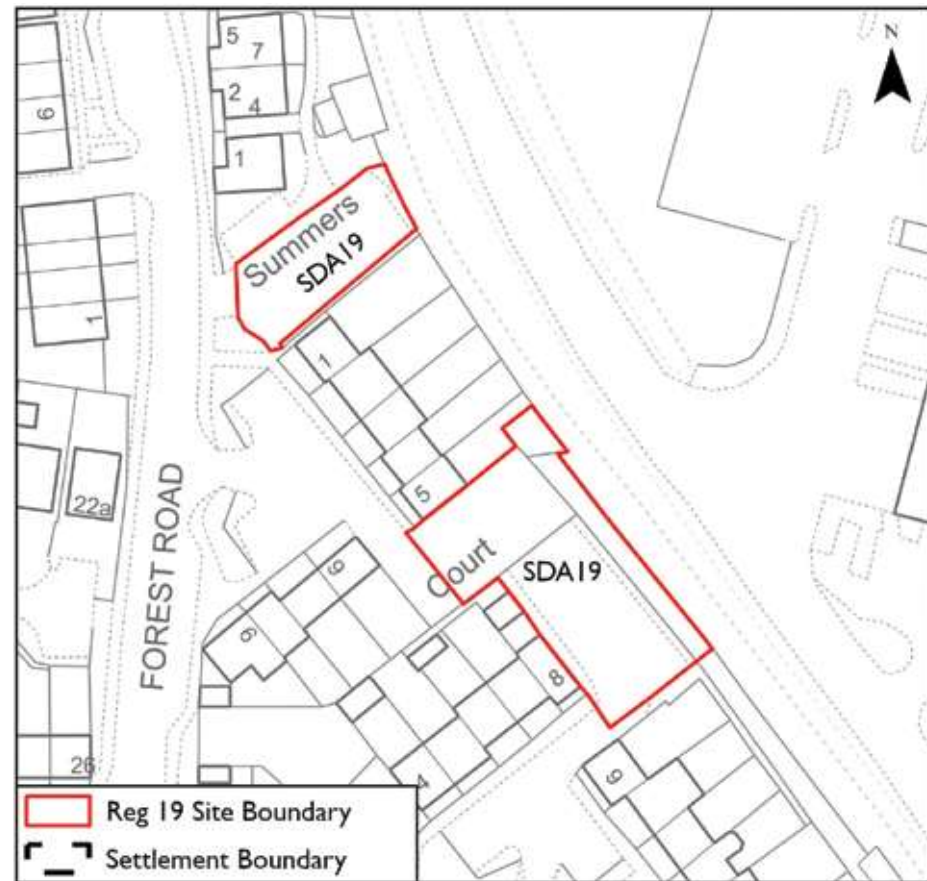
**SUPPORTING TEXT**

5.55 The provision or enhancement of public spaces directly outside the site boundary would be positively supported, this could include the triangular area between the Grange Leisure and Community Centre and the rear of Woodlands Veterinary Centre, and the frontage with the Grange Car Park.

**RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)**

SDN3 Sussex Bats Special Areas of Conservation, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDE5 Development in Town and Village Centres

SDA 19	Land at Forest Road and Hawthorn Close
<b>LAA Ref</b>	CH217
<b>Settlement</b>	Midhurst
<b>Parish</b>	Midhurst
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	0.11
<b>Uses and Indicative Capacity</b>	Housing (Class C3) 5 homes





### RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDW2 Flood Risk Management, SDN3 Sussex Bats Special Areas of Conservation

#### SDA19: Land at Forest Road and Hawthorn Close Requirements

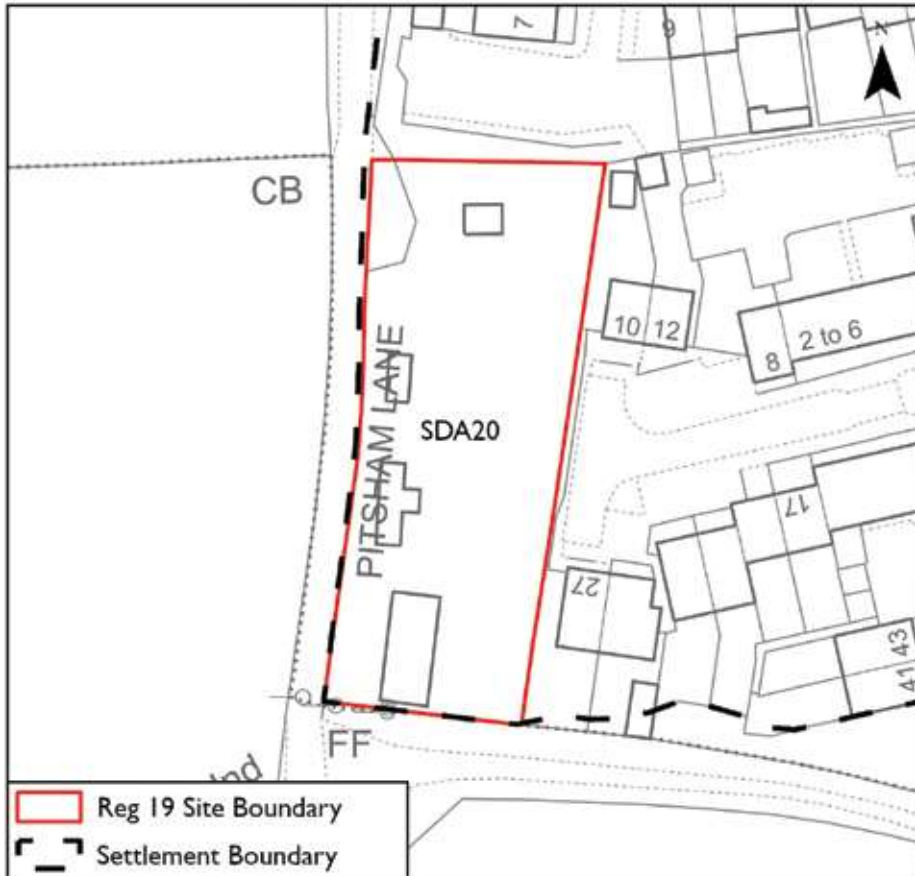
Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Forest Road;
- 2 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 3 Development should not lead to a net loss in parking provision unless it can be demonstrated that such provision is not needed to serve the locality; and
- 4 Provides any required flood mitigation measures and maximise opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.

#### SUPPORTING TEXT

**5.56** Criteria 3 should be addressed through the provision of a parking survey. This should include an assessment of the future impact of adjacent allocation sites (SDA20 and SDA21) if these allocations have not been built out or occupied at the time of the survey.

<b>SDA20</b>	<b>Former Bus Depot, Pitsham Lane</b>
<b>LAA Ref</b>	CH218
<b>Settlement</b>	Midhurst
<b>Parish</b>	Midhurst
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	0.19
<b>Uses and Indicative Capacity</b>	Housing (Class C3) 6 Homes



**SDA20: Former Bus Depot, Pitsham Lane Requirements**

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Apple Tree Road. The existing vehicular access from Pitsham Lane must be closed;
- 2 A public active travel link is provided through the site from Apple Tree Road to the Pitsham Lane Bridleway (Public Right of Way 920);
- 3 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4 Enhances site boundaries and softens the settlement edge, with a focus on the removal of palisade fencing and non-native species and replacement with a more appropriate boundary treatment, including the use native species. The boundary treatment on the western boundary should have regard to the potential impact on users of the Pitsham Lane Bridleway; and
- 5 Includes a contaminated land survey and integrates any recommended mitigation measures into the proposal.

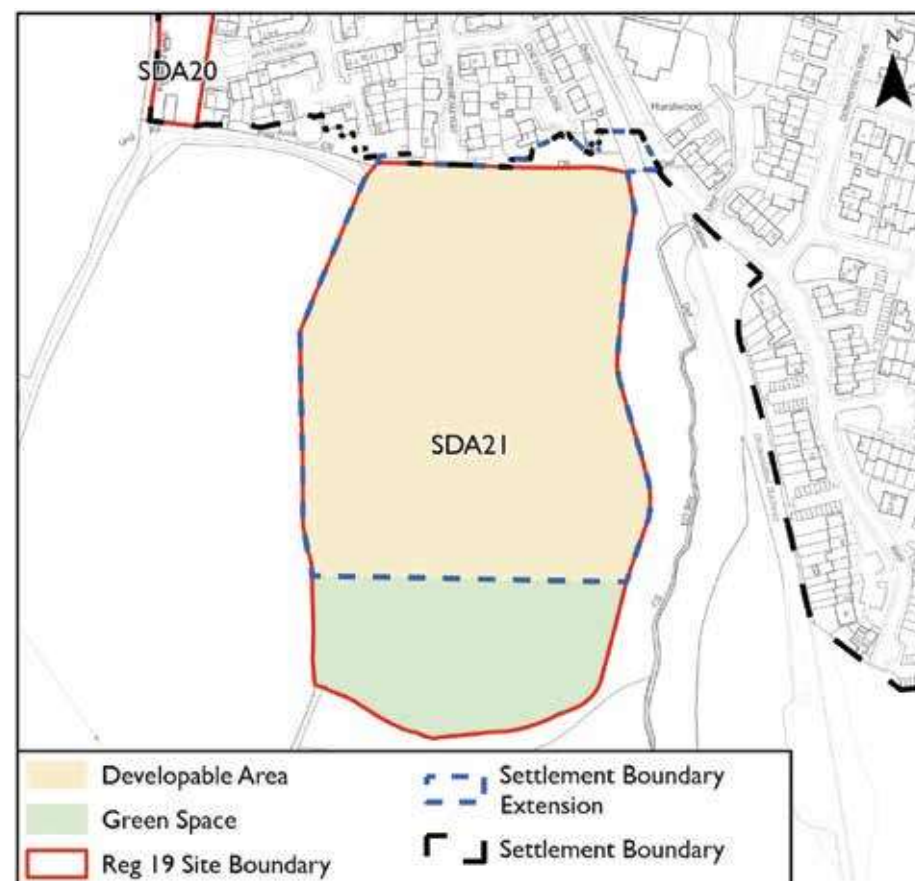
**SUPPORTING TEXT**

**5.57** The provision of a pedestrian and cycle connection to Pitsham Lane (Public Right of Way Bridleway 920) should consider opportunities to deliver this connection in coordination with the development of Allocation Site SDA21.

**RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)**

SDN3 Sussex Bats Special Areas of Conservation, SDW6 Contaminated Land

<b>SDA21</b>	<b>Land east of Pitsham Lane</b>
<b>LAA Ref</b>	CH165
<b>Settlement</b>	Midhurst
<b>Parish</b>	Cocking
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	4.79
<b>Uses and Indicative Capacity</b>	Housing (Class C3) 50 homes





### SDA21: Land east of Pitsham Lane Requirements

Development should be informed by a landscape-led masterplan which;

- 1 Provides suitable vehicular and pedestrian access onto Hornbeam Way;
- 2 Provides an active travel connection to the Pitsham Lane Bridleway (Public Right of Way 920) via the existing field access in the northwest corner of the site. The route should include a surface suitable for year-round use. This access must not be used for vehicular access into the site, but may be designed to allow access for emergency vehicles if deemed appropriate by the local highway authority;
- 3 Explores opportunities to provide a pedestrian access from the northeast corner of the site connecting with Holmbush Way to provide a shorter access route to regular bus services to support modal shift. This should be connected through the site to the Pitsham Lane Bridleway;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Delivers a suitable transition in built form and fabric to the open countryside and land to the south and west and which safeguards and enhances existing vegetation belts on site boundaries. Specifically:

- a) Ensures appropriate buffering for the watercourse which runs adjacent to the eastern boundary. Buffer areas must not be incorporated into private gardens or communal storage spaces;
  - b) Ensures appropriate buffering for the adjacent ancient woodland which forms the eastern and southern boundary of the site and any other protected trees within or adjacent to the site. Buffer areas must not be incorporated into private gardens or communal storage spaces;
  - c) Conserves and enhances the hedgerow and tree planting on the western boundary with a view to ensuring a positive view of the site from the Pitsham Lane Bridleway; and
  - d) Improves the quality of the northern boundary where it meets the rear of properties on the Holmbush Estate; and
- 6 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi functional open spaces and streetscapes which include areas for the community to play and dwell;
  - 7 Provides for a minimum of 20% Biodiversity Net Gain;
  - 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
  - 9 No significant harm will be demonstrated to be caused to groundwater resources;
  - 10 Provides a layout with a clear route hierarchy which prioritises pedestrian movement and achieves low vehicular design speeds. The layout should minimise hardstanding wherever possible and ensure that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the eastern boundary within views from the Pitsham Lane Bridleway;
  - 11 Ensures that development density transitions from a higher density in the northern and central part of the site to a lower density on the eastern, western and southern boundaries;
  - 12 Includes a contaminated land survey and integrates any recommended mitigation measures into the proposal; and

**13** The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

### SUPPORTING TEXT

**5.58** The provision of a suitable access arrangement may need to include the provision of on-site visitor parking provision, and changes to the carriageway arrangements in Hornbeam Way and Hawthorn Close in order to ensure that clear and unobstructed footways are maintained for pedestrian use. Early discussion with the Highway Authority is recommended.

**5.59** The provision of a pedestrian and cycle connection to Pitsham Lane (Public Right of Way Bridleway 920) should consider opportunities to deliver this connection in coordination with the development of Allocation Site SDA20.

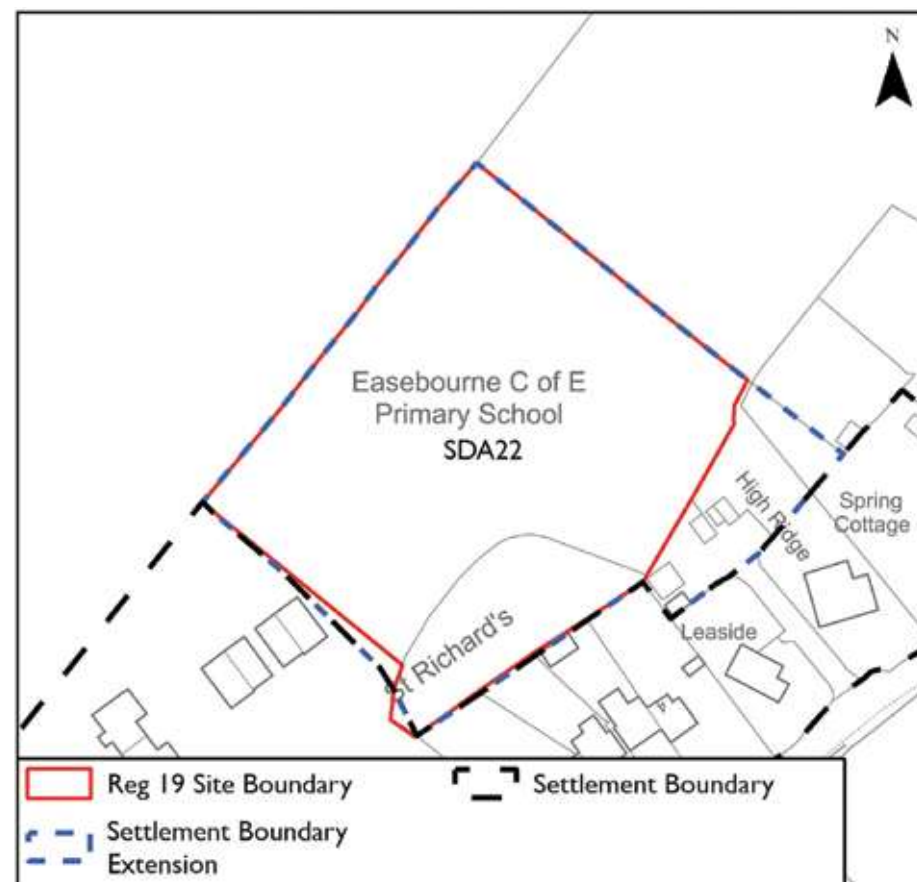
**5.60** Development should account for its prominent location on the southern boundary of Midhurst including the site's green infrastructure function. This should include considering opportunities for nature recovery alongside any required flood mitigation measures, and the provision of landscapes which can be utilised by the wider community such as a community orchard.

**5.61** The inclusion of building typologies such as small terraces and maisonettes to provide a range of smaller, higher density properties will be actively encouraged.

### RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDN3 Sussex Bats Special Areas of Conservation, SDW6 Contaminated Land, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

<b>SDA22</b>	<b>Land adjacent to former Easebourne School</b>
<b>LAA Ref</b>	CH203
<b>Settlement</b>	Easebourne
<b>Parish</b>	Easebourne
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	0.65
<b>Uses and Indicative Capacity</b>	Housing (Class C3) 9 Homes





### **SDA22: Land adjacent to former Easebourne School Requirements**

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1** Provides suitable vehicular and pedestrian access onto Easebourne Street via the adjacent 2019 Local Plan allocated site SD68: Former Easebourne School;
- 2** Conserves and enhances the setting of the adjacent conservation area and associated listed buildings;
- 3** Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation, The Mens Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 4** Safeguards and enhances existing vegetation belts on site boundaries extending these into the site wherever possible to create networks. Ensures that trees within the site on northwest facing boundary are not included within private gardens or communal storage areas;
- 5** Ensures that any private gardens which connect to the northeast and southeast facing boundaries are of sufficient depth to protect the long term health of trees located adjacent to these boundaries outside the site;
- 6** Delivers an appropriate transition from the more formal layout arrangement of Local Plan allocation site SD68, into a layout which terminates the development

(road layouts must not facilitate access to land to the north) and may include a more farmstead style arrangement;

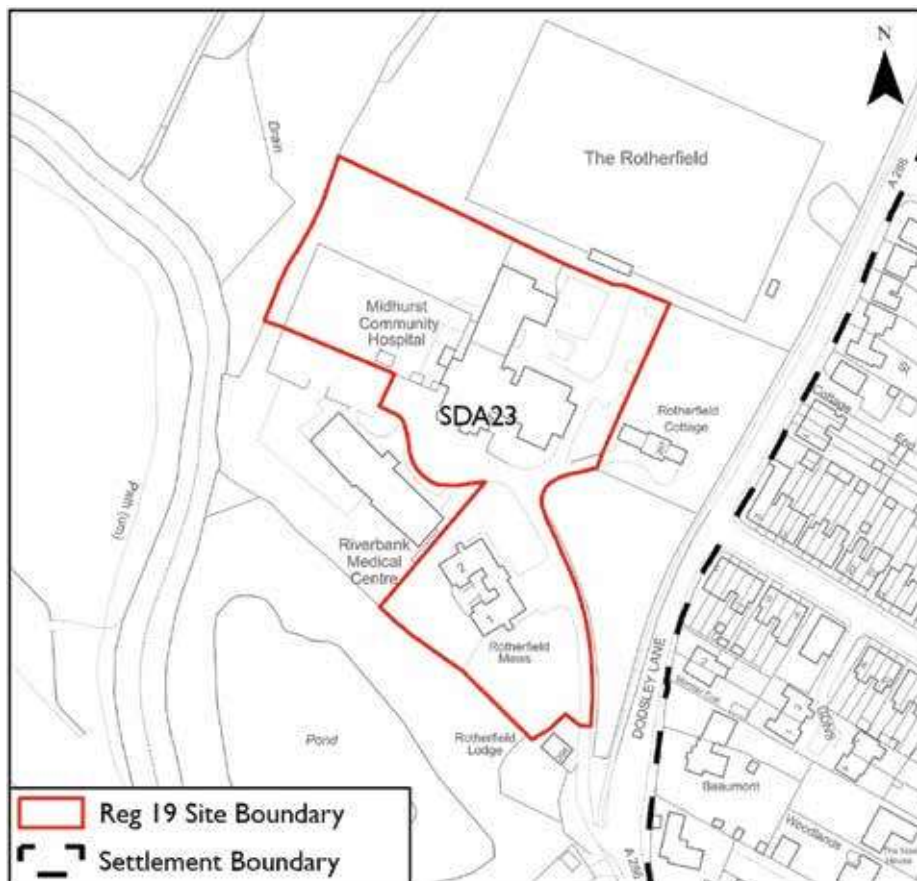
**7** Ensures that the layout prioritises pedestrian movement through design for reduced vehicular speeds and minimises hardstanding wherever possible, and that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm; and

**8** Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions.

### **RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)**

SDL5 Dark Night Skies, SDL7 Listed Buildings, SDL8 Conservation Areas, SDN3 Sussex Bats Special Areas of Conservation

<b>SDA23</b>	<b>Midhurst Community Hospital and 1-2 Rotherfield Mews</b>
<b>LAA Ref</b>	CH147
<b>Settlement</b>	Easebourne
<b>Parish</b>	Easebourne
<b>Local Authority</b>	Chichester District Council
<b>Gross Site Area (HA)</b>	1.28
<b>Uses and Indicative Capacity</b>	Residential Institution (Class C2) 66 bed care home



### SDA23: Midhurst Community Hospital and 1-2 Rotherfield Mews Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto A286 Dodsley Lane;
- 2 Improves pedestrian access, vehicular circulation, parking and public realm provision for the whole site including those facilities serving Riverbank Medical Centre. A holistic approach which creates a positive central space for users of the development, the Riverbank Medical Centre and the Pharmacy will be supported;
- 3 Ensures appropriate buffering for the River Rother watercourse and its riparian zone. This should include consideration of protected species and address potential impacts from artificial lighting, soil compaction, flooding, pollution, and silt runoff during both construction and operation. The development must have regard to its interrelationship with both the River Rother and the River Rother Site of Importance for Nature Conservation;
- 4 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 5 Follows a sequential approach which directs development away from areas of flood risk including the provision of any required flood mitigation measures;

- 6 No significant harm will be demonstrated to be caused to groundwater resources;
- 7 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces;
- 8 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on nature-based, above ground and connected elements rather than underground engineered solutions;
- 9 Safeguards and enhances, where possible, existing vegetation belts on the site boundaries and within the site, including a number of mature trees; and
- 10 Conserves and enhances the setting of the adjacent conservation area.

**SUPPORTING TEXT**

5.62 The site has been allocated for use for Residential Institutions (Class C2) which would allow for use as either a care home or as a hospital facility, including the provision of convalescence facilities.

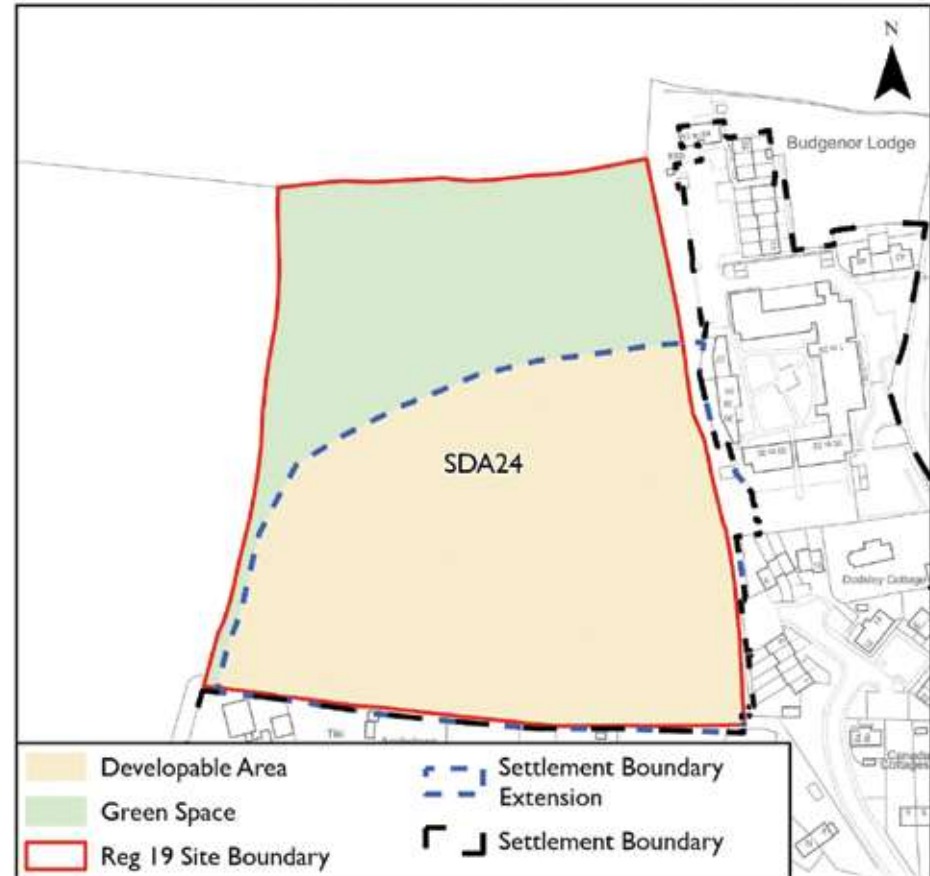
5.63 A holistic approach will be critical to the design of a successful scheme. The design process should review the entire site, and think creatively about access, circulation and parking arrangements which could offer opportunities to improve access for both the site and the Riverbank Medical Centre and the Pharmacy. The design process should include a review of a range of circulation options. Development designed around the assumption of retaining the existing circulation arrangements would need to be justified.

5.64 The development should seek to deliver outdoor spaces which promote the value of activity, natural surveillance and human interaction for users of both the retained health facilities and residents/users of future C2 development. This should include opportunities for shared public access spaces which include areas to dwell and play.

**RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)**

SDN3 Sussex Bats Special Areas of Conservation, SDL8 Conservation Areas, SDW2 Flood Risk Management, SDH4 Specialist and Older Persons Accommodation

SDA24	Land west of Budgenor Lodge
LAA Ref	CH206
Settlement	Easebourne
Parish	Easebourne
Local Authority	Chichester District Council
Gross Site Area (HA)	3.67
Uses and Indicative Capacity	Housing (Class C3) 25 homes





### SDA24: Land west of Budgenor Lodge Requirements

Detailed proposals that meet the following site-specific development requirements will be permitted:

- 1 Provides suitable vehicular and pedestrian access onto Hazelwood Close, minimising existing vegetation loss and providing equivalent replacement within the site;
- 2 Provides a pedestrian connection to Public Right of Way 1122 in the southwest corner of the site. This should be integrated into the layout of the scheme and provide a continuous pedestrian connection from the southwest corner of the site (and Public Right of Way 1122) to the access with Hazlewood Close;
- 3 The site layout does not provide vehicular access into the adjacent fields;
- 4 Conserves and enhances the setting of the listed buildings to the north east;
- 5 Maximises the opportunities for provision of Green Infrastructure, Sustainable Drainage Systems and Biodiversity Net Gain as part of multi-functional open spaces and streetscapes;
- 6 Maximises the opportunities for multi-functional Sustainable Drainage Systems with an emphasis on above ground and connected elements rather than underground engineered solutions;
- 7 No significant harm will be demonstrated to be caused to groundwater resources;
- 8 Safeguards and enhances existing vegetation belts on its site boundaries;

- 9 Bat surveys and comprehensive evaluation of any roosting, commuting or foraging on the site and/or its boundaries will be carried out prior to any planning application being submitted;
- 10 Demonstrates through a project-level Habitats Regulations Assessment that there will be no adverse effect on the integrity of Singleton & Cocking Tunnels Special Area of Conservation and Ebernoe Common Special Area of Conservation;
- 11 Provides a green infrastructure approach to the northern and western boundary which is tied to the wider landscape character and creates a positive impact within wider views of the development from the north and west;
- 12 Densities transition from a higher density in the centre of the site to a lower density to the north and west providing a suitable transition in built form and fabric to the open countryside;
- 13 The layout responds positively to the existing contours of the site and particular attention is paid to level changes and the interrelationship between the site and existing residential properties on the southern and eastern boundaries;
- 14 Ground stability testing of banked areas on the eastern boundary is carried out prior to any planning application being submitted and the application should include evidence that the development will not have a negative impact on bank stability or negatively impact adjacent properties;
- 15 Includes an area of public open space within the development which is visually and physically accessible to the wider existing community and incorporates opportunities for the community to play and dwell;
- 16 Provides a layout with a clear route hierarchy which prioritises pedestrian movement and achieves low vehicular design speeds. The layout should minimise hardstanding wherever possible and ensure that car parking is well integrated between buildings, within parking structures and visually unobtrusive parking areas, and does not dominate the public realm. Particular attention should be paid to minimise the visibility of vehicles on the northern and western boundaries; and
- 17 The site is located in a mineral safeguarding area and development should aim to maximise the prior extraction of mineral resources onsite and be informed by a Mineral Resource Assessment (MRA) to demonstrate compliance with the relevant minerals local plan policy.

### SUPPORTING TEXT

**5.65** The site will require an integrated design approach to access arrangements from Hazelwood Close, incorporating appropriate streetscape design both within the site and on Hazelwood Close, including drainage/SuDs provision, and any structural elements which may be required to accommodate the changes in level. The relationship between the site and properties on Hazelwood Close and the southern boundary (accessed from Upperfield) also need to be carefully considered in the development of the layout.

**5.66** The scheme should seek to add value through creation of a positive edge to the countryside, with new pedestrian connections and a positive small scale internal public space which is visible and accessible to the whole community including facilities to allow the community to dwell and play.

**5.67** A robust construction management plan which pays particular attention to access arrangements will be essential to mitigate the impact of construction on neighbouring residents.

### RELEVANT LOCAL PLAN POLICIES (ADDITIONAL TO THOSE IN PARAGRAPH 5.3)

SDL5 Dark Night Skies, SDL7 Listed Buildings, SDN3 Sussex Bats Special Areas of Conservation, SDG3 Public Open Space, Sports and Recreational Facilities, West Sussex Joint Minerals Local Plan Policy M9: Safeguarding Minerals

## PETWORTH

**5.68** Petworth is a market town with a population of 2,592 in 2021. It dates back to the 11th century and has a historic core, narrow streets lined with a wide range of small shops which radiate from the market square. Petworth House, a 17th century stately home with Capability Brown designed grounds, now owned by the National Trust, is a key feature of the town, with its estate wall forming the boundary of its main through route (A272/A283/A285). The Leconfield Estate, which retained the remainder of the estate previously associated with Petworth House, is a major land and property owner in the parish.

**5.69** Petworth is located 5.5 miles away from the closest railway station at Pulborough and 10.7 miles away from Haslemere railway station with its more direct access to London. Facilities include a nursery, primary school, local shops, post office, GP surgery, pharmacy, community halls, playgrounds, library and pubs.

**5.70** The Petworth Neighbourhood Development Plan was made part of the development in July 2018. It includes policies and allocations for the parish which need to be taken into account when planning new development. This includes an allocation for 100 new homes at 'Petworth South' (policy H7), which is incorporated within a larger allocation in this Local Plan. This supersedes policy H7.