



The Midhurst Society

1 Gilbert Hannam Close
Midhurst GU29 9FY

South Downs National Park Authority
North Street
Midhurst
West Sussex
GU29 9DH

10 May 2018

Dear Sirs,

Reg 14 Stedham with Iping Neighbourhood Plan

We understand that the consultation period for this Plan runs from 5 April until 17 May. We have several observations to make, which have ramifications for the Local Plan as a whole. We will also send a copy of these observations to the Parish Clerk for Stedham with Iping.

We would like to offer our broad support for the Neighbourhood Plan prepared by the Parish of Stedham with Iping as part of the SDNP Local Plan. The Neighbourhood Plan has been professionally prepared after due consultation with interested parties and must be seen as a cogent and cohesive document expressing the wishes of the residents. It would be undemocratic to ignore it.

We would go further. In our own submission to the Local Plan – Pre-submission document we drew attention to certain areas where the protections and ambitions outlined by the SDNPA were not sufficient, and we suggested improvements. We would recommend that some of the wording used by Stedham with Iping be adopted more widely in the overall Local Plan. For example (and some wording has been amended to make it more generally applicable):

- SINDP2: Development within the area must not result in the visual, perceived, or physical diminution of separation between the main settlements within the Parish or have a negative impact on the overall rural character of the Parish. Where necessary, additional planting should be installed to reinforce existing vegetation or through the planting of a new planted screen using indigenous species, of which a high proportion (over 60%) must be evergreen. Where planting is required through planning condition, the plants should be

- of sufficient maturity and size to fully screen the development within 5 years. /2
- SINDP 6: Residential developments of three units or more must provide enhanced facilities (such as outdoor gym equipment) for their residents' exercise, which are available for public use, either on site or within walking distance.
 - SINDP 7:
 - (iv) An area of dense planting shall be inserted between residential and business developments.
 - (v) Public Rights of Way must not be harmed;
 - (vi) A publicly accessible, all weather, cycle and pedestrian route through the site shall be provided;
 - (vii) The amenity and privacy of residential occupants and those of neighbouring properties shall be provided including the provision of communal green space and a landscape buffer area to ensure separation from the business units;
 - (viii) Acceptable levels of daylight and sunlight shall reach new residential dwellings and associated private amenity spaces;
 - (ix) Existing vehicular access should be suitably improved for use by occupants of all buildings;
 - (x) All necessary vehicular parking on-site shall be provided to avoid additional on street parking with a minimum of 2 spaces for 2 and 3 bedroom dwellings, and 1 space for a 1 bed dwelling; in addition a minimum of one visitor space per two dwellings.
 - (xi) Existing mature trees to be retained;
 - SINDP 8:
 - As an exception to the general policies contained within the development plan, certain sites should be allocated for affordable dwellings. Planning permission for either individual self-build or custombuild dwellings on plots within such site submitted by an individual, by a builder or a developer acting on behalf of an individual, or by a community group of individuals such as a Community Land Trust, will be considered favourably. Planning permission for a self-build or custombuild dwelling will only be granted for applicants who:
 - (a) Demonstrate that they have a Local Connection and
 - (b) Undertake in a section 106 agreement that the occupancy of the property will be restricted to people with a local connection in perpetuity and
 - (c) Undertake in a section 106 agreement that they will live in the property as their main residence once it is complete and
 - (d) Undertake in a section 106 agreement that once the development has commenced, they will complete the building of the dwelling within 2 years
 - SINDP 10: Development proposals that would support existing employers at Key Employment Sites will be supported. Proposals that would reduce the number of Full Time Equivalent Jobs on Key Employment Sites will be resisted unless the jobs lost will be provided nearby as part of the development.
 - SINDP 15: Development should not have a harmful impact on the relative tranquillity of the Parish or its immediate surroundings once construction is complete. In particular, development should not introduce activities into an area that would conflict with existing uses in the vicinity in terms of noise, smell or light pollution.
 - SINDP 16: The character of each distinctive landscape type within the Parish and views within, from or into the Parish should be protected, especially where views are from Public Rights of Way and open green spaces.
 - SINDP 19: Development should preserve the old sunken drovers' tracks and drystone retaining walls. Any proposal that would result in a loss or alteration of, create a cutting into the bank or wall along a sunken lane, or erode the distinctiveness of a sunken lane will

not be permitted.

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- SINDP 20: Development proposals should not result in unacceptable harm to a public right of way or users of it. Developments should provide new pedestrian and cycle routes to provide enhanced connectivity, ensuring less-abled users are fully provided for.
- SINDP 22: To ensure accessibility within, into and out of the Parish is maintained and enhanced over the lifetime of this plan, the following criteria must be adhered to:
 - (1) All residential or employment generating development should be located within 400m walking distance of a bus stop or provide evidence to demonstrate how users of the development will be able to access the public transport network with ease.
 - (2) All development affecting, incorporating or creating new pedestrian or vehicular routes shall create shared space environments giving pedestrians priority over motorised traffic.
 - (3) Proposals to upgrade existing parts of the public or private highway to shared space environments will be supported.
 - (4) Development proposals that would reduce the accessibility for pedestrians and/or cyclists around the Parish will be refused.
 - (5) All residential or employment generating development must be designed to ensure it has access easy by foot or bicycle. This includes the provision of ample secure bicycle parking/storage.

We trust you will take due note of our comments.

Yours faithfully

Harvey Tordoff
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