

## STEDHAM WITH IPING PARISH COUNCIL

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### SDNPA LOCAL PLAN PRE-SUBMISSION COMMENTS

#### General comments

Document/Chapter/Policy	Comments
Overall	Fully support with some excellent policies. We thank the SDNPA for all their hard work.
2 Vision & Objectives  Fig 2.2. page 17	No mention of impact of technology on 2050 vision – currently going through rapid period of change - driverless cars, impact of remote working, deliveries, other services on-line, changes in agricultural practices, battery technology – redefines how businesses operate and their needs from traditional being in a ‘town’ and what public transport will look like. It needs consultation.  Recommend figure 2.2. includes a statement about leveraging new technology to support the aims of the Park.
3 Spatial – Western Weald 3.31 (page 26)	No mention from the negative impact of aircraft noise from Farnham airport with changes in flight path under challenges - policy SD7 Relative Tranquillity.  And threat from Gatwick runway 2?
Chap 4 – SD1 – Sustainable Development  SD3 – Major Development SD48 Climate Change & Sustainable use of resources	Definition of sustainable development in para 4.28 – should include embedded carbon, life cycle and financially sustainability.  Example of Durand Academy that sought a major expansion on a green field site yet arguments of financial/operational sustainability were not accepted.
Chap 4 - 4.16 (page 45)	It states, <i>“All planning applications should be accompanied by a statement that sets out how the development proposal impacts, both positively and negatively”</i> – ALL is too much and just adds cost and bureaucracy, as well as slowing down the planning

	system. Technical advice note needs to give exemptions. E.g. to replace a window in a conservation area.
Chap 4 – SD20 Walking Cycling & Equestrian Routes (page 60)	We support the aim to create a network of non-motorised travel routes but this will not be achieved in a piecemeal approach. The SDNPA should commit to a local cycling and walking infrastructure plan as specified by the Department of Transport in their Technical Guidance for Local Authorities publication released in April 2017.
Chap 5 - SD5 Design	Design – how to prevent the imposing ‘electric gates’ and ‘gated community’ feel – “Surreyfication”. Can some suitable wording be included, e.g. in 5.21
Chap 5 - SD5 Design	There appear to be no guidelines on the maximum density of housing as they relate to town and rural areas. The density of the KEVII enabling development looks completely out of place.
SD7 Relative Tranquillity – para 5.40	Can anything be done to protect against Farnborough airport expansion – increase noise in park to reduce noise outside!
5.88	Refers to policy SD19 on Biodiversity – should be SD9
Chap 6 – SD19 – Transport & Accessibility	Transport – mention ‘elimination’ of transport e.g. through local offices and fast internet - encourage - Driverless cars? No mention
Chap 6 – SD19 – Transport & Accessibility	How to prevent growth of through traffic from say A3 to Chichester, or along the A272? – Can anything be done through the Local Plan?
Chap 7 SD25 Settlement boundaries (page 116)	There has been no public/statutory consultation on the settlement boundary changes that have been made subsequent to The Preferred Options consultation: this is required under Regulation 18. The current consultation is only on the matter of ‘soundness’ and legal/procedural compliance under Regulation 19. The Gunning Principles have been ignored.
Chap 7 SD34 – Sustaining the local economy 7.140 (page150) SD44 (175)	Request commitment to support basic minimum broadband of >10Mbs, not just superfast broadband - means new cabinets etc. Promote rather than just permit.  Spell out benefit where transport not needed, e.g. home based  Use opportunity of new developments to enhance internet to neighbours.
Chap 7 SD39 Agriculture & Forestry	Does not address buildings for hobby farmers and smallholdings

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**Stedham specific**

Chap 7 – SD26 Supply of Homes	Allocation of 18 for Stedham. See detailed Sawmill response
SD47 Local Green spaces	Stedham Neighbourhood Plan to add to? Stedham Sports Ground, Stedham Recreation Ground (Village Green), Land at Common View (Allotment Gardens), land at Common View (Playing Field )–
9.217 Stedham Strategic site	See detailed Sawmill response
Sustainability Appraisal 9.1: Provide sustainable access to services  And page 42	The methodology used that ranks the bus transport from Stedham the same as Midhurst is deeply flawed as it does not address frequency, destination or first/last bus, i.e. is not fit for purpose for commuters. This resulted in Stedham scoring 5.5 in the SFS, <i>indicating that it is well-placed to support a modest amount of housing development</i>