

## APPENDIX V

### STATEMENT OF CONSULTATION

#### Analysis of Evidence from Consultations and Impact on Strategy Forming the NP.

DECEMBER 2023

The December 2023 event questionnaire analysis feed into the NP as shown

<b>Question: What do you want the NP to do?</b>			
<b>Ranking</b>	<b>Responses</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Highest Priority	Conserve character and history of the area	A design code was drawn up to formally express the local character of buildings in the Parish and to reflect this character in Policies and aim aspirations drafted. Sylvan character of Ifold highlighted.	Policy H3 Housing Density and Design Principles. Policy Non-Designated Heritage Assets. AIM CAR2 Community Buildings CAR3 Assets of Community Value. Environment related Polices and Aims.
2 <sup>nd</sup> Highest Priority	Protect ecology and biodiversity of the area	The Parish Council already has a Biodiversity Policy and considers this in all its decision making. This consideration is extended to the NP and is an underlying theme.	AIM ECC1 Biodiversity. Policy LGS 1
3 <sup>rd</sup> Highest Priority	Provide suitable housing for downsizing to enable local young people and families as well as local older people to remain in the area	Whilst the NP is not allocating sites for residential development the Parish Council commissioned and took part in the producing of a Housing Needs Assessment to inform site proposers and the LPA CDC to consider the results from this survey for housing mix when sites are promoted.	Chapter 4 Housing Policy H1 Local Needs Housing
4 <sup>th</sup> Highest Priority	Provide affordable housing for local people with a local connection.	Whilst the NDP is not allocating sites for residential development the Parish Council commissioned and took part in the producing of a Housing Needs Assessment to inform site proposers and the	Chapter 4 Housing Policy H1 Local Needs Housing

		LPA CDC to consider the results from this survey for housing mix when sites are promoted.	
5 <sup>th</sup> Priority	Allow for development in particular areas	The NDP does not discourage residential development it sets the scene for appropriate development integration through design principles and housing need assessing.	Particularly Policy H2 Housing within the Ifold Settlement Boundary and Policy H3 Housing Density and Design principles.
6 <sup>th</sup> Priority	Support and encourage existing local businesses and commercial operations	Economy and employment is well supported within the NDP in the Economy and Employment Chapter but also supported by Environment and Community Connectivity Chapter Aim on Public Transport	Policy EE1 EE2 and EE3 AIM ECCC5
7 <sup>th</sup> Priority	To promote and support alternative sustainable transport initiatives to the use of the private car	The narrow winding roads between the settlement areas of the parish make walking and cycling between these areas difficult. The lack of pavements and width means normal routes along roads may not be possible for active travel and the Parish Council put on record via these Aims the need for investment in this area both in terms of research as to possibilities and also the infrastructure required. In turn access out of the Parish to nearby service centres via Active Travel is also desperately needed.	AIM ECC3 Public Rights of Way AIM ECC4 Cycle Routes AIM ECC 5 Public Transport

<b>Environment &amp; Heritage</b>			
<b>Question:</b>	<b>Main issues relating to the environment</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Retain trees and hedges Reduce light pollution. Encourage sustainable transport /cycling /walking. Protect historic landscape , protect existing buildings of local significance not protected by statutory listing	Close boarded fences are not a feature of the local character and tree and hedge boundaries are a positive design in the Design Code. Light pollution affects nocturnal wildlife such as bats as reduced as	Policy H3 Housing Density and Design principles. AIM ECC1 Biodiversity AIM ECC2

		prescribed by Local Plan Policies. The centre of Plaistow is affected by congestion from cars as residents visit services such as the Sun Inn, the School, Shop and recreation ground as well as the church. Residents have no safe alternative to reach this destination particularly during winter months.	Community Connectivity.
<b>Question:</b>	<b>Why is it important to protect the areas Heritage and Historic Assets</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Irreplaceable, once lost or significantly damaged the harm cannot be undone. Our heritage and historic Assets 'ground' the community, giving a sense of place.	The Non designated Heritage Assets for the Local Area have no planning protection and whilst current residents respect their character the history and significance will become lost and over shadowed in time.	AIM/Policy-Local Non-Designated Heritage Asset Policy
<b>Question</b>	<b>Is it important to discourage loss of tree cover, hedges and natural vegetation, particularly within the settlement areas?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Yes, loss impacts the environment, protected species and vital wild life required in this time of climate crisis.	Hedge and Trees boundaries are reflected as a positive characteristic in the Design Code. Local Green Space areas are allocated.	Policy H3-Housing Density and Design. Policy LGS1 Local Green Spaces
<b>Question</b>	<b>What local green spaces do you know of that are important to protect?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Comments received.	Designated local green space? - see previous draft NP which lists these in the Parish.	A Local Green Consultation was undertaken and the Local Green Spaces Policy formed.	Policy LGS1 Local Green Spaces.
<b>Question</b>	<b>Is it important to ensure sustainable drainage for surface and foul water for all developments?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Comments received	Yes to reduce flood risk and environmental pollution. further investment is required into foul drainage	Wastewater infrastructure is at a critical level of overload in the area. Temporary solutions for waste water	Policy FR1 Flood Risk and Foul Drainage

	to serve the Parish	removal affect the amenity of local residents.	
<b>Question</b>	<b>How can biodiversity be protected, recovered or enhanced?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Invest in projects to improve biodiversity. Limit inappropriate development in this rural area. Retain trees and hedges, green open spaces, encourage better agricultural practices, reduce light pollution. Limit inappropriate development.	Many protected species in habit or pass through the Local area. The Parish Council's Biodiversity Policy is further enhanced by the Neighbourhood Plan Biodiversity Policy and is a theme which transfers across all action and decisions with an overriding Aim to preserve and enhance Biodiversity.	AIM ECC1 Biodiversity. Policy LGS 1
<b>Infrastructure</b>			
<b>Question</b>	<b>What buildings/land should be identified as community assets?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Response	Those identified in the previous draft neighbourhood plan, shops, community halls, church, public house, recreational facilities, telephone boxes	The designation of community assets is a separate process from that of the Neighbourhood Plan however the importance of undertaking this process can be reflected.	AIM CAR3 Assets of Community Value.
<b>Question</b>	<b>Should community assets be protected?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Response	Yes		AIM CAR3 Assets of Community Value
<b>Question</b>	<b>What additional infrastructure should be provided in the Parish (cycle routes, footpaths, open/play space etc)?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Improved and better linked public footpath/cycle/bridleway network to allow for better access and safe connection between the settlements. Recreational space is urgently required for Ifold a settlement of 470 houses has no public open space. the community hall has no outside space other a	The WSCC Active Travel Plan highlights the importance of Active Travel for improvements to the environment and personal well being. It is an essential consideration in the Infrastructure Development Plan of the CDC Local Plan for the area and the importance to the residents to achieve the correct	AIM ECC3-PROW ECC34-Cycle Routes AIM ECC5 Public Transport

	tiny area to the front, not suitable for recreation or community activities.	infrastructure for this is included in the Neighbourhood Plan. The lack of recreational space in Ifold is a result of no public land available within or near the settlement boundary. Connections out of the Parish or to the nearby settlement area of Plaistow via Active travel will help to reduce the effects of this.	
<b>Question</b>	<b>Other comments</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	The linking of Ifold to Plaistow as one service village means that there is no imperative for Chichester District council to address the lack of provision in Ifold. Plaistow facilities are 2miles from Ifold with access by a busy narrow country road with 60 mph limit, making it too dangerous to walk and unsuitable for children to safely cycle. Forcing residents to drive to access facilities not within	Cycle routes & PROW improvements are required and in addition Traffic Calming between settlement areas to reduce the danger of the roads for this type of transport.	AIM ECC3 PROW AIM ECC4 Cycle Routes. AIM ECC5 Traffic Calming for Protected Highways.
<b>Housing</b>			
<b>Question</b>	<b>What are the main issues relating to the provision of housing within the Parish?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	Existing housing stock mainly 4/5-bedroom high value preventing younger people to access housing and elderly to downsize. Limited suitable sites therefore only a small number of houses could be built without damaging the valued countryside. Lack of sustainability, a car is required to live in the Parish.	The Housing Needs Assessment identified this fact as well.	POLICY H1 Local Housing Need.
<b>Question</b>	<b>Should affordable housing be a priority for provision within the Parish?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>

Issues raised:	Yes, but limited number of affordable low rent needed (cost of living in the countryside place low-income families in rural poverty with limited access to employment) Low cost market housing required to encourage younger people and young families.	Housing Need Assessment carried out.	Policy H1 Local Housing Need
<b>Question</b>	<b>What should the tenure of affordable housing be?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Market low cost and self-build market housing	Housing Need Assessment carried out	Policy H1 Local Housing Need
<b>Question</b>	<b>What size of dwelling should be provided?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Issues raised:	2, 3 bedroom and housing suitable for the elderly to downsize	Housing Need Assessment carried out	Policy H1 Local Housing Need
<b>Question</b>	<b>Should the existing housing stock be protected?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Redevelopment of larger units will lead to loss of biodiversity by increasing the density with loss of trees hedges and increasing the pressure of lighting, noise and car movements.	The Design Principles Guidelines were produced to identify this problem and provide positive encouragement away from subdivision affecting the Character of the area and affecting the environment.	Policy H3- Housing Density and Design Principles.
<b>Economy and Employment</b>			
<b>Question</b>	<b>What are the main issues relating to jobs and employment in the Parish?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Rural community, workplaces in the Parish is limited Those who work in the Parish mainly self-employed working from home.	Employment in this area is affected by transport constraints for a workforce as well as the provision of affordable housing.	AIM ECC5 Public Transport. Policy Ha1 Local Housing Need. Policy EE1 Supporting the Local Economy Policy EE2 Retail Shop Premises Policy EE3 Brownfield Sites.

<b>Question</b>	<b>How should new opportunities be provided for new/start up businesses?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Some limited B1 and office space, carefully located, access is poor to country roads.	Employment in this area is affected by transport constraints for a workforce as well as the provision of affordable housing.	AIM ECC5 Public Transport. Policy Ha1 Local Housing Need. Policy EE1 Supporting the Local Economy Policy EE2 Retail Shop Premises Policy EE3 Brownfield Sites
<b>Question</b>	<b>Should existing employment floorspace be protected?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Yes, generally where the existing use is appropriate and not resulting in unacceptable levels of vehicle movements and noise	Sensitive integration of employment areas with residential essential	Policy EE1 Supporting the Local Economy
<b>Question</b>	<b>Should the expansion and development of existing employment be encouraged?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Only where it would not result in excessive vehicle movements and noise and light pollution	Sensitive integration of employment areas with residential essential	Policy EE1 Supporting the Local Economy
<b>Question</b>	<b>Other comments</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Any employment premises existing or new should not impact adversely existing rural and residential areas by significant increased vehicle movements, size of vehicles, noise and light pollution flood risk, impact biodiversity	Sensitive integration of employment areas with residential essential	Policy EE1 Supporting the Local Economy

<b>Transport</b>			
<b>Question</b>	<b>What are the main issues to do with transport and accessibility in the Parish?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Limited size country lanes, reducing capacity to take more traffic. Poor public transport. Country lanes dangerous for walking and cycling	Cycle routes & PROW improvements are required and in addition Traffic Calming between settlement areas to reduce the danger of the roads for this type of transport	AIM ECC3 PROW AIM ECC4 Cycle Routes. AIM ECC5 Traffic Calming for Protected Highways.
<b>Question</b>	<b>How should alternative modes of transport other than the private car be encouraged?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Provide better public transport, more frequent service of smaller buses linked to railway timetable. Better safer cycle routes and foot paths	Cycle routes & PROW improvements are required and in addition Traffic Calming between settlement areas to reduce the danger of the roads for this type of transport	AIM ECC3 PROW AIM ECC4 Cycle Routes. AIM ECC5 Traffic Calming for Protected Highways
<b>Question</b>	<b>How would the provision of cycle routes encourage less use of the car as a mode of transport?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Better cycle link between the main communities may encourage more cycling for school / shops/ access recreational facilities. But generally, residents will still drive. Better cycle routes and improved bridleway may encourage more cycling for recreation	Residents need an alternative to the car for local journeys within and out of the Parish.	AIM ECC3 PROW AIM ECC4 Cycle Routes. AIM ECC5 Traffic Calming for Protected Highways
<b>Question</b>	<b>Where should the cycle routes be located?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Between Plaistow and Ifold and Loxwood	Residents need an alternative to the car for local journeys within and out of the Parish.	AIM ECC3 PROW AIM ECC4 Cycle Routes. AIM ECC5 Traffic Calming for Protected Highways
<b>Climate change</b>			

<b>Question</b>	<b>What issues arise from development that are related to climate change?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Vehicle usage, loss of trees, hedges, open spaces, flooding, inherent carbon usage in materials concrete etc. to produce new buildings, roads etc. Loss of biodiversity.	The Design Guidelines provides positive examples against these effects of development.	Policy H3- Housing Density and Design Principles. Policy LGS1
<b>Question</b>	<b>What features should the Neighbourhood Plan promote on developments to mitigate the impact of climate change?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Low impact housing development reduces tree hedge loss, promote tree planting, use sustainable materials for buildings, low carbon heating, use of renewables like PV electric car charging points etc. Garden and public open space.	The Design Guidelines provides positive examples against these effects of development.	Policy H3- Housing Density and Design Principles.
<b>Question</b>	<b>How can the effects of climate change be addressed through the management of development?</b>	<b>Feedback</b>	<b>Align to Policy/Aim</b>
Responses	Require better sustainable developments, use of materials, build for lifetime requirements, well located to local facilities to reduce vehicle usage, green spaces, hedges/ tree provision. Manage flood risks, surface water disposal.	The Design Guidelines provides positive examples against these effects of development.	Policy H3- Housing Density and Design Principles.