

Appendix A: Bramber Neighbourhood Plan

Neighbourhood Area Profile

July 2019

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1. Introduction

- 1.1. The parish of Bramber is located within the county of West Sussex. The northern part of the parish, which encompasses The Street, sits within Horsham district whilst the remainder, which is predominantly rural, lies within the South Downs National Park. As the majority of Bramber's population are located to the north of the parish, the information provided in this report compares Bramber to Horsham district.
- 1.2. To inform the emerging Neighbourhood Plan, it is helpful to prepare a detailed profile of the neighbourhood area. This includes statistical information about the local population, economy, housing and health.
- 1.3. The profile helps to inform the development of the vision and objectives for the Neighbourhood Plan, which the policies contained in the Neighbourhood Plan will seek to deliver.
- 1.4. Unless otherwise specified, data referred to is taken from the 2011 Census.

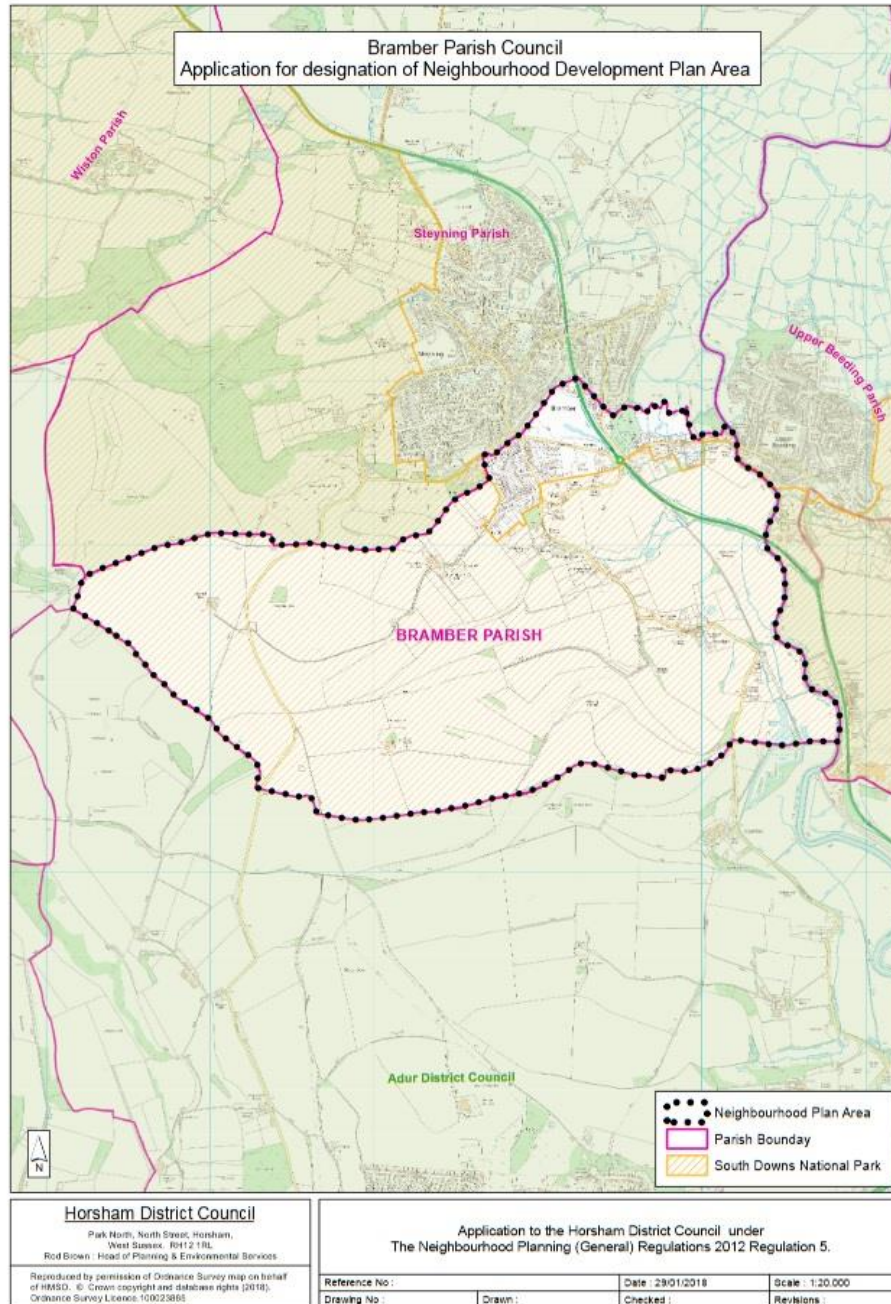


Figure 1.1: Neighbourhood Plan Area

2. Area statistics and trends

Summary

2.1. The key aspects of the profile of the neighbourhood areas, as they relate to the Neighbourhood Plan, are as follows¹:

- Compared to the district as a whole, the parish has a significantly **higher percentage of older residents, aged 45 and over** and in particular those aged 65+. This age bracket grew considerably between 2001 and 2011.
- There is a **below average number of children and teenagers** in the parish, when compared to the district as a whole. The number of children dropped between 2001 and 2011, although the number of teenagers and young adults grew, perhaps where children have been inclined to stay at home rather than rent or buy their own homes.
- The parish has **higher than UK average levels of car ownership**, with just 4% of residents having no access to a vehicle. Higher car ownership is not unexpected in more rural areas, however it will be important to ensure that public transport is adequate for those with limited access and that people are encouraged to take shorter, local journeys by means other than motor vehicle.
- There is **no railway** in the parish, the nearest railway station is in Shoreham-by-Sea to the south. There are **approximately five bus routes** serving Bramber, connecting the village to the nearby large villages and towns including Horsham, Brighton and Burgess Hill.
- **Unemployment is very low with high numbers of people working from home (14%)**. The vast majority of residents use their car to get to their workplace and distances travelled imply that work is found in the neighbouring nearby larger towns, with some commuting to London.
- The parish has seen **limited housing growth** over the last few decades. Houses are predominantly owned, detached and more expensive than in the neighbouring towns. The turnover of housing is low, suggesting little movement into the area. There are few opportunities for rented properties, either social or private, when compared to the wider area.

2.2. The following paragraphs set out the detailed statistics and trend data for the neighbourhood area.

¹ Source: 2011 Census

Population

2.3. The 2011 Census recorded that the usual population of the parish was 785 persons, representing less than 1% of the Horsham local authority area, living in 348 households. The population of Horsham district as whole is 131,301. Figure 2.1 below shows the age breakdown of the population in 2011. The figures reveal that the proportion of older residents (aged 65 upwards) is considerably higher than the district average and accounts for approximately two thirds of the population of the parish. It is an age group that has grown over the period 2001 to 2011 by 15%, as shown in Figure 2.2. Notably, the 45-65 year old grouping is also significantly higher than the district average, suggesting that the aging trend is set to continue as these enter the next age group bracket.

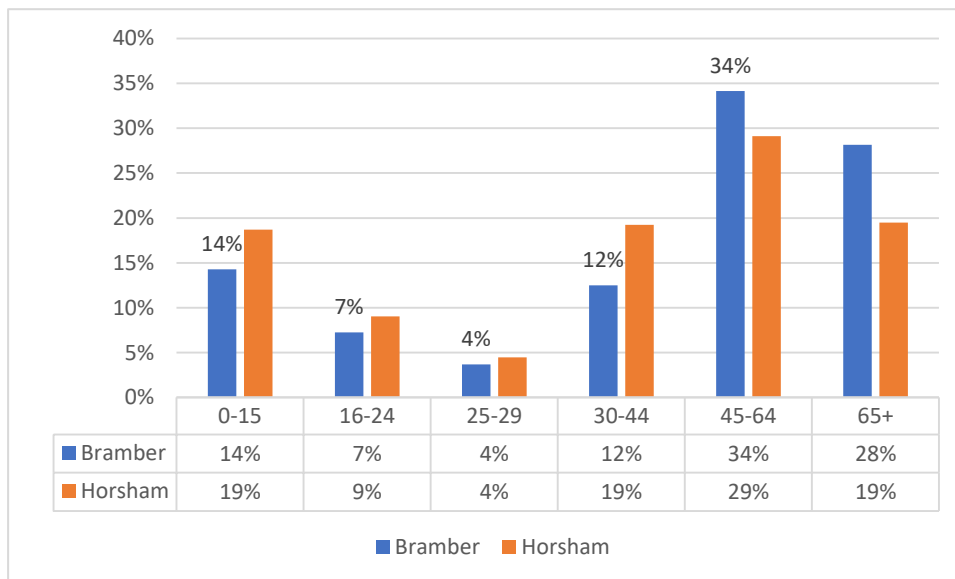


Figure 2.1: Age profile of Bramber residents, 2011

2.4. Figure 2 reveals how the age profile of the population changed between 2001 and 2011.

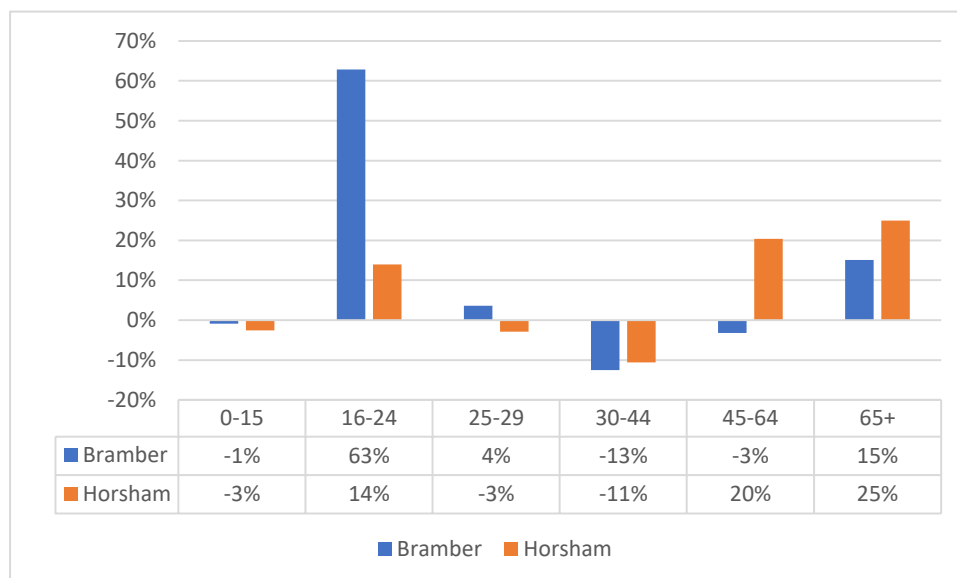


Figure 2.2: Change in age profile of Bramber residents, 2001 to 2011

- 2.5. Interestingly, whilst there are fewer numbers of 25-45 year olds, the number of older children and young adults has grown significantly by 63%. This may reflect the national trend for young people to live at home longer.

Housing

- 2.6. There have not been any notable large developments in the parish in recent years and it would appear that families living in the area remain so, with few new, younger couples and families moving in. It is interesting to consider the impact that house prices has on this. Figure 2.3 offers a comparison of average house prices at the time of print. Most of the sales in Bramber over the past year were detached properties, which on average sold for £769,117. Semi-detached properties had an average sold price of £581,317 and terraced properties averaged at £295,000. Bramber house prices are significantly more expensive than the surrounding settlements. There are also fewer homes that have come up for sale. This has clearly impacted on the ability for younger families and first-time buyers to invest in a property in the parish.

Settlement	Average house price	Properties sold
Bramber	£625,787	11
Steyning	£438,814	77
Upper Beeding	£333,517	24
Lancing	£294,387	327
Worthing	£317,362	1000+
Horsham	£352,514	768

Figure 2.3 – Average House prices, July 2018-2019 Source: www.rightmove.co.uk (July 2019)

- 2.7. There were 348 dwelling spaces in the parish in 2011 and Figure 2.4 breaks these down by type. The vast majority of homes are detached, which mirrors the findings on the house prices. Council tax bands are likely to be higher too, therefore, suggesting that affordability is a potential issue in Bramber.

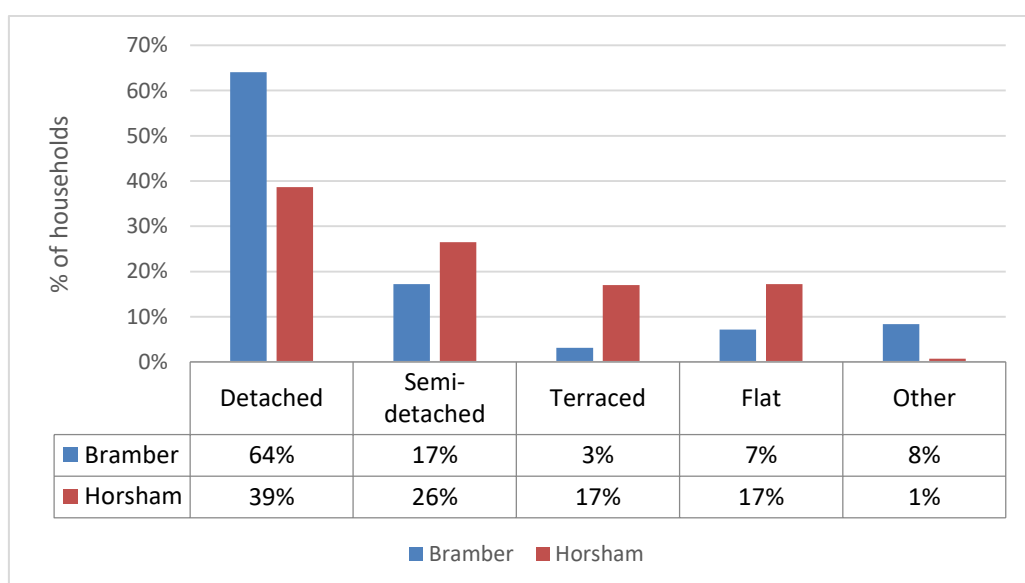


Figure 2.3 – Type of housing in the Area

2.8. The tenure of housing is illustrated in Figure 2.4, revealing that the Area predominantly comprises homes that are owned by their occupants, either outright or with a mortgage. The number of social rented housing available is extremely low, although private rented property availability is in line with the district. This adds further weight to the argument that the parish does not offer many opportunities for those on the rental or lower rungs of the purchasing property ladder.

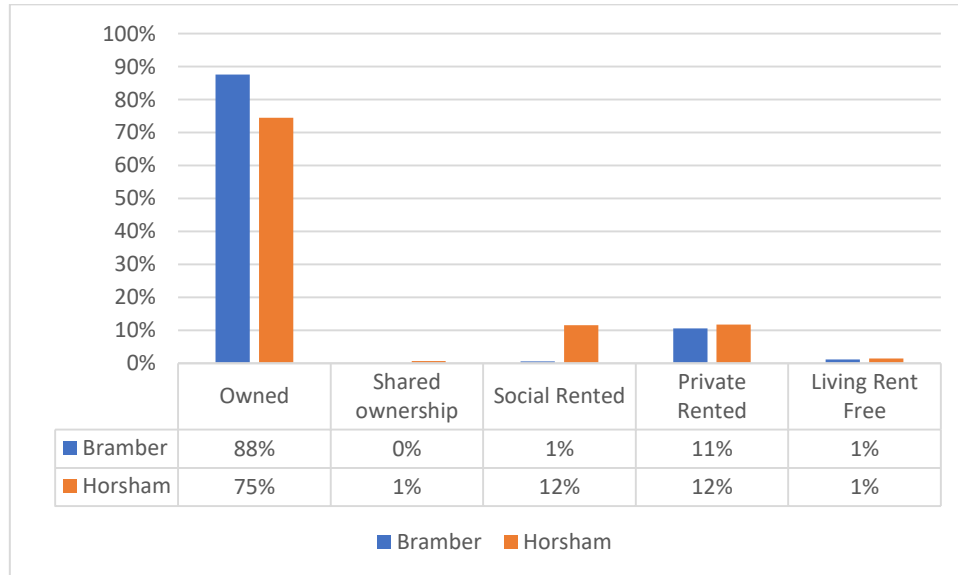


Figure 2.4: Tenure of housing

Work and skills

2.9. Of the total number of residents in the Area, 64% are economically active. The remaining 36% are economically inactive and 70% of these are retired. Of those who are of working age, and are economically active, Figure 2.5 illustrates how this is broken down in terms of type of employment, compared to Horsham district as a whole. As can be seen, the vast majority of residents are employees in full-time employment. Notably, however, there is a significant number of people who are self-employed (17% compared to 13% across the region). Self-employed people can often be more likely to work from home, therefore highlighting the need to ensure that the facilities and infrastructure – e.g. broadband and mobile connectivity and speed – is in place.

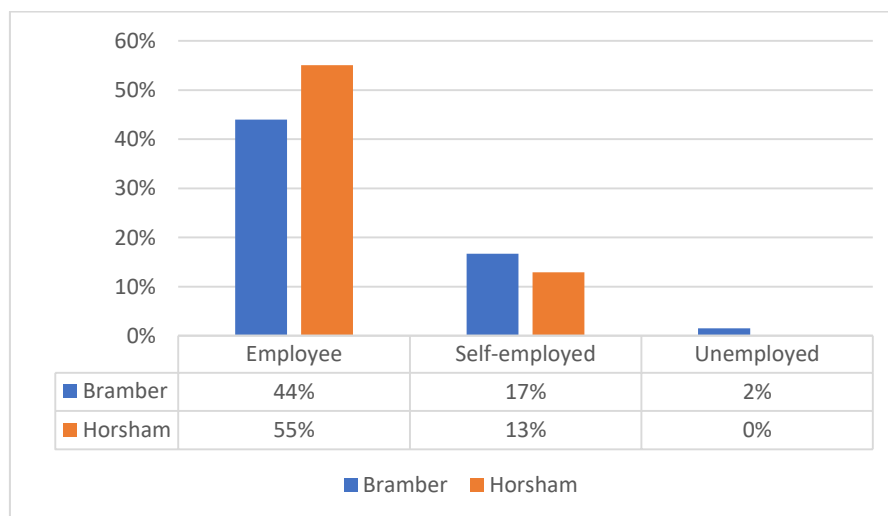


Figure 2.5: Economic activity

2.10. Understanding how people reach their place of work is helpful when considering the potential impact that commuting has on the local transport infrastructure. Figure 2.6 suggests that of those residents in employment, 66% are commuting by car to their place of work. This is perhaps unsurprising in a rural area, where the main source of employment is likely to be in the nearby major towns and cities. 14% of residents work from home, which is high compared to Horsham as a whole.

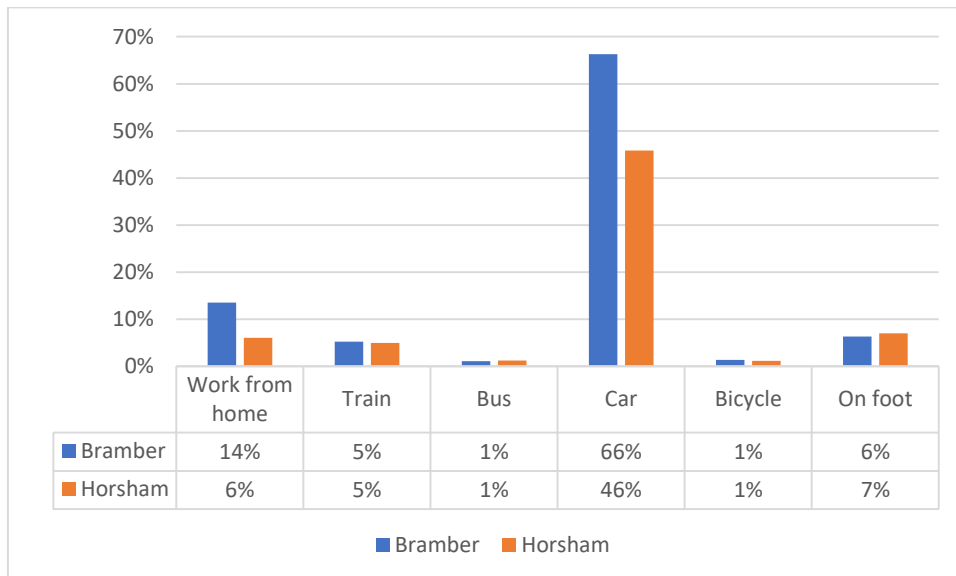


Figure 2.6: Mode of transport to work

2.11. Figure 2.7 indicates how far they are travelling to reach their place of work. Of those commuting to work, the majority are travelling between 5km and 20km, which would include nearby settlements such as Worthing, Shoreham-by-Sea and the edge of Brighton.

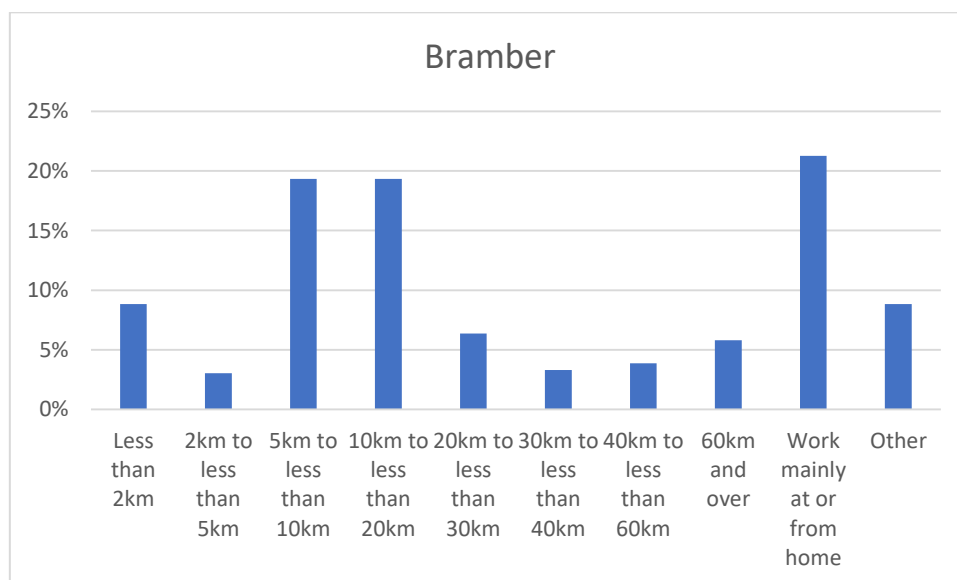


Figure 2.7: Distance travelled to place of work

2.12. Just 4% of those living in the parish have no access to a car (Figure 2.8), implying that car usage is high. There is a need to consider how to encourage shorter journeys to take place by other means.

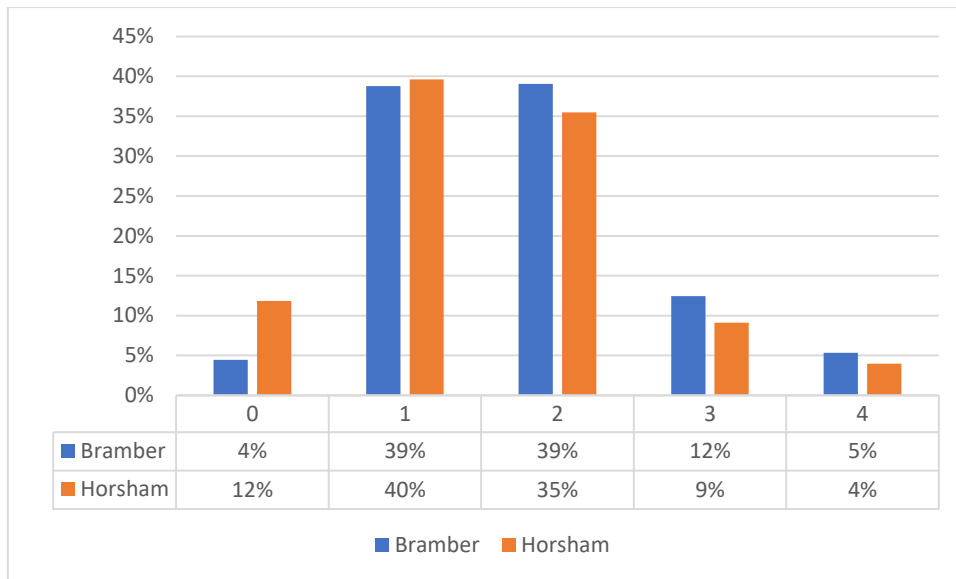


Figure 2.8: Number of cars per household

2.13. Figure 2.9 shows the qualifications of the local residents aged 16 years and over. Bramber has a well-qualified local population, reflected in the low levels of unemployment.

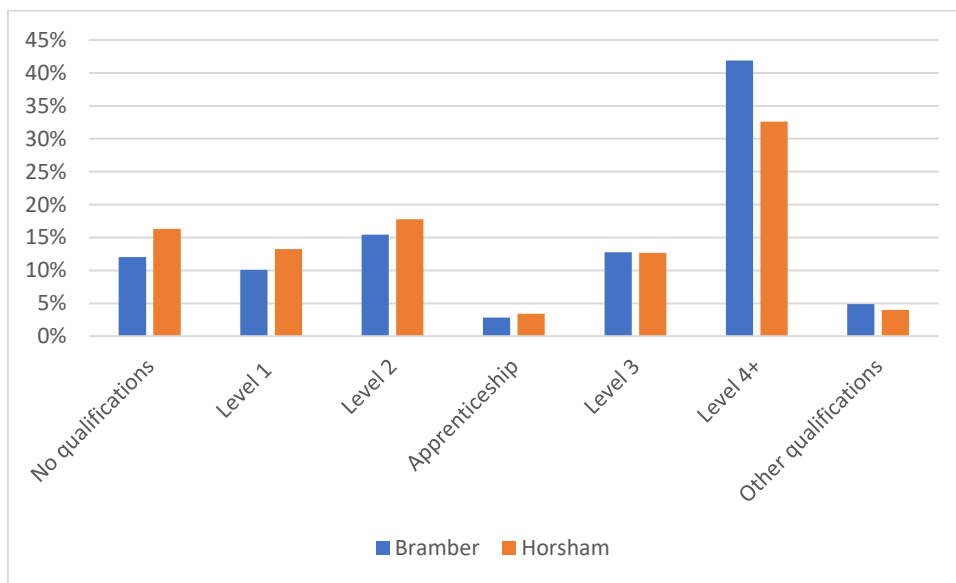


Figure 2.9: Highest level of qualifications

Health

2.14. Residents in the Area enjoy a good level of health overall, mirroring the district as a whole, as illustrated in Figure 2.10.

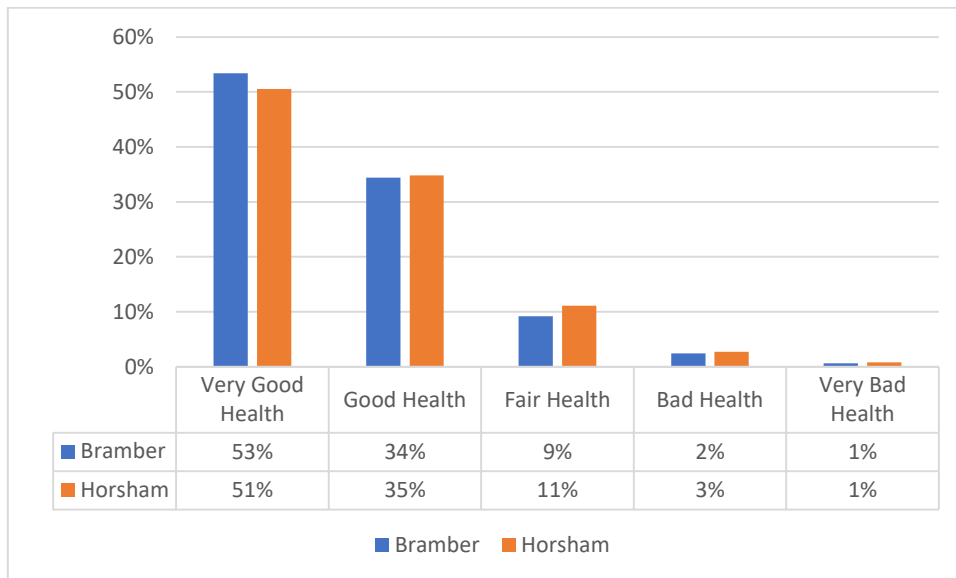


Figure 2.10: Level of health