

Neighbourhood Plan Feedback online survey results - Final version (3rd November 2019)

Q1

For analysis and response purposes, if you are willing, please provide your name and email address (to receive a copy of the responses to comments). It would be helpful if you could give us the name of your road and/or postcode to help in our analysis

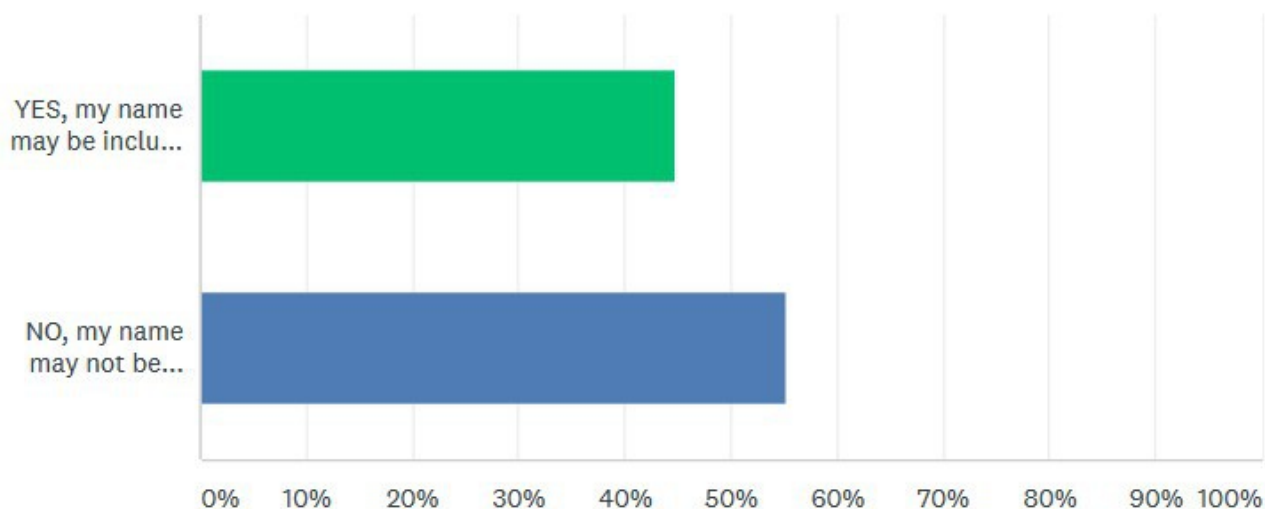
Answered: 43 Skipped: 4

Answer Choices	Responses	
Name	95.35%	41
Email address	83.72%	36
Road name	76.74%	33
Postcode	86.05%	37

Q2

If you are content that your name may be included in the public responses to queries please tick to confirm

Answered: 47 Skipped: 0

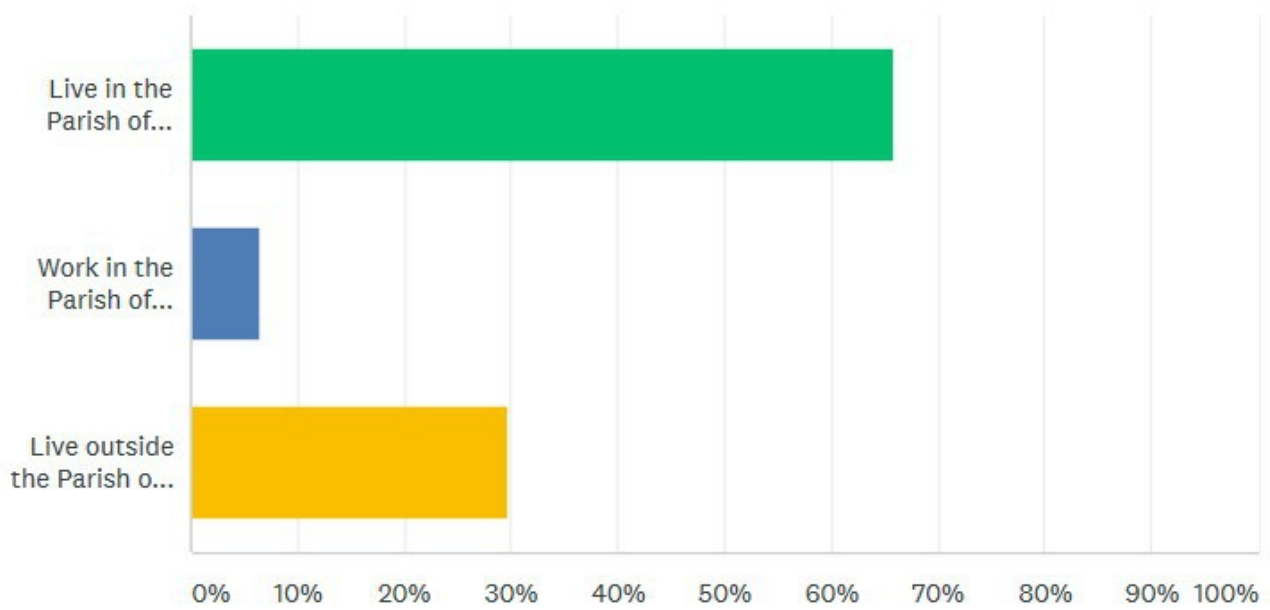


Answer Choices	Responses	
YES, my name may be included in the public responses to queries	44.68%	21
NO, my name may not be included	55.32%	26
TOTAL		47

Q3

Do you live and/or work in the parish of Bramber (tick all that apply)

Answered: 47 Skipped: 0

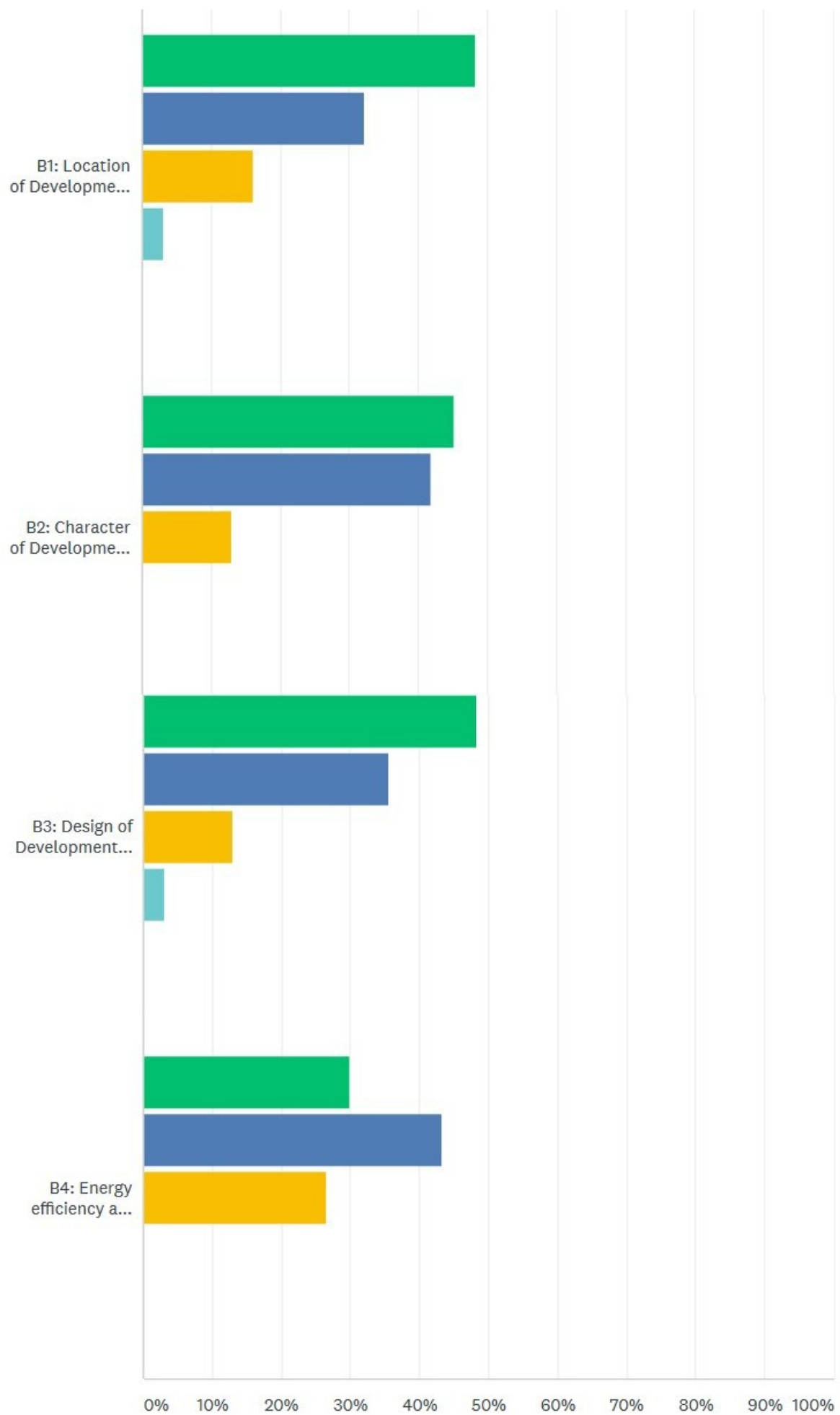


Answer Choices	Responses	
Live in the Parish of Bramber	65.96%	31
Work in the Parish of Bramber	6.38%	3
Live outside the Parish of Bramber	29.79%	14
Total Respondents:		47

Q4

Section 1: Housing Development and Heritage Policies

Answered: 31 Skipped: 16



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
B1: Location of Development (p.16)	48.39%	32.26%	16.13%	3.23%	0.00%	
	15	10	5	1	0	31
B2: Character of Development (p.22)	45.16%	41.94%	12.90%	0.00%	0.00%	
	14	13	4	0	0	31
B3: Design of Development (p.27)	48.39%	35.48%	12.90%	3.23%	0.00%	
	15	11	4	1	0	31
B4: Energy efficiency and design (p.27)	30.00%	43.33%	26.67%	0.00%	0.00%	
	9	13	8	0	0	30

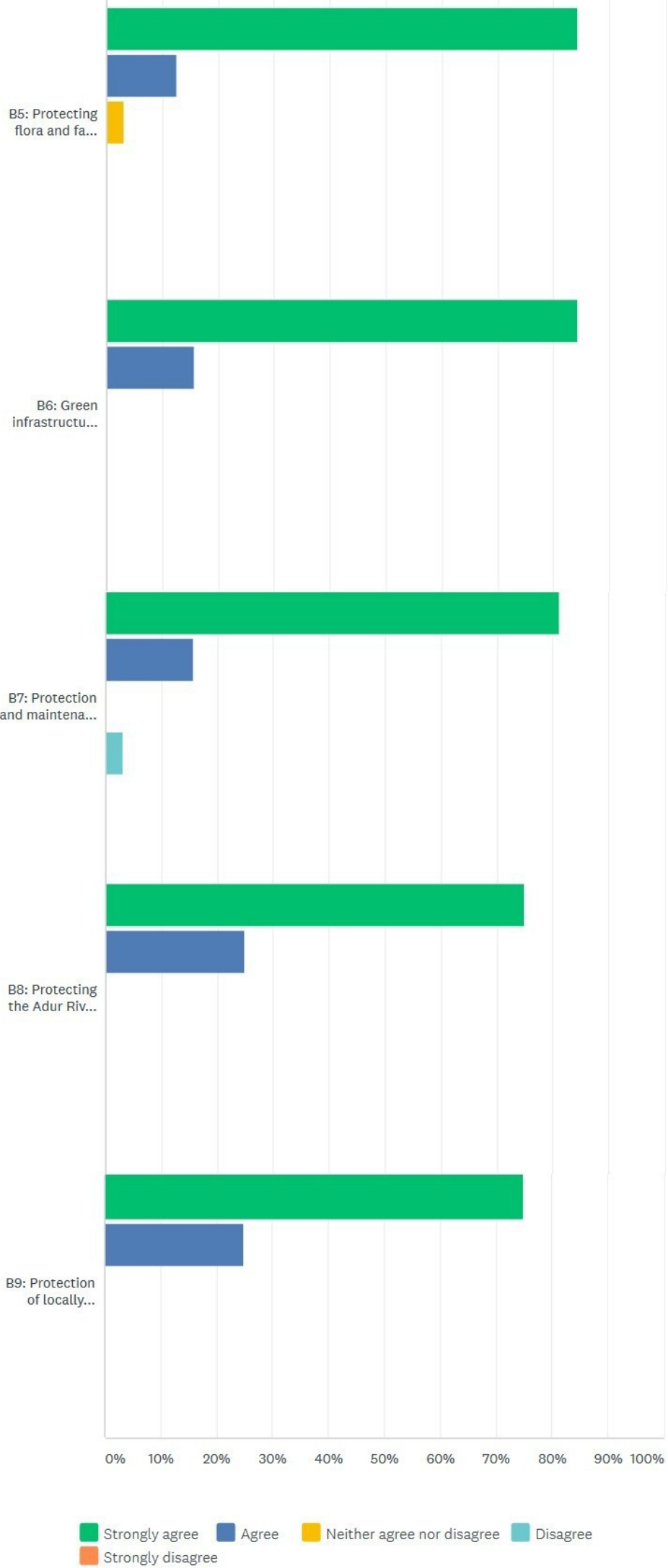
Comments(5)

- Policy B4 is well drafted and covers a good spectrum of energy efficiency measures - but is weakened by the statement that development is only 'encouraged' to adopt these standards. I appreciate that the boundaries of Parish authority in requiring higher environmental standards is not absolutely clear, but I feel a stronger formulation should be possible.
- B1 - Policy to build within the existing BUAB. It is important to avoid sprawl and to maintain the inter-settlement gap between Steyning and Bramber.
- Would have preferred stronger requirements in terms of energy efficiency eg passivhaus being a requirement for all new builds, but accept that this might not get past HDC, let along the inspector.
- The Parish of Bramber is far more rural than its neighbouring Parishes of Upper Beeding and Steyning and provides a semi rural buffer between the two adjoining and more urban Parishes. This important buffer would be lost if Clay Field was subject to development and the 3 Parishes would become one urban sprawl.
- B1 Proposals should make the best use of suitable brownfield land, where available, before greenfield land is released for development. B3 Castle Lane is regularly used pedestrian route

Q5

Section 2: Environment and Countryside Policies

Answered: 32 Skipped: 15



■ Strongly agree
 ■ Agree
 ■ Neither agree nor disagree
 ■ Disagree
 ■ Strongly disagree

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
B5: Protecting flora and fauna (p.29)	84.38%	12.50%	3.13%	0.00%	0.00%	
	27	4	1	0	0	32
B6: Green infrastructure (p.30)	84.38%	15.63%	0.00%	0.00%	0.00%	
	27	5	0	0	0	32
B7: Protection and maintenance of Local Green Spaces (p.32)	81.25%	15.63%	0.00%	3.13%	0.00%	
	26	5	0	1	0	32
B8: Protecting the Adur River corridor (p.33)	75.00%	25.00%	0.00%	0.00%	0.00%	
	24	8	0	0	0	32
B9: Protection of locally significant views (p.35)	75.00%	25.00%	0.00%	0.00%	0.00%	
	24	8	0	0	0	32

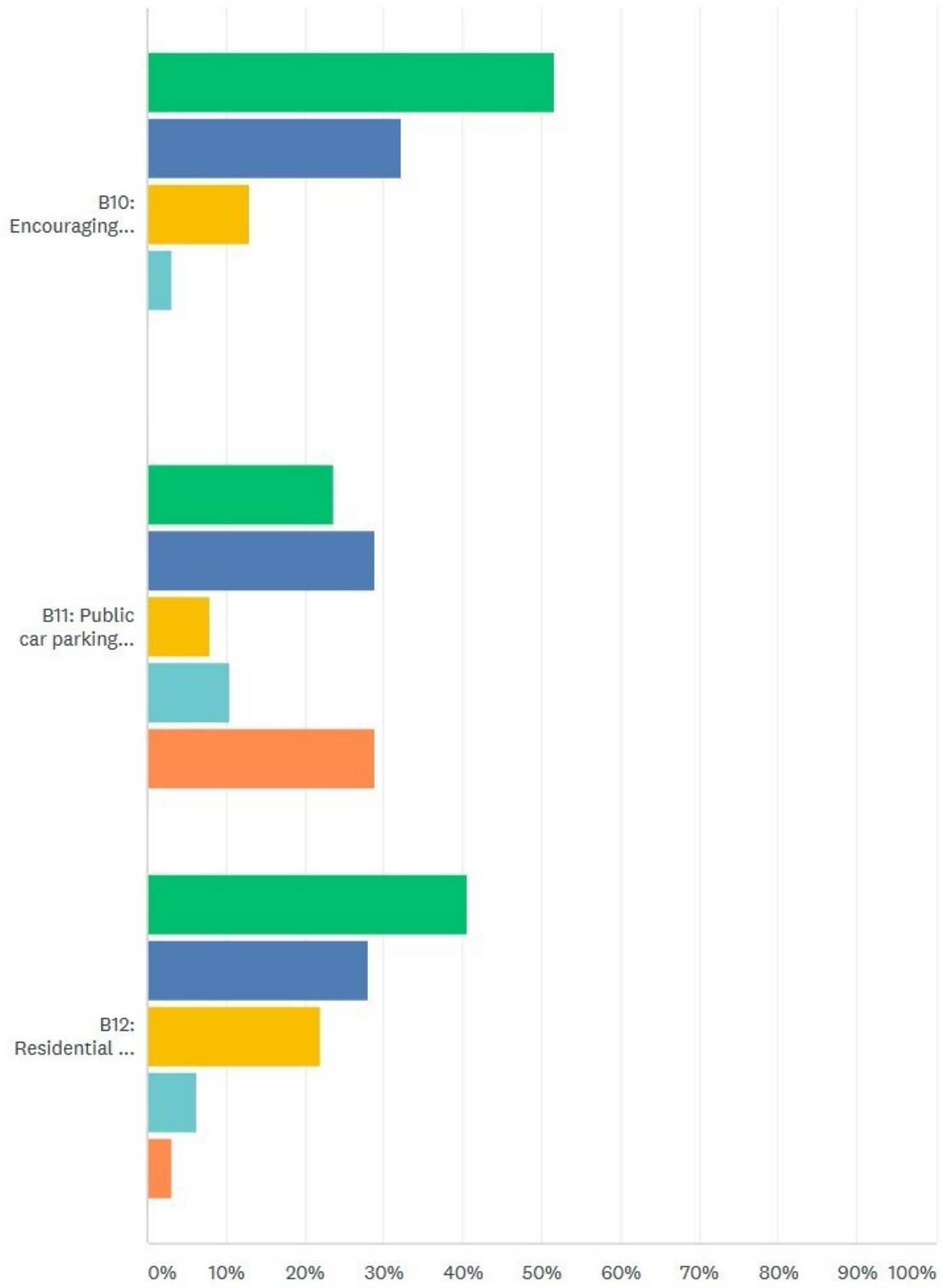
Comments(7)

- We strongly agree that Clays Field is of particular value as an amenity green space and requires protection from development. The public footpath across Clays Field provides access to this amenity from Goring Road and Clays Hill and should be shown prominently on Figs 7.1 and 8.1.
- These sections are very well put. Great job!
- B7 - Delighted that Clays Field will be protected for the future by being made a Local Green Space. It is a historic setting with a great sense of place.
- B6 -B7 A local Green Space designation would be an important factor om preserving Clays Field as part of a green corridor
- Clay Field provides a green rural buffer between the Parishes of Bramber and Steyning. This is no "bog standard" green space. It was developed over 50 years as a dedicated recreational area for the local communities and until 3 years ago was maintained to a very high standard. In addition to well designed and user friendly entrances to the field (at 3 points), the many fine trees in and around the Field were expertly managed and a superb nature area around the pond was developed and extended. This Field, providing both peace and tranquillity was, and continues to be very well used by the local communities and I support its inclusion in the Plan as a dedicated Local Green Space. Development, even on only part of the Field would detrimentally impact on the whole Field. Clay Field, including the area put forward as a possible site for development, is also very visible from the South Downs, from both sides of the Adur Valley. Any development would have an adverse impact on this significant view.
- B6/7 Clays Field has been identified by the community as being of particular value and in need of protection.
- I feel strongly that Clays Field should be protected for all of the above reasons. It is widely used by residents of all ages and is a very valuable community green space.

Q6

Section 3: Transport and Movement Policies

Answered: 39 Skipped: 8



■ Strongly agree
 ■ Agree
 ■ Neither agree nor disagree
 ■ Disagree
■ Strongly disagree

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
B10: Encouraging sustainable movement (p.37)	51.61%	32.26%	12.90%	3.23%	0.00%	
	16	10	4	1	0	31
B11: Public car parking (p.40)	23.68%	28.95%	7.89%	10.53%	28.95%	
	9	11	3	4	11	38
B12: Residential car parking (p.42)	40.63%	28.13%	21.88%	6.25%	3.13%	
	13	9	7	2	1	32

Comments(22)

- RE. Policy B11 – Car Parks – Bramber Roundabout A Castle Lane Bramber resident for 40 years, I protest vigorously against the plan. Currently Castle Lane is a rat run to/from the hinterland of Steyning. Used by anti-social, impatient and some considerate drivers. More importantly by school children, mothers and prams, families, cyclists/racers, dog walkers, farm tractors and lorries and vans of excessive size and weight. It has become increasingly difficult over the years to access/exit our properties. There is no speed limit, size or weight. To add slow moving. Parking seeking vehicles to the mix will accelerate existing problems and consequent accidents. We claim to be in the SDNP, NOT a National Car Park. Tree felling and increased signage which will ensue, belies this claim. You are effectively developing a conurbation to Steyning. How many trees are to be felled and despoil the area, its natural beauty and attractiveness? Has an assessment been made on the effect on traffic in Castle Lane? Exiting from the roundabout is already not without risk, speed being of the essence, don't give way to the right, the rules to follow! Add looking for a car park to the mix will accentuate the situation. What is the financial cost of the plan? Finally, why was the plan not included in the regular, welcome, circulars? They kept all residents updated but roundabout parking was never mentioned in them. A fait accompli!. Few residents are aware of this plan. Why the secretiveness? Suspicious, I feel, in the current political climate. Finally, I wish to thank the Chairman and committee for all the work that has gone into the plan. The updates were very helpful especially for those with limited access outside their homes. Many thanks. Thanks to our beady eyed neighbour who sent their own circular without which we would still be in ignorance.
- re: policy B11: Strongly disagree with the proposed new car park at Clays Hill. There is already a problem, especially at night, with antisocial driving on the Clays Hill roundabout. We are concerned that a car park in this location would be used as a meeting place for these drivers and others engaging in antisocial behaviour. The proposed location of the car park itself, right next to a busy roundabout does not feel like a safe or sensible choice. There is ample parking with a couple of minutes' walk which enables visitors and local people to visit attractions so another car park is completely unnecessary. Furthermore, removing trees and greenery for an unnecessary car park is detrimental for the environment and will impact upon Greenleaves residents' privacy and sense of seclusion.
- I welcome the opportunity to comment on the draft Neighbourhood Development Plan (NDP) and have read it with much interest. I am however extremely concerned by proposals for new public car parking areas in Castle Lane and the Bramber roundabout detailed on page 40-41. The proposals directly contradict the NDP's vision in which it states the aim of 'encouraging more people to find more sustainable ways to access local facilities rather than using their cars, helping to cut down on congestion and pollution' and in Objective 5, 'predominantly promoting sustainable transport options by improving connectivity to facilities within and beyond the parish by integrating and, where possible, extending the existing network of paths, separated where possible, to provide safe pedestrian, cycle and horse riding routes.' Neither proposal is in line with Policy 40, Sustainable Transport which supports development that enables sustainable transport options. This is important for Bramber as there is a high car dependency. I am most concerned however by the proposal for car parking on Castle Lane. This is a single lane road which is already used as a rat run, bringing pedestrians and cyclists using the South Downs Link, which runs along the road, into direct conflict with cars, vans and lorries. The road is a designated bridleway and although it is already marked as unsuitable for large vehicles, this is regularly ignored and congestion, blockages and damage to property frequently occur. Creating access to a parking area in this same road will further increase the danger for other non-vehicle uses of this route. The proposal also conflicts with Policy SD20 Walking, cycling and equestrian routes. The policy identifies the Downs Link, which crosses through Bramber, as being safeguarded for existing and potential future use as a non-motorised travel route.

Our local focus must be to promote the attractiveness of the sustainable travel options for visitors to Bramber and developing those further, rather than encouraging more vehicles to our village.

- We particularly support the proposed Pegasus across the A283 at Castle Lane as it is used frequently by cyclists of all ages from Steyning to the Downs Link path to avoid the busy Clays Hill/A283 roundabout.
- Well put together, but skirts around public transport. I appreciate this is not a core issue for a NP but the Plan could talk about the patchy bus service at present and mention the urgent need to improve the frequency and range of buses serving Bramber. Improving public transport would be a good topic for a collaborative effort between nearby Parish Councils.
- I consider that a car park in Castle Lane would already add to the difficulties in crossing Bramber Roundabout. Traffic coming from the East 283 does not always stop to allow traffic to enter Castle Lane from either the Westbound 283 or Clay's Hill. If it does stop, it then assumes that you are going into Bramber as the entrance to Castle Lane is not visible. So many times the back of my car has nearly been hit. If Castle Lane is blocked by cars exiting or entering a car park, it will make things even more difficult..
- As a resident of Greenleaves, the proposal of the new Public Car Park is a major concern to myself. The Roundabout at the bottom of Clays Hill is already a magnet for antisocial driving behavior after 11pm and to propose a Car Park at the foot of Clays Hill, which is quiet and secluded can only encourage the local youths to congregate and use this as a meeting point for such driving behavior's. They already use the roundabout as a "donut" track and the Beeding Bypass as a race track. The level of noise, which in some cases lasts around 1 hour, will be increased by the removal of the trees for this proposed Car Park. Also the sheer volume of traffic daily using the roundabout and accessing Clays Hill - at speed - would deem the site totally unacceptable, due to its proximity to the roundabout itself, which already is difficult joining. Can you please advise me to whom I may formally address my objections to and by when? Thank you in advance
- Car Parking at Bramber Castle would benefit from improved surfacing and some reorientation of access to the church to facilitate wheelchairs
- I was appalled to see your plans for parking so close to the Bramber roundabout. The bypass is a very fast, busy road. Parking on the area at the end of Castle Lane, opposite the castle, would be lethal. A friend of mine lives along the narrow lane and I see the chaos on it constantly. The traffic in both directions, speeds along there, no-one wanting to give way. If you provided parking where you suggest on the map, it would cause more chaos, would be dangerous and would encourage people to park selfishly. Likewise, on the other side of the roundabout, it would be a safety hazard. I would consider this an illegal use of land with it's proximity to the highway as well as health and safety to the community.
- I strongly disagree with the proposed new parking arrangements for castle lane and maudlin side of roundabout. These areas are suitable for a number of reasons. As a local resident and user of the castle I disagree that the space is overused, it's rarely full but routinely covered in litter. The area identified on the maudlin field side of the road would require users to cross three roads with no safe crossing points to access the majority of bramber/castle. This is not safe. The round about is dangerous enough without adding another exit to it (see the car park exit by truliegh hill for example of this And how dangerous that is to exit) it also would require the loss of several mature trees and may well affect the viewpoints you list by exposing the housing hidden in the trees along clays hill. Anyone who has ever had the misfortune of having the drive up the entrance to castle Lane would know that anything that adds any burden of traffic here is not a good idea, there is no walkway safe for pedestrians or cyclists and there is no logical argument for a car park squeezed in the grounds of the castle again likely requiring the felling of trees.
- Car parking proposal in the Caste Way (near Bramber Castle) should be carefully reconsidered as this area is already unsuitable for the amount of traffic on the single track road.
- Putting parking on the A283 will involve moving the existing footpath. traffic pulling out of the carpark will cause a serious hazard to cars approaching the roundabout at speeds in excess of 50mph. The alternative parking near greensleeves will open into a congested road very close to the roundabout
- B11 - Car parking is a big problem, so don't allow a horsebox cafe to permanently take up 2 in number spaces
- B11 - concerns about proposed car parks. Both car parks near the roundabout are potentially

hazardous and very dangerous

- In retrospect, proposals to reduce the design speed through the A283 Bramber roundabout should have been considered, given that it is in a 30mph speed limit. Technically there is no need for the very wide carriageways at this roundabout.
- I am concerned about some aspects of the proposed car park on the land by Coltsfoot, Clays Hill. One is the access point - I live at Greenleaves, which is next door to Coltsfoot and have to be very careful of cars not driving into the back of my car when I'm turning left into Greenleaves, as they think I am still indicating left after leaving the roundabout. This would be worse if cars are turning into the Coltsfoot drive. Would access be better off the Maudlin Road which is far quieter? The second concern is that we regularly hear the screeching of car tyres in the early hours of the morning using the Bramber roundabout for doing donuts, sometimes for up to 10 minutes non-stop. Providing a parking area for more cars to use at night may well encourage this anti-social behaviour. Could it have a timed access gate to avoid late night use?
- provision of 10 additional car parking spaces in front of Greenleaves will cause additional traffic congestion at an already busy roundabout with consequent road safety concerns. To construct this parking a considerable number of trees need to be removed currently these trees provide some sound abatement from the roundabout for the residents of Greenleaves.
- As a resident living on Clays Hill and very close to the boundary of the new small 10 vehicle car park, I am have major concerns and objections. Firstly, Clays Hill is already a very busy road, access to it from all sides is difficult mostly to the volume of the traffic converging and also the lack of acknowledgement of the speed limited. To situate a Car Park close to the entry to Clays Hill off the A283 will in my opinion cause access/entry issues to traffic. Also the situation of the car park which is being portrayed as adding to Bramber experience, is strange, as the only attraction would be the Castle Remains, and to honest mostly there is sufficient parking already on that site. All other attractions are further away from Clays Hill. Secondly the roundabout at the foot of Clays Hill is already being used for antisocial behavior in relation to driving. At least 2 times a week after 11pm the roundabout and Beeding Bypass are used for car racing and donut practice. The noise from this is encroaching on a quiet area, and apart from the obvious possibilities of accident or death, it is not valued or appreciated by those within earshot. This comment is made as the proposed Car Park - in a secluded area is more than likely to become a magnet and meeting place for this type of antisocial behavior, thus increasing the scale of the issue, and could well gain a reputation where others from outside the area know this is a "meeting place". From the position of the proposed Car Park it would appear also that a number of trees would have to be felled, therefore further eroding the noise barrier that they offer already to an extent. In conclusion, I believe that this Car Park should be scrubbed from the plans and other alternatives on a more suitable piece of road considered.
- Regarding Policy B11, Public Car Parking, we wish to protest strongly against the proposal to build a Car Park in the area off Clays Hill in the vicinity of Greenleaves. There is already a notable problem, especially at night, with antisocial driving around the A283/Bramber roundabout, located just yards away. We are concerned that the consequence of building a car park is that it will become used as a rendez-vous point for the anti-social road users, and that as it acquires a reputation in this respect the scale of the problem will escalate. Another point is that there will be a reduction in the number of trees that currently offer seclusion to the area and enhance its natural beauty. A further concern is that there will be an increased risk of collisions between vehicles attempting to turn in and out of the proposed sight, due to the speed at which other motorists travel, both on exiting the roundabout and along Clays Hill towards the roundabout. This is exacerbated by the layout of the roundabout, which, as being wide enough to potentially accommodate two cars travelling side-by-side, tends to be crossed at high speeds.
- B10. Upgrade of the existing, dangerous uncontrolled crossing on the A283 at Castle Lane to a Pegasus crossing point between Steyning and Bramber. Many Bramber and Upper Beeding residents travel to Steyning to access local facilities, including the secondary school. The speed of the traffic here makes it difficult to cross, particularly for those with children, bikes, pushchairs or mobility issues. A crossing here would also provide a key link in the green infrastructure, in compliance with NPPF: "Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails¹⁷".
- I think another crossing point of the A283 should also be considered south of the roundabout. Many people accessing the Downs Links cross here - often pushing bikes across the road and emerging from shrubs so they are difficult to spot at the side of the road. Divers not familiar with this crossing

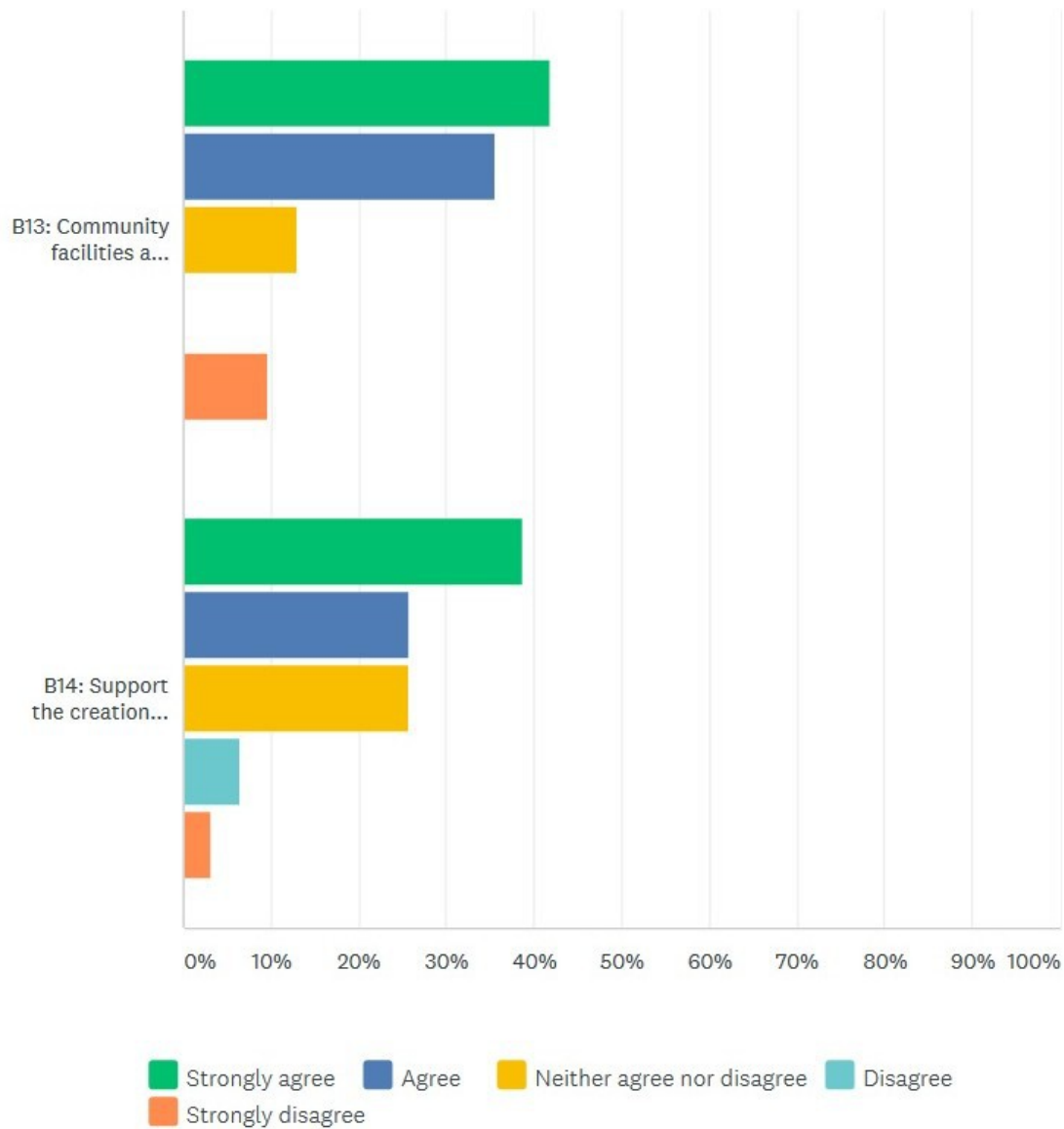
point approach at great speed.

- The possible additional parking areas shown on the map have disadvantages, e.g. by a narrow road, by a busy roundabout, but I recognise that it is almost impossible to find spare land.

Q7

Section 4: Community Facilities Policies

Answered: 31 Skipped: 16



	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
B13: Community facilities at St Nicholas Church (p.44)	41.94%	35.48%	12.90%	0.00%	9.68%	
	13	11	4	0	3	31
B14: Support the creation of an education centre at St. Mary's House and Gardens (p.44)	38.71%	25.81%	25.81%	6.45%	3.23%	
	12	8	8	2	1	31

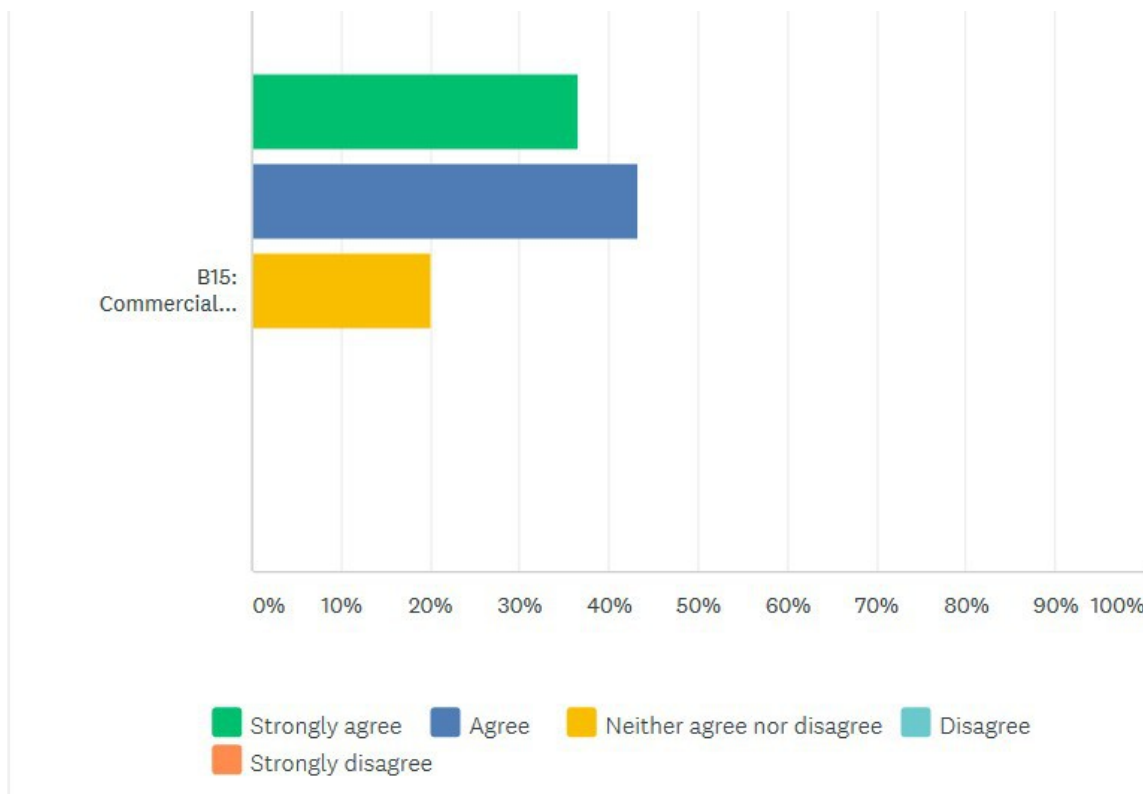
Comments(4)

- Good to see this in the Plan
- We fully support the proposals in relation to making the church an active space for the whole community.
- St. Mary's Education Centre and the greater use of St. Nicholas Church seem eminently worthwhile
- Need to come up with a different offer to that found at The Hub in Upper Beeding - could prove tricky!

Q8

Section 5: Local Economy Policies

Answered: 30 Skipped: 17

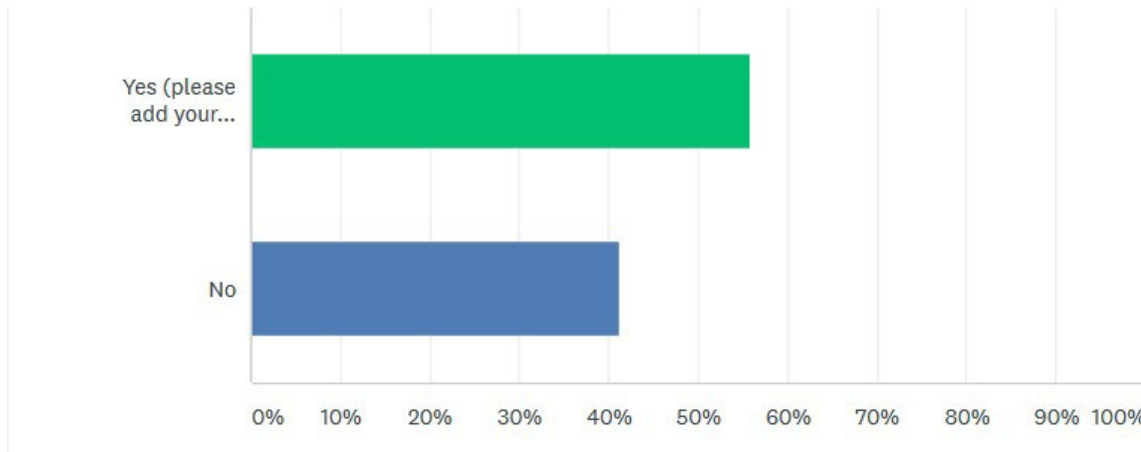


	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Total
B15: Commercial premises and land (p.46)	36.67%	43.33%	20.00%	0.00%	0.00%	
	11	13	6	0	0	30

Q9

Finally, are there any other comments you wish to make on the Bramber Neighbourhood Development Plan ?

Answered: 34 Skipped: 13



Answer Choices	Responses
Yes	55.88%19
No	41.18%14
TOTAL	34

Comments(21)

- We found the Bramber Neighbourhood Plan to be a well conceived and we strongly support it.
- Objectives 6 and 8 (page 18 etc.) Steyning & District Community Partnership (SDCP) strongly support the statement on sustainable tourism, businesses, facilities and amenities, but request that they are consulted in addition to SDNP. P29 and others. Little is said about farmland and its overall importance and contribution to maintaining flora and fauna. Policy B8 - We led on the improvements to the footpath alongside the RiverAdur improving access to the countryside for those who have ambulatory difficulties. Overall their access is very limited and it would be of benefit to include this aim generally and specifically for footpaths. The current wording blurs the distinction between the categories of access on third party land. Policy B10 - Whilst we support this we recall discussions for a similar type adjacent to the footpath crossing to the south which was unsuccessful owing to the location in relation to the busy roundabout. Policy B11 - We agree additional parking is required both locally and for access to the downs. the latter requires great care in screening and layout. We doubt that it is possible to provide services which would be acceptable in such sensitive locations. No mention is made of the central car park and any possibility of extension. Policy B13 - We support this suggestion. It is also essential to improve access to the building and provide appropriate adjacent parking. Policy B15 - An important policy. Does this embrace the adaptability of disused or appropriate flexibility of redundant farm buildings ?
- Generally speaking, the Plan is very well put together. But I feel it needs to make much more explicit mention of climate change, especially up front. The vision and objectives section makes no mention of climate change – yet this is probably the biggest challenge Bramber faces over the coming decades. If it is to be in forward looking and ‘future proof’ then climate change needs to be put front and centre in the framing of the Plan. As I suggested in the Climate report produced for the Steyning NP, this could be done by mentioning climate change in the 'Challenges' section - sketching out the range of impacts it will have, and the need for Bramber to be part of the solution, not just the problem. It would then be strengthened by adding a paragraph to the vision statement - For example : “Bramber will take active steps to become a ‘climate smart’ community, so that it is resilient to the

changes and risks caused by climate change, and is taking measures as far as reasonably practicable to reduce its own environmental footprint.”

- Any car parking on or near the Bramber Castle roundabout is complete folly. Clays Hill, Steyning bypass are already over subscribed feeder roads onto this area let alone you add the slow & often dithering at entry/exits to car parks. It is imperative that the additional traffic being created by overdevelopment from Adur & Worthing council is given full consideration. We already have traffic flooding over the Bostal & down Clays Hill, not to mention A27 traffic to & from Worthing using the Steyning bypass Clays Hill desperately needs traffic calming or a speed camera Can you stop producing plans that give no consideration to neighbouring development. We do not live in a vacuum!
- Further to our chat at the parish neighbourhood plan meeting , I would like to raise a few points regarding the Kingsmead lane site. We have met with the SDNP on a number of occasions now, they say that its important for the site to be included in the parish plan. Now you seem to have a housing requirement and you even put the need for housing within the SDNP. I am not quite understanding why this site cannot be included within the parish plan per say , the idea of finding 30 plus homes within the built up area boundary looks very difficult . This site would look like a natural extension to Kingsmead and is bordered by housing on 3 sides already. Its not like the site gets a green light in relation to planning if it is included , all sites have to go through the due process of planning. If it was a forgone conclusion , then every site in the country that gets earmarked within a parish plan , the land value would go up 10 fold and more . This site has some issues and we believe they can be overcome with sympathetic design. The idea is not to loose the wooded aspect. We all know that the site cannot be seen from any nearby proximity to the South Downs Way , the nearest point is to the west of the wood on the hill, about a mile away. Both in summer and winter the tree canopy shields the site , but you could also ask , whats more quinticencially british than quality builds using traditional materials within a small town/ village, You guys know my builds (2 in Twittenside Steyning and 1 in Bramber high street and 1 next to the Upper Beeding Petrol station. All these builds looked like they had been there years , even on the day of completion. This is achieved with much thought and the use of the correct materials (not a cheap option) and very good quality landscaping. Yes the SDNP have raised some issues and there is a TPO (regarding the TPO , I feel it was not put on the site correctly , if you read up on the reasons for a blanket woodland TPO , this site does not meet the criteria, it was put on the site in a hurry) The TPO can be worked with and as pointed out by Will Jones , planning takes president over TPOs (bs5837). Will has said to me that he will talk about the TPOs on the site and possible solutions in relation to planning if the site is included in the parish plan. Now we can all find reasons to refuse sites , or we could find reasons to accept sites , work alongside developers and come to a decent conclusion. You previously suggested 10 open market houses , I am suggesting at present 14 affordable houses that meet your parish plan. So! why not include the site and let the planning authorities decide its future , like it is with every single site in the country . Sorry , but its a CATCH 22 situation, someone has to give , and it seems quite sensible that The tree officer and SDNP do not get too involved (unless there is a formal application) unless the parish think there is merit. To date you have shown there is merit , but back to the catch 22.
- Many thanks for your email of 20 April. Unfortunately, the SDNPA have a lot of their facts wrong. They refer to SDNP/14 for one large property being refused. In fact, no planning application was ever made. They also refer to the fact that the development would be prominent in views from the South Downs Way. This is not the case. Mention is made to the parkland setting. However, when I first moved to Sopers Lane 50 years ago this was just a paddock. Indeed, I have photographs of the trees on my own land, which are now more mature than the Kingsmead Close site and which were tiny trees when we first moved there. They also suggest that the proposal would extend the built-up area into the countryside towards the scarp slope of the Downs. They must have been blind not to see that there are two large houses, two bungalows and a commercial centre which already do just that beyond the site in question. It seems that you must be guided by the SDNPA, but as in many of these cases that I come across I do wonder whether they have studied the area. They have certainly not taken the trouble to ask permission to come onto the land or, particularly, to view it from my own land next door. As to Clays Field, my previous comments still stand and I wonder if you have any correspondence with the current owner? The other point to bear in mind is that, according to my daughter, Clays Field was originally a burial site for victims of the plague. I don't know how true that is, but it might be worth asking the question.
- Just looking over the draft plan, it is a shame the previously proposed sites at Maudlin Farm and Kingsmead close have not been put forward as “Local Green Spaces” particularly as there is so much planning history with both sites.. I really feel they could do with further protection. Is there any way they could be included? Other than being in the National Park already what are the reasons that

they were not included?

- I happen to be looking at the Bramber Neighbourhood plan and notice that your 'red line' denoting the field is incorrect. The triangle indicated by my annotation below is the property of Rookery Nook (including the stream). Can you please confirm this and amend the drawing accordingly.
- Appendix B provides the justification for Clays Field to be a green space. I believe that the justification is not strong enough, and could be successfully challenged. Appendix B attempts to show that it meets the three necessary NPPF criteria without providing much supporting evidence. For example, it states that it is a haven for wildlife without demonstrating this. The fact that Bramber has 88 distinct BAP species proves nothing about Clays Field. I believe some naming of species might help. However, if it is not possible to substantiate this aspect then it might be better left out. It is not required to satisfy all of the suggested examples of significance (in NPPF criteria 2). Similarly there are no statistics on either usage or perceived value to the local community. Regarding the NPPF criteria 3, Bramber is claiming that it is not an extensive tract of land. Is this really the case? Has this been checked with Horsham? Are there any precedents?
- Safe crossing points would be welcomed along the length of the 283 not just castle lane exit there are a multitude of pedestrians/cyclists/horse riders trying to cross this dangerous road at lots of places eg where the link crosses between castle roundabout and roundabout towards beeding. at the castle roundabout itself I frequently see young school age children taking their life in their hands crossing from Steyning grammar to bramber. I don't think a single crossing at castle lane will solve this as the residents of bramber would be more inclined to walk down clays hill as it naturally feeds into the village this way. Similar for equestrians and cyclists and walkers accessing the monarchs way. Would it not be prudent to consider reducing the 283 speed from the start of beeding at sacred gardens until past the partridge green turnoff to protect the multitude of non vehicular road users around the town and villages?
- Delighted that Castle Lane is recognised as a route that needs to be protected and preserved. Perhaps we could add a statement on 'Climate Change' and 'Bio-diversity' in the vision statement.
- Strongly disagree with parking off Greenleaves. Inappropriate access, loss of woodland, potential to attract travellers settlements
- Concern about flooding risks with regard to development upstream. Concern about safety with regard to A283 pedestrian crossing
- I support the proposal in the draft Plan that the Clay Field site is not suitable for development. In my response I have already responded to Policy B1 (Location of Development), Policies B5 (Protecting Flora and fauna), B7 (Protection and maintenance of Local Green Spaces), B9 (Protection of locally significant views) I am directing these comments to Appendix 1 - Site Assessment. My residence in Goring Road (No. 31) is at the northern side of Castle Lane at its junction with Goring Road. My observations relate to access to the site via Castle Lane. I comment specifically on the WSSC Highways Team assessment. I have placed my vehicle in Castle Lane, at its junction with Goring Road and even providing for the re-siting of the telegraph pole a 2 metre 'X' distance will be difficult to achieve, especially for many standard production motor cars. Visibility is already a problem for many vehicles exiting this junction. In addition, no consideration appears to have been given to vehicles turning left into Castle Lane from Goring Road. At present, these vehicles come to almost a standstill as they manoeuvre the junction due to poor visibility into Castle Lane. This junction is unsuitable for any increase in traffic movement.
- Strongly disagree with suggested new car park provisions as involving dangerous access and the felling of many trees which is totally contrary to advice on countering Climate Change.
- I congratulate everyone involved in pulling together a thorough and comprehensive plan. I can imagine it required a huge amount of time and very careful consideration. I think it will protect the special nature of the area whilst at the same time leaving open the opportunity for appropriate, small scale development. It's emphasis that any built development should compliment the environment is critical. We recently moved from Henfield. There the recent building developments, whilst providing a substantial number of new homes, have failed completely to in any way enhance the built environment and are of lazy design, unimaginative and poor quality. Whilst outside the Bramber boundary, the Shoreham Cement Works surely provides the best opportunity in the area to provide housing, leisure and commercial facilities that could meet the needs of local residents and visitors. It would be obscene to be building on greenfield sites in Bramber/Steyning/Upper Beeding while such a fantastic opportunity to transform an ugly, brownfield site exists. I hope that the SDNP are able to take forward a plan with the owners of that site to deliver a built environment that compliments the

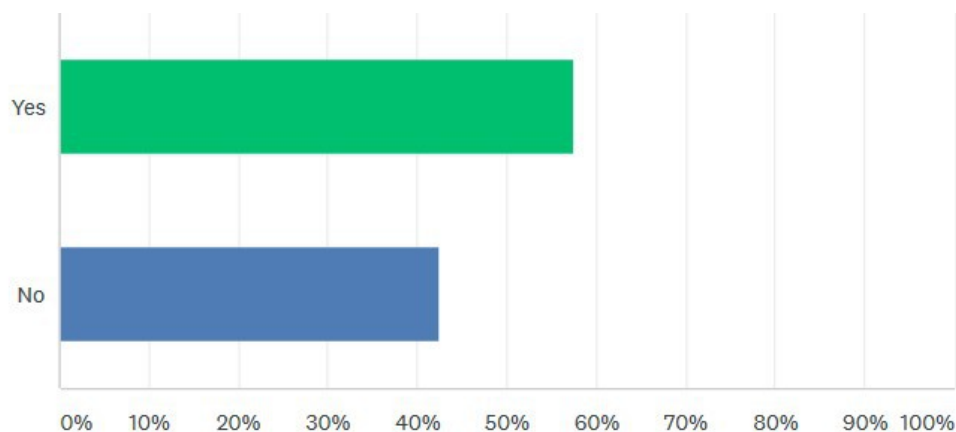
natural environment of the South Downs.

- I am very pleased with your recommendations and the accuracy with which they relate to the criteria for assessment. My confidence is fully restored in your ambitions to retain the very special identity of the Bramber Parish and in turn that of its neighbours. Thank you.
- Thank you to everyone concerned for the very many hours which it must have taken to produce this. I support the attitude and ethos behind this plan which emphasis all that is best in Bramber.
- From a rural parish perspective it is important to enable farming to co-exist (and develop) whilst respecting local residential needs. Botolphs' experience has benefited from a friendly farmer but it has highlighted risks we should consider to protect other parts of the parish. Pig farming within a few feet of your property results in unbearable smell and noise but this swiftly diminishes to entirely acceptable levels with a small buffer. The NP gives us a chance to address this to help with any future issues. A 100m buffer between new pig installations and residential properties is all that is required - could this be considered as a NP goal such that planning permissions enabling such farming could then reference the NP to permit developments only in conjunction with such restrictions.
- Making a Crossing of A283 from Castle Lane is essential. It would also be beneficial to have one further south on A283 (south of Bramber roundabout) where lots of walkers and cyclists need to cross from one trail to another.
- Given that apparently Clays Field is not kept clear enough for the public to use, I do feel a small amount of housing should be allowed there

Q10

A summary of all comments made will be publicly available. Please note that any other personal information provided will be confidential and processes in line with the Data Protection Act 1998 and the General Data Protection Regulations. The Parish Council will process your details in relation to this preparation of this document only. As part of the Consultation and in line with the new General Data Protection Regulations (GDPR) please confirm that you are happy for the Parish Council to pass on your contact details (name, address/email address) to Horsham District Council (HDC) so that they can contact you at Regulation 16 consultation. I confirm that I am happy for the Parish Council to pass my contact details to HDC :

Answered: 47 Skipped: 0



Answer Choices	Responses	
Yes	57.45%	27
No	42.55%	20
TOTAL		47