

**Neighbourhood Planning Regulations 2012 (Part 5 s15)**  
**Neighbourhood Plan Proposal - Consultation Statement**

**To: Chichester District Council (Local Planning Authority)**  
**By: Selsey Town Council (Qualifying Body)**

**April 2015**

## Selsey Neighbourhood Plan (NP):

This application relates to Selsey Town Council and the designated boundary is indicated on the plan below.



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Documents are available at [www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk). Paper copies are available to view at the Selsey Town Council, Council Offices, 55 High Street, Selsey, West Sussex PO20 0RB. Telephone 01243 605803

**Introduction:**

This Consultation Statement has been prepared with the aim of fulfilling the legal obligations of the Neighbourhood Planning Regulations 2012, which are set out in the legislative basis below.

An extensive level of consultation (community and statutory) has been undertaken by the Working Group and Town Council as required by the legislation. Details of the consultations are detailed below.

**Legislative Basis:**

Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations sets out that, a consultation statement should contain the following:

- (a) details of the persons and bodies consulted about the proposed Neighbourhood Plan;
- (b) explanation of how they were consulted;
- (c) summary of the main issues and concerns raised by the persons consulted;  
and
- (d) description of how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

## Background:

The Selsey Neighbourhood Plan is the culmination of work by the Working Group, initiated by the Town Council and, incorporating a vast amount of community consultation before the implementation of the Localism Act 2012. The Town Council had been working with the community to help shape the future of the parish, using a variety of consultative methods, between 2003 and 2012, including an extensive survey carried out in 2008 (results shown at Annex A2) and the development of the Community Action Plan, published in 2008 (copy at Annex A3). The Action Plan sought to address a wide range of issues but had no recognised legal status.

The Town Council has represented the views of residents over the years by responding to consultations from the District and County Councils in the light of influencing local plan policies and infrastructural development proposals to benefit the parish and its residents.

The Town Council worked with the community to help shape the future of the town with the development of the Selsey Community Plan in 2009 under a newly established Selsey Community Plan Steering Committee. This Group produced the Selsey Community Vision in 2011 (copy at Annex A5) and finally the Selsey Community Plan Report in 2012 (copy at Annex A6). One of the objectives arising from the consultations was the production of a Neighbourhood Plan (NP) to cover land use and housing issues in the town.

The Neighbourhood Plan Working Group was formed in May 2012, supported by Action in rural Sussex (AirS) and a local Consultant, BroomeJenkins. This Group comprises six Town Councillors with members of the community contributing as and when appropriate (See table below for Schedule of Meetings).

Table 1 - Working Group Meetings and Events

<b>2012</b>	
January 5	These 4 initial meetings were used to meet with AirS personnel and the prospective Consultant, BroomeJenkins to finalise contracts and complete schedules
February 28	
March 26	
April 4	
May 9	presentation at Selsey Business Partnership AGM
June 13	
August 22	
September 5	
September 14	
<b>2013</b>	
January 15	meeting with local businesses
January 31	
April 5, 22	presentation to school meeting with local business Information Bus events
May 22	
June 25	
July 30	
September 5	
September 17	
September 19	
September 25 - 28	
October 25	
November 5, 18	
December 10, 19	

**2014**

January 17  
February 12  
March 7  
April 9  
September 2  
November 1  
December 3

Information Bus events

**2015**

January 28

Chichester District Council (CDC) designated the Selsey Neighbourhood Plan Area on 4 December 2012.

Selsey Town Council (STC) uses a variety of methods to keep the community informed of issues, activities and events of interest to them. These methods include:

- Full Council meetings to which the public can attend, listen and speak
- Regular Council Committee meetings to which the public can attend, listen and speak
- Town Council Newsletter (the Official Rumour) delivered to all Selsey households and businesses (5255 copies via Royal Mail)
- Notices placed on nine external Council owned noticeboards located throughout the town, internal noticeboards at the Council Offices and Selsey Centre, a Community Noticeboard (located in Warner's Yard) plus other locations, including, but not only, the Selsey Library, the Selsey Information Exchange and local shops
- A regularly updated Council website ([www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk))
- Articles in a monthly magazine, Selsey Life delivered to every household in Selsey
- Articles and editorial in the Chichester Observer
- Local Facebook pages (Selsey – News and Gossip; What's On in Selsey)
- Leaflet drop in school bags

The Town Council used all the above methods to communicate our Neighbourhood Plan work with businesses and residents. In addition, the West Sussex Fire and Rescue Information Bus was hired to take the consultation out to the community. The map below shows key locations used by the Neighbourhood Plan Working Group to promote their work.



## Key Locations:



### Key:

● Town Council Notice Boards



Information Centres (Selsey Town Council Offices, Selsey Centre, Selsey Information Exchange, Selsey Library)



Locations visited by Information Bus (East Beach Shops x 2; Warners Yard x 2; Hillfield Road Park; Old Farm Road; Lifeboat Way; Selsey Centre)

## Previous consultations:

The Selsey Neighbourhood Plan has been produced following extensive consultation with local residents, and is supported by a range of evidence taken from recent studies and background papers conducted in the town over the last decade. The Plan builds on relevant information, findings and conclusions from previous studies, consultations and surveys -

Selsey Community Action Partnership (SCAP) Report on Youth Provision	June 2003
Assessment of Selsey Community Sports/Leisure Needs	2004
Selsey High Street Improvement Study	2005
Espace – A Climate for Change	2006
Selsey High Street Vision and Action Plan	2007 – 2012
Pagham to East Head Coastal Defence Strategy	2007
Selsey Town Council Survey	2008
Selsey Community Action Plan	2008
Selsey East Beach – Reconnecting with the sea	2009
Selsey Community Vision	2011
Selsey Coastal Trust Project (Living by, and working with the sea)	February 2011
Manhood Integrated Coastal Zone Management (ICZM)	May 2011
Selsey Community Plan Report	2012
CDC Targeted Support for Communities – Selsey North	2012

### THE FUTURE OF DEVELOPMENT IN SELSEY - GET INVOLVED

I am writing on behalf of the Town Council to invite your group to participate in our current project to write a Neighbourhood Plan for Selsey.

A Neighbourhood Plan is the most local version of community planning and will consider how Selsey continues to adapt and deliver its share of future housing and development. It is our aim that the Plan, once completed, will be adopted by the people of Selsey, the Town Council and the District Council, as the planning authority, and will become a material consideration in all future planning matters in the town.

As well as looking at the inevitable question of future housing stock, the Plan will deliver a number of other benefits. It is our intention that the Plan will introduce a design statement for the town, which will improve the aesthetic impact of future development and hopefully go some way to addressing the perceived mistakes of yesterday.

The Plan will also answer the fundamental question of the infrastructure required to support any future development and will seek to impose an inextricable link between the two. This will ensure development is driven by the community and does not 'happen' to us. We have to do our bit to provide housing, but we must ensure it adds benefit to the town.

The final Plan is somewhat off and the project is still in the very early stages. At this point we must spend time identifying all that is good about the town and log these assets as our

starting point. Equally we will be working hard to identify the areas for improvement.

To create an accurate picture of Selsey today we need the asset mapping process to have as much input as possible from all elements of the community, so we get a balanced opinion. It is here where we would like your group's assistance.

Enclosed is a proforma register for assets and we would be delighted if you could put forward the elements of the town you believe represent its true assets. An asset is typically a physical item such as a building, street scene, tree or open space but it may equally be a particular view or the make-up of the high street which you believe needs action to preserve it. Ultimately we regard an asset as something worthy of protection or acknowledgement in the Plan.

Whether you choose to complete this as a group or circulate it to your members for their own personal responses, we welcome anything you wish to put forward.

If you need a hard copy of the proforma it can be requested by emailing [np@selseytowncouncil.gov.uk](mailto:np@selseytowncouncil.gov.uk) or calling 01243 605803. You can also pick up copies from the Town Council offices. We would request that all responses be delivered to the Town Hall or the email address above as soon as possible.

As you can imagine this is going to take some time and hard work and this is the first step on a long road. We are confident the Working Group can deliver a Plan of value but we would also welcome any offers of volunteer time or involvement that your group or individual members would like to put forward.

Communication, consultation and promotion will need plenty of effort for this to be a true community led initiative and so the more 'man hours' we can invest, the better the result we can expect and the more likely it is to be adopted as local policy.

Thank you in anticipation for your involvement and support of this crucial project and we look forward to receiving your responses in due course.

## Neighbourhood Plan Consultation:

As a start to the Neighbourhood Plan process all local community organisations, businesses and known land owners and developers were contacted in August 2012 and asked to help audit the town by recording all its assets on a specifically designed pro-forma and this is what has evolved as the Selsey Neighbourhood Plan Part 1 – Audit.

Following this, a survey formed part of the Town Council's Newsletter and was distributed to every property in Selsey (5255 delivered via Royal Mail). The survey was available on the Town Council website and included a link to surveymonkey so that the survey could be completed online. The survey attracted only 137 responses, a disappointingly low rate but undoubtedly a reflection on the number of consultations carried out over the years and could be seen as 'consultation fatigue' among Selsey residents (Report and analysis of survey results prepared by AirS at Annex A7).



VOLUME 3, ISSUE 2

AUTUMN 2012

# The OFFICIAL RUMOUR

Selsey Town Council Newsletter



## Council Meetings during the next quarter

10th October 2012 - Planning and Assets and Amenities

31st October 2012 - Planning

## Neighbourhood Plan

As previously reported the Town Council has set up a Working Group to look at the process of developing a Neighbourhood Plan. The requisite notice has been given and we have been writing to community groups, local businesses and known landowners and developers asking for their help in auditing Selsey's assets. We are taking the opportunity with this newsletter, which is being delivered to every household in Selsey, to ask you the residents to complete the questionnaire on the last two pages and return it to us as soon as possible. There will be further consultations throughout the whole process and we repeat our invite that if anyone is interested in being involved please do let us know.

We are aware that through the necessity of putting the questionnaire in this publication that the print may be too small for some. If you would like a bigger print version you can download it from the website or pick a copy up from the Town Hall.

This is a reasonable outcome after ten years of studies and consultation, and is supported by many anecdotal responses and comments made by residents who now wish to see action, rather than further discussion. The claim has been levelled on local authorities that many of the issues faced by Selsey as a town, are the result of inaction and too much consultation. From this we have drawn the conclusion that the low response is actually a significant key finding of the survey and when taken into consideration with other findings from recent, valuable consultations (as listed above), it underlines the need for a robust and credible action plan. The opportunity presented by way of Neighbourhood Planning is ideal.

Presentations about the emerging Neighbourhood Plan were given to the Selsey Business Partnership (September 2012) and the local Secondary School (Manhood Community School, now the Academy) (September 2013); an interview with the Working Group Chairman on the Selsey Radio took place (September 2013); meetings were held with representatives from local businesses (15 January 2013 and 19 September 2013).



COUNCIL OFFICES, 55 HIGH STREET, SELSEY, WEST SUSSEX, PO20 0RB  
Telephone: 01243 605803 Fax: 01243 605804  
Email: gill.jennings@selseytowncouncil.gov.uk

December 2012

Dear Colleague

**THE FUTURE OF DEVELOPMENT IN SELSEY**

I am writing on behalf of the Neighbourhood Plan Working Group to invite you to a meeting with other Selsey based businesses to look at the future of business and employment in the town as part of our Neighbourhood Planning process.

As well as looking at housing and infrastructure, one of the key things we will need to address in the Neighbourhood Plan is future employment opportunities and the support required for new and existing businesses in the town.

As a Director of an existing business in the town we want to understand what the current issues or barriers are if you choose to operate in/from Selsey. In particular we would like to know more about:

- finding, recruiting and keeping staff
- what skills sets you require and their local availability
- what environmental or infrastructure changes do you need to grow/expand
- what would make you commit to Selsey long term

The meeting will be a roundtable session with members of the Neighbourhood Plan Working Group. It would be extremely useful if you were able to share some demographic and statistical data with us, such as average salary levels, staff turnover, skills shortages, employee numbers, commuting times for staff, business rates and any plans you have for the next 3-5 years.

We want to make sure that the Neighbourhood Plan delivers more than just an arbitrary housing target, and so working with you, will help us start to address the needs of business in the town.

The best way to plan is to understand what it is like to do business in Selsey today and we hope you will be willing to spare your time to assist in this venture.

The meeting has been arranged for Tuesday 15 January 2013 at 6pm in the Council Chamber of the Town Hall Complex. I would be grateful if you could confirm whether you will be attending.

With many thanks

A handwritten signature in black ink, appearing to read 'Gill Jennings'.

Gill Jennings  
Clerk to the Council

During September and October 2013 the first complete draft of the Plan was available for consultation. It was decided to take the consultation out to the community and the West Sussex Fire and Rescue Information Bus was hired and used over 4 days (evenings and weekends) and at 6 locations within Selsey. This was promoted through the Town Council Newsletter, the website, the Chichester Observer (local newspaper), Selsey Life (monthly community magazine), posters and leaflets. It was estimated that some 400 people visited the Bus, of which 128 logged their details. The documentation was also available at a static exhibition at the Town Hall and copies available at the Library and Selsey Centre.



Information Bus as part of the Community Consultation

*September 2013*

### Selsey Neighbourhood Plan Public Consultation

For around 18 months, the Town Council and other partners have been working on a draft Neighbourhood Plan for Selsey. For many years, the local feeling has been that development has 'happened to us' or been forced upon us and the Neighbourhood Plan will seek to address this and provide a greater local say in planning matters of the future.

To give you a little background on the need for a Neighbourhood Plan. Our local planning authority is the District Council in Chichester and this is where final decisions on planning matters are made. The town, as with the residents, are consulted on planning matters, but the ultimate decisions are taken by the District, according to their local plan and the national planning guidelines and laws.

A Neighbourhood Plan would change this. If found to be 'sound' and adopted by referendum by the people of Selsey, the Neighbourhood Plan can become the most local form of planning guidance and can be used as material consideration in planning decisions. Whilst it still has to fit within national and regional policy, the Neighbourhood Plan can help to determine where any further development goes, what it looks like and more importantly what it does to improve the community and mitigate its own impact. It is not, however, a NIMBY's (Not In My Back Yard) charter. Simply saying no more development will not be a sound outcome of the Plan and, in any case, it needs to do more than address housing. The Plan also looks at infrastructure, design, environment and leisure facilities in the town. It is a Plan for the town for the next 15 years.

To become policy, the Plan will have to go to referendum – an election you will all be asked to vote in. It is hoped this will take place in early 2014. We would, therefore, like you to come and see the Plan, talk to the people that have helped put it together and tell us what else you would like to see included or what you do not like about the ideas that have been put forward. Input to date has been as a result of a number of consultation methods and we are now at the stage where we need to show you what we have produced so far.

The draft Plan is available now on the Town Council website [www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk) or you can come and talk to us at one of the 6 events taking place around the town in September. We will be touring the town over 4 days in the West Sussex Fire and Rescue Information Bus with copies of the Plan on board and large scale images of some of the ideas being proposed.

Date	Time	Location
Wednesday 25th September	16:00 – 17:15	East Beach Shops
Wednesday 25th September	17:45 – 19:00	Lifeboat Way
Thursday 26th September	16:00 – 19:00	Old Farm Road
Friday 27th September	16:00 – 19:00	Hillfield Road Car Park
Saturday 28th September	09:00 – 11:30	Budgens Car Park
Saturday 28th September	12:00 – 15:00	The Selsey Centre

The open consultation period will run until 31st October 2013. To submit your comments, please visit the Bus on one of these dates or write to the Neighbourhood Plan Working Group c/o Selsey Town Council, 53 High Street, Selsey.

We were successful in securing the full government grant of £7,000 towards the costs of producing the Plan.

### Neighbourhood plan will hit the road

SELSEY'S neighbourhood plan will go on a roadshow next week, with the aim of getting residents to have their say.

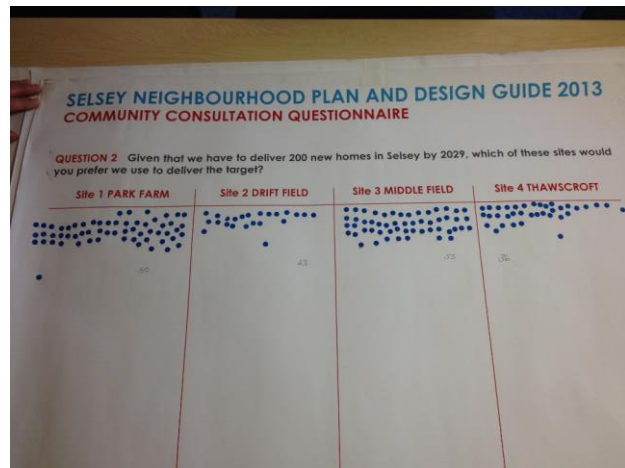
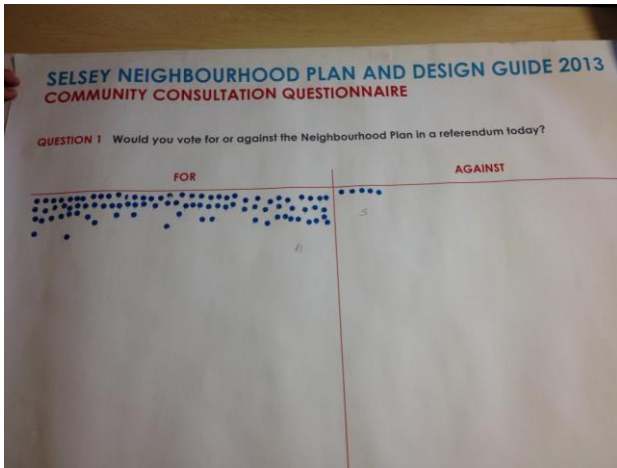
The town council has drawn up a draft plan, and if it is found to be 'sound' by the residents, it will have an influence on planning decisions.

The roadshow gives residents a chance to find out more, ask any questions they may have and put their ideas and thoughts across.

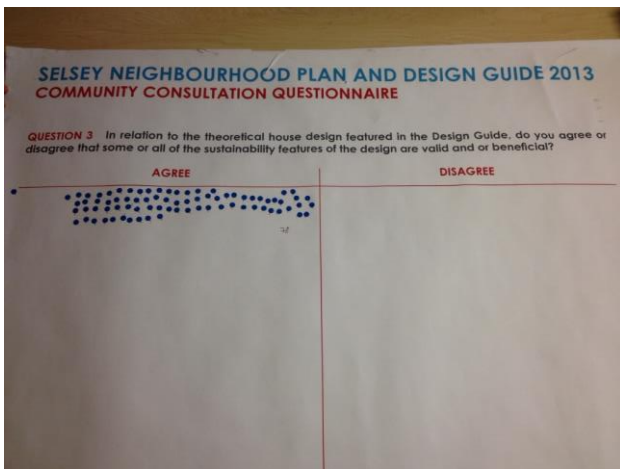
The first destination is the East Beach shops on September 25 from 4pm to 6.15pm. It will then stop in Lifeboat Way of September 25 from 4pm until 7pm, and then at the same time on Old Farm Road on September 27. The bus will travel to Hillfield Road Car Park on September 28 from 9am until 11am, and then finally at The Selsey Centre later that day from midday until 3pm.

The draft plan is available to view on [www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk).

*12.9.13*



Comments Received from the Information Bus Consultation



In January 2014 a mailshot went out to 454 businesses and this survey was also available on surveymonkey. The response rate was particularly low at under 2%.

In June 2014 the Working Group was belatedly advised that both a Strategic Environmental Assessment and a Habitats Regulations Assessment were required. These were produced and sent out together with the draft Plan to the Statutory Consultees for a six week consultation period starting on 17 July 2014.

Having taken into account responses received from the Statutory Consultees, a revised draft Plan was produced for the Pre-Submission Consultation.

**Statutory Consultation:**

The Draft Proposed Selsey (pre-Submission) Neighbourhood Plan was published for a six week consultation period on 20 October 2014. The draft Plan was available for inspection at the Town Council Offices, Selsey Centre, Selsey Library and the Selsey Information Exchange. It was available on the Town Council website ([www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk)). In addition, the West Sussex Fire and Rescue Information Bus was hired again for one day and taken to 2 locations (Saturday 1 November) to help promote and maximise coverage of the consultation.

The Statutory Consultees were individually emailed on 20 October 2014 to request representations on the draft plan. A web link to the Town Council website was provided. Emails and/or letters were also sent to all those individuals and community groups who had commented and responded to previous versions of the draft Plan (where they had provided appropriate contact details). A schedule of the consultees is shown at page 17. A mail shot was sent to 210 local businesses (members of Selsey Business Partnership) and information posted on their website.

The consultation was publicised in the Chichester Observer, Selsey Life, posters were displayed in all the noticeboards and other locations, leaflets were provided for all the local schools to put in their childrens' bags. Invites were posted on the local Facebook pages.



**DRAFT SELSEY NEIGHBOURHOOD PLAN**

The Selsey Neighbourhood Plan has been produced over a period of some three years and has included extensive consultation with local residents, statutory consultees, landowners, developers and local businesses. The evidence base for this Plan is drawn from the consultations and a range of recent studies and background papers conducted in the town over the last decade.

The Neighbourhood Plan has been through many revisions and today, in October 2014, we arrive at a point whereby the document is ready to be submitted for examination by a planning inspector and review by the policy team at Chichester District Council, the local planning authority. Assuming they both agree that the Plan meets the relevant criteria set down by the legislation governing Neighbourhood Plans, the people of Selsey will be asked to vote in a referendum in early 2015. If the Plan is adopted by the community it will become material planning consideration at the most local level. Without a Neighbourhood Plan, decisions on local development and infrastructure will be based on the Chichester District Local Plan or, if that is not passed at its examination, National Planning Policy.

But, before we submit our plan, we would like to hear your thoughts on it. It is not too late to make changes if there is evidence or popular support for such and so please have your say. When considering the Plan please remember:

- We are required to find space for at least 150 new houses and are expected to deliver these between now and 2020 (according to the Chichester Local Plan).
- The 150 number is not a target or a limit. If we can deliver more, in a sustainable manner we should seek to make best use of space.
- Once we have delivered our 150, we cannot pull up an imaginary drawbridge. If suitable brown field sites come forward for small scale development, we cannot oppose them on the grounds of we've done our bit. Any delivery over and above our 150 number will be classed as windfall.
- The Neighbourhood Plan is not a NIMBY's (Not In My Back Yard) charter. It must seek to identify space for development and the required infrastructure needed to support the increase in population. It cannot say go away, we are full. Chichester District Council, in the Local Plan, has identified Selsey as being able to take further development. Our job is to deliver that development, not argue against it.

The Plan is now open for public consultation for a period of 6 weeks from 20/10/2014 to 01/12/2014. Following any changes required as a result of the consultation, the Town Council will be asked to adopt the Plan on 17<sup>th</sup> December 2014 before submission.

Your views do matter. As a result of responses from the statutory consultees, major changes were made – one site was removed entirely and key policies were reworded and so do please let us have your comments – they really can make a difference.

We have reproduced the statutory public notice below -



**The Neighbourhood Planning (General) Regulations 2012  
(Regulation 14)  
Selsey Neighbourhood Plan - Pre-Submission Consultation**

*Selsey Town Council as the qualifying body has prepared a neighbourhood development plan, entitled Selsey Neighbourhood Plan 2014-2020, for their parish with the help of the local community. The Plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications locally.*

Copies of the Selsey Neighbourhood Plan and supporting documentation are available to view on the Town Council's website: <http://www.selseytowncouncil.gov.uk>

Hard copies of the draft Plan will be available for inspection at:  
Selsey Town Council, Council Offices, 55 High Street, West Sussex, PO20 0RB  
(9:00 – 16:00 Monday – Friday)  
Selsey Centre, Manor Road, Selsey, West Sussex PO20 0SE  
(9:00 – 17:00 Monday – Friday)  
Selsey Information Exchange, Unit E Penny Lane, 118 High Street, Selsey, West Sussex, PO20 0QG  
(9:30 – 12:30 Monday – Saturday)

The period for submission of representations will run for six weeks from  
20th October 2014 – 1st December 2014  
Representations should arrive no later than 12 noon on 1st December 2014

To make representations please send your comments in writing to the Town Council Offices, 55 High Street, Selsey, West Sussex PO20 0RB or email to [gill.jennings@selseytowncouncil.gov.uk](mailto:gill.jennings@selseytowncouncil.gov.uk) or [np@selseytowncouncil.gov.uk](mailto:np@selseytowncouncil.gov.uk)

As part of the consultation Selsey Town Council will be using the West Sussex Fire and Rescue Information Bus on Saturday 1st November and will be parked in Warner's Yard (Budgens) Car Park from 9.30am until 12.00pm and outside East Beach Shops from 12.30pm until 3.00pm

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**COME AND HAVE YOUR SAY**

**SELSEY NEIGHBOURHOOD PLAN  
PRE-SUBMISSION CONSULTATION EVENT  
1<sup>st</sup> NOVEMBER 2014**

As part of the Consultation we will again be taking the West Sussex Fire and Rescue Information Bus with copies of the Plan on board out to you. Come and have a look at the latest Plan and talk to the Councillors –

Date	Time	Location
Saturday 1 <sup>st</sup> November	09:30 – 12:00	Budgens Car Park
Saturday 1 <sup>st</sup> November	12:30 – 15:00	East Beach Shops

The draft Plan and supporting documents are available on –

[www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk)

Hard copies of the draft Plan are available to inspect at –

Selsey Town Council Offices, Selsey Centre, Selsey Library or Selsey Information Exchange

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**20<sup>th</sup> October 2014 – 1<sup>st</sup> December 2014**

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please visit the Bus; send your comments in writing to the Town Council Offices, 55 High Street, Selsey, West Sussex PO20 0RB; email [gill.jennings@selseytowncouncil.gov.uk](mailto:gill.jennings@selseytowncouncil.gov.uk) or [np@selseytowncouncil.gov.uk](mailto:np@selseytowncouncil.gov.uk)



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Date	Time	Location
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The draft Plan and supporting documents are available on –

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please visit the Bus; send your comments in writing to the Town Council Offices, 55 High Street, Selsey, West Sussex PO20 0RB; email [gill.jennings@selseytowncouncil.gov.uk](mailto:gill.jennings@selseytowncouncil.gov.uk) or [np@selseytowncouncil.gov.uk](mailto:np@selseytowncouncil.gov.uk)





# Selsey Town Council

Council Offices: 55 High Street, Selsey, Chichester, West Sussex, PO20 0RB  
Telephone: +44 01243 605803 Fax: +44 01243 605804  
Email: [gill.jennings@selseytowncouncil.gov.uk](mailto:gill.jennings@selseytowncouncil.gov.uk)  
Website: [www.selseytowncouncil.gov.uk](http://www.selseytowncouncil.gov.uk)

October 2014

Dear Resident

## DRAFT SELSEY NEIGHBOURHOOD PLAN – PRE-SUBMISSION CONSULTATION THE NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012 (REGULATION 14)

I am sending you notice under Regulation 14 of The Neighbourhood Planning (General) Regulations 2012 that the Selsey Neighbourhood Plan is out to pre submission consultation. I am contacting you as in the past you have left your details and/or commented on the draft Plan.

As part of the Consultation we will again be taking the West Sussex Fire and Rescue Information Bus with copies of the Plan on board out to you. Come and have a look at the latest Plan and talk to the Councillors –

Date	Time	Location
Saturday 1 <sup>st</sup> November	09:30 – 12:00	Budgens Car Park
Saturday 1 <sup>st</sup> November	12:30 – 15:00	East Beach Shops

The draft Plan and supporting documents are at <http://www.selseytowncouncil.gov.uk/index.cfm?articleid=21862>

Hard copies of the draft Plan are available to inspect at –

Selsey Town Council Offices (9am – 4pm Monday – Friday), Selsey Centre (9am – 5pm Monday – Friday) or Selsey Information Exchange (9.30am – 12.30pm Monday – Saturday)

The period for submission of representations will run for six weeks from –

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please visit the Bus;  
send your comments in writing to the Town Council Offices, 55 High Street, Selsey, West Sussex PO20 0RB;  
email [gill.jennings@selseytowncouncil.gov.uk](mailto:gill.jennings@selseytowncouncil.gov.uk) or [np@selseytowncouncil.gov.uk](mailto:np@selseytowncouncil.gov.uk)

With many thanks

Gill Jennings  
Clerk to the Council

Table 2 – Locations where documentation was available for inspection

Location	Available from	Comments
District Council office	Monday 20 October	Open weekdays
Town Council office	Monday 20 October	Open weekdays
Selsey Centre	Monday 20 October	Open weekdays
Selsey Information Exchange	Monday 20 October	Open weekdays and Saturday mornings
Selsey Library	Monday 20 October	Open weekdays and Saturdays
Information Bus	Saturday 1 November	9.30am – 15.00pm



Table 3 - Additional publicity

Method	Target Group	Location	Date
Public Notice	Residents	12 Noticeboards	20 October
Flyer/leaflet	Parents	Schools	20 October
Poster	Community	Various	20 October
Information Bus	Community	Warner's Yard East Beach	1 November
Web page update	Community + wider		20 October
Article in Selsey Life	Community	Delivered to every property	
Article in Chichester Observer	Community + neighbouring communities		23 October
Letters	Residents		20 October
Emails	Statutory consultees, businesses, community organisations, residents		20 October
Facebook (various)	Community		20 October

A total of 12 out of the 36 statutory consultees replied, and 15 representations were received from the general public, community groups and businesses in the Parish. These have all been recorded in the Regulation 14 Schedule of Comments (see page 24 below). The responses varied in content -

- Some comments raised topics not able to be covered by the Neighbourhood Plan
- Some responders had gone through the draft Plan using their proof-reading skills and alterations made accordingly
- A number commented in some detail and these responses were analysed by the Working Group and either included in the revised draft Plan or explanation provided as to why they were not included (as shown in the Regulation 14 Schedule of Comments)

There were many positive comments, recognising the hard work gone into the preparation of the Plan and echoing what many residents feel about living in Selsey. The number of active community groups in the town and the many annual events demonstrate the true community spirit.

The Selsey Submission Neighbourhood Plan is thus the product of extensive and exhaustive discussion and consultation within the Parish.

### **Conclusion:**

This Selsey Neighbourhood Plan Consultation Statement and its background papers are considered to comply with Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations

**PRE- SUBMISSION CONSULTATION**

**THE NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012 REGULATION 14**

**LIST OF CONSULTEES (EMAILS AND/OR LETTERS)**

<b>NAME/ORGANISATION</b>	<b>CONTACT DETAILS</b>	<b>EMAIL ADDRESS</b>
Sport England	Planning Administrator	
Gill Dearsley	PO20 0AN	
Helen and Chris Dean	Drift Road	
Marine Management Organisation	Relationship Manager, Newcastle upon Tyne	
Bev Tinson	CDC Cllr	
Portsmouth Water	Planning Engineer	
Environment Agency	Planning Specialist, Worthing	
Manhood Peninsula Partnership		
Chris Russell	Architectural Consultant	
Southern Water	Development Manager	
Jeff Lander	Lawrence Close	
English Heritage	Principal Adviser	
West Sussex County Council	Planning and Transport Policy Team	
Highways Agency	Assistant Asset Manager, Dorking	
Manhood Wildlife and Heritage Group		
Jerry Goodman	Beach Gardens	
Dr Felicia Hughes-Freeland	East Street	
Glenda Baum	Hersee Way	
Selsey Coastal Trust		
Chichester District Council	Economic Development Service	
RSPB	Conservation Officer, Brighton	
Natural England	Lead Adviser	
Jo LeFebvre	East Beach Road	
Roland O'Brien	PO20 9AE	
Caroline Carmichael	East Street	
Chichester District Council	Planning Policy	
Landlink Estates		
Sally Paice		
Sports Dream/Youth Dream		
Bunn Leisure		
Oceanair		
Star Advertising		

Kingsbridge Estate		
Mulberry Divers		
Checkatrade		
Pye Homes		
Selsey Business Partnership		
Arun DC		
National Trust		
NHS		
West Sussex PCT		
Scotia Gas Networks		
Scottish Southern		
Stagecoach Bus		
Sussex Wildlife Trust		
Sussex Police		
Sussex Wildlife Trust		
Thames Water		
NHS		
Hunston PC		
North Mundham PC		
Sidlesham PC		
Birdham PC		
Donnington PC		
East Wittering and Bracklesham PC		
Earnley PC		
West Itchenor PC		
West Wittering PC		
Pagham PC		

<b>NAME</b>	<b>POST CODE</b>	<b>CONTACT DETAILS</b>
B Carey	PO20 0NY	
R Summers	PO20 0NY	
Michael Smith	PO20 9EZ	
David Webber	PO20 9JN	
Steven Kierans	PO20 9EU	
Andrew Lowrie	PO20 0HH	
Chris Gosnell	PO20 9JW	
E Growsns	PO20 0AB	
K Wheeler	PO20 9JB	

Andrew Horner	PO20 0RQ	
Paul Smith	PO20 0LZ	
Nuala Field	PO20 9HL	
Eira Brewster	PO20 9HL	
R Shambrook	PO20 9HL	
D Shambrook	PO20 9HL	
D Faulkner	PO20 9HL	
Connor Whitfield	PO20 9JD	
Donna Johnson	PO20 0TX	
S Chamberlin	PO20 0ES	
J Moxey	PO20 0ES	
R MacBride	PO20 0EQ	
Lee Tiley	PO20 7LT	
P Juleff	PO20 0TY	
Gavin Roriston	PO20 0TX	
David Boyt	PO20 0UB	
Peter Bird	PO20 0UD	
Ellen Bird	PO20 0UD	
Paul Ledger	PO20 0TT	
Rosemary Wills	PO20 0AL	
David Goodenough	PO20 0TW	
P Porter	PO20 0JB	
P Porter	PO20 0JB	
Mr R Stanton	PO20 0PE	
Mrs E Fitzgerald	PO20 0LS	
Ms D Moody	PO20 0AL	
Mrs Ford	PO20 0PN	
Mr & Mrs Connor	PO20 0DS	
Marie Bateman	PO20 0AL	
Robin & Sue Kitchen	PO20 0SY	
Nick Rowe	PO20 0DR	
Richard Etheridge	PO20 0LU	
A Akik	PO20 0NS	
Mr & Mrs Crequer	PO20 0SW	
F Jones	PO20 0PB	
Mrs J Taylor	PO20 0PD	
Louis Phillips	PO20 0FA	
Colin Archibald	PO20 0PD	

Susan Harding	PO20 0TX	
Peter & Hilary King	PO20 0LF	
Sharon West	PO20 9AB	
Lawrence & Beverley Guest	PO20 9HT	
Mike Nichols		
Mr and Mrs Fred Allen		
Mrs Roberts	PO20 0QJ	
Steve Denne	PO20 0NJ	
Wendy Denne	PO20 0NJ	
J & R Gathern	PO20 0AS	
Frank & Pamela Smith	PO20 0JB	
Ann Wise	PO20 0TW	
Rose Sutton	PO20 0TW	
Babs Lundy	PO20 0DS	
Bryan Milsom	PO20 0DS	
P Bowden	PO20 0LZ	
Lucy Wadey	PO20 0FB	
Freddy Spencer	PO20 0SU	
B Cocks	PO20 0JE	
Viv Gare	PO20 9AA	
Stewart Kempster	PO20 0QS	
Betty Mitchell	PO20 0QP	
Carole Redman	PO20 9BS	
Derek Williams	PO20 9DD	
Mr & Mrs Claydon	PO20 0SD	
Mr Arnold	PO20 0AS	
John Hicks	PO20 0NX	
Liz Weir	PO20 0PP	
Jacqui Phillips	PO20 0BZ	
Mitchell Phillips	PO20 0BZ	
Fran France	PO20 0BZ	
Christine Sziler	PO20 9DB	
Robert Duggan	PO20 0LF	
Clive Thorp	PO20 0RB	
Maria King	PO20 9DP	
Sue Measure	PO20 0JG	
Pam Bennett	PO20 0DP	
Carol & Nigel Reynolds	PO20 0LJ	

Yolanda Box	PO20 0LF	
Karl Roberts	PO20 0SF	
Lesley Aslett	PO20 0LF	
Janet Hall	PO20 0LF	
Martyn Colebrook	PO20 0HA	
Sabina Pieper	PO20 0HA	
C & S Bennett	PO20 0DS	
Mrs Sylvia Garraud	PO20 0PF	
Bev Tinson	PO20 0NA	
S Barber	PO20 0SZ	
M Elliot	PO20 0HD	
Pete Amis	PO20 9AW	
Cliff Joy	PO20 0PD	
Michaela Norris	PO20 0SW	
Deirdre Joy	PO20 0PD	
Sue & Allan Murison	PO20 0PH	
Mr McDonald	PO20 0LB	
Shaun	PO20 0LB	
Glenda & Harold Baum	PO20 9AF	
Rob Ririe	PO20 0SR	
Katrina Wheeler	PO20 9JB	
Peter and Christine Cade	PO20 0NZ	
John Elliott	PO20 0TT	
Corrine Elliott	PO20 0TT	
Gill Dearsley	PO20 0AN	
Lynne Filby	PO20 0PG	
Damien Hicks	PO20 0QR	
John Connor	PO20 0DS	
Carol Purnell	PO20 0SD	
Ruth Cleves	PO20 0TW	
Richard and Arthur Broadhurst	PO20 0FH	
Mr Donald	PO20 0AV	

Mrs Shilling	PO20 0EG	
Richard Milverton	PO20 0SR	
Mrs A Golding	PO20 9AS	
Roland O'Brien	PO20 9AE	
Mr Ian Penny	PO20 0TT	
Peter Stuart and Jennifer	PO20 0PL	
A Daniels	PO20 0QT	
Sharon West	PO20 9AB	
Jay Dunnock	PO20 0JZ	
Rosie Sutton	PO20 0TW	
Mr G Woodland	PO20 0LU	
Ann Wise	PO20 0TW	
Betty Mitchell	PO20 0QP	
Mrs Patricia Bowden	PO20 0LZ	
Mr J Savill	PO20 9DQ	
John Arnold	PO20 0AS	
Linda Williams	PO20 0NX	
Mrs Yvonne Lomas	PO20 9ES	
Jo Le Febvred	PO20 9BS	
Mr Stain	PO20 0HU	
Mrs Farr	PO20 0PD	
L Rainer Jewell	PO20 0HQ	
Cliff Joy	PO20 0PD	
Lee Tiley	PO20 7LT	
Pam Bennett	PO20 0DP	
Nicholas Spencer	PO20 0NS	



Mrs Sylvia Carraud	PO20 OPF	
Richard and Rosemary Skelton	PO20 OHD	
Sue and Kirsty Farrell	PO20 ONU	
Angela Foster	PO20 ONU	
Martin Howard	PO20 OAA	
Julie and D Gray	PO20 ODS	
Mr & Mrs Howland	PO20 OPN	
Mrs Moxey	PO20 OES	
Deb Heath	PO20 OAA	

**SELSEY NEIGHBOURHOOD PLAN**  
**THE NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012 REGULATION 14**  
**PRE- SUBMISSION CONSULTATION 20TH OCTOBER – 1ST DECEMBER 2014**  
**PRE-SUBMISSION PLAN SCHEDULE OF COMMENTS RECEIVED**

REF	NAME	REPRESENTATION	OBSERVATION & RECOMMENDATION
1	<b>Openreach</b>	No response received	No Action
2	<b>Conservancy Council</b>	No response received	No Action
3	<b>Coastal West Sussex</b>	No response received	No Action
4	<b>English Heritage</b>	<p>Thank you for your e-mail of 20<sup>th</sup> October inviting English Heritage to comment on the Pre-Submission Draft Selsey Neighbourhood Plan. We are pleased to make the following general and detailed comments.</p> <p>As previously commented, we welcome the interesting information on the development of the town on page 8 but we would like to see a reference to the heritage assets in the town as reminders of its past being conserved and enhanced in the vision for Selsey 2029.</p> <p>Again as previously commented, we welcome the objective to remove all unnecessary signage and reduce street clutter on page 26. We also welcome the recognition of the character of Selsey being a diversity of architectural styles and the proposed approach to design as set out on page 42, and the reference to the listed buildings in the parish on page 50.</p>	<p>Add the following sentence to the end of Para 9 of 'Selsey 2029' pp12 and 13:          'The design code will also work alongside national planning policy to help protect and enhance the town's iconic buildings and heritage assets'.</p> <p>Noted</p>

		<p>We welcome and support Policy DES02, although, as previously commented, the policy should encompass development proposals that involve an historic or iconic building, not just those adjacent to such buildings. Also as previously commented, the first bullet point of the Policy should ideally finish with “and on the significance of the heritage asset and how the proposals have been designed to avoid or minimise any adverse impact”. Whilst views of the features or historical property are valuable, we tend to talk about the setting of a heritage asset (the surroundings in which the heritage asset is experienced). We welcome the map of the Conservation Area on page 53.</p> <p>As previously advised, according to our records, none of the three proposed development sites have or are adjacent to any designated heritage assets. However, the West Sussex or Chichester Historic Environment Record and the District Council’s archaeologist should be consulted for possible archaeological interest.</p> <p>We welcome the recognition of the local historic importance and distinctiveness of the Selsey Hall on page 68 and Policy SOC2.</p> <p>We hope these comments are helpful. Please contact me if you have any queries.</p> <p>Thank you again for consulting English Heritage on your Neighbourhood Plan. We wish you success with your endeavours.</p>	<p>Amend Policy DES02 Bullet 1 as follows:  ‘development proposals within the conservation area that relate to or are adjacent to an historic or iconic building’  Add the following sentence to the end of Policy DES02 Bullet 1:  ‘and on the significance of the heritage asset and how the proposals have been designed to avoid or minimise any adverse impact’.</p> <p>Noted</p> <p>Noted</p>
5	<b>Environment Agency</b>	Thank you for consulting the Environment Agency on your pre-submission Neighbourhood Plan.	

		<p>We are pleased to see that you have removed the allocation for Land at Thawscroft due to the current concerns regarding flood risk. As you have highlighted in the Plan updated modelling to take in to account the Medmerry Managed Realignment Scheme may change the current flood risk on this site and we would be happy to reconsider its inclusion if this were the case. The updates to the flood map are expected in summer 2015.</p> <p>We are pleased to see that throughout your Neighbourhood Plan you recognise the importance of climate change and the natural environment, specifically the Medmerry Managed Realignment Scheme.</p> <p>We aim to reduce flood risk, while protecting and enhancing the water environment. We have had to focus our detailed engagement to those areas where the environmental risks are greatest.</p> <p>If you have any queries or require any further information please contact me.</p>	<p>Noted. As part of the Neighbourhood plan process, periodic reviews of the plan will be carried out</p> <p>Noted</p> <p>Noted</p>
6	<b>Hampshire County Council</b>	No response received	No Action
7	<b>Highways Agency</b>	<p>Thank you for your invitation to the Highways Agency to comment on the Draft Selsey Neighbourhood Plan – pre submission</p> <p>The Highways Agency is an executive agency of the Department for Transport. We are responsible for operating, maintaining and improving England's strategic road network on behalf of the Secretary of State for Transport. The HA will be concerned with proposals that have the potential to impact upon the safe and efficient operation of the strategic road network.</p>	

		We have reviewed the consultation and do not have any comments at this time	Noted
8	<b>Arun District Council</b>	No response received	No Action
9	<b>Chichester District Council Economic Development</b>	<p>We fully support the two broad statements in regards to the Economy; employment is a problem in Selsey and that sites already designated for commercial purposes need to be protected. However, this should also include supporting the retention and extension of existing businesses within Selsey, such as Oceanair and Checkatrade. Larger businesses such as these generally provide high quality jobs within the area and their expansion should be supported. In instances where current businesses are looking at expansion, Economic Policy should reign supreme.</p> <p>As the majority of Selsey High Street is in a Conservation area, this should preserve it as retail, as the permitted development rights are negated where a building is located on Article 1(5) land – this includes Conservation Areas.</p> <p>Fishing is not mentioned as an income generator for the town, in reality the fishermen land £1.4 million worth of catch and this brings £2 million to the local economy. For this reason, it would be beneficial if the Neighbourhood Plan includes fishing in its employment opportunities. While it may not be immediately obvious as to how the Neighbourhood Plan can influence the fishing industry. The provision of some community green energy schemes, such as tidal turbines could incorporate a haven for the Selsey fishing fleet.</p>	<p>We believe this is covered by Policy ECO2 where it refers to existing premises.</p> <p>Noted</p> <p>Add a final paragraph to SUSTAINABLE ECONOMY - EMPLOYMENT on page 27:  ‘The fishing industry continues to contribute around £2m to the local economy and any activity that can protect this income and/or make it more sustainable should be promoted. Such schemes may include boat havens that integrate green energy projects or new slipways that can introduce efficiencies to existing processes’.</p>

10	West Sussex County Council	<p>Thank you for the opportunity to comment upon the Parish Council's Consultation Pre-Submission Neighbourhood Plan for Selsey. It appears that there have been very few changes to the transport policies since the County Council provided comments on the draft Neighbourhood Plan, therefore please note the following officer comments:</p> <p><b>Development Considerations</b></p> <p>12: The requirements within this could be too prescriptive. For example, it may not always be feasible to have through roads or non-circuitous routes. Turning points within developments are typically designed for refuse vehicles, so mini-buses would easily be accommodated. Visitor parking need not always be set out within formal lay-bys; there may be other equally acceptable options.</p> <p><b>Policies</b></p> <p>DES01 (bullet point 8): The requirement for shared pedestrian / cycle routes should be considered on a site by site basis. For low trafficked, low speed developments current guidance suggests that traffic segregated routes are not needed.</p>	<p>Amend the start of statement 12 of Development Considerations, P37 to read:  'Wherever possible, layouts should be designed so that'</p> <p>We have added this as a locally desirable condition and wish to see it incorporated in all sites in Selsey.</p>
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		<p>DES01 (bullet point 11): This policy aims to set a minimum car parking standard for new residential development. Whilst it is agreed that parking should not add pressure to the highway network, in some cases this policy could lead to an oversupply particularly with parking provision for flats. It is suggested that the policy is less prescriptive to ensure that there is more flexibility over how the spaces are provided. Please refer to the County Council's Guidance on Car Parking in Residential Developments and the Car Parking Demand Calculator. The guidance also includes recommended levels of cycle provision.</p> <p>DES01 (bullet point 12): Please amend the minimum garage dimensions to 6m x 3m in accordance with the County Council's Local Design Guide and Guidance on Car Parking in Residential Developments.</p> <p>DES01 (bullet point 13): This policy aims to set a minimum standard for off street visitor car parking. This may not always be suitable and could be incorporated into the carriageway in some cases, in accordance with guidance set out in Manual for Streets. It is unclear what evidence this part of the policy is based on. As above, please refer to the County Council's Guidance on Car Parking in Residential Developments and the Car Parking Demand Calculator.</p>	<p>This item was reviewed and amended following the consultation with the Statutory Bodies in August 2014. The policy as it stands is set in a local context. Selsey has higher than average car ownership and reliance due to its isolated position and limited transport links. Accordingly the policy is designed to provide suitable capacity for today's typical family housing.</p> <p>This policy is a locally desirable condition. With average family cars increasing in width and most garages used to store more than just the family car, we have identified the stated dimensions in order to deliver truly practical and usable garaging. If this policy is amended as proposed, it will have an impact on the car parking allocations which have also been queried by the respondent.</p> <p>This item was reviewed following the consultation with the Statutory Bodies in August 2014. The policy as it stands is set in a local context. Selsey has higher than average car ownership and reliance due to its isolated position and limited transport links. Accordingly the policy is designed to provide suitable capacity for likely numbers of visitors to today's typical family home and manage overflow from multicar families.</p>
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TR1: This policy identifies traffic calming along the B2145 as an infrastructure investment priority that will be funded by Section 106 contributions or the Community Infrastructure Levy (CIL). However, as the feasibility of the planned improvements is yet to be investigated, it is suggested that these are identified as an aspiration rather than a requirement as this will provide flexibility to respond to the outcomes of feasibility work. If there are site-specific requirements, these could be specified in the development sites policies. For CIL, It should be noted that no mechanism currently exists for prioritising infrastructure needs across different public services and allocating funds to priority projects. The County Council is working with Chichester District Council and other Local Planning Authorities to develop a robust mechanism and establish appropriate governance arrangements to oversee the prioritisation of infrastructure across different services. This will be important to secure delivery of priority projects.

We do not perceive this policy to be overly prescriptive given the limited opportunities for traffic calming along a narrow, winding road with limited room for expansion or diversion. Further WSCC supported the Town Council's proposal of similar conditions to large scale development applications in 2014 so we find this request to be contradictory.

		<p>TR2: It is unclear as to what the purpose of undertaking traffic surveys is for smaller developments and this could be quite onerous and unnecessary if it is applied in all cases. Also, some traffic survey data is available upon request from the County Council. If these surveys are intended to inform capacity assessments, the Local Highway Authority will, as part of the consideration of any notable planning proposal, determine which traffic surveys are required and where, as well as what junction capacity assessments are needed in accordance with prevailing guidance available at the time. In accordance with the NPPF, Policy 39 of the Chichester Local Plan sets out the requirement to submit a Transport Assessment where developments are likely to have a significant transport impact. If the objective is to assess the impact of development on B2145 and / or B2201, it may be more effective if Policy TR2 requested that developments will be expected to assess their impact on these roads rather than undertake traffic surveys.</p> <p><b>Potential Development Sites</b></p> <p>Park Farm and Middle / Rush Field: A contribution may be sought towards in lieu of physical highway improvements.</p> <p>P56: Please refer to the 'Local Highway Authority' instead of the Highways Agency in this paragraph.</p> <p>A mixed use development at this site is a current planning application (SY/14/02186/OUTEIA) and is therefore under consideration by the Local Highway Authority. It would therefore be inappropriate to comment further at this time.</p>	<p>It is our understanding that WSCC has not undertaken a full traffic survey of the entire B2145 in many years. All development related studies are currently desk top surveys with no new traffic data being sought. Selsey Town Council has subsequently commissioned such a study in 2014 to create a baseline of data. The scope of the study was checked with WSCC officers before being put out to tender and a contractor selected that has worked with WSCC previously, ensuring that the outcomes of any study are sound in the eyes of WSCC officers. The purpose of this policy is to ensure a regular update to that major study to avoid obsolescence.</p> <p>Noted</p> <p>Amend the final sentence of Para 3, P56: to refer to the 'Local Highway Authority' instead of the 'Highways Agency'</p> <p>Noted</p>
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		<p>Thawscroft: It is understood that this site has now been removed from the Neighbourhood Plan.</p> <p><b>Appendix 1</b></p> <p>The aspirations for transport improvements have been noted. The County Council is in ongoing discussions regarding the South Chichester Local Infrastructure Plan, which is used to guide local investment in highway improvement schemes identified as community priorities. Further discussion will be undertaken and the plan will be updated at appropriate intervals to ensure that it continues to reflect issues of current interest within communities.</p>	Noted
11	<b>Marine Management Organisation</b>	<p>Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. I can confirm that the MMO has no comments to submit in relation to this consultation.</p> <p>If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website <a href="http://www.gov.uk/mmo">www.gov.uk/mmo</a></p>	Noted
12	<b>National Trust</b>	No response received	No Action
13	<b>Natural England</b>	<p>Thank you for consulting Natural England on your Neighbourhood Plan and associated documents. We have looked at the plan previously and have few further comments:</p> <p>§ The allocations outlined in the plan are at various stages of gaining approval. Where there is the potential to do so, there are benefits is seeking to deliver consistent mitigation, drawing on the Chichester interim policy and the evolving access management strategy in respect of Pagham, on which Chichester, Arun and the RSPB are working.</p>	Noted

		<p>§ A costed access management plan for Pagham Harbour should respond to the probable nature, scale and distribution of development expected over the plan period; and provide a framework for drawing appropriate funding from development to deliver parts of the management plan needed to mitigate the impact of that development.</p> <p>§ The allocations in the Neighbourhood Plan (and any windfall proposals) seem to be unmitigated in the absence of an access management strategy. As a result, the NP should indicate that residential development within 5km of the designated site, which is likely to have an impact on Pagham Harbour, should not be implemented until an agreed strategy in place.</p> <p>Due to the current pressure of consultations on land-use plans, I have not been able to spend the time I would have wished reviewing and commenting on your Neighbourhood Plan. Nevertheless, I hope you find these comments helpful.</p> <p>If there are issues I have not covered, please let me know and I will respond as quickly as possible. If discussion would be helpful, please give me a call.</p> <p>If you wish to comment on the service provided by Natural England please use the appended form.</p>	<p>Noted</p> <p>In our opinion this response conflicts with advice and national policy on developing a Neighbourhood Plan regarding availability of sites. All the sites identified in our Plan have been reviewed as part of the HRA and SEA process and Selsey has an allocation under the draft CDC Local Plan which we understand has been objectively assessed given the proximity to Pagham Harbour. Accordingly, we feel we cannot accept this proposal.</p> <p>Noted</p> <p>Noted</p>
14	<b>NHS</b>	No response received	No Action
15	<b>West Sussex PCT</b>	No response received	No Action
16	<b>Portsmouth Water</b>	Thanks for the link to the Final Draft Selsey Neighbourhood Plan.	

		<p>As we commented previously the housing standard that you refer to needs to be consistent with Government Policy and the CDC Local Plan.</p> <p>The Local Plan is at examination at the moment and it is unlikely that Level 5/6 will be adopted for water.</p> <p>The universal level proposed by the Housing Standards Review is Level1/2.</p> <p>You may need to revise Policy DES01 after the examination</p>	Noted
17	<b>Southern Water</b>	<p>Thank you for consulting us on the above named document.</p> <p>Southern Water is the statutory wastewater and sewerage undertaker for Selsey. We made representations to the previous version of the Selsey Neighbourhood Plan and are pleased that these have been addressed in the current version of the document. We wish to make no further representations at this stage.</p> <p>We would be grateful if you could keep us informed of the progress that is made.</p>	Noted
18	<b>Scotia Gas Network</b>	No response received	No Action
19	<b>Scottish Southern</b>	No response received	No Action
20	<b>Sport England</b>	Thank you for consulting Sport England on the above Neighbourhood Plan.	

Planning Policy in the **National Planning Policy Framework** identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process and providing enough sports facilities of the right quality and type and in the right places is vital to achieving this aim. This means positive planning for sport, protection from unnecessary loss of sports facilities and an integrated approach to providing new housing and employment land and community facilities provision is important.

It is important therefore that the Neighbourhood Plan reflects national policy for sport as set out in the above document with particular reference to Pars 73 and 74 to ensure proposals comply with National Planning Policy. It is also important to be aware of Sport England's role in protecting playing fields and the presumption against the loss of playing fields (see link below), as set out in our national guide, '**A Sporting Future for the Playing Fields of England – Planning Policy Statement**'.

<http://www.sportengland.org/facilities-planning/planning-for-sport/development-management/planning-applications/playing-field-land/>

Sport England provides guidance on developing policy for sport and further information can be found following the link below:

<http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/>

We believe we have made every effort to positively promote, support and protect existing and new sport and recreation facilities in the town. We have also made a commuting cycle path to Chichester a key priority of our Plan, not solely for the purposes of traffic reduction on the B2145 but also as a way of promoting safe, mid/long distance recreational cycling.

		<p>Sport England works with Local Authorities to ensure Local Plan policy is underpinned by robust and up to date assessments and strategies for indoor and outdoor sports delivery. If local authorities have prepared a Playing Pitch Strategy or other indoor/outdoor sports strategy it will be important that the Neighbourhood Plan reflects the recommendations set out in that document and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support the delivery of those recommendations.</p> <p><a href="http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/">http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/</a></p> <p>If new sports facilities are being proposed Sport England recommend you ensure such facilities are fit for purpose and designed in accordance with our design guidance notes.</p> <p><a href="http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/">http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</a></p> <p>If you need any further advice please do not hesitate to contact Sport England using the contact details below.</p>	
21	<b>StageCoach Bus</b>	No response received	No Action
22	<b>Thames Water</b>	No response received	No Action
23	<b>Sussex Police</b>	No response received	No Action
24	<b>Sussex Wildlife Trust</b>	No response received	No Action
25	<b>RSPB</b>	<p>Thank you for consulting the RSPB on the Selsey Neighbourhood Plan - Part 2 Planning Guidance, Design Guide and Key Policies September 2014. We have the following comments to make on the Policies and Proposals in the PNP:</p>	



The RSPB is keen to ensure that any development in the area does not result in a significant impact on the Pagham Harbour Special Protection Area (the SPA). To this end, we welcome the recognition in the Neighbourhood Plan, and its accompanying Habitats Regulations Assessment (HRA), that housing in Selsey could lead to recreational disturbance to the birds for which the SPA is designated. We welcome the fact that measures have been incorporated into the policies in the Neighbourhood Plan to mitigate any adverse effects.

Policy ASP01 (Allocation land at Park Farm and Middle/Rush Field) and Policy ASP02 (Allocation land at Drift Field) both state that the developer should make a financial contribution towards wardening, and signage and interpretation aimed at dog walkers and walkers. This is the RSPB's preferred approach to mitigating recreational disturbance to the SPA, and so we welcome this element of the policies.

However, whilst we agree that wardening is the preferred way of mitigating recreational disturbance, this may only be possible if a strategic approach to mitigating disturbance is put in place by Chichester and Arun District Councils. The RSPB's view is that wardening needs to be put in place in perpetuity, so individual developments will not generate the funds on their own to secure this. Therefore, the RSPB has been discussing alternative packages of measures for the land allocations describe by Policies ASP01 and ASP02, in the event that a strategic approach to mitigation has not been put in place. Therefore, it may be appropriate to introduce a similar element of flexibility to Policies ASP01 and ASP02.

Amend 1st Bullet of Policies ASP01 and ASP02 so that it ends:  
'aimed at walkers and dog walkers (or such other mitigation measures as recommended by RSPB or the incumbent management of Pagham and/or Medmerry reserves at the time)'

		I hope these comments and recommendations are helpful. Please get in touch if you would like any further detail.	
26	<b>Hunston Parish Council</b>	No response received	No Action
27	<b>North Mundham Parish Council</b>	No response received	No Action
28	<b>Sidlesham Parish Council</b>	No response received	No Action
29	<b>Birdham Parish Council</b>	No response received	No Action
30	<b>Donnington Parish Council</b>	No response received	No Action
31	<b>East Wittering and Bracklesham Parish Council</b>	No response received	No Action
32	<b>Earnley Parish Council</b>	No response received	No Action
33	<b>West Itchenor Parish Council</b>	No response received	No Action
34	<b>West Wittering Parish Council</b>	No response received	No Action
35	<b>Pagham Parish Council</b>	No response received	No Action
36	<b>Landlink Estates</b>	No response received	No Action
37	<b>Bunn Leisure</b>	No response received	No Action
38	<b>Oceanair</b>	No response received	No Action
39	<b>Kingsbridge Estates</b>	No response received	No Action
40	<b>Star Advertising</b>	No response received	No Action
41	<b>Checktrade</b>	No response received	No Action
42	<b>Mulberry Divers</b>	No response received	No Action
43	<b>Pye Homes</b>	No response received	No Action
44	<b>Manhood Wildlife and Heritage Group</b>	At the outset, it is important to state that these comments are restricted to the consideration of wildlife and heritage. Individual members will, I'm sure, have a wide range of views on the proposed developments and other aspects of the plan.	

I would also like to emphasise that, although I will point out a major deficiency, we recognise the immense amount of work that has gone into producing this plan and that there is much we do support.

The vision of Selsey as a centre for eco-tourism – walking, cycling, bird-watching, etc. is indeed something we can largely agree with. However, the main criticism is that this aspiration is not underpinned by any real consideration of green infrastructure.

In the Environment and Countryside section there is no mention of creating green links between open spaces within the town or in the surrounding countryside. There is also no mention of maintaining biodiversity or any commitment to ensure developments achieve net gains. Yet the NPPF states that:

The planning system should contribute to and enhance the natural and local environment by:

Minimising impacts on biodiversity and providing net gains in biodiversity, where possible contributing to the Government's commitment to half the overall decline in biodiversity, including by establishing coherent ecological networks. [p.25 para 109]

Noted. However, we believe these are implicit in our plan as a Neighbourhood Plan must comply and not contradict NPPF or the Local Plan.

	<p>The CDC Local Plan also stresses the importance of wildlife corridors and stepping stones that connect international, national and local designated sites. [Policies 49 and 52]. The nature reserves at Medmerry and Pagham border Selsey Parish so maintaining connectivity, for wildlife, between these sites should be emphasised in this plan. Yet there is little consideration of land use beyond the town boundary and no reference is made to CDC's Green Infrastructure maps, which show possible ecological networks.</p> <p>Within the Sustainable Environment sections there is again no explicit mention of green infrastructure. 'Sustainable Environment – Green Infrastructure' is a missing section that needs including if the Council is to fulfil its responsibility to conserve biodiversity [NERC Act 2006].</p> <p>Many of the requirements relating to the Design Guidance are welcomed but there is insufficient mention of actions that could be undertaken to enhance biodiversity in new developments. I have attached a document which gives details of such actions.</p> <p>Since Selsey has won the 'In Bloom' Biodiversity award on more than one occasion and eco-tourism is at the centre of the vision, the importance of the natural environment should be a core strand running through this plan, yet green infrastructure has no dedicated section.</p>	<p>Noted. However, we believe these are implicit in our plan as a Neighbourhood Plan must comply and not contradict NPPF or the Local Plan.</p> <p>Noted. However, we believe these are implicit in our plan as a Neighbourhood Plan must comply and not contradict NPPF or the Local Plan.</p> <p>Again we believe there to be an implicit support for Green Infrastructure throughout the Plan.</p>
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		<p>Built, as opposed to natural heritage, is taken into consideration with the plan and my only, personal, observation is that the development of a Heritage Centre should have greater priority [p.77]. This has been an aspiration and part of many plans for as long as I can remember. Selsey's unique heritage and the fact that it is in the forefront of climate change surely provide enough reasons to get behind it sooner rather than later. It could be a huge benefit: socially and economically.</p> <p>Finally, the lack of unequivocal support for the designation of local Marine Conservation Zones is very disappointing. In the report we are told to take the wider view and not have a 'nimby' attitude yet the report does exactly this, in respect of the zones. Yes, there may be impacts but they have worked very successfully in other areas and they are an essential element in the conservation of sea life. The plan should be positively supporting them and making a commitment to ensure their success for wildlife and people.</p> <p>This is a good example of the lack of a coherent vision for wildlife and the natural environment within the plan.</p> <p>I very much hope that you will take time to consider this response and be persuaded to give green infrastructure the importance it deserves.</p> <p>I would be very happy for you to contact me, if you would like to discuss any of these points in more detail.</p>	<p>The priority assigned to the Infrastructure Projects and Priorities is determined by community feedback during consultation events and cannot simply be changed to increase the priority of a single project.</p> <p>At the time of drafting, the proposed MCZ's adjacent to Selsey's coastline have been delayed with no firm date for representation. Accordingly with no clear knowledge of the exact narrative of the final designations we believe it would be ill-conceived to offer carte blanche support for the introduction of MCZ's. We also acknowledge that in their drafting the proposed MCZ's attracted a degree of opposition locally.</p>
45	<b>Selsey Community Forum</b>	No response received	No Action
46	<b>Selsey Sports Dream</b>	No response received	No Action
47	<b>Selsey Youth Dream</b>	No response received	No Action

48	<b>Selsey Business Partnership</b>	No response received	No Action
	<b>Manhood Peninsula Partnership</b>	<p>The Manhood Peninsula Partnership commends Selsey Town Council on this neighbourhood plan document. It sets out a comprehensive vision for the town in 2029 that is clear, realistic and sustainable.</p> <p>The Plan's acceptance and recognition of the need for a diversity of energy supplies and for an effective response to climate change is especially welcome. The requirement for buildings to be adaptable and resilient in the face of possible flooding is appropriate and farsighted.</p> <p>However, given the Vision for "a renewed identity as a centre for eco-tourism, walking, cycling and bird watching [page 12] it is disappointing that more has not been made of the need to develop green links that will support this ambition.</p>	Noted

		<p>The Plan should include the relevant proposals developed by local groups and individuals and brought together by Manhood Peninsula Partnership in the Green Links across the Manhood [GLaM] strategy. Development of these routes [listed below] would significantly enhance the prospects for Selsey. It would help achieve the Town Council’s vision by providing an excellent network of routes; attracting visitors to the shoulder seasons, thus spreading the economic benefits; and providing opportunities for new businesses that complement the existing “offer”. Selsey Town Council has an important role to play in achieving provision of the GLaM routes: by indicating its support; by lobbying Chichester District and West Sussex County Councils to support and provide the routes; by working with landowners to alleviate possible concerns; and by insisting that development proposals contribute land and/or funding to facilitate routes. The Manhood Peninsula Partnership urges the Council to include clear support for the GLaM proposals in the Neighbourhood Plan.</p> <p>The following GLaM proposals should be included in the Neighbourhood Plan:</p> <p>3. Bunn Leisure – permissive bridleway access to Medmerry</p> <p>5. Bill Way II – cycleway from Sidlesham Ferry (Pagham Harbour Visitor Centre) to Selsey</p> <p>6. Selsey coastal promenade</p> <p>12. North Selsey to Medmerry bridleway</p> <p>14. Sidlesham Ferry to East Beach, Selsey bridleway</p>	<p>Introduce Policy INF3 as follows:  ‘Any proposals (such as those identified in the Greenlinks across the Manhood (GLaM) strategy) to provide a series of alternative, cross Peninsula links that better connect Selsey with Pagham and Medmerry reserves and the west of the Peninsula will be supported’.</p> <p>Covered by proposed policy INF3</p> <p>Covered by proposed policy INF3</p> <p>Covered by proposed policy INF3</p> <p>Covered by proposed policy INF3</p> <p>Covered by proposed policy INF3</p>
50	<b>Selsey Cycle Network</b>	<p>You and the Selsey Town Council are to be congratulated on the depth and detail of the Neighbourhood Plan.</p>	

	<p>As Chair of Selsey Cycle Network I am delighted to see "• Introduction of a commutable cycle route following the B2145 wherever possible to Chichester". I would, however prefer this to have had more emphasis. A direct cycle route to and from Chichester is highly desirable and would benefit the Town in the following ways:-</p> <ol style="list-style-type: none"> <li>1. Reduce traffic on the B2145 as many students and workers would cycle, particularly in the summer. (the occasional cyclist now on the B2145 is a potential danger to themselves and frequently cause delays to other road users.)</li> <li>2. Encourage tourism and visitors to the new enlarged RSPB sites.</li> <li>3. Create new business opportunities in Selsey and en route such as cycle hire and snacking stops.</li> <li>4. All this is in line with the government objectives of promoting health and well-being, cutting car emissions and saving energy.</li> </ol> <p>Finally, in a different area, and speaking personally, I would prefer that the number of houses in Park Farm and Landlink potential developments, to be drastically reduced and I do not think we need a large supermarket but possibly a petrol station with a small convenience store, preferably Waitrose I believe that the whole feel of the town will change if the present 250 houses and substantial store are built.</p>	<p>We believe the introduction of a cycle route is clearly specified as a key priority of the Plan.</p> <p>Noted</p>
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51	Selsey Coastal Trust	<p>These are the comments on the draft NP from Selsey Coastal Trust. We commend the team behind the Neighbourhood Plan, for taking the time and effort to properly gather the views of stakeholders and then reflecting this within a planning document that is highly professional, and visionary.</p> <p>The consultation draft provides a very positive vision for Selsey’s future, allowing appropriate development to enable Selsey’s economy to remain vibrant, and supporting investment in infrastructure that helps make the town continue to be a pleasant place to live, work or visit.</p> <p>We are particularly pleased that the document acknowledges the (Sir Patrick Moore) Observatory Project as an “infrastructure priority” with a “wide following in Selsey”.</p> <p>In combination with Policy INF1 (p.70) - which states that “<i>infrastructure</i>”, will be progressively introduced...by means of S106 funding and/or CIL - and comments on page 75, this is degree of support that is very heartening.</p> <p>We are also encouraged by the “vision for signage” on p26, giving support to measures to promote cycling and walking, and improvements to the coastal path.</p> <p>Whilst we support – indeed applaud - the document in general, we have some concerns which we want to bring to your attention, as worthy of consideration prior to finalising the draft:</p> <p><u>OVAL FIELD</u></p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>
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Whilst there is strong support (Policy INF1, mentioned above) for the Observatory on Oval Field, the field is (Policy INF2, p.70) designated as “*Open Space*”, with the caveat that “*should the need arise, development for **essential** infrastructure will be supported in special circumstances, where the benefit outweighs any harm or it can be demonstrated that there are no reasonable alternative sites available*” (our emphasis).

We are concerned that **two different phrases** have been used to describe “infrastructure” in Policies INF1 and INF2. Policy INF1 uses the phrase “***infrastructure***”; Policy INF2 uses the phrase “***essential infrastructure***”. This opens the way to legal argument, that the use of the words has been deliberate and therefore the things listed as “*infrastructure*” (in policy INF1) are not the same thing as “*essential infrastructure*” (envisaged in Policy INF2).

We are concerned that this argument could be used to say the Observatory is not classified in the NP as “***essential infrastructure***” and therefore ought not to be permitted on Oval Field, whatever its merits. Perhaps further consideration could be given to this?

If the second line of Policy INF1 was amended to read “*A list of **essential** infrastructure projects is set out in Appendix 1*” - or the word “*essential*” was dropped from Policy INF2, it would bring the wording of both policies into alignment.

Policy INF2 states that development will be supported on the open spaces where related to sport and recreational facilities. We acknowledge the aspirations of the Trust in developing an observatory on this site and believe it would be classed as a recreational development.

The comment regarding essential infrastructure relates to a request by the utilities for such access. Essential in this context means for provision (for example) of a water pumping station.

For the avoidance of doubt, policy INF2 will be amended.

Alternatively the first paragraph of INF2 could be amended to make it even clearer that a Solar/Stellar observatory is one of the types of development that would be permitted (along with “*development related to sport, open space and recreational facilities*”)? Amending the first paragraph of INF2 to read “...*recreational, educational and scientific facilities*” might achieve this?

#### DARK SKIES

There are opportunities to call support for a “Dark Skies” approach to development in Selsey. For example in Policy DES01, in Development Considerations (p36), in Local Design & Planning Policy (p.38) etc. This would put pressure on the Highways Authority & others to use the least-polluting street lights when replacing infrastructure; as well as giving guidance in respect of lighting of new developments & security lighting.

#### COAST & FLOOD DEFENCES

On p15 it is noted that 92.4% of respondents thought the NP should promote improved flood/erosion prevention/mitigation measures. But in the NP there is no positive support for coast & flood defences *in themselves*. Whilst the Town Council has been exemplary in its support of defences, other bodies (e.g. Natural England) have been known to be less enthusiastic e.g. at Medmerry Cliffs, where their policy is to promote unfettered “natural” erosion.

Are we missing an opportunity here to state the Community’s view, and to give general planning support to defences?

Amend final sentence of Policy INF 2, para 1 to read: ‘development related to sport, open space, recreational and educational facilities will be permitted’.

Since drafting the Plan the street lighting in Selsey has largely been replaced with more energy efficient lights which reduce light pollution. Any move for dark skies designation would need to be balanced with the need to provide a safe society as set out elsewhere in the Plan and would, we believe, need to be subject to a formal community consultation process, outside of the remit of the Neighbourhood Plan.

A Neighbourhood Plan must conform to National, Regional and Local Planning Policy. Current policy for the majority of coast defences around Selsey is ‘Hold the Line - Maintain’. As such the Neighbourhood Plan does not seek to add or contradict this presently adopted policy, which is the policy of the Coastal Operating Authorities - in Selsey’s case Chichester District Council and the Environment Agency.

		<p>For example, is there a case to include a paragraph stating general support for coast defences etc. in the section on Infrastructure (p.70) ? Currently flood &amp; erosion is mentioned on p 15, but only in the context that developments should consider the risk, not that the NP would support the provision of privately or publicly-funded defences of an appropriate standard &amp; design.</p> <p>We would be grateful if you could give consideration to the above points.</p> <p>Again, congratulations on producing such a good consultation draft.</p>	
52	Chichester District Council	<p><b>General comments and overview:</b></p> <p>The Town Council should be congratulated for developing an aspirational and forward thinking Plan within the context of public consultation. However, there is some concern that the linkage between the consultation and the proposals should be strengthened. It is important that the aspirations of the core group are tested on the wider population to ensure they are supported.</p>	<p>It is worth noting that Chichester District Council - the local planning authority and therefore implementers of the Neighbourhood Plan did not submit a consultation response inside the regulation period. We have however, accepted their response and responded where relevant.</p> <p>As a note, all policies in this document were written with the support of Chichester District Council Neighbourhood Planning team so we are surprised to see so many comments in the pre-submission consultation relating to policies they were instrumental in drafting.</p>

		<p>The <u>Design Guidance</u> section is currently within the ‘background’ section of the NP and therefore would be likely to have less weight than policy. There is a lot of information which could be incorporated into specific policies which would give it more weight. May wish to reconsider the key points which could then be brought out and incorporated in a policy.</p> <p>Potential development sites map on <u>page 55</u> – suggest show different colour for Land at Thawscroft compared to Land at Park Farm and Middle/Rush Field due to their different status. Drift Road should now be blue as it has planning permission. Also suggest that Ellis Square is a different colour as allocated for employment and not housing.</p> <p><b>Page 25:</b> “Primary objective” of the NP to create a cycle path - It may be better to identify this as an objective rather than a primary objective?</p> <p><b>Page 29:</b></p>	<p>We believe the key ambitions of the Plan which can be written into policy do feature in the proposed policies.</p> <p>Amend Maps on Page 6 and Page 55 to show Park Farm and Drift Field as having extant permission and amend the colour of Ellis Square to identify it as having employment designation. Update Keys accordingly.</p> <p>Disagree. We believe this is a primary objective of the Plan given its wide ranging benefits.</p>
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	<p>On Page 29 reference is made to the Community Priorities of the 2011 Selsey Community Vision Document and says “The Neighbourhood Plan endorses the findings of the vision process and does not seek to replace them”. However, one of the roles of the NP is to evaluate these aspirations and determine their viability, both in isolation and in the context of the planned level of growth. If they are accepted as minimum requirements, then the NP needs to demonstrate how these will be delivered either through Policies or by the development of the indicative Infrastructure list (Appendix 1), which currently does not appear to take account of potential cost and the likely sources of funding. One of the concerns is that the NP is described as delivering the long held aspirations of the community but may be just a vehicle for some very specific requirements. The NP would benefit from a weight of evidence to confirm the validity of these requirements.</p> <p><b>Page 30 - para 2:</b></p> <p>The housing register at November 2014 has 215 people who claim a connection to the parish. These figures do not take into account of hidden or newly arising need.</p> <p><b>Page 30 typo – Gypsy</b></p> <p><b>Page 31 Future Housing provision - para 2:</b></p> <p>There is also movement down through house sizes, as older people want to downsize into smaller, more easily maintained properties that are suited to their life stage. These may have different requirements than first time buyers have.</p> <p><b>Page 31 - para 3:</b></p>	<p>In endorsing the Vision we have evaluated the evidence gathered as part of that process. We believe this evidence to still be valid.</p> <p>In assessing the outcomes of the Vision we have removed those that have, subsequently, been delivered.</p> <p>We are confident that our policies provide clear statements of support for the progression of these priorities.</p> <p>Noted. The Plan has taken some 3 years to draft. In doing so we have had to take a snapshot in time of certain data.</p> <p>Noted - the principle is for the provision of mid range housing stock that we accept to have a wide appeal.</p>
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		<p>There needs to be evidence to support the suggestion that there is a “surfeit of one-bedroom flats”. There is a recognised need across the district for smaller units but it is accepted that a mix of sizes is needed and smaller units should not be all flats.</p> <p><b>Page 31 - para 4:</b> It is recognised that bungalows form an important part of housing in Selsey and it will be important that future development is built to Lifetime Homes or similar, to allow for easy adaptation as a resident’s mobility becomes more restricted.</p> <p><b>Page 37 Development considerations – para 8:</b> May be impractical that all domestic units should be built with a garden large enough for a shed and a rotary drier – upper floors in flat blocks for instance.</p> <p><b>Page 42 - Section “External and Community Spaces”</b> The first sentence is not complete and it is not clear as to the role of this section.</p> <p><b>Page 43 Local design and planning policy:</b></p>	<p>The Selsey Neighbourhood Plan is only concerned with immediate housing provision in the town and does not need to consider District wide need. In Selsey, the number of one bedroom flats available for sale or rent with estate agents at the time of drafting outweighed the availability of one and two bed houses, significantly.</p> <p>Noted</p> <p>We believe this is implicit as an upper floor flat typically would not come with a garden anyway but may have shared garden space amongst all units.</p> <p>Review the original content for Page 42, External and Community Spaces.</p>
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		<p>Care needs to be taken when introducing Live-work units as they can be difficult to monitor and enforce and may provide an opportunity for a developer to achieve a larger unit than would normally be allowed under planning policy. Need to be clear about the role of any units of this nature, for example what are they providing that an extra bedroom/ground floor room used as an office would not? In addition consideration needs to be given to what happens if the business fails, or a non-working spouse is widowed etc. The illustrations would therefore benefit from some text/context.</p> <p><b>Page 46 - Section about recreational spaces (open):</b> This needs to be amplified to include built facilities such as recreational or community buildings. There is no reference, in either this section or elsewhere, as to the impacts of the summer population on the capacity of community facilities and indeed all local infrastructure.</p> <p><b>Page 51 - Policy DES01:</b></p>	<p>Add the following contextual statement to page 43 - Live Work Units: ‘Selsey is home to in excess of 500 businesses (those with a registered office at Companies House shown as Selsey), very few of which are 'visible'. When taken into consideration the isolated nature of the town it suggests a large proportion of home based businesses operate in the town. The introduction of live work units would provide a more formal workspace for small and micro businesses and could encourage growth which may in turn deliver employment opportunities in the town. The aim would be to facilitate 'one man bands' expanding to employ at least one other person. Live work units may be individual units or may be delivered through better use of otherwise 'dead space' e.g. the loft area of a shared garage block. The provision of live work units may also encourage more people to work from home, further easing pressure on the B2145’.</p> <p>The only pressure identified on infrastructure as a result of seasonal influx is on health services and the B2145. The ability of the NP to influence these factors is limited but here the NP can ease pressure, solutions have been proposed. The problems with the B2145 are well documented and are a continual issue, amplified in the peak season.</p> <p>The review of community recreation spaces was carried out by Sports Dream and we have no reason to question their findings.</p>
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		<p>A number of the listed bullets are not relevant to extensions e.g. renewable energy. In this respect the policy is not very clearly worded.</p> <p>Bullet point 1: this would not apply to all new dwellings. In Flood Zone 1 it would not be relevant, if in Flood Zones 2 or 3 then the first stage would be for the sequential test to be undertaken in the first instance and then the exception test as necessary. Need to check that the wording in the NP complies with the NPPF.</p> <p>Bullet points 2 and 9: may not be appropriate in conservation areas. Although energy efficient buildings are to be welcomed these requirements are too specific. The Code for Sustainable Homes rating system is likely to be abolished soon and energy efficiency will be covered by stricter Building Regulations in a simplified approach. Consequently specifying particular energy saving features and standards, which may become outdated and may render a development unviable, should not be specified in the neighbourhood plan. It may be more appropriate to seek improvement on minimum standards that would achieve better energy savings and developers can provide innovative solutions which suit.</p> <p>Bullet point 4: this is a little prescriptive and it may be helpful to say 'where appropriate' (for example it may not always be appropriate in a conservation area).</p>	<p>Amend the opening sentence of Policy DES01 on Page 51 to read: 'all new housing developments and, where practical, extensions to existing properties'</p> <p>We are seeking to deliver housing that has long term sustainable protection from the effects of flooding. Accordingly we do not see any reason to limit this policy to specific flood zones.</p> <p>We are seeking to deliver properties that enjoy more than minimum standards.</p> <p>In specifying existing levels we have made reference to 'similar national policy as may supersede these codes' in light of the expected changes.</p> <p>We see no reason why a property in a conservation area cannot make use of green energy schemes or improve its efficiency. Green energy is more than solar panels, which we accept would cause a visual impact on a conservation zone.</p> <p>'where appropriate' is open to interpretation and therefore would diminish the purpose of the policy.</p>
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	<p>Bullet point 12: question whether reference needs to be made to depth or width, this may be too prescriptive? For example garage may be single, double, triple etc. to suit location.</p> <p>Bullet point 14: it is not often appropriate to plant full height trees as they may fail. It is usually better to plant smaller specimens as they have the opportunity to become well established in the prevailing conditions.</p> <p>Bullet point 15: it is not reasonable to require this but proposals will be considered on their own merits and take account of the local character and appearance of the area.</p> <p><b>Page 52 – Historic Environment</b>  Background – second para has some typos and is missing the word Framework.</p> <p>Bullet 1 - rather than the special character of the location it may be more helpful to refer to the character of the CA and its setting?</p> <p><b>Policy DES02 – Page 52:</b>  If reference is to be made to ‘iconic’ buildings then these would benefit from identification and also some justification of why they are ‘special/iconic.’</p> <p><b>Page 56 - 58 – Allocation at Park Farm and Middle/Rush Field:</b></p>	<p>This policy is a locally desirable condition. With average family cars increasing in width and most garages used to store more than just the family car, we have identified the stated dimensions in order to deliver truly practical and usable garaging. If this policy is amended as proposed, it will have an impact on the car parking allocations which have also been queried by the respondent.</p> <p>In stating full height, native species, our intention is to avoid dwarf stock or standard plants, not introduce fully grown trees - in which case we would have stated fully grown.</p> <p>The purpose of a Neighbourhood Plan is to add local context to regional or national policy. In Selsey, particular areas of the town large properties set the character and tone for the neighbourhood and it is this we seek to protect.</p> <p>Review spelling and grammar on Page 52, 'Background'</p> <p>We believe special character is sufficiently descriptive.</p> <p>These are identified in Part 1 of the Neighbourhood Plan which forms part of the overall Plan document. We are surprised that CDC have missed this crucial part of the Plan document.</p>
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		<p>3<sup>rd</sup> para, last sentence – reference should be to the West Sussex Highway Authority rather than the Highways Authority.</p> <p>Section under Overview needs to be in the policy itself.</p> <p>Number should be amended to a minimum of 90 homes in line with the Examiner’s comments on other neighbourhood plans (also need to check figures are up to date).</p> <p>Site layout plan on Page 57 does not reflect the current application.</p> <p>Unless there is any local justification the pepper potting of affordable units needs to be in line with council policy rather than concentrated in one position.</p> <p>Number of houses, hotel size etc. does not reflect what is being sought by current planning application; may need to reflect the most up to date position at time. Current application proposes a 40 bed hotel, 144 houses, supermarket, health/dental clinic, restaurant and petrol station. If this alters then amendments will need to be made to reflect this.</p> <p>Bullet 10 – unclear as to what is being sought here or why it is needed? Is this to prevent wind blown or tipping of waste?</p>	<p>Already covered in WSCC comments.</p> <p>We believe it is included in the policy.</p> <p>The Neighbourhood Plan has taken 3 years to draft. During this time plans and sites have moved forward. The numbers stated here are the plans we took out to public consultation. It would be incorrect for us to amend the policy to fit the latest planning application for each site as this has not been to community consultation.</p> <p>See above comment on community consultation. The Neighbourhood Plan is not there to provide carte blanche support for whatever a developer puts forward.</p> <p>Noted</p> <p>See above comment on community consultation. The Neighbourhood Plan is not there to provide carte blanche support for whatever a developer puts forward.</p> <p>We believe the intention is quite clear in the context of protecting nearby habitat sites.</p>
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	<p>Page 59 - should just show the Park Farm and Middle/Rush Field site. Map currently shows Park Farm and Drift Road. If both sites are to be shown – the site which is the subject of the policy may benefit from being in a different colour, clearly labelled. It may also help to have a key.</p> <p><b>Page 62 – Allocation of Land at Drift Road</b></p> <p>Update information under design proposal for Drift Road – Planning permission has been granted on the site for 110 dwellings – decision issued on 21.11.2014.</p> <p>Sections under overview need to be part of the policy.</p> <p>Number should be amended to minimum of 100 homes – in line with Examiner’s comments on other neighbourhood plans.</p> <p>Bullet 8 - unclear as to what is being sought here or why it is needed? Is this to prevent wind blown or tipping of waste?</p> <p>Timeline for delivery needs to be updated.</p> <p>Page 61 – site layout should be updated to reflect approved scheme (rather than the one that was dismissed at appeal).</p> <p>Page 63 - should just show the Drift Road site. Map currently shows Drift Road and Park Farm. If both sites are to be shown – the site which is the subject of the policy may benefit from being in a different colour, clearly labelled. It would also help to have a key.</p> <p><b>Page 64 - Allocation Land at Thawscroft:</b></p>	<p>Review the colour coding of the sites on Page 59 to identify only the site referenced in the adjacent policy.</p> <p>See above comment on community consultation. The Neighbourhood Plan is not there to provide carte blanche support for whatever a developer puts forward. We believe it is included in the policy.</p> <p>See above comment on community consultation. The Neighbourhood Plan is not there to provide carte blanche support for whatever a developer puts forward. We believe the intention is quite clear in the context of protecting nearby habitat sites.</p> <p>The timeline is still correct and we expect the site to be delivered between 2015 and 2020.</p> <p>See above comment on community consultation. The Neighbourhood Plan is not there to provide carte blanche support for whatever a developer puts forward.</p> <p>Review the colour coding of the sites on Page 63 to identify only the site referenced in the adjacent policy.</p>
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	<p>It is noted that the Environment Agency ruled out the land to the West of the town centre, previously entitled Thawscroft, for inclusion in the neighbourhood plan due to the unacceptable risk of flooding at the site. However it is also noted that this site encompasses part of the Crablands Meadow SNCI. In this instance the SNCI should not be built upon as this would not be consistent with either the old or new draft Local Plan, or national planning policy.</p> <p>The indicative plan on page 65 shows development on the SNCI; this would not be acceptable even if the flood risk zones are re-assessed in the future. However, page 64 states that “at the point of drafting the neighbourhood plan the site poses an unacceptable risk of flooding and therefore cannot currently be allocated for development.” The plan and wording therefore need to be amended to provide consistency and reflect the exclusion of the SNCI (see also Appendix 5 below).</p> <p>Plan on page 64 and the layout plan on page 65 do not tie up in terms of the red line. The open space/SUDS area shown on the layout plan should be included in the red line on page 64 as they are part of the development on site and necessary to make it acceptable. There are also some minor differences at the NE and SE corners of the site.</p> <p>Text does not need to be in red on Page 64.</p> <p><b>Page 65 – Thawscroft:</b></p>	<p>The allocation has been removed and any review of that decision would require a full review of the site and its layout, opportunities and constraints.</p> <p>The allocation has been removed and any review of that decision would require a full review of the site and its layout, opportunities and constraints.</p> <p>The allocation has been removed and any review of that decision would require a full review of the site and its layout, opportunities and constraints.</p> <p>We believe it helps to highlight the Neighbourhood Plan drafting process.</p>
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		<p>A mix of housing more in line with the SHMA which provides more smaller units suitable for first time buyers and downsizers, including some flats which are cheaper and more suitable for people requiring level access accommodation, would be more appropriate unless there is any local evidence to suggest that this would not be the case.</p> <p><b>Page 66 - Temporary Agricultural Workers' Accommodation:</b></p> <p><b>Policy TAW01:</b></p> <p>It is accepted that there is a need to recognise the role that large scale farming contributes to the local economy. However, there is some concern over the inclusion of this policy. Any specific accommodation required on this site would need to be evidenced and justified as it relates to a countryside location outside the settlement policy area. If there are local requirements for a variety of forms of such accommodation, then a case would need to be made that could then be considered as part of any comprehensive consideration of the site.</p> <p>At this stage it should be noted that an application is pending to convert the existing workers' hostel accommodation to private housing.</p> <p><b>Page 67 – Settlement Policy Area Boundary:</b></p> <p>Title should be renamed as 'Settlement Boundary'.</p> <p>The background section could be removed as it is not necessary.</p> <p><b>Page 67 – Policy SPA01:</b></p>	<p>The allocation has been removed and any review of that decision would require a full review of the site and its layout, opportunities and constraints.</p> <p>In creating this policy careful consideration was given to potential sites and the demand for temporary housing. This site already houses temporary worker accommodation and it is our intention to support the upgrading of this accommodation through the policy.</p> <p>Any other development outside of the revised SPA would not be covered and the intention of this policy is not to introduce precedent.</p> <p>Noted</p> <p>Rename the section on Page 67 to be Settlement Boundary.</p> <p>We believe it helps to highlight the Neighbourhood Plan drafting process and put the boundary change into context.</p>
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		<p>Bullet 2 - reference in policy should be changed to settlement boundary.</p> <p><b>Page 68 – Society - Policy SOC2:</b></p> <p>Bullet 1 – this would be a criterion that would be easy to achieve, it may help to define what is meant or required by the word ‘explored’.</p> <p>The policy would also benefit from including a criterion that addresses what would happen if either the existing use or a proposed use was found to be unviable; this is particular relevant in relation to bullet 4 of the policy as drafted.</p> <p><b>Page 69 – Society - Policy SOC3:</b></p> <p>This cannot be considered to be a policy as there are other procedures appropriate to such considerations.</p> <p>There are a significant number of buildings in Selsey that could be considered as important to the social wellbeing of the community, some may be in community ownership while others, such as public houses, may not. These buildings could be submitted for consideration as part of the CRTB (Community Right to Bid) procedures that are separate to the NP. However, if the Town Council or other community organisations have specific aspirations for these sites then those could be indicated through the Policy if this could be evidenced and then the intended use should be specified. It may then be appropriate to include these in Appendix 1.</p> <p><b>Page 70 – Infrastructure – Policy INF1</b></p> <p>This cannot be regarded as a policy but is rather an objective.</p> <p><b>Page 70 – Infrastructure – Policy INF2</b></p>	<p>Amend the reference to the SPA in bullet 2 of Policy SPA01 on page 67 to be read: Settlement Boundary</p> <p>We are happy that collectively the 4 bullets provide sufficient guidance for a planning application to be tested against.</p> <p>At this stage national planning policy would take effect.</p> <p>Remove Policy SOC3 as it is likely to be unviable having now investigated the right to bid.</p> <p>We are happy to leave this policy in as it makes the list of infrastructure in Appendix I a key part of the plan.</p>
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		<p>As worded the policy is supportive of sport, open space and recreational facilities however it does not go any further. For example the policy does not prevent other uses coming forward for consideration; is there anything further that the policy is intended to do?</p> <p>Para 2 – it would be helpful if the meaning of ‘essential infrastructure’ was defined.</p> <p><b>Page 71 – Transport:</b> Would question if WSCC Highways have been consulted and commented on this section? If not then it will be important to seek their comments particularly in relation to whether or not they support traffic calming on the B2143 and the approach set out in Policy TR2.</p> <p><b>Page 72 - Policy TR1:</b> Prior to the introduction of the Community Infrastructure Levy (CIL) it will be important to know if WSCC Highways would support the collection of money for one dwelling or more. Would this be part of the Total Access Demand (TAD) contributions? Suggest comments are sought from WSCC.</p> <p>Bullet 2 – This work would be subject to a separate Traffic Regulation Order application which has no certainty of support and hence there is a need to add additional words along the lines of: <i>The Council will support proposals for reduction of variances in speed limits.....</i></p> <p><b>Policy TR2:</b></p>	<p>An amendment to this policy has been proposed in response to Selsey Coastal Trusts submission which we believe will make the policy clear and support the limited projects the plan would wish to support.</p> <p>Amend policy INF2 on page 70 to clarify the term essential as follows: ‘development for essential infrastructure (where essential relates to major utilities, coast protection schemes or security projects) will be supported’</p> <p>WSCC have been consulted and have commented. Their comments are enclosed and have been considered.</p> <p>WSCC have been consulted and have commented. Their comments are enclosed and have been considered.</p> <p>Noted, but since drafting the Plan this work has already started so we are happy to leave this in place.</p>
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		<p>Need to add the additional words ‘any residential development of 25 units or more and any commercial development of 10,000sft <b>or more</b> (Gross internal area) must provide....’</p> <p>Measurements should be metric.</p> <p><b>Policy TR3:</b></p> <p>This is not a policy and should be removed. It may be possible to incorporate this as a community aspiration or a future project in Appendix 1?</p> <p><b>Page 73 – Economy:</b></p> <p>Should the first sentence under ‘Existing Employment &amp; Commercial Sites’ be incorporated in the policy wording itself? As currently set out this wording is stronger than that set out in the policy. It therefore seems to be inconsistent and would benefit from clarification.</p> <p><b>Policy ECO1:</b></p> <p>As currently worded the policy conflicts with the NPPF. A clause needs to be included which would allow change of use if, for any reason, the existing use was demonstrated to be unviable, there was no longer a need for the employment use and this was supported by an acceptable level of marketing/evidence etc.</p> <p><b>Policy ECO2:</b></p> <p>Policy should include an additional word – ‘Planning applications for the development of <b>new</b> employment floor space ...’</p> <p>It may also be beneficial for the policy to include a number of caveats at the end; for example subject to the impact on neighbours, highway safety etc.</p> <p><b>Policy ECO3:</b></p>	<p>Amend Policy TR2 on page 72 to read: ‘and any commercial development of 10,000 sqft (Gross internal area) or more, must provide’</p> <p>We are happy to leave this in place as it commits the Council to continue to pressure for transport improvements.</p> <p>Amend Policy ECO1 by incorporating the 4 lines of text immediately above it, into the Policy - from 'with limited opportunity' - to 'stay in commercial use'</p> <p>The purpose of a Neighbourhood Plan is to add local context to regional or national policy. We believe ECO1 does this.</p> <p>Amend policy ECO2 on page 73 to read: ‘planning applications for the development of new employment floor space’</p> <p>We believe this is where the NP and NPPF or local plan would work in tandem and therefore does not require further narrative.</p>
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	<p>It may be helpful for the implementation of this policy to include a definition of 'varied floor space'. For example does this mean a mix of retail uses, or is it wider to include A class uses or even wider than this? Some clarification on this would be helpful.</p> <p><b>Policy ECO4:</b></p> <p>Bullet 1 – it is recognised that the NP is seeking to achieve local jobs for local people but suggest this needs to be undertaken with caution; need to ensure that any discrepancies in the existing skill sets are not enhanced. Also in relation to the phrase 'in keeping with the available skillset' – it will be difficult to consider a proposal against this criterion as there is no available information to assess this against.</p> <p>Also question the meaning in Bullet 1 of the word 'significant'?</p> <p><b>Pages 75 and 76:</b></p> <p>These are identical save for the line at the bottom of Page 76 relating to the monorail system?</p> <p><b>Appendix 1 - Pages 77/79:</b></p> <p>The projects listed need to be considered in more detail to ascertain their deliverability and viability, particularly in relation to the various policies being proposed. The infrastructure plan needs to identify what is needed for development or existing need, and when and how it may be delivered. It may therefore not be appropriate to include all these that are currently listed.</p> <p><b>Appendix 5:</b></p>	<p>Amend Bullet 1 of Policy ECO3 on page 74 to read: 'unit leaves a mix of varied floor spaces (varied in terms of class and Gross Internal Area) in the residual units; or'</p> <p>Amend bullet 1 of Policy ECO4 as follows: 'significant employment opportunity across a range of skillsets likely to be available in the town; or'</p> <p>Remove page 75 in its entirety as it is a duplicate of page 76.</p> <p>These are the aspirations of the community. It is unviable and impractical for the Neighbourhood Plan to research every option, every site and rule them in/out. It is totally appropriate to list the aspirations of the community.</p>
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		Recommend that the Settlement Policy Area Boundary in Appendix V should be redrawn to exclude the SNCI, which would preclude future allocation of this part of the site.	Habitat designations can exist within an SPA so we see no reason to move this outside of the SPA, especially because it also falls in flood zone 3 and the site allocation has been removed.
53	<b>Joe O'Sullivan</b>	A fascinating document. I am involved in the East Wittering and Bracklesham Neighbourhood Plan. I hope ours will look as good	Noted
54	<b>Gill Dearsley</b>	It looks as if a great number of people have been undertaking a huge piece of work! Well presented plan. I continue to be happy with it. Well Done for all the hard work.	Noted
55	<b>Bev Tinson</b>	<p>My thoughts are that very well defined documents have been put together and I commend the Neighbourhood Plan team for their research, time and effort in making this a clear and precise document for us all to understand.</p> <p>I just hope that by the end of the consultation period we find that a large percentage of our community have come forward to offer their comments and feedback, because after all, this is their chance to shape the town they live in.</p> <p>My comments;</p> <p><b>Page 13</b> of the <b>audit document</b> at the last point about opportunities or location potential for smaller open space development is not something I agree with. I would not like to see any development on 'green' street corners like Denshare, Holford Green and Fontwell Rd/Beach Rd junctions. As the approach into Selsey is from the north, once a new development is created at Park Farm, this will leave very little visible green area if we build on our 'green' street corners in the northern part of the town.</p>	<p>Noted</p> <p>Noted</p> <p>Noted. As pointed out in the document, the role of the Plan had to include evaluation of existing sites within the town before moving to development outside the existing SPA.</p>

	<p>(Typo) <b>Page 44</b> of the <b>audit document</b> shows an incorrect spelling of St Wilfrid's (i and not e) and are there any plans to refresh some of the photos? I can provide better photos of St Wilfrid's without the scaffolding round it!</p> <p>It's a welcome sight to see policies in place for energy efficiency design, renewable energy initiatives, sustainable transport methods and the creation of cycle routes as a priority. Are there any plans to include provision of public charging points anywhere for electric vehicles?</p> <p>(Typo) <b>Page 56 paragraph 2 line 2</b> of <b>design</b> document is unclear. Think there may be a word missing after .....<i>Selsey Town Council</i>.....</p> <p>(Typo) <b>Pages 75 &amp; 76</b> of <b>design</b> document seems to be duplicated with exception to the heading <b>Transport</b> and the statement at the bottom of page 76.</p> <p>Does the NP team feel confident that this plan has been put together in a way which reflects an evidence-based assessment of the social, economic and environmental needs of our town? If so, how has this been measured?</p> <p>Is it likely to be the norm that any planning application coming forward that is in line with and, conforms to this neighbourhood plan will be approved?</p>	<p>Review imagery of St Wilfrid's and check spelling throughout the Audit Document - Part 1</p> <p>This was considered but no land under Town Council control suitable for provision could be identified. It is our understanding that Chichester District Council may provide these facilities in its car parks in due course.</p> <p>Amend Page 56 paragraph 2 line 2 to read: 'Selsey town Council wanted to create'</p> <p>Noted and resolved above.</p> <p>Yes. Where relevant we have used data provided by Chichester District and West Sussex County Councils, Action in Rural Sussex or requested demographic data when collating our own information to ensure it is evidence based.</p> <p>We expect the Neighbourhood Plan to become 'Material Consideration' for the local planning authority if adopted. It is likely to be relied upon more heavily by the Town Council Planning Committee.</p>
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		<p>Whilst we have to accept the need for new houses in our town and should consider ourselves lucky with the number we are being asked to provide compared to some areas, my main concern is that some of the enhancement/improvements to the identified infrastructure issues will not take place until after the sites are developed. I know we cannot go on using the lack of infrastructure as a reason to refuse future development but will we be given assurance by the developers that the identified infrastructure issues will go ahead? Also, developing on 'greenfield' sites is more costly to a developer as existing utilities are not already in place so could we find the offering of the s106 monies reduced to compensate for this?</p>	
56	<p><b>Chris Russell</b></p> <p><b>Marine Infrastructure Planning &amp; Design</b></p>	<p>Appendix 1 – 'SELSEY INFRASTRUCTURE AND PRIORITY' included proposals for the enhancement of local shops at East Beach, the development of better facilities, leisure amenities and a haven for local fishing boats and dinghies.</p> <p>The provision of future housing and suitable sites has been well documented but little detail has been included on the creation of new infrastructure and community facilities or how the proposals might be implemented.</p> <p>We have taken the opportunity to develop the ideas further and include sketch proposals for the phased construction of a haven/harbour facility that would create a new focus for Selsey by combining a unique marine development site for the potential sustainable growth of new local businesses, water sports and community facilities with the improved shops and leisure amenities set out in the neighbourhood plan.</p>	<p>The proposals would be implemented as the policies would become material consideration for the local planning authority if adopted. Further, the Plan is likely to become a key policy document for Selsey Town Council, guiding its future decision making processes and lobbying efforts.</p> <p>Noted</p>

**FEASIBILITY STUDIES**

Feasibility studies were carried out in the 1980's to assess the viability of constructing community harbour facilities at Bognor Regis and Selsey that would bring economic benefit and investment to the communities and act as a catalyst for re-generation.

Noted

The apparent level of apathy in Selsey might indicate that the existing residents are happy with things the way they are OR have become resigned to the lack of any meaningful progress being made with new infrastructure projects despite over 10 years of discussions and consultations

Noted and we have alluded to the apathy in our opening comments of part 2.

**OPPORTUNITIES**

The new harbour at Ryde, Isle of Wight shows what can be achieved despite the harbour drying at low tide.

Noted

A new harbour environment has been created that has been successfully integrated with the existing leisure amenities providing new opportunities for the growth of local town centre businesses and water sport activities that are accessible to all.

**NEW SELSEY HARBOUR**

Moorings already exist to the south and north of the lifeboat station where East Beach is protected by Selsey Bill from the prevailing westerly winds and the offshore tides.

		<p>Alternative locations are available in deeper water directly to the north of the lifeboat station or further north adjacent to Beach Road that would enable the development of the new community leisure facilities to be integrated with the existing boat storage facilities and the East Beach pond amenity area.</p> <p>The gradual phasing out of fossil fuels and ever increasing operating costs will have a serious impact on the continued survival of local marine related businesses and fishing fleets that have no choice but to travel long distances offshore.</p> <p>The construction of a harbour facility is a logical progression of Selsey's historic links with the sea and would benefit the whole Chichester district by providing a local amenity with direct access to the open sea.</p>	
57	<b>Jeff Lander</b>	<p>I strongly oppose the central proposal that the neighbourhood plan should increase the allocation of around 150 homes for Selsey as set out in the Local Plan. I give my reasons below;-</p> <p>The District Council has concluded that 150 dwellings is a reasonable figure for a strategic allocation given the location, constraints and environmental impact of growth on nearby sensitive areas. This of course is in addition to small sites that will come forward in the lifetime of the plan (up to 2029).</p>	

The Application 11/04954/outline allowed on appeal for 50 dwellings on the front of the Park Farm site would create a far better visual entrance to the town than the large scale proposal being put forward by the neighbourhood plan, or the current Land link application 11/04954/OUTEIA with its inevitable light pollution.

The supermarket proposal of the Park Farm and Middle Rush field threatens the viability of Selsey Town Centre shopping area. Selsey operates well as a local centre and the focus should be on continuing to support improvements to the centre. Although the edge of town supermarket would capture some expenditure that currently is spent outside Selsey, it would also siphon spend from Selsey Town Centre.

There is a real risk that the proposals for uses other than housing could prove non – viable, leading to pressure to change the allocation to more housing.

The problems of congestion crossing the A27 have not yet been solved. Minimising development on the Manhood Peninsula until such problems are overcome should be a key requirement on any neighbourhood plan. It is unrealistic to imagine that the proposals put forward are in anyway going to reduce the need to travel to Chichester and beyond.

Recently another Public House/Restaurant (Selsey Bill) has closed in Selsey, before this the Rushmore closed .The Proposals for new pub/restaurant on the edge of Selsey would make it even more difficult for the existing establishments in the heart of Selsey to survive.



There is an existing 24 hour service station at Sidlesham that serves Selsey. It is unlikely both would survive. It is unlikely a 24 hour permission would be granted in Selsey for residential amenity reasons.

Given the high social housing need in Selsey, the neighbourhood plan should seek to meet more of the local plan allocation of 150 houses as affordable housing. Any figure above this can only be justified for affordable housing in exceptions sites as Policy 35 of the New Local Plan. This may be done outside the current settlement boundary as identified in Map 31.3 of the New Local Plan. It is therefore unwise to alter the settlement boundary beyond that which is necessary to accommodate the local plan housing figure.

The development site proposed in the Neighbourhood plan at Drift Lane is likely to require the upgrading of Park Lane as the main access thereby putting future pressure on land to the east.

The development site identified in the Neighbourhood Plan as an extension to the west edge of Selsey (Paddocks – Warner Lane) would coalesce Selsey with the caravan park. This would open up pressure for parts of the caravan park to be redeveloped. Further traffic between Church Road and School Lane would create further congestion as traffic already backs up from the traffic lights.

		<p>I therefore propose that the Neighbourhood plan proposals are re-worked to identify a maximum of 150 dwellings as proposed in the New Local Plan.</p>	<p>All comments are noted. However the 150 allocation is not a minimum or maximum figure and delivery of 150 does not allow us to shut the door on further development. In identifying space for our allocation we are aware we have identified space for well over this number but we believe the infrastructure requirements set out in the document ensure this level of development can be classed as sustainable.</p>
58	<p><b>Jerry Goodman</b></p>	<p>My response to the plan is as follows:-</p> <p>The District Council concludes that 150 dwellings is a reasonable figure for a strategic allocation given the location, constraints and environmental impact of growth on nearby sensitive areas. In addition there may be small sites that will come forward in the lifetime of the plan (up to 2029).</p> <p>B. The Application 11/04954/outline allowed on appeal for 50 dwellings on the front of the Park Farm site would create a far better visual entrance to the town than the large scale proposal being put forward by the neighbourhood plan.</p> <p>C. Any future developments should have a 'low light impact' to maintain the Peninsula's dark sky characteristics and Town's other plans around this feature.</p> <p>D. The supermarket proposal, off Park Farm and Middle Rush field, threatens the viability of Selsey Town Centre shopping area. The focus should be on continuing to support improvements to the centre. The edge of town supermarket would reduce the Town Centre 'spend' and thus local economy income.</p>	<p>Noted</p> <p>Noted and further comment has been made on this subject in response to the submission made by Selsey Coastal Trust.</p> <p>The specifics of any future planning application on any of the allocation sites will be required to provide relevant supporting data - which may include retail impact assessments.</p>

		<p>E. The proposal for uses other than housing may not prove commercially viable, after planning approval, lending pressure to change the commercial allocation into even more housing.</p> <p>F. Congestion on crossing the A27 has not been solved. Minimising development on the Manhood Peninsula until such problems are overcome should become a key requirement.</p> <p>G. Another Public House (The Selsey Bill) has closed. The proposals for new pub/restaurant on the northern edge of Selsey would make it even more difficult for existing establishments in the heart of Selsey to survive.</p> <p>H. There is already a 24 hour service station at Sidlesham. Is it realistic two could survive? A second is unlikely to gain 24 hour permission, for residential amenity reasons.</p> <p>I. Given the high social housing need in Selsey, the neighbourhood plan should seek to meet more of the local plan allocation of 150 houses as affordable housing. Any figure above this can only be justified for affordable housing in exceptions sites as Policy 35 of the New Local Plan. This may be done outside the current settlement boundary as identified in Map 31.3 of the New Local Plan. It is therefore unwise to alter the settlement boundary beyond that which is necessary to accommodate the local plan housing figure.</p>	<p>Noted</p> <p>This is an issue which will be addressed within the Local Plan and falls outside the remit of the NP.</p> <p>Noted</p> <p>Noted</p> <p>Noted - However, recent planning appeals have effectively given in principle support for the allocation sites in the plan which ties in with the new Settlement Boundary.</p>
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		<p>J. The development site proposed in the Neighbourhood plan at Drift Lane is likely to require the upgrading of Park Lane as the main access thereby putting future pressure on land to the east.</p> <p>K. The site identified as an extension to the west edge of Selsey (Paddocks – Warner Lane) would coalesce Selsey with the caravan park. This increases pressure for parts of the caravan park to be redeveloped. Increased traffic between Church Road and School Lane would create further congestion to the traffic lights.</p> <p>L. The plan should include a positive statement that current street lighting 'energy saving' measures are introduced across the Town by turning off the street lights for earlier / longer at night i.e. off at 2230.</p> <p>M. The plans should identify the near B2145 cycle route as a 'direct cycle route', rather than a 'commuter route'. It is essential for the Towns' sustainable future to engage / encourage ALL cyclists to utilise such a resource - including the benefits of increased 'green tourism' that is being stimulated by the new RSPB Medmerry Reserve and its proximity to the National Cycle Network.</p>	<p>Noted</p> <p>Noted but this site has now been removed.</p> <p>Noted and further comment has been made on this subject in response to the submission made by Selsey Coastal Trust.</p> <p>We believe 'commuter' clearly identifies what the route should be delivering in terms of its benefits. 'Direct' may be shorter but in doing so may not meet the needs of commuting cyclists reducing the potential benefits.</p>
59	<b>Felicia Hughes-Freeland</b>	I have one comment on the Neighbourhood Plan for Selsey.	

		Please pay attention to green infrastructure in any developments that take place in Selsey. Hedgerows between supermarket(s), hotel(s), and housing and roads will help to maintain the illusion of the Manhood Peninsula's rural character. It will help Selsey preserve its identity as a village/small town, instead of becoming part of the creeping ribbon development south of Chichester. This will give pleasure to the inhabitants who live here all the year round, and will enhance Selsey's attractiveness to visitors.	Noted
60	<b>Paul Bedford</b> <b>(vice-chair, Sidlesham Parish Council, chairman of planning)</b> <b>Chartered Town Planner</b> <b>dip.TP,MRTPI</b>	<p>The plan addresses a very significant point in the future of Selsey and also for the whole peninsula.</p> <p>The outcomes of the District's Local Plan Inquiry will also have implications that may dictate decisions, for instance housing, that could greatly alter the character of the whole peninsula.</p> <p>The plan hints at the tipping point for Selsey as a town – most communities that become balanced and therefore sustainable reach a critical mass of population and services and importantly employment, the latter either within the settlement or in commutable distances.</p> <p>Selsey is geographically in a relatively unique position at the tip of a peninsula with little more than a 45-degree hinterland and catchment. The sustainability of a centre is therefore always compromised over a centre that has a 360 degree catchment. Added to this disadvantage is the well-documented restriction that the B2145 as the only communication link presents.</p>	<p>It should be noted that this response was received outside of the regulation consultation period. We have accepted the comments but analysis and changes to the Plan are limited due to the late submission.</p> <p>Noted</p> <p>Noted</p>

	<p>It is recognised that Selsey needs certain additional facilities and that these will only be gained linked to housing development as either joint ventures or as part of CILL or s106 contributions.</p>	<p>Noted</p>
	<p>It is unlikely that the town will ever reach a position where more people work in Selsey than have to commute out even taking into account seasonal employment. There will therefore always be significant inward and outward flows of commuter traffic on the B2145.</p>	<p>Noted</p>
	<p>There is also an inherent danger that age imbalance will accelerate within the town as more retired people either locate there or, as following national trends, its own indigenous population ages.</p>	<p>Noted but actually the numbers are gradually moving the other way with more people of working age with young families settling in the town.</p>
	<p>The prospect of more housing simply creating Selsey as a dormitory or retirement enclave must be recognised. Additionally, in order to reach the revised yearly housing targets that will undoubtedly have to be met should the local plan be approved there is a strong indication that the coastal communities on the peninsula will have to take significantly more housing than local infrastructure and communities should be asked to support.</p>	<p>Dormitory as a term can be positive and negative. As noted above, Selsey will probably always house a majority workforce whose employment lies away from the town. Accordingly, Selsey can provide a sanctuary for them to return to and create a retail and leisure offering that support this demographic.</p>
	<p>At risk is also the basis of one of the peninsula's main employers – tourism. Visitors will not want to come to an area that is dominated by estates of bland commuter, standard developer housing for their holiday when most live in such areas for the rest of the year.</p>	<p>Noted but with over 1,000Ha of habitat on its northern and western borders it is highly unlikely to become the New York projects.</p>

The Local Plan and unfortunately Selsey's plan fail to recognise that the balance between development and environment is already at a critical point where the former will irreversibly damage either the perceived or actual tourism product – the unique maritime open coast and countryside.

There is a need to recognise the whole peninsula as one integrated system with all components inter-related and inter-dependent. One element such as the future of Selsey as a town cannot be developed without reference to its impacts on the rest of the area. Unfortunately, the Neighbourhood Plan tends to be insular and is very supportive of Selsey's needs but fails to realise what such support could potentially do to the rest of the peninsula.

Particularly in respect of access there is a very strong inference in the plan that the most important aspect is for Selsey residents, articulated lorries, service vehicles, etc. to get from the A27 to the town in the fastest and most effective way. (This is a fundamentally unacceptable assumption) It is suggested this is best achieved by improvements to the B2145. The plan actually declares that the road is beyond its design carrying capacity – para 3, p.71 – and that major improvements are not possible because the road is bordered by residential development along many sections of its route. It also declares under “development consideration 7” that despite improvements in public transport there will always be an overwhelming reliance of Selsey residents on the private car.

We would reject this comment. The author was present at least one meeting during the NP process whereby we sought the input of our immediate neighbours. The issue comes because most neighbouring parishes are anti any further development full stop and this conflicts with the positive approach being taken by Selsey to improve its lot.

Noted

	<p>The B2145 is already a major environmental and traffic management issue along almost the whole of its length. It is however significantly more of a problem where it passes through the residential nodes such as Sidlesham's Mill Hamlet, Church Hamlet, Sidlesham Common and Hunston, and smaller concentrations such as Norton. Whilst on the B2201 it greatly affects Old Donnington and Donnington.</p>	<p>Noted</p>
	<p>Any increase in traffic levels just adds to the detrimental impacts. The suggestion of straightening out bends and additional lanes on stretches of roads such as the Paddock Straight would be stringently resisted by the parish of Sidlesham and I would suggest Hunston. The road already forms an environmentally damaging and disruptive division between communities one side of it to the other. Unfortunately there is a strong indication in Selsey's plan of a lack of recognition of settlements like Sidlesham as communities in their own right with identity as valid as that of Selsey that need to be respected.</p>	<p>Noted</p>
	<p>This lack of recognition that the B2145 as not simply the link between A27/Chichester and Selsey is fundamental and really undermines places like Sidlesham's relationship and support with the plan's objectives.</p>	<p>We believe we have given huge consideration to the B2145 throughout our Plan both in how it may be improved and how development can reduce the reliance on it as the only route in and out of Selsey.</p>



Whilst Sidlesham would support some of the plan's objectives such as the focus on environmental sustainability and utilisation of alternative technology for energy generation, all of which is very much in line with the direction Sidlesham is going with its emerging focus as the parish at the "green heart of the peninsula", it finds itself at odds with the demands of Selsey's growth as set out in the plan and what may come in addition because of that extra development that a revised Local Plan would demand.

A radical solution would be a new link between the north of Selsey to the A286. There would be many environmental issues of such an option but they would outweigh the impacts of a new "fast highway" based on the current line of the B2145. Such a link would need s106 funding but, if the Local Plan places more housing in Selsey and on the coast generally, this may be possible.

The district and developers would need to realise that the coastal communities on the peninsula cannot be treated as "dumping grounds" for development to protect other areas that are perceived as more sensitive areas around Chichester, on the edge of the National Park and Chichester Harbour without investment in new infrastructure.

**In conclusion:**

1. The plan is very supportive and focussed on the needs and future of Selsey but is based on an insular perception of the town and not as part of the integrated jigsaw of the whole Manhood Peninsula.

Doubling highway capacity into Selsey is at odds with Sidlesham's other comments on limiting development on the Peninsula and protection of our habitats. If we double highway capacity into the town we open up more sites for development, all of which would have immediate land borders with Medmerry or Pagham harbours. This is not something we would support.

2. The town's critical mass where a balance exists between residents, services and employment cannot be achieved in respect of the latter component and there will always be a net imbalance between Selsey based employment and the need to commute out, causing heavy flows on the B2145.

3. There is a danger in Selsey becoming a more fully-fledged town and thereby "an urban area" that will actually destroy its intrinsic qualities as "seaside" and of the maritime countryside that borders it.

4. Improvements to the B2145, except on a very limited scale, can only be based on reducing speed and traffic calming/management and not creating a faster route. All communities along the B2145 will strongly resist any moves that would create the guise of a country B road having to function as an A road.

5. Perhaps Selsey's size and aspirations for further supportive infrastructure development are already at the crucial "tipping point" and it would be better to look to consolidation, improvement of the current environment and overall quality of the built up area and its links to the surrounding countryside. This new emphasis with a focus on sustainability and high quality environment would lift the tourist product and possibly attract a different new market.

6. The plan should look to Selsey as the principle "node" on the peninsula and reflect its peninsula wide role. There is a need to have all the individual neighbour plans on the Manhood integrated (perhaps a role for the Manhood Peninsula Partnership/Manhood Forum) and not rely only on the Local Plan which is not sufficiently "fine grain" to perform this function.

61	<b>Jo LeFebvre</b>	I am in favour of controlled development in sleepy as I recognise the need for housing. I support the idea of extra services being included BUT these must be <u>delivered</u> and not just promised. "Governments" have a habit of promising the earth and delivering nothing! So the hotel, supermarket and road improvements must come. What about improved medical facilities – should St Richard's Hospital A&E be closed?	Noted
62	<b>Roland O'Brien</b>	Great to see support for the observatory on the Oval Field. Tremendous job by those involved in getting to this draft. I hope it is all implemented.	Noted
63[GJ1]	<b>Caroline Carmichael</b>	Regarding the Selsey Neighbourhood Plan, I have read this excellent document with great interest. I understand that a certain sum of money has been earmarked to be spent on some improvements for the town. Artwork was mentioned. Please could I <u>beg</u> that we do not have more artwork. Let the "Wave" suffice. What would be good to see would be work on the old cinema. At the, moment it is a sad sight, right in the centre of Selsey – not a good advertisement to holiday makers. A small museum could be housed there, illustrating Selsey's long and fascinating history. As well as that I am sure other users could be found for the rest of the building.	Noted

**Background Papers:**

<b>Annex</b>	<b>Description</b>
<b>A1</b>	Selsey High Street Vision 2007 - 2012
<b>A2</b>	Selsey Town Council Survey Results 2008
<b>A3</b>	Selsey Action Plan 2008
<b>A4</b>	Selsey Coastal Trust Project (Living by, and working with the sea) 2011
<b>A5</b>	Selsey Community Vision 2011
<b>A6</b>	Selsey Community Plan 2012
<b>A7</b>	Report and Analysis of Selsey Neighbourhood Plan Survey 2013