

**Bramber Parish Council
Bramber Neighbourhood Plan
2018 to 2031**



Referendum Version

August 2020

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1 INTRODUCTION

- 1.1 This document presents the Bramber Neighbourhood Development Plan ('the Plan', 'the Neighbourhood Plan' or the 'BNDP'). The parish sits across two local planning authority areas: the northern tip, including the village of Bramber itself, is within Horsham district, while the remainder lies within the South Downs National Park Authority (SDNPA).
- 1.2 The BNDP represents one part of the development plan for the parish over the period 2018 to 2031. The other parts are, the 2015 Horsham District Planning Framework, and, for the protected National Park area, the South Downs Local Plan 2014-33. Horsham District Council (HDC) is in the process of reviewing its Local Plan, with a view to consulting on it in August 2020. The South Downs Local Plan¹ was formally adopted by the South Downs National Park Authority on Tuesday 2 July 2019.
- 1.3 Horsham District Council (HDC) designated a Neighbourhood Area for the whole of the Bramber parish area on 15 February 2018 and the SDNPA designated the part of the parish within the National Park on 26 February 2018.
- 1.4 Figure 1.1 below shows the Bramber neighbourhood plan area, which shares its boundary with Bramber parish, indicating the part that lies within the National Park. This was designated by HDC and by the SDNPA in February 2018. HDC is the lead authority for the Neighbourhood Plan.

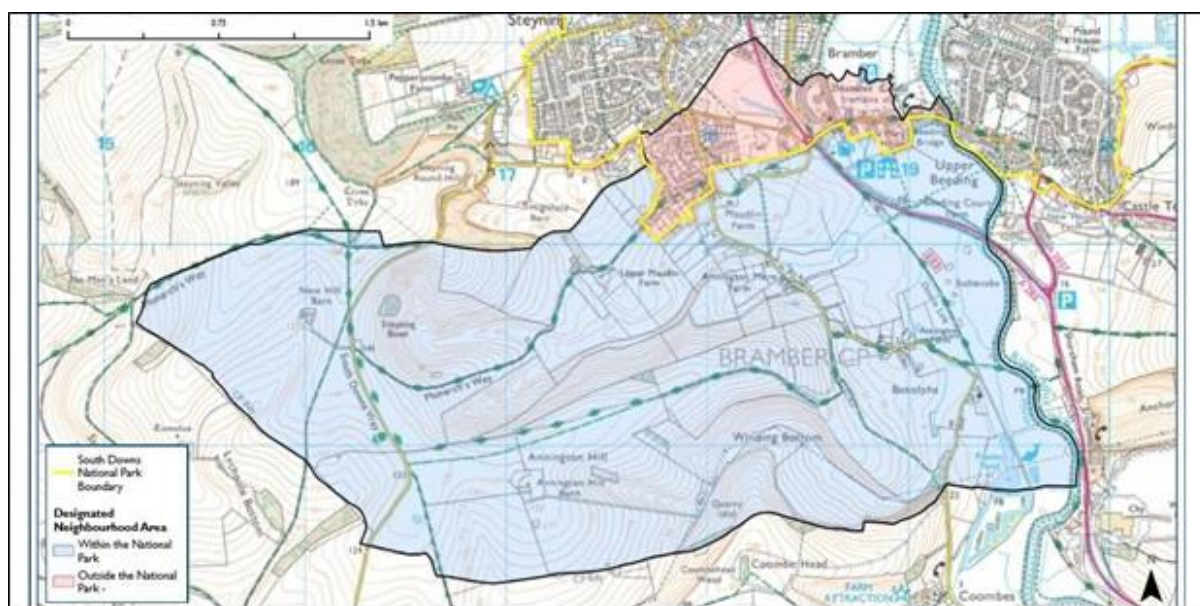


Figure 1.1: Bramber Neighbourhood Plan designated area

- 1.5 The Plan is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012 (as amended). The Neighbourhood Plan group has prepared the Plan to establish a vision and framework for the future of the parish and to set out how that vision will be realised through planning land use and development change over the plan period 2018 to 2031.

¹ https://www.southdowns.gov.uk/wp-content/uploads/2019/07/SD_LocalPlan_2019_17Wb.pdf

- 1.6 The Plan will guide development within Bramber parish and provide guidance to any interested parties wishing to submit planning applications for development within the parish. The process of producing a plan has sought to involve the community as widely as possible and the different topic areas are reflective of matters that are of considerable importance. Each section of the plan covers a different topic. Under each heading there is a justification for the policies presented which provides the necessary understanding of the policy and what it is seeking to achieve. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text and evidence documents² that have been compiled to underpin the Neighbourhood Plan. Beneath each policy is a conformity reference, setting out which Neighbourhood Plan objective the policy seeks to address, which policies in the 2015 Horsham District Planning Framework and the 2019 South Downs Local Plan the policy is in conformity with and the relevant paragraph(s) of the 2019 National Planning Policy Framework.
- 1.7 In addition to the policies, the Plan identifies a number of local needs and community aspirations that are not met through the planning system but which are important to the well-being of the community. It is proposed that these projects will be met through community action supported by other organisations. The Plan also sets out the Community Infrastructure Priorities and a framework for monitoring and implementation.

The Planning Policy Context

National Planning Policy

- 1.8 The Neighbourhood Plan must have regard to the policies set out in the National Planning Policy Framework (NPPF).
- 1.9 The National Planning Policy Framework (NPPF) states at paragraphs 29 and 30:

“Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies³.

Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

- 1.10 The Neighbourhood Plan has been prepared within the context provided by the NPPF (2019).

² Available at: <https://www.bramber.org.uk/neighbourhood-plan>

³ Neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area.

Local Planning Policy

- 1.11 The parish of Bramber falls across two local planning authorities, Horsham District Council and the South Downs National Park Authority. Above this is West Sussex County Council, who have responsibility for the Waste Local Plan⁴ (adopted 2014) and the West Sussex Joint Minerals Local Plan⁵ (adopted 2018).
- 1.12 The Local Plan for Horsham District consists of the Horsham District Planning Framework⁶ (HDPF), which guides decisions on planning applications and was adopted in November 2015. The HDPF covers the period 2011 to 2031 and provides the strategic framework for growth in Bramber (outside the South Downs National Park). The Bramber Neighbourhood Plan must be in general conformity with the strategic policies of the adopted HDPF.
- 1.13 Horsham District Council (HDC) has commenced a review of the HDPF, and whilst the timetable for this is not yet confirmed, HDC officers have advised that a draft of the updated HDPF will be consulted on in August 2020, with a view to adopting it in 2021.
- 1.14 For Bramber, therefore, the HDPF policies remain relevant to the area situated outside the National Park, to the north of the parish. This encompasses much of the village of Bramber. The HDPF is currently being reviewed.
- 1.15 For the South Downs National Park Authority, The South Downs Local Plan⁷ was formally adopted by the SDNPA on Tuesday 2 July 2019. It sets out how development will be managed from 2014 to 2033. The setting of the parts of Bramber that are either within or adjacent to the protected National Park and landscape views offered by it need to be acknowledged by new development proposals. All new development should have regard to this broader setting. The current aims and purposes of the National Park are as follows:
- To conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
 - To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public. The National Park Authority also has a duty when carrying out the purposes;
 - To seek to foster the economic and social well-being of the local communities within the National Park; and
 - In addition, Section 62 of the Environment Act 1995 also requires all relevant authorities, including statutory undertakers and other public bodies, to have regard to these purposes. Where there is an irreconcilable conflict between the statutory purposes, statute requires The Sandford Principle to be applied and the first purpose of the National Park will be given priority.
- 1.16 A summary of some of the most salient strategic policies of the HDPF and the South Downs Local Plan as they apply to the Neighbourhood Development Plan area are as follows:

⁴ https://www.westsussex.gov.uk/media/3241/waste_local_plan_april2014.pdf

⁵ https://www.westsussex.gov.uk/media/7682/mlp_draft_reg18plan.pdf

⁶ https://www.horsham.gov.uk/_data/assets/pdf_file/0006/28563/Horsham-District-Planning-Framework-2015.pdf

⁷ https://www.southdowns.gov.uk/wp-content/uploads/2019/07/SD_LocalPlan_2019_17Wb.pdf

Horsham District: HDPF key policies	
Policy	Commentary
Policy 3 Development Hierarchy	<p>This sets out that development will be directed to towns and villages that have defined built-up areas and will be in-keeping with the context of the settlement type. Bramber is classified collectively with Upper Beeding as a 'small town/large village'. This classification is for settlements with a good range of facilities and transport links as well as acting as a hub for smaller villages.</p> <p>Notably, many of the services mentioned are located within Upper Beeding as opposed to Bramber, and this should be reflected in the way development is shaped in the future.</p> <p>Note: By clustering the two settlements, Bramber and Upper Beeding effectively becomes a Tier 2 settlement, in the same category as Broadbridge Heath and Billingshurst. The Steering Group does not believe this to be a true reflection of Bramber, which is a very small village with extremely limited facilities. The Steering Group do not believe that Bramber should be clustered together with Upper Beeding, as the two settlements are different and distinct. Collectively, the two villages would not appear to meet the criteria of a Tier 2 settlement. Taken individually, this is even more so. A Community Action contained in Section 13 of this Neighbourhood Plan seeks to feed this into the emerging Local Plan Review.</p>
Policy 4 Settlement Expansion	This sets out the criteria for the expansion of settlements, in particular where this is outside a defined settlement boundary. For Bramber, the village itself sits within a defined settlement boundary and there is little remaining land beyond that is not within the SDNPA.
Policy 10 Rural Economic Development	This encourages sustainable local employment growth through Neighbourhood Development Planning and sets out the criteria required to support such enterprise.
Policy 11 Tourism and Cultural facilities	Encourages facilities that encourage visitors to the area.
Policy 15: Housing Provision	Requires the provision of at least 1,500 homes throughout the district, in accordance with Policy 3, allocated through Neighbourhood Development Planning 'in accordance with the settlement hierarchy'.
Policy 16: Meeting Local Housing Needs	Includes support for schemes brought forward via Neighbourhood Development Plans.
Policy 17 Exceptions Housing Schemes	Allows for limited amounts of greenfield land development that would not otherwise be released for general market housing.
Policy 25 Natural Environment and Landscape Character	Protects, conserves and enhances landscape and townscape character of individual settlements, maintaining settlement separation.
Policy SD32 The Quality of New Development	Promotes high quality, inclusive design in all development.
Policy 40 Sustainable Transport	Supports development that enables sustainable transport options. This is important for Bramber as there is a high car dependency.
South Downs Local Plan: Strategic Objectives	
Policy SD4 Landscape Character	Development must conserve and enhance the landscape character.
Policy SD5 Design	Development proposals must adopt a landscape-led approach, respecting local character.
Policy SD12 Historic Environment	Seeks to ensure that development proposals conserve and enhance the historic environment, including through the safeguarding of heritage assets and their setting
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.

Policy Development strategy	SD25	Development will be directed primarily to the defined settlements, of which those in Bramber parish are not specifically listed.
Policy	SD26	Supply of homes
		Provision for approximately 4,750 net additional homes over a 19 year period between 2014 and 2033. Neighbourhood Development Plans that accommodate higher levels of housing than is set out above will be supported by the National Park Authority providing that they meet local housing need and are in general conformity with the strategic policies of the development plan. There is no housing requirement figure provided for Bramber.
Policy	SD35:	Employment Land
		Sets out employment need in the SDNP and seeks to safeguard existing employment land and uses.

1.17 HDC is the lead local authority for the Bramber Neighbourhood Plan.

Community engagement

1.18 The Bramber Neighbourhood Plan Steering Group (‘the Steering Group’) has developed the Plan through extensive engagement with the community. Prior to Bramber developing its own Neighbourhood Plan, in the summer of 2014, the parish had commenced work on a Neighbourhood Plan in partnership with the neighbouring parishes of Steyning, Wiston and Ashurst. A Steering Group was formed in Sept/Oct 2014 comprising representatives from each of the parishes. Following this, six Focus Groups, involving over 70 volunteers, who were all local residents, were established to explore the various Plan themes. An extensive programme of engagement activities was undertaken, which ensured that the community had the opportunity to input into the emerging work at every stage. This included:

- Hundreds of hours of volunteer time dedicated to giving local residents increased control over future local land use, including 25 meetings of the Steering Group and numerous focus group meetings (e.g. Housing – 16 meetings).
- Public survey issued in January 2015, and 844 responses received. Responses provided a basis for a broad understanding the range of opinions and suggestions at the outset of the project.
- Vision statement produced January 2015.
- Youth survey issued by Steyning Grammar School pupils in July 2015. Of nearly 300 responses, 96 were received from young people in the SWAB parishes. This data was analysed & forwarded to the SWAB Team.
- Call for sites issued in spring 2015 and Local Green Spaces survey.
- A Stage One report produced in October 2015.
- An informal public consultation exercise held over two weekends in January 2016 on the proposed sites and local open spaces. Over 700 residents attended.
- From Spring 2016 the key focus of the work was primarily to prepare the content and policies for the ‘Pre-submission Document’ (the draft BNDP)

1.19 In October 2017, the parish councils took the decision to move forward separately on individual neighbourhood matters. Amongst other local matters, this was as a result of the changing requirements and evolving legislation for neighbourhood planning, which resulted in the need for each individual parish to review and re-evaluate its role within the parish cluster. After careful consideration, Bramber took the decision to continue with a Neighbourhood Plan that would cover just the area of Bramber Parish. They applied to designate the area and this was formalised on 15

February 2018. A Steering Group was established comprising local councillors and residents, and Focus Groups were set up to explore individual themes.

1.20 The community engagement carried out as part of the Bramber Neighbourhood Plan has included:

- Public exhibitions and drop-in events;
- Face-to-face sessions with local voluntary and interest groups;
- A questionnaire aimed at residents;
- A questionnaire distributed to the businesses in the parish;
- Leaflet drops to all houses in the parish;
- Regular newsletter and press articles;
- Presentations at key stages of the Plan; and
- Presence at parish events.

1.21 Regular meetings and discussions with both HDC and the SDNPA have taken place on each of the topics areas covered by the Plan. In addition, updates are provided through the minutes of the Parish Council and Neighbourhood Plan Steering Group meetings. The Steering Group Chair has also given verbal updates to the Chair of the Steyning Neighbourhood Plan Group.

1.22 The submitted Consultation Statement comments about the way in which the community and national and local organisations have been involved in the production of the Plan.

Neighbourhood Plan Review

1.23 Notwithstanding the defined plan period to 2031, it is recognised that Neighbourhood Plans should be reviewed periodically. The defining basis for Neighbourhood Plans is the Local Plan, in this instance HDC's HDPF and the South Downs Local Plan. The HDPF is in the process of being reviewed and to ensure that emerging neighbourhood plans are in conformity with the local plan, on 13 March 2019, following on from a 'Future of Neighbourhood Planning' seminar, HDC sent a letter to all Parishes setting out options for developing their neighbourhood plans and in particular how site allocations might be approached. Bramber, as a Parish with a Plan at an advanced stage, considered that it would continue to develop its neighbourhood plan including site assessments. Two potential sites have been explored as part of this process and both have been assessed as unsuitable for development.

1.24 Section 11 of this Plan comments about the way in which the Plan will be monitored and reviewed.

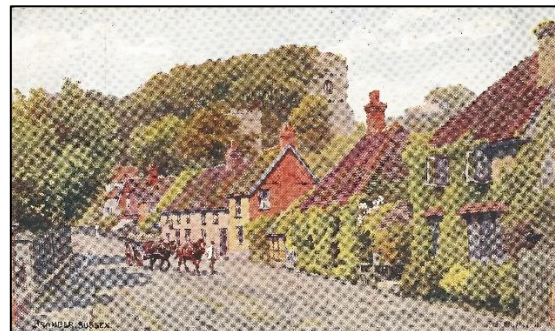
Sustainability of the Neighbourhood Plan

1.25 The Neighbourhood Plan has been informed by an independent Sustainability Report, published in August 2019. This tested the potential impacts of the policies against a set of sustainability objectives developed in consultation with interested parties on the environment.

- 1.26 The purpose of the assessment is to avoid adverse environmental and socio-economic effects resulting from the Neighbourhood Plan, and identify opportunities to improve the environmental quality of the area covered by the Neighbourhood Plan and the quality of life of residents.
- 1.27 A key element of the process is the appraisal of 'reasonable alternatives' for the Neighbourhood Plan. In particular, this explored how the Plan's development strategy has been shaped through considering alternative approaches for the location and quantum of housing in the Neighbourhood Plan area.
- 1.28 The assessment has concluded that the current version of the Neighbourhood Plan is unlikely to lead to significant negative impacts.

2 ABOUT BRAMBER

- 2.1 Bramber is a rural parish of around 350 dwellings located to the south eastern settlement edge of Steyning. Most of the parish is within the South Downs National Park (SDNP) and is therefore relatively undeveloped. The core of the village comprises The Street and the Maudlyn area.
- 2.2 The National Park plays an important role in the setting for Bramber as a whole; those parts that do not fall directly in the protected area are nevertheless defined by it as a backdrop. Conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park, and promoting opportunities for the understanding and enjoyment of its special qualities by the public, are intrinsic to Bramber's role.
- 2.3 The Street is the historic centre with Bramber Castle, which is maintained by English Heritage, St. Nicholas Church (the oldest Norman church in Sussex) and St. Mary's house as tourist attractions, supported by the two hotels, restaurants and public car park in that area. The Castle Lane area is separated from The Street by Bramber Castle, although they share this as a local landmark and open green space, along with the south eastern edge of Steyning. St. Botolphs is an Anglo Saxon church in Botolphs.



Historic photographs of The Street, Bramber

- 2.4 Maudlyn area has the largest number of residential properties within Bramber. The majority of the properties are relatively modern and the area has the highest density of family units within the village. This area directly abuts Steyning.
- 2.5 Annington and Botolphs which sit within the SDNP is essentially a mixed farming community with a pig farm and stabling, but also includes a business park and a number of large private houses. The southern part of the parish is very popular with walkers, equestrians and cyclists with a number of footpaths and bridleways and access to the Downs Link, South Downs Way and Monarch's Way. Access for walkers and cyclists between the Downs Link and Steyning is made via Castle Lane but access for equestrians from the west side of the A283 is difficult at present because it requires crossing the main road and there is no safe crossing point.
- 2.6 Although areas of Bramber have close geographic links to Steyning and Upper Beeding, Bramber retains a strong and separate sense of identity. The parish councils do work closely together and Bramber and Upper Beeding, for instance, share a village hall which is located in Upper Beeding. Bramber has a strong volunteer group, which among other things monitors the drainage ditches around Bramber working closely with the Environment Agency to alert them of maintenance and

potential flooding issues. As a parish Bramber positively encourages walking, cycling and horse riding.

Profile of the community today

2.7 Detailed information on the profile is provided in the supporting evidence⁸. In summary, the key aspects of the profile of the neighbourhood area, as they relate to the Plan, are as follows⁹:

- 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 **five bus routes** serving Bramber, connecting the village to the nearby large villages and towns including Horsham, Worthing and Brighton.
- **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.

⁸ Bramber Area Profile

⁹ Source: 2011 Census

3 VISION AND OBJECTIVES

Challenges facing Parish

- 3.1 The Bramber Neighbourhood Plan seeks to address, as far as possible, the challenges that face the community of Bramber parish. In summary these challenges are:
- Meeting the demands of an ageing population in terms of providing homes that are suited to their needs.
 - Providing homes in the parish that are financially accessible to younger people, especially young families and those stepping onto the property ladder for the first time.
 - Safeguarding the rural, tranquil character, biodiversity and green spaces of the parish, particularly given its position partially in the South Downs National Park.
 - Protecting the individual identity of Bramber, ensuring that encroachment on neighbouring villages is minimised by maintaining the current inter-settlement gap.
 - Maintaining and protecting Bramber's built heritage features and reflecting this character in any future developments.
 - Supporting Bramber's existing employment, retail and catering offer and, where possible, helping to offer new opportunities.
 - Ensuring that tourism activity is sustainable and in keeping with the values of the national park.
 - Seeking to mitigate climate change.
 - Seeking to improve accessibility to services in and near the parish – through the provision of footpaths, cycle ways, bridleways and public transport - in order to help reduce over-reliance on car use.

Vision for Parish

- 3.2 In consultation with the community, the vision for Bramber up to 2031 is:

The rural parish of Bramber will have retained its own recognisable character, with the quality of the landscape spaces within and surrounding it continuing to define its identity. It will continue to contribute to the aims of the South Downs National Park in terms of conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park, and promoting opportunities for the understanding and enjoyment of its special qualities by the public.

Bramber's role as a small village and place to visit will have evolved to continue to meet the needs of local residents, but without compromising the special character that makes The Street so unique, including the built heritage, the Conservation Area, listed buildings, and surrounding environs. This built heritage will have been conserved and enhanced with opportunities for it to be better understood and appreciated, such as through a heritage trail and information boards.

Community facilities (e.g. Bramber Castle, Bramber Brooks) will remain focal points for the community and they will, where possible, be improved to become more attractive to both residents

and visitors alike; the parish council will have expanded its role in the management of such facilities, along with their open spaces and natural assets.

The neighbourhood plan will have further enabled strong, positive and supportive working relationships that exist with neighbouring parishes, local schools, the Steyning Health Centre and local businesses. These will all continue to contribute to the vitality of the area, making a greater range of facilities available to the parish, and contributing to a shared sense of community pride in Bramber.

Bramber will continue to support local employment and businesses. Its sustainable tourism offer will have grown, making a positive contribution to the local economy and employment. This will be supported by a plan developed in partnership with the South Downs National Park to protect the shared rural setting of Bramber and make improvements to connectivity, green infrastructure and heritage assets.

Accessibility to and connectivity between facilities, amenities, green space and recreational areas, both within Bramber and with neighbouring settlements, will have been improved. This will include maintaining and expanding, where necessary, the existing network of footpaths, bridleways, and cycle routes, thus 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.

There will have been a modest growth in housing numbers across the parish through the provision of new homes, designed to meet local needs including elderly downsizers and those starting out on the housing ladder, including families. This will help to provide a balance of dwelling types to serve the community over the long term, enabling those connected with Bramber to live here if they wish while also encouraging new residents. New homes will have been provided in areas that do not detract from the character and setting of the parish and will, where possible, encourage sustainable living.

Future developments will be resilient to the effects of local and national climate change. The planning and design of new developments will anticipate the effects of climate change and be built according to the best principles of robustness and resilience.

Neighbourhood Plan Objectives

3.3 The proposed objectives of the Bramber Neighbourhood Plan are as follows:

Objective 1: Protect and enhance the rural character of the parish, the qualities of its landscape setting and its biodiversity, managing the impacts of any future growth in line with the aims of the South Downs National Park, a landscape of national importance.

Objective 2: Carefully manage the siting of development to protect the individual identity and setting of Bramber. This relates to both the character of its built heritage and the importance of the wider protected landscape setting and links between the two.

Objective 3: Ensure that development mitigates climate change, is sustainable and sympathetic to the scale, landscape setting, topography and architectural and historic character of where it is sited in the parish.

Objective 4: Plan for some additional housing to meet predominantly local housing needs, bearing in mind changing demographics, to provide a more balanced housing mix, in particular for local affordability and elderly downsizers.

Objective 5: Address local transport issues, including car and parking issues, but 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. This includes safety of crossing points over the length of the A283 as it cuts through the parish.

Objective 6: Promote opportunities for sustainable tourism, particularly where it enables increased public accessibility to, and enjoyment of, the national park for recreation and leisure.

Objective 7: Safeguard local green spaces that are valued by the community, improve their biodiversity and integrate them with the footpath and bridleway network. This will help to contribute to the aims for the South Downs National Park in conserving and enhancing the natural beauty and wildlife of the national park.

Objective 8: Support existing businesses operating in the parish and provide opportunities for new ones where this can be achieved sustainably.

Objective 9: Retain and, where possible, expand the range of facilities and amenities available for local residents.

4 SPATIAL STRATEGY

Policy B1: Location of development

- 4.1 In a rural parish such as Bramber, it is particularly important that development is directed to appropriate locations and that sprawl, and coalescence with surrounding settlements, is avoided. For instance, the consultation revealed a keenness among local people to retain the natural gap between the settlements of Bramber and Steyning, which have historically been separate with their own distinguishable identities. The purpose of a built-up area boundary (BUAB) is to provide that direction. Policy B1, below, defines the significance of the BUAB for Bramber.
- 4.2 For the Horsham part of the parish, the HDPF seeks to ensure that development takes place in a manner that ensures that the settlement pattern and the rural landscape character of the district is retained and enhanced, but still enables settlements to develop in order for them to continue to grow and thrive. The mechanism by which this will be achieved is through the designation of built-up area boundaries and the planned expansion of existing settlements through the Local Plan or neighbourhood planning.
- 4.3 Whilst HDC classifies Bramber collectively with Upper Beeding in the settlement hierarchy, it should be noted that the bulk of local facilities are in fact located in Upper Beeding and that the residents of the two settlements strongly believe that their villages should be defined individually to take into account their distinctive defining features. On its own, Bramber would likely be categorised as a 'small village', which is in-keeping with the scarce number of local facilities and its rural nature.
- 4.4 Policy 14 of the HDPF states that at least 1,500 homes will be provided throughout the district in accordance with the settlement hierarchy, allocated through Neighbourhood Planning. Bramber village should consider a degree of growth in order to continue to prosper and meet local housing need. However, this must be balanced against the need to preserve its character, its rural setting as a gateway to the South Downs, the need to conserve its heritage assets and their settings and to ensure that it does not coalesce with the neighbouring communities.
- 4.5 Policy 3 of the adopted HDPF provides guidelines for developments in relation to BUABs. It states that: *"Development will be permitted within towns and villages which have defined built-up areas. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale to maintain characteristics and function of the settlement in accordance with the settlement hierarchy"*.
- 4.6 Policy 4 of the adopted HDPF permits Neighbourhood Development Plans to make appropriate changes to the Built-Up Area Boundary, including outside Built-Up Area Boundaries, where the expansion of settlements will be supported where all of the following are met:
- i. *"The site is allocated in the Local Plan or in a Neighbourhood Development Plan and adjoins an existing settlement edge;*
 - ii. *the level of expansion is appropriate to the scale and function of the settlement type;*

- iii. *the development is demonstrated to meet the identified local housing needs and/or employment needs or will assist the retention and enhancement of community facilities and services.*
- iv. *the impact of the development individually or cumulatively does not prejudice comprehensive long term development, in order not to conflict with the development strategy; and*
- v. *the development is contained within an existing defensible boundary and the landscape and townscape character features are maintained and enhanced.”*

- 4.7 For the South Downs part of the Parish, the South Downs Local Plan, in Policy SD26, makes provision for The National Park Authority to provide approximately 4,750 net additional homes over a 19 year period between 2014 and 2033. The part of Bramber that falls within the National Park has not been allocated a level of housing to deliver. That said, the SDLP states that *“Neighbourhood Development Plans that accommodate higher levels of housing than is set out above will be supported by the National Park Authority providing that they meet local housing need and are in general conformity with the strategic policies of the development plan.”*
- 4.8 Policy B1 of the Bramber Neighbourhood Plan reinforces the BUAB for Bramber, which is illustrated in Figure 4.1 and on the Policies Map.

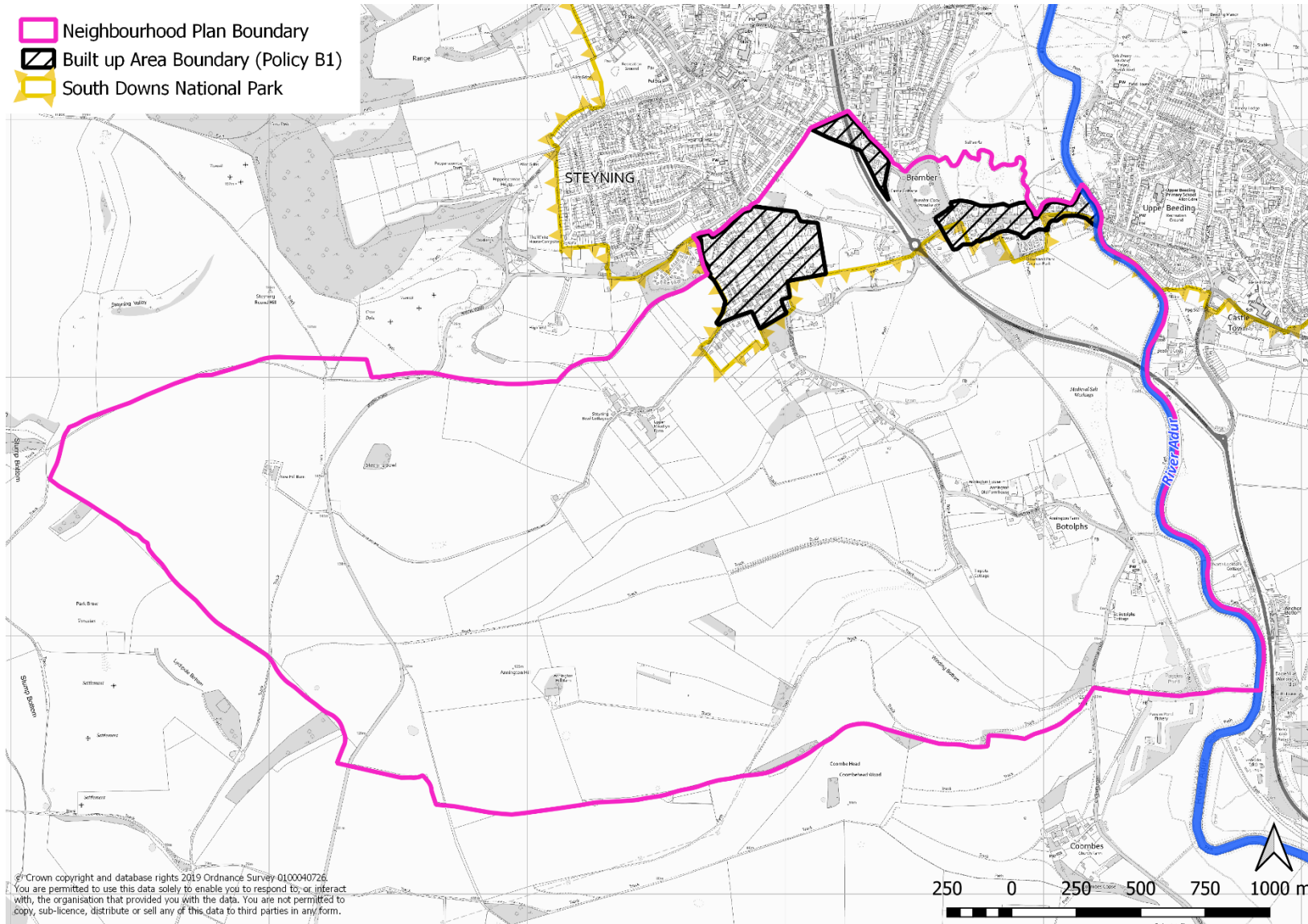


Figure 4.1: Bramber's Built Up Area Boundary

POLICY B1: LOCATION OF DEVELOPMENT

- 1. Development in the neighbourhood area will be supported within the Built Up Area Boundary as defined on the Policies Map. Development proposals outside the Built Up Area Boundary will not be supported unless they are in accordance with Horsham District Planning Framework policies or the policies of the South Downs Local Plan, in respect of:**
- a. appropriate uses in the countryside, including potential impacts (visual and physical) on the South Downs National Park; or**
 - b. the development preserves or enhances the character or appearance of the area; or**
 - c. the development brings redundant or vacant agricultural/farm buildings or historic buildings of heritage value back into beneficial use in a manner that does not cause harm in terms of additional traffic; or**
 - d. it relates to necessary utilities infrastructure and where no reasonable alternative location is available; or**
 - e. it is on sites allocated for those uses in the Horsham District Planning Framework, the South Downs Local Plan or their successors.**

In determining development proposals substantial weight will be given to the value of using suitable brownfield land within the built up boundary of Bramber for either homes and/or other identified needs, or to support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Conformity Reference: BNDP Objective: 1, 2, 4; 2015 HDPF: 3, 4, 26, 27, 30; SDLP: SD1, SD25, SD26; NPPF: 16, 17, 24, 28, 83a, 118

5 HOUSING

Housing requirement

- 5.1. The 2011 Census confirms that in 2011 Bramber parish had 348 households, the majority contained within the village of Bramber itself. There was a high level of home ownership (87.6%) and very low proportions of social rented (0.6%) and private rented (11%) tenures. There was a predominance of family sized housing with 64% of homes detached, 20% semi-detached and terraced, with 7% flats.
- 5.2. The parish is split across two local authority areas; the village of Bramber falls within Horsham District and is therefore subject to its planning policy. Beyond this, the remainder (geographically) of the parish, which includes agricultural land and the rural settlements of Botolphs and Annington, lies within the South Downs National Park Authority.
- 5.3. The Horsham District Planning Framework makes provision for the development of at least 16,000 homes and associated infrastructure within the period 2011-2031. Policy 15 of the Horsham District Planning Framework states that this will be delivered through a series of sources:
 - Housing completions for the period 2011 – 2015;
 - Homes that are already permitted or agreed for release;
 - Strategic sites;
 - The provision of at least 1500 homes throughout the district in accordance with the settlement hierarchy, allocated through Neighbourhood Planning; and
 - 750 windfall units
- 5.4. Whilst there is no specific housing target provided for Bramber parish, there is an expectation that housing will be allocated through Neighbourhood Plans to contribute towards both the local housing need and strategic housing need.
- 5.5. The South Downs Local Plan makes overall provision for approximately 4,750 net additional homes over a 19 year period between 2014 and 2033. No specific housing number is attributed to the part of Bramber parish lying within the National Park, however neighbourhood plans that accommodate higher levels of housing than is set out in the SDNPA Local Plan will be supported by the National Park Authority providing that they meet local housing need and are in general conformity with the strategic policies of the development plan.
- 5.6. In order to consider the number of new homes that might be appropriate for Bramber, an independent Housing Needs Assessment¹⁰, undertaken by AECOM, was published in August 2018. The report attributed to Bramber (parish-wide) a gross, unconstrained figure of 64 dwellings to be delivered across the lifespan of the plan. The report recommends that a 10% uplift should be applied to the initial figure of 64 dwellings by the end of the plan period. This results in

¹⁰ [Housing Needs Assessment, AECOM, August 2018](#)

a total housing need of 70 dwellings in Bramber to the end of the plan period. Rounding off the 8 dwellings that have been completed so far, this would imply the need for 62 homes until 2031 or approximately 5 dwellings per annum.

- 5.7. As part of the Neighbourhood Plan process, a local Call for Sites was issued during June and July 2018, seeking sites no smaller than 0.25 hectares. Two sites were put forward, one located in Horsham district and the other in the South Downs National Park. In consultation with HDC and the SDNPA, the Steering Group developed a set of criteria to assess the ability of the submitted sites to address the objectives of the Neighbourhood Plan in a sustainable manner.
- 5.8. The site assessments, included at Appendix A, concluded that neither site was suitable for development. The Bramber Housing Report incorporating site assessments¹¹, contains fuller detail on the process.
- 5.9. The Neighbourhood Plan does not, therefore, seek to allocate sites for development. That is not to say that suitable sites may not become available in the future. An early review of the Neighbourhood Plan, therefore, will be undertaken to take into account the policies of the revised HDPF and the implications of these. This will provide greater clarity about the amount of growth that Bramber may be expected to accommodate over the new HDPF plan period.

¹¹ Housing Report and site assessments available at <https://www.bramber.org.uk/neighbourhood-plan>

6 DESIGN AND HERITAGE

Policy B2: Character of development

- 6.1. Past generations of people and their associated development have created the features that give the parish its distinctive identity today. Bramber is home to heritage assets of all kinds. In 1981, archaeological features, a Late Bronze Age (1000-700 BC) hoard comprising 98 items of metalwork, mostly spearheads, was discovered during the creation of an artificial lake on Clays Field. There is evidence of further archaeological material across the parish from the Bronze Age, including spears found at Bramber Castle. The 87 records held on the West Sussex Historic Environment Record¹² include diverse features including Second World War as well as artefacts dating to the Second World War trenches and barbed wire, medieval hearths associated with salt workings and individual Roman coins.
- 6.2. Located mostly within the Conservation Area, there are numerous characterful buildings and historic landmarks including Bramber Castle and St Mary's House and Gardens. Bramber Castle, a scheduled ancient monument and grade I listed building, is a notable feature that, together with St. Nicholas church, has dominated the village since the 11th century. The castle and church were built by William de Braose, who was granted lands in England by William the Conqueror immediately following the conquest of 1066. De Braose began a vigorous boundary dispute with neighbouring Steyning, which had been granted to the monks of Fecamp by Edward the Confessor. The dispute continued for centuries afterwards due to the strategic position of both areas. Thus, the castle, church and later St. Mary's House have played a key role in setting the individual identity of Bramber. In addition to the historic assets of the parish, the rural setting of Bramber is important to its character, being situated largely in the South Downs National Park. It will be important for development all to minimise its impact on this protected landscape, including visually and physically, and to contribute to the aims of the South Downs National Park Authority.
- 6.3. In addition to the Bramber Conservation Area Design and Advice leaflet¹³, three 'character areas' have been identified in the parish and are shown in Figure 6.1. A summary of each is provided below and fuller descriptions are provided in the Bramber Neighbourhood Plan Design Guidelines in (separate) Appendix B¹⁴, developed to inform the Neighbourhood Plan and published in July 2019.

¹² <https://www.heritagegateway.org.uk>

¹³ https://www.horsham.gov.uk/_data/assets/pdf_file/0006/5829/BramberConAreaAppraisal.pdf

¹⁴ <https://www.bramber.org.uk/neighbourhood-plan> - also available on website

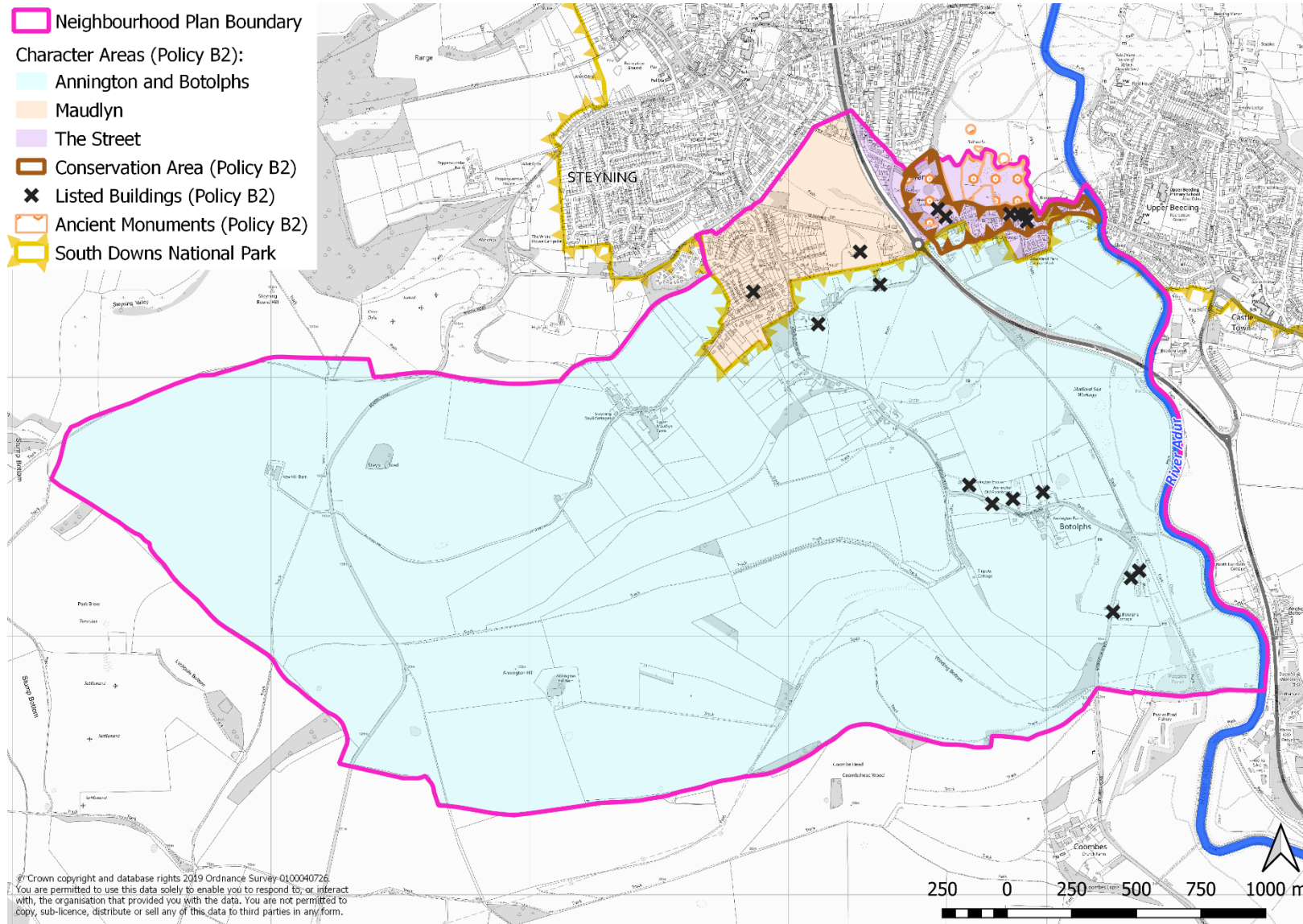





Figure 6.1: Character areas in Bramber

Character Area	Photograph
<p>The Street The Street is the historic core of Bramber with focal points being Bramber Castle, maintained by English Heritage, the Norman Church and the medieval St. Mary's house. Although there is a mix of housing styles from different periods in time they have been designed, in the main, in such a way that the historic importance of this area and its associated houses have not been compromised. This aspect should be taken into account in any new or re-development proposals.</p>	
<p>Maudlyn A residential neighbourhood to the west of the A283, this area of Bramber has the largest number of houses in the Parish which, in the main, comprise detached houses and bungalows built during the final quarter of the last century. Any proposals for development/re-development in this area should complement the designs of this existing housing stock.</p>	
<p>Annington and Botolphs Annington and Botolphs which sit within the SDNP is essentially a farming community with a pig farm and stabling, but also includes a business park and a number of large private houses. This area of Bramber is important to the SDNP in relation to the landscape, farming and tourism and new housing development will be restricted as a consequence.</p>	

- 6.4. The built character across each area ranges in style, age, size and housing densities. For each area to maintain its character, a balance needs to be struck between the scale, bulk, density and height of the built form and that of open green spaces and, where relevant, the countryside.
- 6.5. All development should be designed to a high quality and reinforce and enhance local character, heritage assets and the rural setting of the area. The density of development should create a character that is appropriate to the site's context, including the landscape in which it is set, whilst making best use of the land available. Lower density housing should be located towards the outer edges of the settlement where it abuts open countryside, to maintain views from and into the individual settlements.

- 6.6. Development should have regard to both the character of the area in which it is set and to the character of the area overall.

POLICY B2: CHARACTER OF DEVELOPMENT

- 1. Development should conserve and where practicable enhance the character area in which it is located (as shown in Figure 6.1 and described in the Bramber Neighbourhood Plan Design Guidelines¹⁵). The design of new development should demonstrate how it has taken account of the local context and has reflected the character and vernacular of the area, using architectural variety in form and materials, in order to avoid building design that is inappropriate to the Plan area. Innovation in design will be supported where this demonstrably enhances the quality of the built form in a character area.**
- 2. As appropriate to their scale, nature and location development proposals should address the following criteria:**
 - a. Make a positive contribution to the visual appearance of the main highway approaches into the settlements.**
 - b. Not have a significant detrimental impact on the local views as set out in Policy B9.**
 - c. Development proposals directly affecting heritage assets – including non-designated heritage assets - should respect the significance and context of the asset and demonstrate how they will contribute to the conservation and enhancement of the heritage asset through the most viable and sustainable method.**
- 3. Where development sites abut open countryside, development on the rural boundary edge should mitigate any detrimental visual impacts on the countryside. As appropriate to their scale, nature and location, this should be achieved through the siting of lower density development at the rural boundary of the site in order to provide a gradual transition from the built form to open countryside, or by other means such as through a layout that clearly minimises the visual impact of any larger buildings.**

Conformity Reference: BNDP Objective: 1, 2, 3; HDPF: 32, 33, 34, 42; SDLP: SD4, SD5, SD6, SD12, SD13; NPPF: 125, 127

Policy B3: Design of development

- 6.7. Good quality design can improve social wellbeing and the quality of life by improving the built environment, reducing crime, improving public health, easing transport problems and providing supportive neighbourhoods.
- 6.8. The Building for Life 12 (BfL12) January 2015 third edition¹⁶ is the Government-endorsed industry standard for the design of new housing developments. Building for Life is a tool for assessing the design quality of homes and neighbourhoods. The criteria also link to other standards for housing design, including the Housing Quality Indicators (HQI) standards, Secured by Design and Lifetime Homes. The BfL12 provides a framework that stakeholders should use for development along with other policies contained within this plan for the neighbourhood area to achieve the industry standard's 'Built for Life' quality mark.

¹⁵ Contained in Appendix B

¹⁶ <https://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

- 6.9. The eastern part of the parish is situated in Flood Zone 3 where the river Adur corridor runs through. There have been a few instances of flooding in the village centre, for instance in 2000, the banks of the River Adur overflowed north of Bramber, reaching The Street, as a result of high tides and unusually high rainfall. On the whole, however, flood incidents have tended to be caused by equipment failures; volunteers from Bramber now regularly check the ditches and pumps around Bramber and work closely with the Environment Agency to help avert any further instances. A Contingency Plan, including a Flood Plan, has now been developed, and emergency kit is now stored in the village.
- 6.10. Fundamentally flooding issues are for the Environment Agency and the Local Lead Flood Authority to address, however new development should be designed to ensure that surface water drainage does not add to the existing site run off or cause any adverse impact to neighbouring properties or the surrounding environment/wildlife habitat. It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.
- 6.11. The Bramber Neighbourhood Plan Design Guidelines, produced by AECOM¹⁷, includes general design guidelines for the whole area as well as guidelines that are specific to the character areas and local character areas. Applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community.
- 6.12. When these building standards and guides are updated or superseded, this Neighbourhood Plan should use the updated standards for good quality, well-designed homes, employment and leisure facilities and neighbourhoods. Policy B3 has a close relationship with both Policies B2 (Character of Development) and B4 (Energy Efficiency) of this Plan. Where it is appropriate to do so developments should take account of each of the policies.

POLICY B3: DESIGN OF DEVELOPMENT

Development proposals should incorporate a high quality of design, which responds and integrates well with its surroundings, meets the needs of the population of the neighbourhood area and minimises the impact on the natural environment. In particular development proposals should demonstrate how they have sought to address the following matters as they are appropriate to their scale, nature and location:

- a. Meeting the principles of Building for Life unless alternative principles would result in a higher quality of design. Development proposals that would achieve the 'Built for Life' quality mark will be particularly supported.**
- b. The relevant guidance contained within the Bramber Neighbourhood Plan Design Guidelines¹⁸.**
- c. For residential development, the creation of variety through the use of a range of housing designs, provided that the predominant type of design reflects the character of the area.**

¹⁷ <https://www.bramber.org.uk/neighbourhood-plan> - document available on Bramber Parish Council website

¹⁸ Contained in Appendix B

- d. For residential development, dwellings designed to be suitable for older residents (aged 60 and over) are encouraged to meet the space and accessibility requirements of the Lifetime Homes standards. Such dwellings may also be suitable for younger residents and are not intended to be restricted to particular users.
- e. To design layouts of safe and secure dwellings that meet the requirements of 'Secure by Design' and minimise the likelihood and fear of crime.
- f. Promote the use of sustainable transport, in accordance with Policy B10, and provide space for cycle parking and off-road parking for residents, visitors and service vehicles, in accordance with the West Sussex Residential Parking Guidance¹⁹ and in accordance with Policy B12 (Encouraging sustainable movement).
- g. To ensure that areas requiring service and maintenance including watercourses are accessible at all times.
- h. Development that is required to provide Sustainable Drainage Systems (SuDS) should provide such systems on-site, unless there are clear reasons why this would not be practicable. In addition, such development should demonstrate the use of a wide range of creative SuDS solutions, for example through the provision of SuDS as part of green spaces, green roofs, permeable surfaces and rain gardens. SuDS provision should demonstrate how its design will enhance wildlife and biodiversity as well as minimise the impacts of flooding. An absence of on-site SuDS provision will only be supported in such developments where it is demonstrably unviable to do so.
- i. **Traffic generation and parking does not adversely affect vehicular and pedestrian safety.**

Conformity Reference: BNDP Objective: 1, 2, 4; HDPF: 16, 32, 33, 35, 42; SDLP: SD5; NPPF: 124, 125, 126, 127, 149

Policy B4: Energy efficiency and design

- 6.13. On 12 June 2019 the Government voted to amend the Climate Change Act 2008 by introducing a new target for at least a 100% reduction of greenhouse gas emissions (compared to 1990 levels) in the UK by 2050. This is otherwise known as a net zero target. This is a demanding target, which will require everyone to be engaged, from households and communities, to businesses and local and national government.
- 6.14. Being '2050 ready' will require new build to have minimal energy use and net carbon emissions over the year. They should be highly insulated, have low water demand and be fitted with or directly connected to renewable energy systems.
- 6.15. Notwithstanding current building regulations, standards for ecologically sustainable homes and developments are optional, but planners and developers are strongly encouraged to make use of energy efficient materials and to consider high-efficiency alternative systems and facilities for

¹⁹ https://www.westsussex.gov.uk/media/1847/guidance_parking_res_dev.pdf

development sites. In this context, the orientation of buildings can be important in order to make best use of available sunlight.

- 6.16. Policy B4 seeks to provide a local iteration of the national and local policy context for this important matter. In particular it takes account of the importance of the Building Regulations in regulating and delivering energy efficiency measures. In particular it identifies a series of locally-distinctive design features which would be supported where they are incorporated into new development. There is an opportunity to improve and promote sustainability in Bramber by:
- following basic passive environmental design in a fabric first approach;
 - integrating renewable energy systems into new development, including existing and new public buildings;
 - reducing water consumption through grey water systems;
 - promoting sustainable forms of transport through priority systems for pedestrians and cyclists;
 - community energy schemes; and
 - promoting public transport.
- 6.17. This Neighbourhood Plan seeks to encourage energy efficient and sustainable well-designed development.

POLICY B4: ENERGY EFFICIENCY AND DESIGN

- 1. Proposals which incorporate design and environmental performance measures and standards to reduce energy consumption and climate effects will be supported.**
- 2. Proposals which incorporate the following sustainable design features as appropriate to their scale, nature and location will be strongly supported:**
 - a. Siting and orientation to optimise passive solar gain, either through the provision of solar photovoltaic cells as part of development or by ensuring that development is designed to maximise the potential for solar gain if retrofitted at a later date. Efforts should be taken to integrate such equipment neatly into the design of the building.**
 - b. The use of high quality, thermally efficient building materials, particularly those that are used to achieve the Passivhaus or equivalent standard.**
 - c. Incorporating on-site energy generation from renewable sources such as solar panels.**
 - d. Reducing water consumption through the use of grey water systems.**
 - e. Providing low carbon sustainable design and avoid or mitigate all regulated emissions using a combination of on-site energy efficiency measures (such as insulation and low energy heating systems), on-site zero carbon technologies (such as solar panels) and only where necessary off-site measures to deal with any remaining emissions.**
 - f. Providing the infrastructure for adequate electric vehicle charging points for each dwelling in accordance with West Sussex Residential Parking Guidance Principle B (4.7 and 4.8)²⁰, where new parking provision is expected to be made.**
 - g. Alterations to existing buildings should be designed with energy reduction in mind and comply with current sustainable design and construction standards.**

²⁰ Whereby active charging points should be provided as minimum at 20% of all parking spaces with ducting provided at all remaining spaces to allow for future upgrading.

3. The retrofitting of heritage properties/assets to reduce energy demand and to generate renewable energy will be supported where appropriate, providing it safeguards the integrity and character of the heritage asset concerned.

Conformity Reference: BNDP Objective: 3; HDPF: 32, 35, 36, 37; SDLP: SD14, SD48, SD51, SD54; NPPF 149, 150, 151

7 ENVIRONMENT AND COUNTRYSIDE

Policy B5: Protecting flora and fauna

- 7.1 The NPPF stresses that planning policies and decisions should contribute to and enhance the natural and local environment including providing net gains for biodiversity.
- 7.2 Protected natural assets in the Neighbourhood area include the following:
- a. the South Downs National Park – covering the parish to the south of Bramber village
 - b. Green spaces that contribute to the character definition and local amenity, including St Mary’s Field, Bramber Brooks, and Clays Field
 - c. Local historic assets and their settings, including Bramber Castle
- 7.3 The distinctive features of the area that are not protected, yet provide vital habitats for flora and fauna, include trees, woodland, hedgerows, mature planted gardens, agricultural and grazing land. Hedgerows are a major part of the wildlife corridors that stretch across the parish of Bramber. Together with the extensive network of ditches that criss-cross the Adur valley floodplain, hedgerows form a vital corridor for a large number of animals and birds, especially those migrating, to safely navigate around their domains. In addition, the varied hedgerow species provide both food and shelter for the small mammals, amphibians, insects and birds that make their homes in this area. Break up of this continuous network would lead to isolation and decline. With the provision of the proposed additional ponds in the Bramber Brooks Nature Reserve the number of migrating water birds is expected to increase and the provision of adequate local hedgerows will be even more important.
- 7.4 Information from the Sussex Biodiversity Record Centre shows sightings of over 50 distinct Biodiversity Action Plan species since 2006. This includes species such as Corn Bunting, Linnet, Yellowhammer, Skylark, Song Thrush, Marsh Tit and Lapwing. These habitats and species have evolved in response to local geology and land use, may have taken hundreds of years to establish and cannot be replaced in any meaningful way.
- 7.5 Developments should therefore seek to protect and enhance these habitats where possible and include an appropriate landscape and ecological management plan including a list of trees and shrubs to be planted to ensure the rural and green character of the parish is enhanced and which should involve the planting of new trees and hedgerows of native species in gardens, communal areas or on roadsides where practical.

POLICY B5: PROTECTING FLORA AND FAUNA

- 1. Development proposals should maintain and where practicable enhance the natural environment, landscape features and the rural character and setting of the Neighbourhood area. Development proposals that would achieve a net gain in biodiversity will be particularly supported.**
- 2. Where reasonable and necessary, development proposals should demonstrate that they have addressed the following matters:**

Trees and woodland:

- a. **There is no unacceptable loss of, or damage to, existing trees or woodlands during or as a result of development. If veteran or notable trees²¹ must be removed, they should be replaced with trees of a similar potential size and native species elsewhere on the site, unless this is clearly not possible.**
- b. **Where trees and/or shrubs are replaced with new plantings, native or locally appropriate varieties attractive to insects, birds and other wildlife must be used.**

Hedgerows

- c. **Development that would result in the loss of, or the deterioration in the quality of, hedgerows will not be supported with the exception of removal for vehicular access; in this case, the access should include trees at either end of the retained hedgerow to aid wildlife to cross overhead from crown to crown.**

Fauna:

- d. **The provision of hedgehog holes in new residential fencing will be supported.**
- e. **Development proposals which provide bird and bat nesting boxes will be supported.**
- f. **The provision of a communal pond and wildlife friendly communal 'green spaces' within new major developments will be supported.**

Conformity Reference: BNDP Objective: 1, 3; HDPF: 25, 30, 31; SDLP: SD1, SD9, SD11; NPPF: 170, 172, 174

Policy B6: Green Infrastructure

- 7.6 Located on the edge of the South Downs, Bramber's unique position means that it sits at the crossroads of a number of important wildlife corridors - i.e. the Downs Link between the North and South Downs, the River Adur and the major bridleways of the South Downs Way and the Monarch's Way. Preserving these and extending them where appropriate should be a major concern of any development. This policy seeks to protect and enhance the biodiversity (plants and animal species) and geodiversity (land, soils etc.) within the parish. In particular protecting sites and natural assets that are established habitats and enabling new habitats to be created. This applies particularly where individual spaces have a greater collective value as part of wider chains of green infrastructure.
- 7.7 The National Planning Policy Framework states that in order to minimise impacts on biodiversity and geodiversity, planning policies should:
 - *“Identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation.*
 - *Promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan.”*

²¹ As defined by The Woodland Trust: <http://www.woodlandtrust.org.uk/mediafile/100263313/pg-wt-2014-ancient-tree-guide-4-definitions.pdf>

- 7.8 The emerging Environment Bill also recognises the need to protect what it describes as “Nature Recovery Networks”, joined-up system of places important for wild plants and animals, on land and at sea.
- 7.9 It is considered important, therefore, to seek to enhance the green infrastructure assets of the Neighbourhood area where possible. Figure 7.1 (on the next page) shows these spaces and corridors within the parish. These are particularly important spaces for the local communities for recreational purposes and for visitors to the area, where the more residential areas and the village border the South Downs national park countryside, surrounding and defining each settlement, threading through and providing separation between the various settlements both within and neighbouring the parish. They also provide critical spaces as wildlife refuges and stepping stones that prevent species becoming isolated.
- 7.10 The green infrastructure assets of the Neighbourhood area should be maximised and made accessible. Development proposals are encouraged to facilitate improved connectivity between wildlife areas and green spaces that are used by the community.
- 7.11 A large proportion of the parish of Bramber is within the South Downs National Park. On this basis Policy B6 has been designed to ensure that development proposals to improve green infrastructure respect the wider landscape value of the South Downs National Park.

POLICY B6: GREEN INFRASTRUCTURE

Development proposals should be designed from inception to create, conserve, enhance and manage green spaces and connective chains of green infrastructure, as shown in Figure 7.1, with the aim of delivering a net environmental benefit for local people and wildlife and to respect the wider landscape value of the South Downs National Park. In particular, proposals that seek to improve the connectivity between wildlife areas and green spaces will be supported.

Conformity Reference: BNDP Objective: 1, 3, 7; HDPF: 25, 31; SDLP: SD9, SD45; NPPF: 170, 171, 172

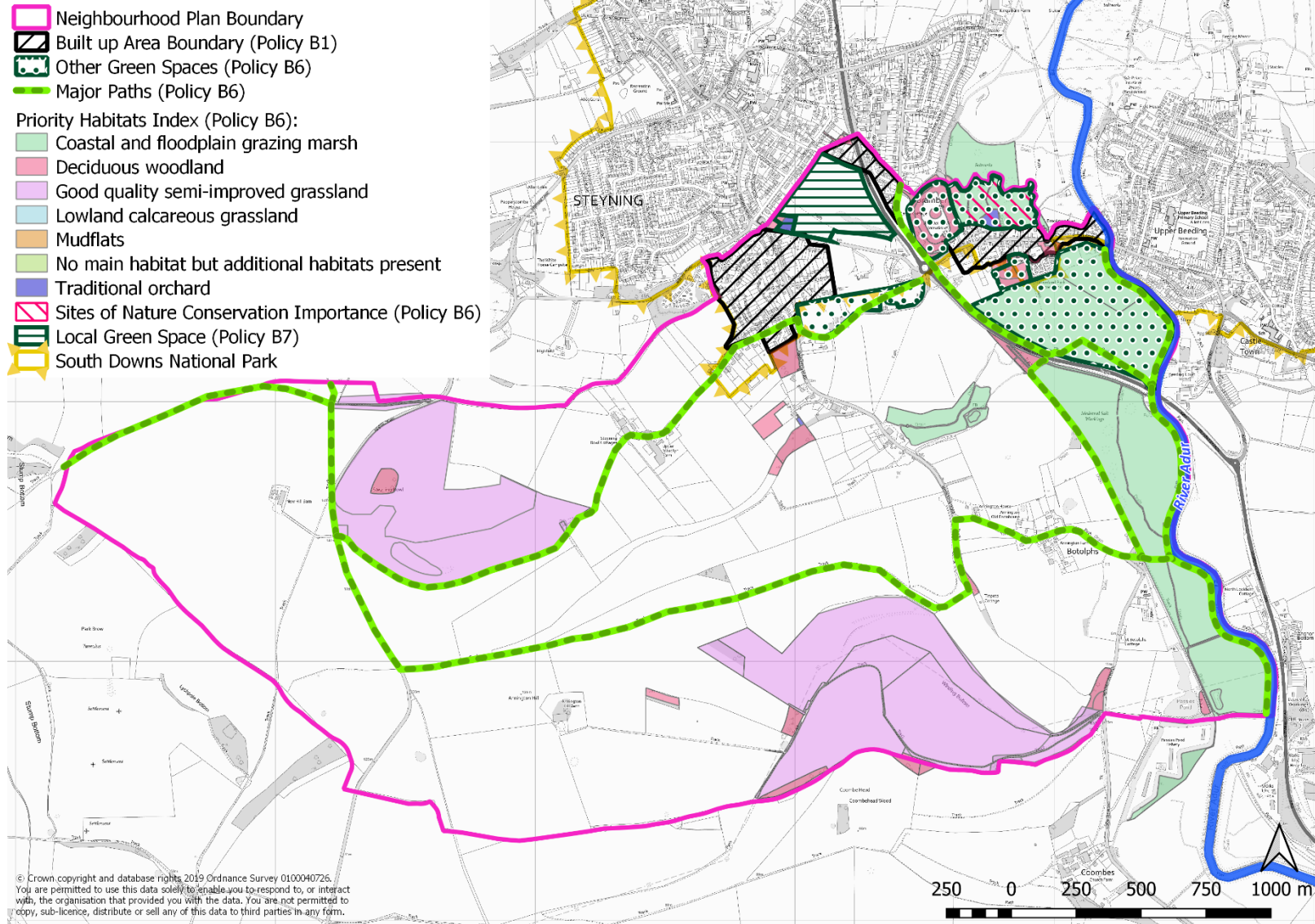


Figure 7.1: Green infrastructure in Bramber parish

Policy B7: Local Green Spaces

- 7.12 Under the NPPF, neighbourhood plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford protection from development other than in very special circumstances. Paragraph 100 of the NPPF says that Local Green Spaces should only be designated:
- *“where the green space is in reasonably close proximity to the community it serves;*
 - *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
 - *where the green area concerned is local in character and is not an extensive tract of land.”*
- 7.13 When designating Local Green Spaces, it is important to consider what protection is already afforded to an area and whether or not the designation will provide any further safeguard. The engagement process found a series of green spaces that the community wishes to safeguard. The Steering Group undertook an audit²² of these, which revealed that some of them were already protected, for instance Bramber Castle, which is a scheduled ancient monument, while others did not meet the criteria fully.
- 7.14 The Heathens’ Burial Corner has been identified by the community as being of particular value and in need of protection (see Appendix C). Whilst it is not within the South Downs National Park, it plays an important role in the wider landscape character and setting of the National Park. It helps to provide a landscape gap between Bramber and Steyning. A map showing the proposed local green space is shown at Figure 7.2. Policy B7 follows the matter-of-fact approach in the NPPF. In the event that development proposals come forward on the local green space within the Plan period, they can be assessed on a case-by-case basis by the District Council. In particular it will be able to make an informed judgement on the extent to which the proposal concerned demonstrates the ‘very special circumstances’ required by the policy.

²² https://docs.wixstatic.com/ugd/964dee_21ebcf100b0645f58682ae86f98c8b69.pdf

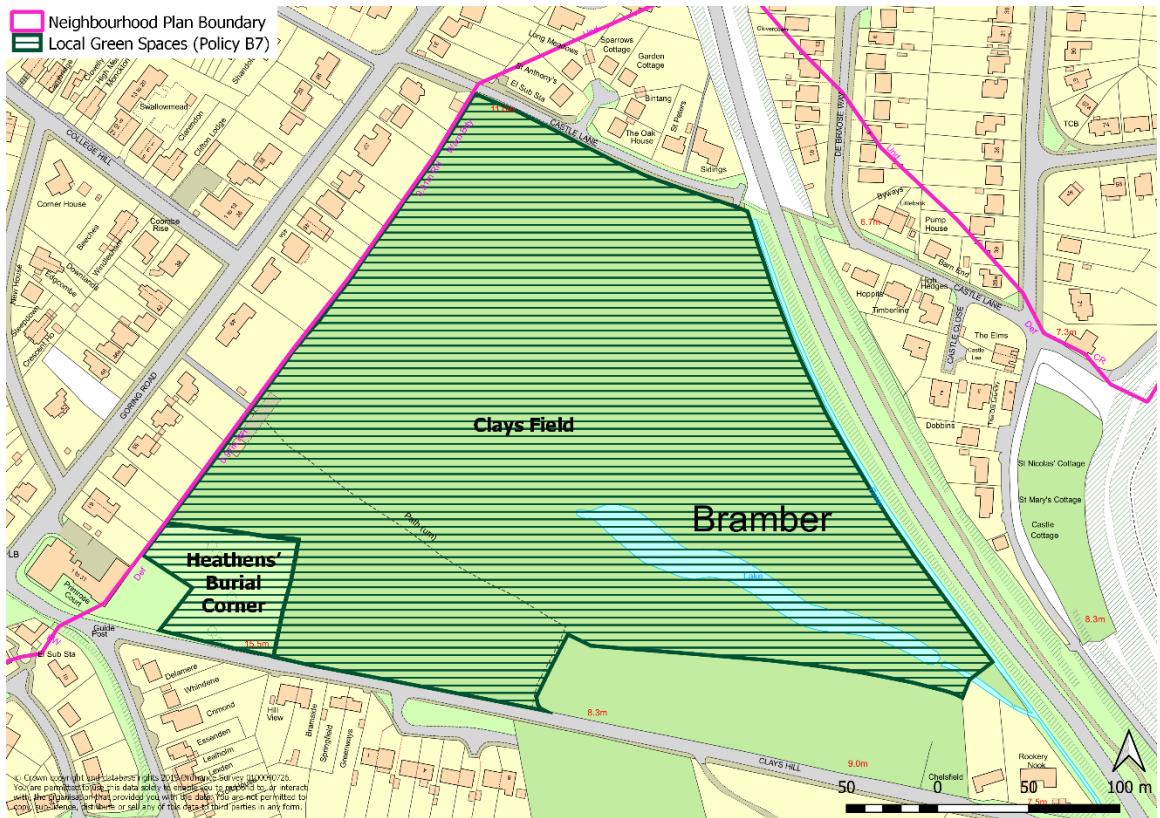


Figure 7.2: Local Green Spaces

POLICY B7: PROTECTION AND MAINTENANCE OF LOCAL GREEN SPACES

Heathens' Burial Corner as shown on Figure 7.2 and the Policies Map is designated as a local green space.

Development proposals within the designated local green space will only be supported in very special circumstances.

Conformity Reference: BNDP Objective: 1, 3, 7; HDPF: 25, 30, 31; SDLP: SD47; NPPF: 99, 100, 101, 145, 146

Policy B8: Protecting the Adur River corridor

- 7.15 The River Adur is formed at the confluence of the western Adur and eastern Adur just west of Henfield. It flows north to south across the National Park from Coombes Farm and through a gap in the South Downs near Lancing College where it is fed by the Ladywell Stream. It travels past the strategic site of Shoreham Cement Works and leaves the National Park just north of Shoreham-by-Sea.
- 7.16 The Downs Link bridleway runs along the Adur Valley in Bramber, providing opportunities for access. The river valley is also important for flood attenuation, biodiversity and also for recreation. It provides a Green Infrastructure link beyond Bramber and the wider district towards the coast. The River Adur corridor is shown in Figure 7.3.

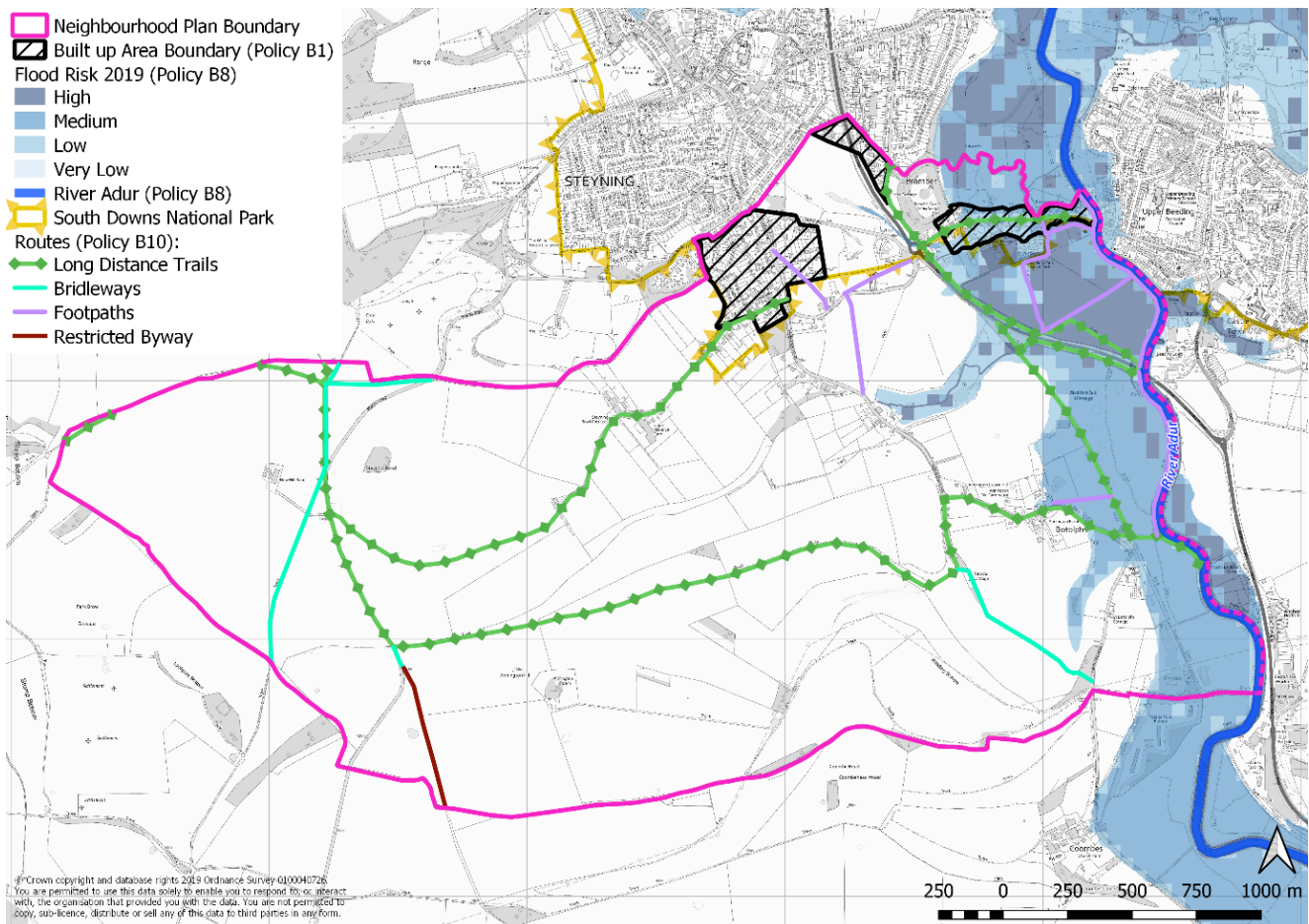


Figure 7.3: River Adur corridor

- 7.17 Consultation feedback suggests that local people view the River Corridor, as it passes through Bramber, as an under-utilised resource, particularly for tourism and recreation purposes. There is a desire to support access to the river, provided that detrimental impacts to the wildlife, ecology and flood risk are minimised.
- 7.18 The policy seeks to ensure the green infrastructure associated with the Adur River Corridor is maintained and enhanced, for benefit of people – both residents and visitors - and wildlife, while improving access in a way that is compatible with protecting the river environment. Presently there is a public footpath running on the river’s western embankment; this is felt to be suitable only for walking due to the sensitivity of the path and an alternative route is available for those wishing to cycle or horse-ride.

POLICY B8: PROTECTING THE ADUR RIVER CORRIDOR

Development proposals in the River Adur Corridor, as shown in Figure 7.3, that take advantage of opportunities to improve the environment for leisure activities, including access for walking, cycling and horse riding, will be supported, subject to ensuring that they do not have an unacceptable detrimental effect on the local ecological networks and the character and setting of the wider River Adur Corridor.

Conformity Reference: BNDP Objective: 1, 3; HDPF: 25, 31; SDLP: SD9, SD17, SD45; NPPF: 170, 174

Policy B9: Protection of locally-significant views

- 7.19 The parish of Bramber comprises the historic village, with its recognisable character and iconic heritage assets set against the dramatic backdrop of the South Downs National Park, with its rolling chalk hills, scattered lowland farms and small hamlets. The views within the village, looking outward to the Downs and inwards from the Downs are considered to be an important part of what gives the parish its distinctive feel. This is valued by both residents and visitors. The topography of the surrounding area means that there are some significant long distance views which define Bramber and make it so popular with tourists and residents alike.
- 7.20 Whilst the parish benefits from a series of panoramas, the following views are considered to hold particular local significance, with many contributing to the significance of a local heritage asset and enabling greater appreciation of those assets and the wider heritage and natural environment, and are therefore worthy of protection. Full details of the views, including photographs and text explaining why they are special, are included in Appendix D. A map, illustrating the views, is included on page 36 of this report, Figure 7.4.
1. Botolphs & South Downs from Tinpots
 2. Bramber Brooks from Bramber Castle
 3. Botolphs Church & South Downs from the River Adur
 4. Bramber Castle & Church from The Street
 5. Bramber Castle from Bramber Brooks Nature Reserve
 6. St Mary's Field & South Downs from Beeding Bridge
 7. Steyning Bowl from South Downs Way
 8. The Street & South Downs from the Church
 9. South Downs & South Downs Way from Beeding Hill
 10. Upper Beeding & Bramber from Beeding Hill
 11. Annington Hill from Clays Field
 12. Steyning Round Hill from Clays Field
 13. Truleigh Hill from Clays Field

Policy B9 requires that development proposals are designed in a way that safeguards the locally-significant view or views concerned. It attempts to provide the flexibility required for the wide range of development proposals which will come forward within the Plan period. In the majority of cases proposals will be of a minor nature and will have little or no effect on the identified views. In circumstances where the proposed development would be likely to have an impact on any identified key view, the planning application concerned should be accompanied by a landscape and visual impact assessment that is proportionate to the scale of the development proposed. Any appropriate mitigation measures should be incorporated within the design of the development proposed and captured in the assessment.

POLICY B9: PROTECTION OF LOCALLY-SIGNIFICANT VIEWS

The Plan identifies thirteen locally-significant views in paragraph 7.20 and in Figure 7.4. As appropriate to their scale and nature, development proposals within the shaded arcs of the various views as shown on Figure 7.4 should be designed in a way that safeguards the locally-significant view or views concerned.

Conformity Reference: BNDP Objective: 1, 2, 3; HDPF: 25; SDLP: SD6; NPPF: 124, 125, 127

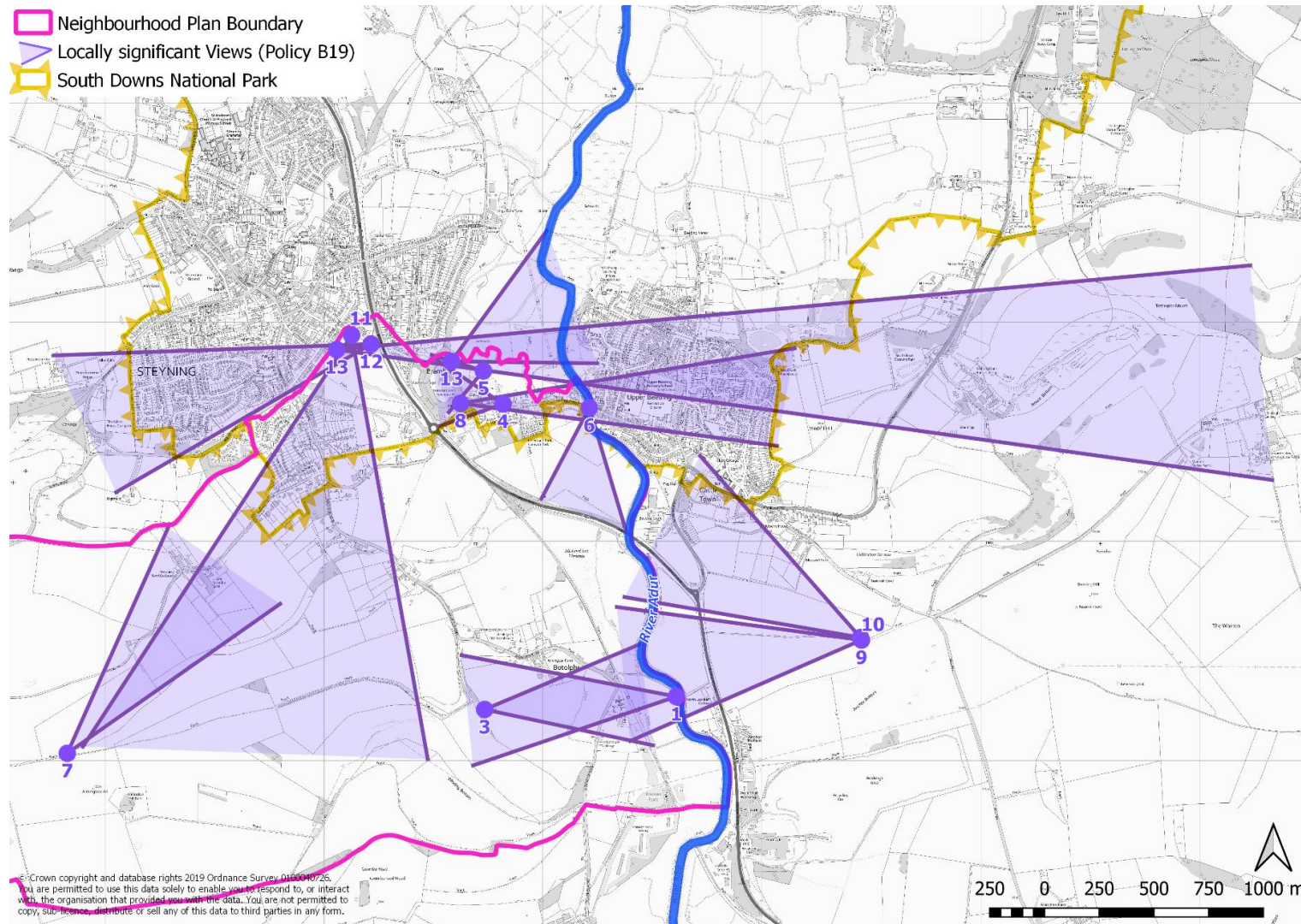


Figure 7.4: Map of the locally significant views

8 TRANSPORT AND MOVEMENT

Policy B10: Encouraging sustainable movement in, around and beyond the parish

- 8.1 The rural history of Bramber has left the parish with a legacy of footpaths and bridleways throughout. Connections within and between Bramber village, the rural hinterlands and neighbouring villages are important as they share a range of community facilities such as shops, medical facilities and schools. More than that the social fabric of life in the Bramber and its surrounding parishes revolves around movement along the A283, The Street, Clays Hill and Annington Road. Any reduction in motor traffic on these routes, especially the latter which is heavily used by pedestrians, cyclists and horse riders and is part of the South Downs Way, must be encouraged.
- 8.2 Bramber is a very rural parish and therefore car ownership is high. Feedback from the community during the Neighbourhood Plan process identified a high level of concern about the existing amount of traffic in the parish, which causes congestion, often exacerbated by the lack of off-street car parking, particularly along The Street.
- 8.3 Whilst the Neighbourhood Plan cannot prevent people from using their cars, encouraging walking and cycling, particularly for journeys within the parish and to nearby settlements, will be important. This will be helpful for members of the community and also those visiting the parish, perhaps parking in the central village car park and then exploring more widely by foot and cycle.
- 8.4 This can be achieved by maintaining and improving existing walking and cycle routes and creating new ones where necessary and also improving signage. In parallel, linking any new housing developments to foot and cycle routes to enable those living in them to access the key facilities - such as shops, schools, medical and community facilities – and the wider countryside, by foot or cycle. Policy B10 provides an important mechanism to address such issues. It is intended to be applied in a way which takes account of the scale, nature and location of the development proposed. In practical terms the majority of planning applications in the Plan period will be of a minor nature and will have no ability to provide the facilities anticipated by the policy. The policy will clearly have a greater effect for any larger developments which may arise within the Plan period.
- 8.5 These sorts of initiatives will help to alleviate congestion and associated air pollution (particularly along The Street, along the main roads and at the key junctions), and will encourage regular healthy exercise among the community.

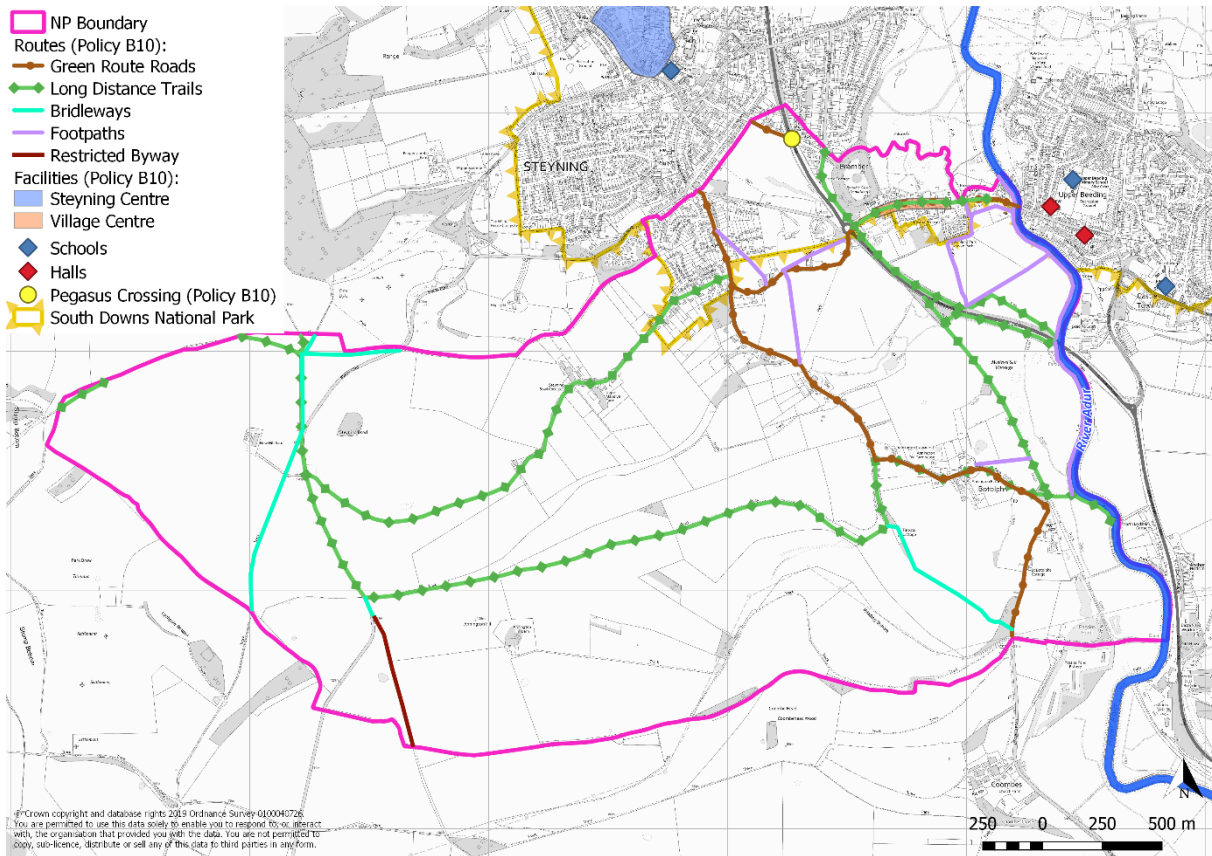


Figure 8.1: Local route network in Bramber

8.6 In addition, there is merit in exploring options to improve the permeability of the existing road network for walkers, cyclists and equestrians. In particular, the following project has been identified where this would be helpful:

Upgrade of the existing, dangerous²³ 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, as shown on the photographs overleaf. A crossing here would also provide a key link in the green infrastructure, in compliance with NPPF paragraph 98: *“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 Trails²⁴”*. An associated action to work with the Highways Authority to progress this is included in Section 13 of this Plan. The use of any Community Infrastructure Levy could help to deliver the upgrade required. The proposed crossing point is shown in Figure 8.1.

²³ There has been a pedestrian fatality at the existing crossing point, which has resulted in people avoiding the crossing, due to the volume of traffic and difficulty in finding a space between traffic to cross.

²⁴ NPPF, para 98:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf



Heavy traffic along the A283 and walker attempting to cross

8.7 It is proposed that developer contributions, for instance Community Infrastructure Levy, from the Parish pot may be used to fund this and other projects in the neighbourhood area.

POLICY B10: ENCOURAGING SUSTAINABLE MOVEMENT

- 1. To ensure that residents can access social, community, public transport, schools, retail and other important facilities both within Bramber and in neighbouring settlements, new developments should ensure safe pedestrian, and where feasible cycle, access to link up with the existing footpath and cycleway network, as defined in Figure 8.1.**
- 2. Development proposals to improve cycling and walking will be supported, including new linkages as shown in Figure 8.1. In particular, provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should also incorporate access by disabled users and users of mobility scooters.**

Conformity Reference: BNDP Objective: 5, 7; HDPF 40; SDLP: SD19, SD20; NPPF: 91, 98, 102, 103, 104

AIM B1: ROAD PERMEABILITY FOR NON-CAR USERS

Proposals to improve the permeability of the road network for non-car users, by way of a protected crossing of the A283 between Bramber and Steyning, as shown in Figure 8.1, will be strongly supported. The Parish Council will work with West Sussex County Council and other bodies to investigate its design and deliverability.

Car parking

Policy B11: Public car parking

- 8.8 The issue of car parking, and particularly the availability of parking spaces in the village, was raised by the community during the engagement process. Particular hotspots for parking include:
- The Street – many of the older properties do not have off-road parking, forcing residents to park on the road. This causes hazards for road users, in particular where parked cars in The Street reduce sightlines for cyclists, pedestrians and equestrians. The photograph below illustrates this. Notably there have been three accidents involving vehicles along this stretch of road between 2011 and 2018²⁵, shown in Figure 8.2 below. A further, greater problem, is recreational visitor car parking. This can fill up the public car park and spill over onto The Street.

²⁵ <https://www.crashmap.co.uk/>



Congestion and parked cars along The Street reduces visibility for pedestrians and cyclists

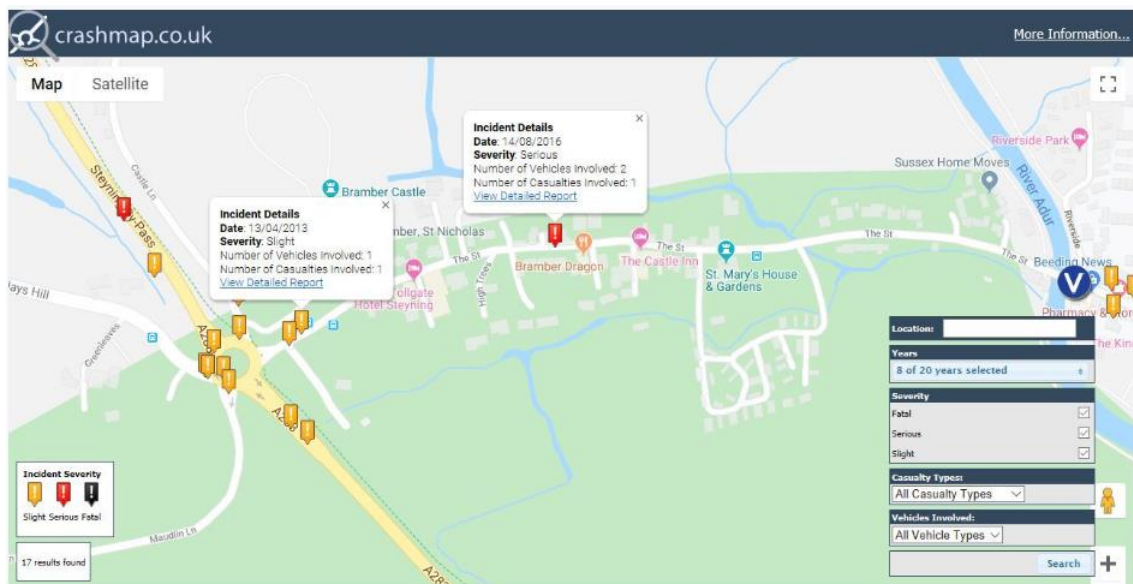


Figure 8.2: Map showing three accidents along The Street between 2011 and 2018

(source: www.crashmap.co.uk)

- Bramber Castle – the car park here is regularly full at the weekends. On the one hand, this is positive as it illustrates the popularity of the parish with visitors. On the other hand however, this again causes overspill onto the surrounding streets, causing obstructions and congestion. An action in Section 13 will be to discuss with the owners of the site the potential to increase the capacity of this car park.

- 8.9 There is an existing piece of rough ground located along the Bostal Road that is currently used informally for car parking.



Informal parking spot along the Bostal Road

- 8.10 Whilst the site is not without challenges, for instance it is on elevated ground and is visible from across the valley to the east, it is well-used and it is suggested that further discussions take place with the South Downs National Park Authority to explore whether this site could be made more suitable for vehicles. There may be other similar informal sites in the parish, and these should also be considered as to their longer-term potential for visitor parking. This is included as a project in Section 13. The site is shown in Figure 8.3.

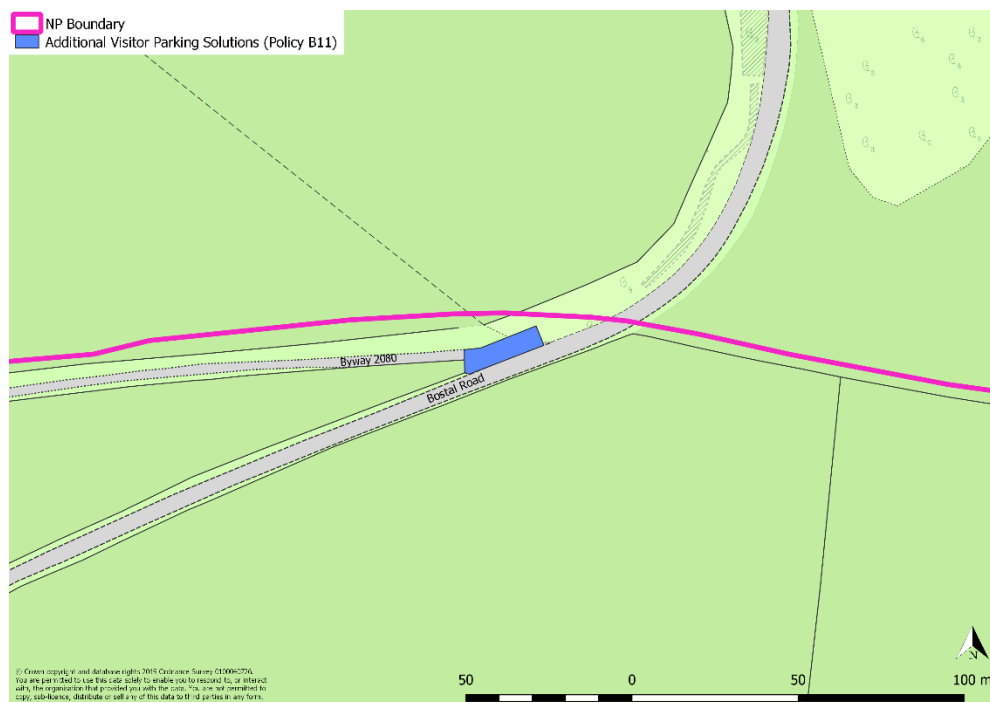


Figure 8.3: Broad location for improved to existing rough parking area along Bostal Road

- 8.11 An objective of the Neighbourhood Plan therefore is to retain, manage and improve the quality of the existing car parking areas, especially where they are off-street, that are available in the

parish. In addition, to support proposals that enable the provision of additional public car parking, particularly where it enables access for visitors to the local attractions and surrounding countryside. This is important for the continued economic prosperity of the village centre as well as the convenience of residents. This complements policy B5 (Design of development), which seeks to ensure that any new development within the parish provides adequate off-street car parking.

POLICY B11: PUBLIC CAR PARKING

- 1. Development proposals that would result in an unacceptable loss of existing publicly available off-street car parking spaces will not be supported.**
- 2. Proposals that enable the provision of additional, publicly accessible off-road car parking spaces, to alleviate parking congestion along The Street and in the Bramber Castle car park, will be supported.**
- 3. Proposals to provide additional public parking for users accessing local tourist attractions, National Trails and South Downs National Park will be strongly supported subject to appropriate vehicular access and landscape mitigation measures.**
- 4. Alongside any new public car parking provision, the following facilities will be strongly supported to be provided as part of that provision:**
 - a. dedicated bicycle parking facilities, preferably with e-bike charging points, covered and secure; and**
 - b. future-proofed electric vehicle charging points.**

Conformity Reference: BNDP Objective: 5, 6; HDPF: 41; SDLP: SD22; NPPF: 105, 106

Policy B12: Residential car parking

- 8.12 Whilst the Neighbourhood Plan seeks to minimise the use of cars, due to its rural location it is an area of high car ownership, recorded at 1.8 per household in the 2011 Census. Therefore some provision needs to be made to ensure that new development incorporates adequate car parking, ideally off-road.
- 8.13 Parking is a major source of concern, with a high percentage of Neighbourhood Plan survey respondents wanting a reduction in on-street parking; one third of respondents considered that parking facilities were not sufficient, and the group considers that this will only get worse with time.
- 8.14 This policy seeks to ensure that sufficient parking, suitable for cars but also motorcycles, bicycles and mobility scooters, for both residents and visitors is provided within development sites. Parking must be safe and well-integrated. It should not dominate the street scene and it should feel secure for residents, as outlined in the Building for Life standards for car parking.
- 8.15 Off road parking provision is preferred and the use of native landscaping is supported to balance the visual impact of parked cars.
- 8.16 Adequate secure cycle parking should be included in all development sites as well as secure visitors' cycle parking to encourage more sustainable transport methods.

POLICY B12: RESIDENTIAL CAR PARKING

Development proposals should provide an adequate amount of sensitively designed off-street parking which complies with West Sussex County Council's Parking Guidelines, is well integrated into the development and does not dominate the street scene. As appropriate to their scale, nature and location the design of off-street parking should:

- a. Use landscaping with native species to minimise the visual impact of parked cars.
- b. Provide space for dedicated cycle parking and/or storage.
- c. Provide infrastructure that enables electric vehicle charging facilities that are affordable, reliable and open access electric vehicle charging points.
- d. Maximise the number of parking spaces close to and in sight of the dwellings they serve.
- e. Avoid provision of parking courts within the settlement boundary - if necessary they should be small in overall size and they should be well overlooked by neighbouring properties. Within the South Downs National Park, parking courts will be supported where they are appropriate to farmstead-type developments.
- f. Provide appropriate levels of parking for visitors and service vehicles.

Conformity Reference: BNDP Objective: 5; HDPF: 41; SDLP: SD22; NPPF: 104, 105, 106

Aim B2: Public transport – buses

- 8.17 Public transport provision, primarily bus services, also has a place to play in reducing private car use and provide a positive social impact on local communities as well as helping to mitigate climate change. Bramber is served by several commercial bus routes (see Appendix E), as well as a community minibus service and a three times per week free service to Holmbush superstores, but requirement for better bus links to Worthing, and a faster, more direct route to Brighton, were common comments in the initial residents survey.
- 8.18 Currently the fastest route to Brighton usually involves a change at Shoreham by Sea onto the very regular (daytime every 10 minutes) 700 coastal service, likewise a trip to Worthing. A shuttle bus service (Steyning – Bramber – Upper Beeding – Shoreham by Sea and return) to fill in the hour long gaps in the #2 service to the coast would greatly improve the attraction of the route, along with provision of electronic display signs at the local bus stops. Extending such a service to Holmbush, via Southlands Hospital would also increase its utility. Alternatively, as between a half and two thirds of the #2 services from Brighton currently terminate at Shoreham by Sea, increasing the number venturing north to Steyning might achieve the same goal.

AIM B2: Explore potential to expand bus services

Discuss with neighbouring parishes and bus operators scope to extend bus services that will enable greater choice of non-car modes of transport for journeys beyond the parish.

9 COMMUNITY FACILITIES

Policy B13: Community facilities at St Nicholas Church

- 9.1. The community facilities within Bramber, and neighbouring Steyning and Upper Beeding, are an important lifeline for many of its residents. They enable a range of activities and services to be run which are important for people's wellbeing.
- 9.2. The Neighbourhood Plan process reinforced the importance of protecting what Bramber (and its neighbouring parishes) has. Therefore, the loss of an existing community facility to an alternative use will be strongly resisted. Policy 43 of the HDPF already provides protection against the loss of facilities, unless alternative commensurate provision can be provided suitably elsewhere. It also supports the creation of new facilities.
- 9.3. Whilst the engagement process did not identify any significant need for new community facilities, it did reveal a desire to support the proposed expansion of St Nicholas Church in order to provide a new room available for use by the community. The church is a focal point in Bramber village, standing immediately downhill of the castle gatehouse on a slope looking out over the village. There are currently some events held at the Church, such as the August bank holiday art exhibition and some concerts, and the church committee would like to expand facilities, with the provision of a flexible meeting space to be available for use by the local community. The provision of an accessible toilet would support wider community use. The local community are supportive of this initiative²⁶.

POLICY B13: COMMUNITY FACILITIES AT ST NICHOLAS CHURCH

The upgrading and expansion of the Grade I listed St Nicholas Church, to provide a flexible community space and accessible toilet facilities, will be supported, subject to the following criteria:

- a. the proposal would not have significant harmful impacts on the amenities of surrounding residents and the local environment; and**
- b. the proposal would not have significant unacceptable impacts upon the local road network; and**
- c. the proposal would respect the historic importance and integrity of the Church, including its setting in relation to the village and to the Castle.**

Conformity Reference: BNDP Objective: 6, 9; HDPF: 42, 43; SDLP: SD43; NPPF: 91, 92

Policy B14: Support the creation of an education centre at St Mary's House and Gardens

- 9.4. St. Mary's House is a Grade 1 listed building of national importance. Occupation at the site dates back to the time of the Norman Conquest and the 15th Century timber-framed house contains fine

²⁶ 77% of Bramber residents supported this initiative in the community survey

panelled interiors, including the unique Elizabethan 'Painted Room'. A regular series of concerts and events take place in the Victorian Music Room, which is also licensed for weddings. In 2019, St. Mary's House took part in the Horsham District Year of Culture 2019. It is a valued facility in the parish and was used, for instance, in 2019 to host the annual parish meeting.

- 9.5. Attached to the house are five acres of beautiful gardens, with an exceptional example of the prehistoric Ginkgo Biloba tree and animal topiary. There is also the 'Secret' Garden with an original Victorian fruit wall and pineapple pits, beautiful rose garden, terracotta garden, King's Garden, circular English Poetry Garden, landscape water garden and Rural Museum.
- 9.6. Many groups and individuals visit St. Mary's during the year and the community has expressed an interest in developing an Education Centre here, which would further increase the visitor experience and community engagement. The Neighbourhood Plan supports this project, which could be funded through developer contributions, the St. Mary's House charitable trust and company (through grants), and in collaboration with the parish.

POLICY B14: SUPPORT THE CREATION OF AN EDUCATION CENTRE AT ST MARY'S HOUSE AND GARDENS

Proposals for an Education Centre at the Grade I listed St. Mary's House, Bramber, will be supported, subject to the following criteria:

- a. the proposal would not have significant harmful impacts on the amenities of surrounding residents and the local environment; and**
- b. the proposal would not have significant unacceptable impacts upon the local road network; and**
- c. the proposal would respect the historic importance and integrity the building.**

Conformity Reference: BNDP Objective: 6, 9; HDPF: 42, 43; SDLP: SD43; NPPF: 91, 92

Facilities for children and teenagers

- 9.7. There are no facilities for children and teenagers in Bramber. Indeed the community survey revealed that 81% of Bramber residents surveyed would support the provision of additional activities for this group. There were few suggestions about what these additional activities might be, however, a skate park was mentioned.
- 9.8. In respect of provision it should be noted that residents in Bramber are walking distance from provision in Beeding / Steyning, so this needs to be taken into account. There is a joint parish youth group that operates across the three settlements, which pays a supplier to provide youth groups in Steyning and Upper Beeding. Bramber does not have a suitable venue, although the church could potentially be used. The Neighbourhood Plan supports ongoing financial support for the joint youth group and also recommends further work is undertaken with the young people in the parish to understand what more could be provided to serve their needs. This is included in Section 13 of this Plan.

10 LOCAL ECONOMY

Policy B15: Commercial premises and land

- 10.1. It is important that the business base of Bramber is protected. There are a number of employment opportunities within the parish itself, including along The Street, at Annington Commercial Centre and some scattered farms in the more rural parts of the parish. The large proportion of employment opportunities for those living in Bramber, however, are in nearby Worthing, Brighton, Horsham, and beyond including Croydon and London.
- 10.2. Opportunities to commute by non-car modes are limited though; the nearest railway station is at Shoreham-by-Sea, some 4.5 miles away. Hence inevitably the majority of people working away from Bramber will do so by car. Indeed the Business Survey²⁷ undertaken for the Neighbourhood Plan revealed a call for improved public transport links – not only to enable people to reach their place of work, but also to make it easier for customers to get to Bramber.
- 10.3. The protection of local employment opportunities will not only provide greater prospects for local people to access local jobs but will ensure that these are sustainable in terms of the patterns of commuting that they generate.

POLICY B15: COMMERCIAL PREMISES AND LAND

- 1. Proposals for a change of use of an existing commercial premises to an activity that does not provide employment opportunities will not be supported unless it can be demonstrated that the commercial premises or land:**
 - a. has not been in active use for at least 12 months; and**
 - b. has no potential for either reoccupation or redevelopment for employment generating uses as demonstrated through the results of:**
 - i. a robust marketing campaign²⁸ lasting for a continuous period of at least 18 months and a supplemental report evidencing the marketing undertaken and the market response; and**
 - ii. a detailed valuation report assessing the viability of the land and buildings for employment use.**
- 2. Proposals for new commercial activity or the expansion of existing commercial activity in the parish will be supported, subject to the following criteria:**

²⁷ https://85412a7e-8988-4286-967f-b281f2a0bf2c.filesusr.com/ugd/964dee_559d444932db4a97a428e1fe2cbefcd3.pdf

²⁸ Details of marketing requirements to conform to the South Downs Local Plan Policy SD35, set out in Appendix 3 of the South Downs Local Plan: https://www.southdowns.gov.uk/wp-content/uploads/2019/07/SD_LocalPlan_2019_17Wb.pdf

- a. the proposal, including any associated premises, would not have unacceptable harmful impacts on the local environment;
- b. the proposal would not have unacceptable harmful impacts on the amenity of neighbouring uses, particularly residential through excessive noise and pollution; and
- c. the proposal would not have unacceptable adverse impacts upon the local road network.

Conformity Reference: BNDP Objective: 8; HDPF: 7, 10; SDLP: SD34, SD35; NPPF: 80, 83, 84

Aim B3: High Speed Broadband and mobile coverage

- 10.4. The modern economy is changing and increasingly needs good communications infrastructure as a basic requirement. The 2011 Census highlights how people are working differently to a generation ago – Bramber has a high proportion of people who are self-employed (16.7% in the 2011 census), many of whom will be based at home. In the parish, 21% of people work from home compared to 15% across Horsham and 4% across the south east region. It will be important to ensure that those working from home are able to access the facilities necessary to assist them in sustaining their businesses. Commonly this is in service activities that simply require access to a computer and a broadband connection.
- 10.5. Government has recognised that there is a significant gap in the availability of basic and superfast broadband, particularly in rural areas. The Government has confirmed that universal high speed broadband will be delivered by a regulatory Universal Service Obligation (USO), giving everyone in the UK access to speeds of at least 10 Mbps by 2020. Despite parts of the parish enjoying good connection speeds, the Business Survey revealed that broadband speeds are a problem, which hinders businesses (and residents) reliant on it. The need for ultra-high-speed broadband to serve Bramber is therefore paramount as slow speeds represent a fundamental constraint to the continuing expansion of self-employed activity for those working from home or from a small office.
- 10.6. A further concern raised was the patchy mobile phone coverage in the parish. Ofcom reported that in 2018, 78% of adults nationally use a smartphone and that smartphones are now the most popular internet-connected device. The Government has committed to extend geographic mobile coverage to 95% of the UK by the end of 2022. Since 2016, UK Government policy for improving mobile coverage has focused on coverage obligations for operators and reforms to make it easier to build mobile infrastructure. Improving mobile coverage requires mobile base stations (masts) to be built, and this is particularly the case with the roll-out of 5G.

Aim B3: High speed broadband and mobile coverage

All new residential, commercial and community properties within the Bramber Neighbourhood Plan area should be served by (or be ready for) a superfast broadband (fibre-optic) connection, unless it can be demonstrated through consultation with British Telecom that this would not be either possible, practical or economically viable.

The Parish Council will explore, with the local authorities and commercial providers, opportunities for the deployment of improved mobile coverage in the parish.

11 IMPLEMENTATION AND PLAN REVIEW

- 11.1. The Parish Council is the official body responsible for the Neighbourhood Plan. It established a Steering Group – comprising councillors and residents - to lead on the development of the Neighbourhood Plan. Once the Plan has been ‘made’, the work of the Steering Group effectively comes to an end. There are, however, a series of actions that will need to be undertaken, not least the early review of the Neighbourhood Plan, in light of the emerging Local Plan. For this reason, the Parish Councils might consider extending the role of the Steering Group, which could include the same members or provide an opportunity for new members to join.
- 11.2. Specific actions that will need to be undertaken are as follows:
- Pursuing the Non-Policy Actions detailed in Section 13 of this document;
 - Commenting on planning applications or consultations relating to the Neighbourhood Plan area;
 - Monitoring the application of the Neighbourhood Plan policies to ensure they have been applied consistently and interpreted correctly in response to planning applications;
 - Maintaining a dialogue with both Horsham District Council and the South Downs National Park Authority regarding the timing and contents of their respective Local Plans; and
 - Input into the emerging Local Plan Review being prepared by Horsham District Council, which will explore the allocation of development sites in Bramber.
- 11.3. The Plan has been prepared whilst Horsham District Council is preparing a new local plan. The emerging Plan will cover the period up to 2036. The Parish Council recognises that it will be important to keep the neighbourhood plan up to date in general terms, and to ensure that it remains in general conformity with the wider development plan in particular. In this context it will commence a review of the neighbourhood plan within six months of the adoption of the Local Plan.

12 INFRASTRUCTURE IMPROVEMENTS AND PROVISION

- 12.1 Going forward, the Parish Council is keen to influence the way in which developer contributions are spent in the neighbourhood area to the full extent of its powers under national legislation and planning guidance.
- 12.2 There are different types of contributions arising from section 106 agreements, section 278 agreements and the Community Infrastructure Levy (CIL):
- A section 106 agreement (based on that section of The 1990 Town & Country Planning Act) or planning obligation is a private agreement made between local authorities and developers and can be attached to a planning permission to make acceptable development which would otherwise be unacceptable in planning terms.
 - A section 278 agreement refers to a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the local authority to make alterations or improvements to a public highway as part of a planning application.
 - The Community Infrastructure Levy (CIL) is a non-negotiable charge on development based on a fixed rate per square metre of net additional development on a site, and is levied by the District Council. Different charge rates apply for different types of uses and in different areas. The levy is intended to fund the provision, improvement, replacement or maintenance of infrastructure required to support development in an area as set out in its local plan.
- 12.3 With a 'made' (adopted) Neighbourhood Plan, the local community will benefit from an uplift in the level of CIL received, from 15% (capped at £100 per existing property) to an uncapped 25% of CIL receipts from the Bramber Neighbourhood Area.
- 12.4 Table 12.1 below identifies the schemes agreed with HDC and being promoted by the parish council to which CIL funding or developer funding could be applied.
- 12.5 The Parish Council intends to regularly review these spending priorities. Any proposed changes to spending principles or priorities will be published for comment by the community and other interested parties. Once finalised, any updated list will be published on the Neighbourhood Plan website and in relevant literature.

INFRASTRUCTURE SCHEDULE

Consultation:	Infrastructure Delivery Plan (IDP) – Horsham District Council
Your Name / Organisation	Bramber Parish Council
Your Email address	Bramberparishclerk@gmail.com
Your Phone number	

	Infrastructure Type	Infrastructure Project	Location	Evidence	Delivered by	Cost	Existing committed funding	Delivery timescale
Priority	Example: Transport	Improvements to junction	A24	Transport Assessment 2014/Parish Plan/Neighbourhood Development Plan	WSCC	£2 million	£0	2020
	Flood prevention	Water pump at Annington to reduce possibility of flooding	Annington	Parish Plan / Emerging Neighbourhood Plan	WSCC	£50 - £70K		
	Transport / PROW	Repair footpath to St Nicholas Church	The Street, Bramber	Parish Plan / Emerging Neighbourhood Plan	WSCC Highways	£10 - £20K		
	Transport / PROW	Redesign of pavement / footway to match existing	The Street, Bramber	Parish Plan / Emerging Neighbourhood Plan	WSCC Highways	£60 - £80K		
	Transport / PROW	Improvement to pavement / footway at junction of Maudlin Lane / Clays Hill	Junction of Maudlin Lane / Clays Hill	Parish Plan / Emerging Neighbourhood Plan	WSCC Highways	£60 - £80K		
	Transport / PROW	Provide lighting to twitten between Coombe Drove and Bostal	Coombe Drove/ Bostal	Parish Plan / Emerging Neighbourhood Plan	Parish Councils	£5K		
	Visitor & Tourism	Electric cart / water bowser for watering flower displays	The Street, Bramber	Parish Plan / Emerging Neighbourhood Plan	Parish Council / Bramber Society	£8 - £10K		
	Community Facilities	Provide toilet facilities at St. Nicholas' church and extend / Improve to enable more general use of Church for meetings / concerts, providing access for all.	St Nicholas' Church	Parish Plan / Emerging Neighbourhood Plan	Parish Council / Church	£145 - £150K		
	Community Facilities	Provide allotments within village boundary	Unknown	Parish Plan / Emerging Neighbourhood Plan	Landowner / Parish Council	£50 - £100K		
1	Community Facilities	Public toilet improvements	The Street, Bramber	Parish Plan / Emerging Neighbourhood Plan	Parish Council	£8 - 10K		
Any other comments / information (including details of any infrastructure planned in your Parish with already available/committed funding):								

Figure 12.1: Infrastructure Delivery Plan agreed with HDC. This will be amended to include the Pegasus Crossing, at the next update

13 NON POLICY ACTIONS

13.1 Table 13.1 below identifies a series of actions that have arisen through the community engagement in preparing the Neighbourhood Plan. These were considered by the community to be important matters but do not necessarily require planning permission. As such, they are not the subject of planning policies in the Neighbourhood Plan. These non-policy actions will be reviewed in line with the rest of the Neighbourhood Plan as part of the Local Plan Review, to take account of changing circumstances and community aspirations.

Table 13.1: Non-policy actions

No.	Issue	Possible actions	Lead agencies and partners
Housing			
1	Need to consider implications of the Horsham District Local Plan review on the parish, particularly in relation to housing need and the classification of Bramber in the settlement hierarchy.	<p>Potentially undertake an early review of the Neighbourhood Plan once the Local Plan Review has established a new spatial strategy for the district. This will take into account the future housing requirements across Horsham district and will set out a strategy for delivering Bramber's contribution towards this housing requirement.</p> <p>The Parish Council to contribute to the consultation on the Local Plan Review to emphasise the need for Bramber to be classified within the settlement hierarchy in its own right, probably as a "smaller village", to reflect the facilities available and to bring it in line with similar settlements.</p>	BPC, HDC
Design and Heritage			
2	Enable the heritage and natural assets of the parish to be better understood and appreciated by all	Develop a heritage trail within the Parish, accompanied by information panels, setting out information about the history and heritage of Bramber and its setting.	BPC, Historic England, HDC, WSCC, local heritage asset owners
Environment and Countryside			
3	Supporting flora and fauna in the parish	<p>Encouraging Environmental Stewardship Schemes</p> <p>Promoting the creation of new habitats including ponds, swift/starling/sparrow boxes.</p> <p>Encouraging the use of hedgehog holes in fencing</p>	BPC, HDC, SDNPA, local landowners, developers, homeowners
4	Providing information about flora, fauna and habitats	Including information boards at sites around the parish, for instance the pond on Clays Field, Bramber Castle, St Mary's gardens, Bramber Brooks etc.	BPC, SBRC
Transport and Movement			
5	Exposed bus stops	Consider opportunities for provision of sheltered bus stops with updated information	WSCC Highways, BPC

No.	Issue	Possible actions	Lead agencies and partners
6	Crossing the A283 and avoiding Clays Hill footway	Explore options for a reduced speed limit (50mph) and installation of a Pegasus crossing at Castle Lane	WSCC Highways, BPC
7	Excessive / obstructive car parking on The Street	Expand / reorganise car park at The Castle	Historic England, National Trust, BPC
8	Supporting access to the countryside	Consider improvements to the rough parking area along Bostal Lane	WSCC Highways, SDNPA, BPC
9	Encouraging walking, cycling and horse riding	Explore opportunities to link up existing rights of way and publish a suite of routes – for example a ‘Bramber Parish Walk’ - to encourage activity Audit of signposting to the rights of way and potential upgrading	BPC, WSCC PROW team, local walking, cycling, riding groups BPC, WSCC PROW team
10	Limited bus routes to nearby towns and facilities	Work with neighbouring parishes and bus operators to explore potential to extend existing services.	BPC, Neighbouring parishes, bus operators
Community facilities			
11	Make better use of the Church as a venue for community meetings, activities and events	Working with the diocese and church personnel to explore opportunities to enable a wider range of community activities to take place in the church	St Nicholas Church, BPC, JPYC
12	Additional public benches	Explore options to provide benches at appropriate points along the River Adur, at Bramber Castle and other locations in the parish	BPC, English Heritage, local landowners
13	Lack of facilities for children and teenagers	Continue to support the joint Bramber/Steyping/Upper Beeding youth group, including financial support. Undertake further research with the young people in the parish to understand what more could be provided to serve their needs.	JPYC, BPC JPYC, BPC
Local economy			
14	Lack of mobile data coverage	Explore, with the local authorities and commercial providers, opportunities for the deployment of improved mobile coverage in the parish	BPC, Mobile providers, HDC, SDNPA
15	Promoting Bramber as a visitor destination	Explore options to develop a dedicated tourism website for Bramber (and associated material as necessary). This might include identifying a local space, at the Castle or the Church, for instance, for use as a visitor information point (at the very least static information display).	BPC, local businesses, Visit Sussex

Table 13.1

Key to Table 13.1:

- BPC – Bramber Parish Council
- HDC – Horsham District Council
- SDNPA – South Downs National Park Authority
- WSCC – West Sussex County Council
- JPYC – Joint Parishes Youth Committee
- SBRC – Sussex Biodiversity Record Centre
- PROW – Public Rights of Way

14 POLICIES MAPS

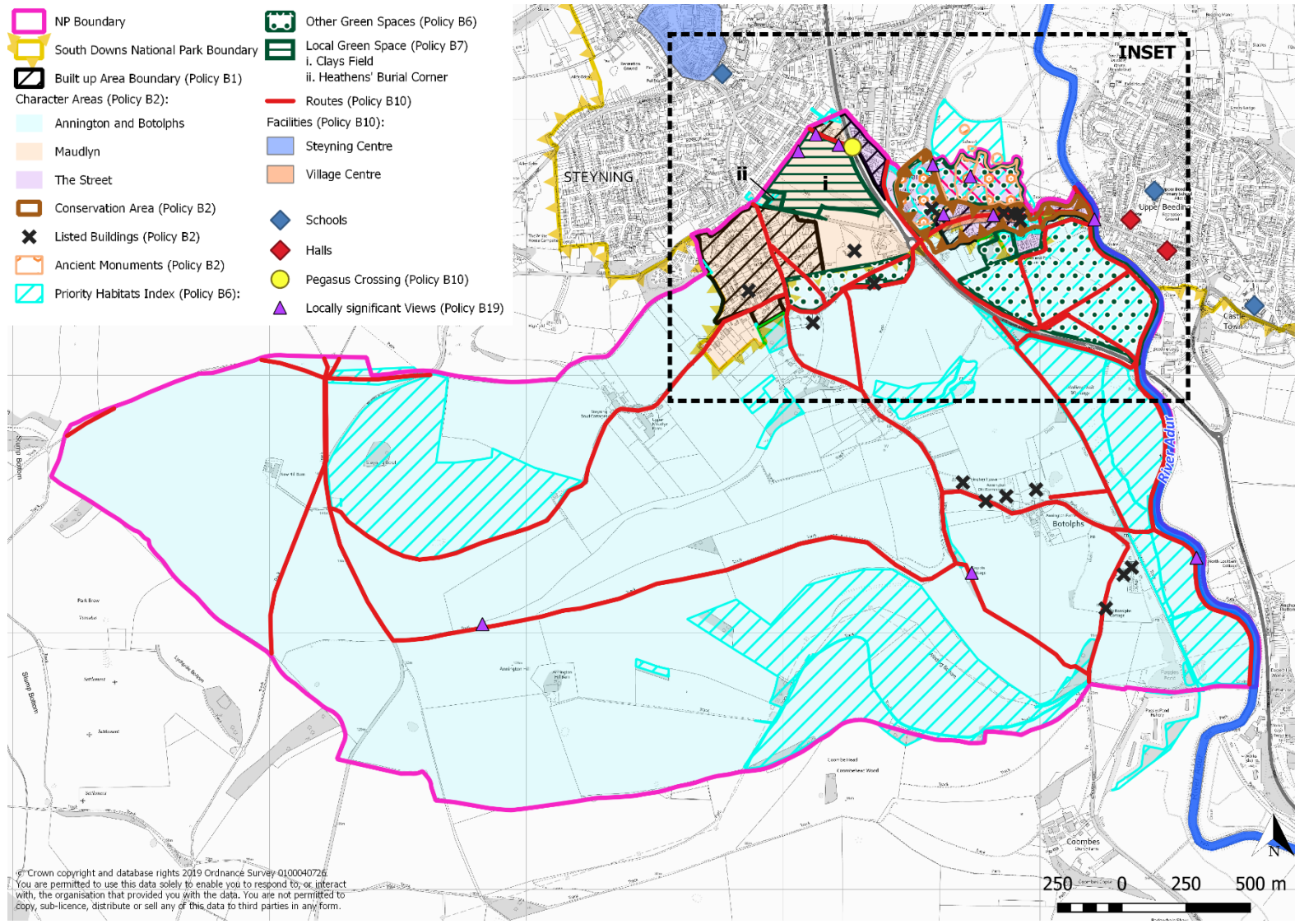


Figure 14.1: Parish-wide policies map

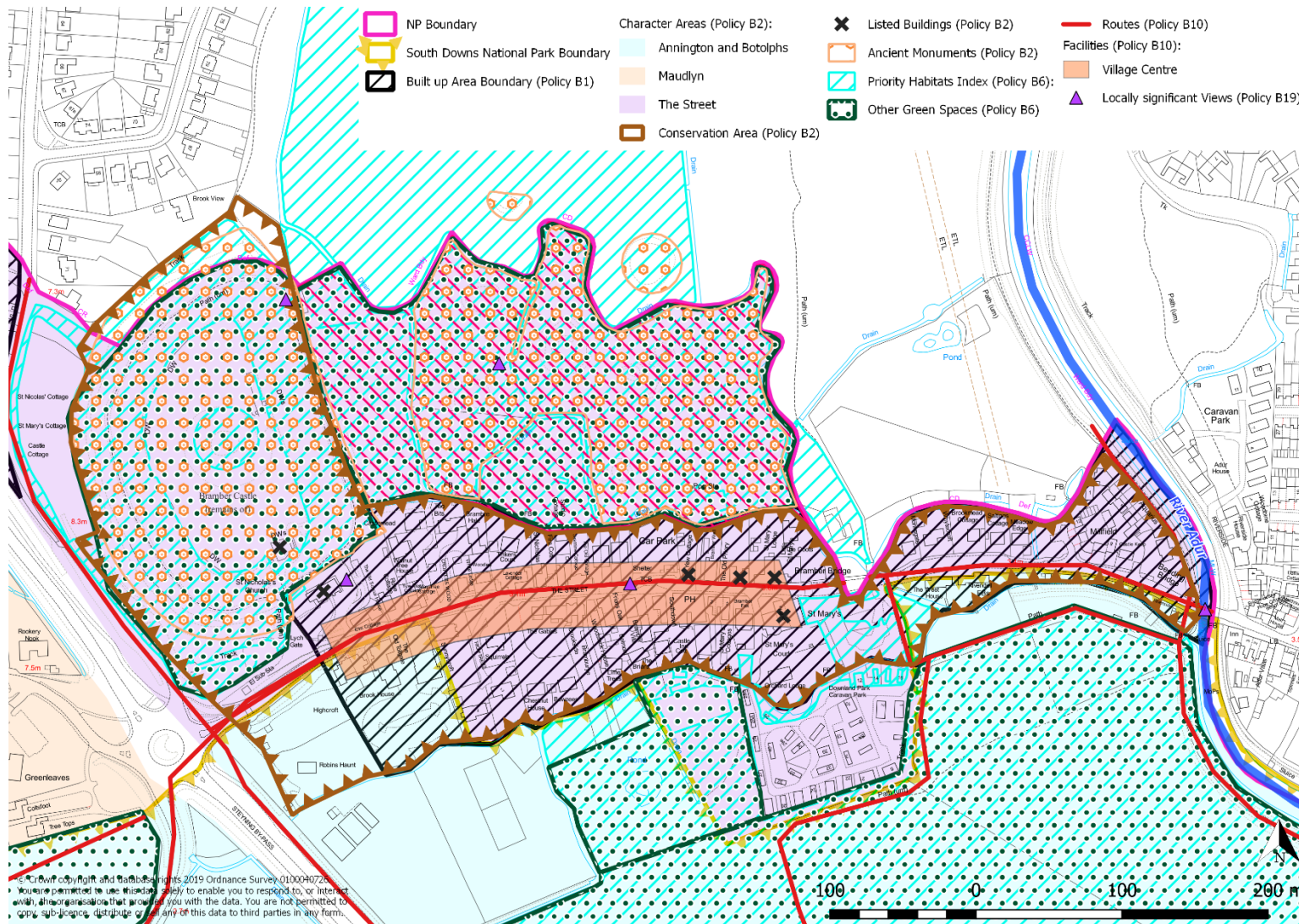


Figure 14.3: Inset of inset map

GLOSSARY

- **Affordable housing** - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market
- **Built-up Area Boundaries (BUAB)** - These identify the areas in the district of primarily built form, rather than countryside. They identify areas within which development of brownfield land may normally be appropriate, including infilling, redevelopment and conversions in accordance with Government Policy and Guidance (NPPF and NPPG). They do not include a presumption for the development of greenfield land such as playing fields and other open space. Identified built-up area boundaries do not necessarily include all existing developed areas.
- **Change of Use** - A change in the way that land or buildings are used (see Use Classes Order). Planning permission is usually necessary to change a "use class".
- **Community Infrastructure Levy (CIL)** – a fixed, non-negotiable contribution that must be made by new development. It is chargeable on each net additional square metre of development built and is set by Horsham District Council/South Downs National Park Authority.
- **Conservation area** - an area of notable environmental or historical interest or importance which is protected by law against undesirable changes.
- **Local Plan** - Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design for the area they cover. They are a critical tool in guiding decisions about individual development proposals, as Local Plans (together with any Neighbourhood Development Plans that have been made) are the starting-point for considering whether applications can be approved. It is important for all areas to put an up to date Local Plan in place to positively guide development decisions. The Local Plan for Horsham District is called the Horsham District Planning Framework (HDPF). The South Downs Local Plan has been developed by the South Downs National Park Authority.
- **National Planning Policy Framework (NPPF)** – the national planning policy document which sets out the Government’s planning policies for England and how these are expected to be applied.
- **Nature Recovery Network** - a joined-up system of places, important for wild plants and animals, on land and at sea. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change.
- **Section 106 agreement** - A mechanism under Section 106 of the Town and Country Planning Act 1990 which makes a development proposal acceptable in planning terms, that would not otherwise be acceptable
- **Supplementary Planning Documents (SPD)** - Supplementary Planning Documents may cover a range of issues, both topic and site specific, which may expand policy or provide further detail to policies contained in a Development Plan Document, where they can help applicants make successful applications or aid infrastructure delivery.
- **Use Classes Order** - The Town and Country Planning (Use Classes) Order 1987 (As amended in 1995, 2005 and 2013) puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

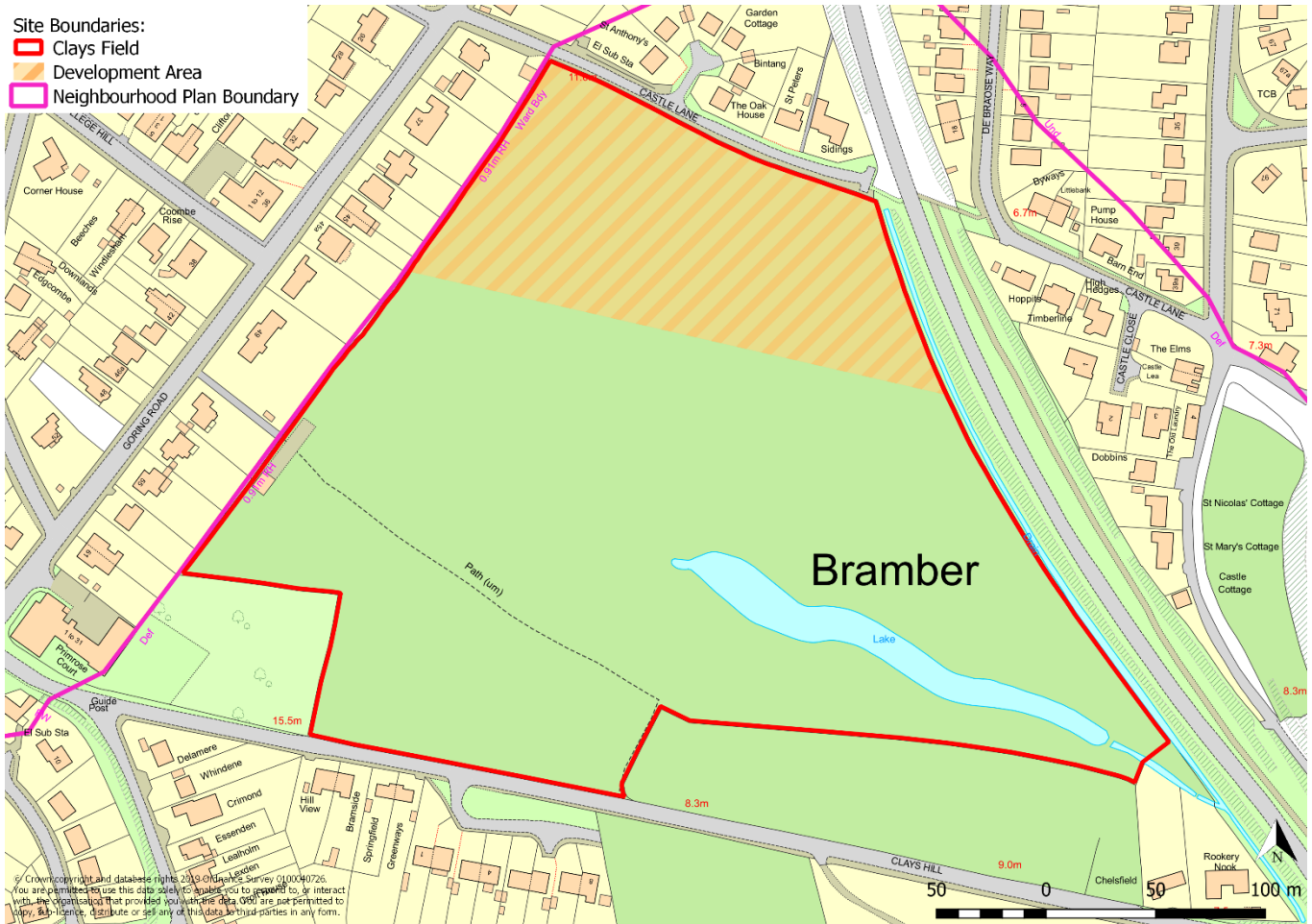
LIST OF EVIDENCE DOCUMENTS

All documents are available to view on the Bramber Neighbourhood Plan website: <https://www.bramber.org.uk/neighbourhood-plan>. Document website addressed correct at September 2019.

- [Bramber Historic Character Assessment Report, 2004](#)
- [Bramber Local Green Spaces audit, 2018](#)
- [Bramber Neighbourhood Plan Design Guidelines, AECOM, July 2019](#)
- [Community Infrastructure Levy Charging Schedule, Horsham District Council, 2017](#)
- [Crawley and Horsham Market Housing Mix Report, 2016](#)
- [Green Infrastructure Strategy, Horsham District Council, 2014](#)
- [Horsham District Planning Framework, 2015](#)
- [Horsham District Landscape Capacity Assessment, 2014](#)
- [Horsham District Landscape Character Assessment, Chris Blandford Associates, 2003](#)
- [Horsham Green Space Strategy, Horsham District Council, 2013-2023](#)
- [Horsham Green Infrastructure Strategy, 2014](#)
- [Housing Needs Assessment, AECOM, 2018](#)
- [Housing Need in Horsham District, Horsham District Council, 2015](#)
- [National Planning Policy Framework, February 2019](#)
- [Northern West Sussex Strategic Housing Market Assessment, GVA, 2009](#)
- [Northern West Sussex – Horsham Strategic Housing Market Assessment Update, GVA, 2012](#)
- [Northern West Sussex Housing Market Area – Affordable Housing Needs Model Update, Chilmark Consulting, 2014](#)
- [South Downs Local Plan, 2019](#)
- [The Horsham District Sport, Open Space and Recreation Assessment, Kit Campbell Associates, 2014](#)
- [West Sussex Cycle and Walking Strategy, West Sussex County Council, 2016-2026](#)
- [West Sussex County Council guidance for car parking at new developments, West Sussex County Council, 2019](#)
- [West Sussex Joint Minerals Local Plan, 2018](#)
- [West Sussex Waste Local Plan, 2014](#)

Appendix A Site assessments

Site Bramber 1: Land at Clays Field



Background information

Site location and use	
Site location	The site is an enclosed field bounded by Clays Hill road to the south, Goring Road to the west, Castle Lane to the north, and the A283 Steyning bypass to the east. The field is located in Bramber parish but adjoins Steyning parish to the west and north-west.
Gross area (ha)	The entire site is approximately 7.9ha. Circa 1.80 hectares of the site is put forward for housing development with open space provision.
SHELAA site ref (if applicable)	SA758

Context	
Surrounding land uses	The site abuts the A283 Steyning Relief Road on the eastern boundary. It is sited in a residential

	area between Bramber and Steyning. A mature tree belt sits on the eastern boundary of Clays Field, screening the site from the adjacent A283 to the East. Castle Lane bounds the northern edge and is single track rural cul de sac road serving eight properties. Clays Hill and Goring Road bound the southern and western sides of the site. It is noted the gardens of the residential dwellings on Goring Road immediately back onto the area. The three quarters of the field not proposed for development by the applicant are proposed to be left as open space (c 6.2 hectares).
Is the site: Greenfield ; Brownfield ; Mixture ; n/k	Greenfield
Existing/previous use	The site is a privately owned field, left to grassland, and which has been available to the public for walkers/dog walkers/wildfowl. There is a pond/artificial lake to the centre of the southern part of the site and many mature trees along the boundaries. Residents use is at discretion of owner. Footpath number 2728 crosses the field at the South West corner.
Site planning history Have there been any previous applications for development on this land? What was the outcome?	The site was submitted to the Horsham Call for Sites and was assessed in December 2018 ²⁹ as being Not Currently Developable as any development would be contrary to Policies 1 to 4 and 26 of the HDPF. Application DC/16/1355 received June 2016- refused ³⁰

1. Availability

Availability	
Is the site landowner(s) willing to submit the site for development (if known)? <i>If the site is not available for development, then do not proceed with the rest of the assessment</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies or operational requirements of landowners?	No Not known.

²⁹ https://www.horsham.gov.uk/_data/assets/pdf_file/0009/55791/SHELAA_BRAMBER_DEC18red.pdf

³⁰ <https://public-access.horsham.gov.uk/public-access/applicationDetails.do?keyVal=O8YJM4IJKWD00&activeTab=summary>

Is there a known timeframe for availability?		Within 5 years
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2. Suitability

Suitability	
Where is the site located in relation to the built-up area of the nearest settlement?	<p>On the edge, adjacent to the settlement</p> <p>The site is an area of open space situated within Bramber parish, but adjacent to the built up area boundary of Steyning which is classified as a small town.</p>
What is the size of the nearest settlement?	<p>A small town (Steyning) and a small village (Bramber)</p>
How would development of this site relate to the surrounding uses?	<p>Development on the site, whilst surrounded by residential development on most sides, will impact views and character of neighbouring houses and additional traffic. The site is located between the settlements of Steyning and Bramber, and forms an important, historical inter-settlement gap between the two. This serves to protect the individual and distinct identities of the two settlements. Any development could impact on this rural, parkland-type gap, providing a more urbanised feel to the area. In addition, Bramber Castle, a registered ancient monument, and its surrounds, add to the sense of character, linking the field directly to Bramber village.</p> <p>From a landscape perspective, part of the site (north half) is visible from the South Downs, and proposed development would add to the further urbanisation of this area, removing the perception of openness and rurality that connects the site, and the two settlements to the wider countryside setting.</p>
How is the site currently accessed? Is it accessible from the highway network? Can the network support the potential level of traffic that would be created?	<p>Proposed access is down the narrow, single-track Castle Lane, accessed off Goring Road. This has no formal footway and currently enables vehicular access to eight dwellings located to the east of the site.</p> <p>The applicant has received advice from the WSCC Highways Team which states that a Transport Statement (TS), which appraises the transport impact of the development, would be required and the following advice:</p> <ul style="list-style-type: none"> • <i>TRICS (a system that challenges and validates assumptions about the transport impacts of new developments) survey data should be provided to assess the likely transport impact in terms of the trips to and from the site.</i> • <i>WSCC were satisfied that given the slow speed/low traffic volumes on Castle Lane that the application of a 2.0 metre 'X' distance can be applied to visibility splays from access points. Some vegetation was observed on site but this could be removed to further improve visibility as this appears to fall within highway maintained land.</i> • <i>The LHA (Local Highways Authority) are satisfied with the access from the junction onto Goring Road from Castle Lane.</i>

	<p><i>Whilst it was noted that there was a small restriction in visibility with the telegraph pole sited to the north of the junction and consideration should be given as to whether it was required to be relocated.</i></p> <ul style="list-style-type: none"> • <i>The introduction of passing bays on Castle Lane was to be explored.</i> • <i>The development should include detail of parking provision in line with the WSCC Parking Demand Calculator (PDC) and suitable turning space for vehicles.</i> • <i>For the larger scheme the applicant was asked to explore the possibility of providing a section of footway along the frontage to connect into the existing footway onto Goring Road.</i> <p>Upgrading Castle Lane to acceptable adoptable standards will further urbanise this lane with the introduction of formal lighting and signage. Such proposed changes (to including widening) will impact on the existing rural character of Castle Lane and the historic nature of the track extending back to the medieval period connecting the wider area to Bramber Castle. These works could impact the historic value of the track, which is likely to have been an established track since medieval times, leading to Bramber Castle. The lane itself, therefore, is perceived to have historical interest in its current form.</p>
<p>Pedestrian / cycle accessibility to High Street</p>	<p>Castle Lane currently has no formal footway. Access to The Street in Bramber Village, would be achieved by having to cross the A283 Steyning bypass. Footpath access (once beyond Castle Lane) to Steyning Centre is achievable.</p> <p>Access by bicycle to The Street (Bramber) is via a staggered crossing over A283 links proposed site to the Downs Link bridleway.</p>
<p>Environmental considerations</p>	
<p>What is the distance from the edge of the site to any of the following:</p>	
<p>National Park</p>	<p>>800m Whilst the site is not within the South Downs National Park, but is visible from it, particularly the higher, northern end of the site</p>
<p>Sites designated as being of European importance³¹</p>	<p>>800m</p> <p>The location of closest internationally important sites compared to Bramber village are:</p> <ul style="list-style-type: none"> • Arun Valley SPA – 16.8km • Arun Valley SAC – 14.9km • The Mens SAC – 20.4km <p>There are no other European sites within a 15km radius of the village centre.</p>

³¹ Special Areas of Conservation, Special Protection Areas, Ramsar sites

Sites designated as being of national importance ³²	>800m - Beeding Hill to Newtimber Hill SSSI: 2,185m - Chanctonbury Hill SSSI: 2,970m	
Sites designated as being of local importance ³³	>800m	
Veteran trees	In between the site boundary and the Built Up Area Boundary on the south west corner is deciduous woodland and traditional orchard	
Ancient woodland	>800m (1,461m)	
Trees with Preservation Orders	Yes, TPOs are located in the south west corner, but proposal would retain these	
Record of protected species of habitats	Information from the Sussex Biodiversity Record Centre shows sightings of 88 distinct BAP species since 2006 in Bramber as a whole. Whilst there is no data available specifically for this site itself, as a large open space on the edge of the settlement and neighbouring the next settlement, could provide an important element of the wider network of green infrastructure – a wildlife corridor/stepping stone for species. Any proposal would be expected to provide a full ecological assessment of the site and reasonable mitigation applied in full.	
Community facilities and services		
What is the distance to the following facilities (measured from the site centre):		
	Distance	Comments
Village / local centre / shop	400m-800m	698.4m to Steyning centre.
Public transport (with at least a half or hourly service during the day)	350m	Bus stop
School(s)	Primary >800m Secondary >800m	1.31km to nearest primary school. 1.31km to nearest secondary school
Health centre facility	400m-800m	787.6m to Steyning Medical Centre.
Open space/ recreation/play	400-800m	The site would be adjacent to open field. The MUGA is 850m distance away.

³² Sites of Special Scientific Interest, Ancient Woodland

³³ Local Nature Reserves, Sites of Nature Conservation Importance

facilities (MUGA/ recreation ground)	
Does the site have the potential to provide additional open space/recreation/community facilities?	Yes – of the 7.9ha. site, circa 1.80 would be developed for housing. The remainder would be left as an open space, potentially to be gifted to the local community.
Historical considerations	
Proximity of site to the following sites/areas:	
Archaeological sites	<p>Site may be within or adjacent to an archaeological site:</p> <p>A Late Bronze Age (1000-700 BC) hoard was discovered in 1981, during creation of the artificial lake. The hoard comprises 98 items of metalwork, mostly spearheads. Searches over a wider area revealed human and animal bones, burnt flint, a flint scraper, a pottery shard and several pieces of possible crucible, and these may or may not be contemporary with the hoard. The finds indicate a buried occupation layer [SMR reference: 3544 – WS1215]</p> <p>Any proposal should therefore be required to submit a preliminary assessment of archaeological value in the area.</p>
Scheduled ancient monuments (SAMs)	<p>Site is not on or adjacent to a Scheduled Ancient Monument</p> <p>However the site has an historical connection to Bramber Castle (Grade I listed and SAM) by way of the Castle Lane track, as a medieval route, and the field, which would have originally been part of the setting of the Castle at the time the Castle was constructed. The field would have served as part of the (originally defensive) boundary between Bramber and neighbouring settlements, a role it still plays today. The setting of Bramber Castle is partially visible from Clays Field. The centre of the site is 324m from the centre of the SAM.</p> <p>See excerpt from the Victoria County History chapter on Bramber (A History of the County of Sussex: Volume 6 Part 1, Bramber Rape (Southern Part). Originally published by Victoria County History, London, 1980), a number of “<i>burgages of Bramber borough lay physically in Steyning, in the eastern angle of Church Street and High Street; as late as the 19th century they belonged to Bramber for electoral if no longer for local government purposes. (fn. 45) They seem to be identical with the eighteen houses which the de Braose family claimed in Steyning in the late 11th century, (fn. 46) being perhaps originally tenements of King’s Barns manor (in Beeding), which extended into Steyning town. (fn. 47) By a decree of 1103 the de Braoses were to hold the tenements of Steyning borough...</i>”</p> <p>Castle Lane leads directly from the castle to this area of Steyning and reinforces the idea that Castle Lane is a medieval routeway laid out as the principal thoroughfare between Bramber and that portion of Steyning within Bramber parish.</p> <p>This historical link is also stated in the Bramber Historic Character Assessment Report³⁴ (prepared in 2004 as part of the Sussex Extensive Urban Survey):</p>

³⁴ https://www.westsussex.gov.uk/media/1720/bramber_eus_report_and_maps.pdf

	<p><i>“The single street of Bramber throughout its history is complicated only at its western end. The new Bramber causeway did not connect directly to Steyning, and thus William de Braose built a new road. This has been identified with Castle Lane there is no obvious alternative, since Clays Hill is a later turnpike road. Also, it has been suggested that the turnpiking of 1764 modified The Street near the castle, with the earlier road curving further to the south.”</i></p> <p>St. Nicholas’ Church, built in 1070 is Grade I listed and a SAM. The field, whilst not adjacent to this, is approximately 485m away.</p>	
Listed buildings	<p>There are no listed buildings within or adjacent to the site</p> <p>The Grade I listed Bramber Castle and St Nicholas’ Church have been described above. Burletts, a Grade II former rectory, is located to the south of the site, just beyond Clays Hill Road, set within open fields.</p>	
Conservation Area	<p>Site is not within or adjacent to the Conservation Area</p> <p>The historical links between the site and the heritage assets of Bramber village have been described above. Burletts, a Grade II former rectory, is located to the south of the site, just beyond Clays Hill Road, set within open fields.</p>	
	<p>Additional advice from Historic England on the importance of undesignated archaeological remains.</p> <p>“Using the Heritage Gateway website we can see that there are 87 records on the West Sussex Historic Environment Record relating to Bramber Parish³⁵.</p> <p>These include such diverse features as from records of excavations, Second World War practices trenches and barbed wire, medieval hearths associated with salt workings to individual Roman coins and the medieval town itself.</p> <p>The NPPF sets out an approach that prioritises the conservation of archaeological remains, with great weight to be given to remains of national importance even where these are not already scheduled monuments.”</p>	
Other key considerations		
What proportion of site is in fluvial flood risk zone 3 (highest risk)?	<25%	The southern part of the site, near to the pond/lake falls within Flood Zone 3. This would not form part of the housing aspect of the development site.
What proportion of site is in fluvial flood	<25%	

³⁵ https://www.heritagegateway.org.uk/Gateway/Results_Application.aspx?resourceID=1032

risk zone 2 (medium risk)?		
Is the site at risk of surface water flooding?	The southern part of the site, near to the pond/lake falls within Flood Zone 3. This would not form part of the housing aspect of the development site. There has been some surface water flooding during winter here.	
What proportion of site is Grade 1 or 2 (highest value) agricultural land?	<25%	
What proportion of site is Grade 3 (valuable) agricultural land?	>75%	The entire site is classified as Grade 3 agricultural land
Significant infrastructure crossing the site, i.e. power lines, pipelines?	Yes	There is a drain that runs along the eastern edge of the site.
Impact on Public Rights of Way (PROWs)	None	There is a footpath (PROW2728) crossing the north west of the site. The site could enable additional footpaths to be created.
Physical characteristics		
Characteristics which may affect development on the site		
Topography <i>Flat/plateau/steep gradient</i>	<p>The site slopes in a south east direction from the north of the site. The higher parts of the site in particular are visible from the South Downs.</p> <p>Development of the site would impact on the 'views out' of existing residents in the area, adjacent to the site, including to the South Downs. The site is also visible from the South Downs.</p>	
Landscape impact <i>Would development harm landscape character or setting?</i>	<p>Yes/ High</p> <p>The 2014 Landscape Character Study³⁶ prepared by HDC states for Clays Hill and Bramber Castle (taken collectively as they are considered to be linked):</p> <p>Landscape Character sensitivity:</p> <ul style="list-style-type: none"> • The topography of this area is mostly gently undulating, but with the prominent mound of Bramber Castle to the east. • It is primarily formed of a large green space adjacent to Clays Hill which links the wider countryside to Steyning, and provides a wider landscape setting to Bramber Castle 	

³⁶ https://www.horsham.gov.uk/_data/assets/pdf_file/0009/31896/Landscape-Capacity-Study2014.pdf

	<ul style="list-style-type: none"> • There is a parkland character along Clays Hill • There is a soft well treed settlement edge • Overall, the landscape in good condition <p>Key landscape features and qualities of this area are highly sensitive to development</p> <p>Visual Sensitivity - Whilst there is some enclosure from tree belts, the landscape is relatively visible from the surrounding roads and housing areas, and would have moderate sensitivity to housing development. Employment development would be more visually intrusive due to its greater scale and height.</p> <p>Landscape Value</p> <ul style="list-style-type: none"> • There is a high level of historic interest - Bramber Castle • Important to the setting of Steyning and Bramber • Adjacent to the South Downs National Park • Low tranquillity due to the A283 and Clays Hill roads • The park and Castle currently provide an important amenity area for residents and tourists visiting the castle. <p>Landscape capacity - The area has a strong distinctive character and is of overall moderate visibility. The area has no landscape capacity for large scale development which would be likely to result in unacceptable adverse impacts on character and setting of Steyning and Bramber. Furthermore, proposed development may also contribute to the perception of coalescence of the two distinct settlements.</p> <p>Castle Lane is valued locally as a historic rural lane and continues to provide access for walkers and cyclists between the Downs Link and Steyning.</p>
Other considerations	
Extent to which the site contributes towards other Neighbourhood Plan objectives	Comments
Will the site generate a significant amount of additional traffic travelling through the adjacent roads?	<p>Possible and subject to further assessment</p> <p>The site would be accessed via single-track lane, Castle Lane. Development, subject to Highways advice, would likely require substantial works to that road. Circa 40 dwellings might reap in the region of 40 to 100 additional cars. Given the distance to local facilities, it is potentially the case that journeys would be undertaken by car as opposed to on foot.</p>
Does the site have the potential to provide improved public parking to serve Bramber village?	The site is too remote from The Street.

Does the site have the potential to support commercial activities, including start-ups?	No. Employment activity is not proposed for the site. Any such development would be more visually intrusive due to its greater scale and height.
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3. Summary

Conclusions	
Site number/name	Land at Clays Field (SA758)
	Please tick
The site is appropriate for development	
The site has minor constraints	
The site has significant constraints	
The site is unsuitable for development	✓
Potential housing development capacity <i>(estimated as a development of 30 dwellings per hectare)</i>	The developer is seeking to deliver approximately 40 dwellings on the quarter of the site. NB. After the Regulation 14 consultation period had elapsed the developer stated that a smaller development of 10 to 12 dwellings may be acceptable to them.
Estimated development timeframe	1 to 5 years
Explanation/justification for decision to put forward site for consideration as a sustainable option	

The HDC SHELAA assessment of the site (December 2018) concluded: The landowner has expressed an interest in developing approximately a quarter of this site meaning it is 'available'. The site is an area of open space adjacent to the built up area boundary of Steyning which is classified as a small town, having a good range of services and facilities, in Policy 3 of the Horsham District Planning Framework (HDPF). Unless allocated for development within the Horsham District Planning Framework (HDPF) or an adopted Neighbourhood Plan, any development would be contrary to Policies 1 to 4 and 26 of the HDPF. It is therefore assessed as: '**Not Currently Developable**'.

The site could deliver dwellings that would serve the locally defined needs of Bramber parish. It would also enable the safeguarding of the remainder of the site, which would be gifted to the community.

However, the site assessment undertaken for the Neighbourhood Plan finds that the site is located outside the Built Up Area Boundary. Access to it is currently via a single-track lane and significant work would need to be undertaken to enable vehicular access here, including for service/construction traffic. Castle Lane can be dated at least to medieval times, when it would have been a thoroughfare for Castle related 'movement'. The lane is distinct from neighbouring roads in its character and any works – which might include widening it, adding kerbs, streetlights and defined pedestrian routes – would significantly change the nature of the lane and the opportunity to look at it and imagine its historical beginnings.

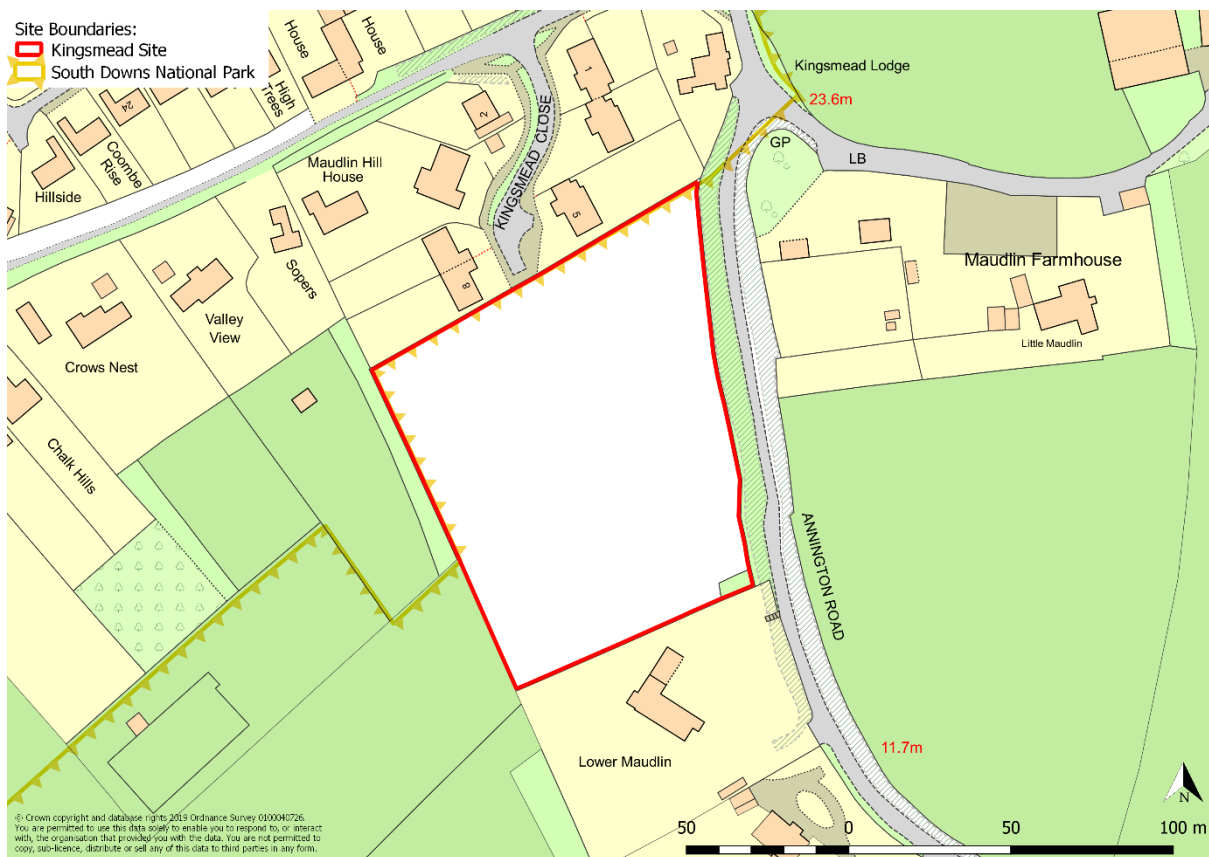
The landscape capacity for this site has been judged as low by HDC in their most recent Landscape Capacity Report. The site (particularly to the north) being visible from the South Downs and the field taken as a whole provides a vital inter-settlement gap between Bramber and Steyning. This distinction serves to provide each settlement with its own character and identity. The field has historically played this role, when taken together with Bramber Castle, and any filling in with development could be seen to change the rural, open perception of this area of the parish.

The field has a history of, and continues to be, well-used and valued by the local community. It provides a valuable asset that contributes to the health and well-being derived from access to open space and green infrastructure, as expressed in paragraphs 96 to 101 of the NPPF: "Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities". Access to high quality open space is considered to be important to the health and well-being of the community especially if a similar sized accessible open space is not readily available close by.

The site provides an important piece of green infrastructure, which is part of a wider network of local green spaces in the parish. This is important for flora and fauna. Information from the Sussex Biodiversity Record Centre shows sightings of 88 distinct BAP species in Bramber Parish since 2006.

Taking into account the information set out above, the site is considered **not suitable for development**.

Site Bramber 2: Land south of Kingsmead Close



Map of site

4. Background information

Site location and use	
Site location	This is a small woodland site situated within the South Downs National Park (SDNP).
Gross area (ha)	1.14 ha
SHELAA/South Downs ref (if applicable)	n/a

Context	
Surrounding land uses	Surrounding land use is residential to the north, the SDNP to South, a tree-screened road to the east and open pasture to west (outside of the SDNP).
Is the site: Greenfield; Brownfield; Mixture; n/k	Greenfield
Existing/previous use	The site, within the SDNP, originally formed a garden/paddock of large house and contained a stable block. There are a number of trees with TPOs on the site; there is no ancient woodland.

	Small trees not protected by the site TPO have, in the last one to two years, been cleared from the site.
Site planning history Have there been any previous applications for development on this land? What was the outcome?	DC/10/1283 for 3 x 5 bed houses: June 2010: refused ³⁷ SDNP/14/01328 for 1 large property: March 2014: refused ³⁸

5. Availability

Availability	
Is the site landowner(s) willing to submit the site for development (if known)? <i>If the site is not available for development, then do not proceed with the rest of the assessment</i>	Yes
Are there any known legal or ownership problems such as unresolved multiple ownerships, ransom strips, tenancies or operational requirements of landowners?	No
Is there a known timeframe for availability?	Within 5 years

6. Suitability

Suitability	
Where is the site located in relation to the built-up area of the nearest settlement?	On the edge, adjacent to the settlement The site is an area of open space situated in the South Downs National Park within Bramber parish. It is adjacent to the built up area boundary of Steyning, which is classified as a larger village/small town.
What is the size of the nearest settlement?	A larger village/small town (Steyning) and a small village (Bramber)
How would development of this site relate to the surrounding uses?	The site forms part of a distinctive fieldscape interspersed with belts and groups of trees and small woodlands, that forms an attractive wooded foreground to Steyning when looking from the South Downs Way on Annington Hill. This small woodland is a typical characteristic landscape feature forming an important visual buffer to the built up area of Steyning and contributing to the intrinsic rural character of the area. Development would be prominent in views from the South Downs Way breaking up this distinctive wooded character and sense of unity to the

³⁷ <https://public-access.horsham.gov.uk/public-access/simpleSearchResults.do?action=firstPage>

³⁸ <https://planningpublicaccess.southdowns.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>

	landscape, harming the landscape quality and extending the built up area into the countryside towards the scarp slope of the Downs.
How is the site currently accessed? Is it accessible from the highway network? Can the network support the potential level of traffic that would be created?	Proposed access is from Kingsmead Close, where there is currently a cul de sac, which could be used to access the site. This in turn would enable vehicular access to the highway. Advice from the Highways Authority (West Sussex County Council) should be sought to determine the potential impact of additional traffic on the area, although the number of dwellings proposed is not believed to incur excessive additional movements.
Pedestrian / cycle accessibility to High Street	The site is accessible by foot and cycle from Kingsmead Close.
Environmental considerations	
What is the distance from the edge of the site to any of the following:	
National Park	The site is within the South Downs National Park
Sites designated as being of European importance ³⁹	>800m The location of closest internationally important sites: <ul style="list-style-type: none"> • Arun Valley SPA – approx. 17km • Arun Valley SAC – approx. 15km • The Mens SAC – approx. 20km There are no other European sites within a 15km radius of the village centre.
Sites designated as being of national importance ⁴⁰	>800m - Beeding Hill to Newtimber Hill SSSI: 2,185m - Chanctonbury Hill SSSI: 2,970m
Sites designated as being of local importance ⁴¹	>800m
Veteran trees	No
Ancient woodland	>800m (1,500m)
Trees with Preservation Orders	Yes, TPOs are located across the site
Record of protected species of habitats	Information from the Sussex Biodiversity Record Centre shows sightings of 88 distinct BAP species since 2006 in Bramber as a whole. This site, as a large open space on the edge of the settlement and neighbouring the next settlement, could provide an important wildlife corridor/stepping stone for species. Any proposal would be expected to provide a full ecological assessment of the site and reasonable mitigation applied in full.
Community facilities and services	
What is the distance to the following facilities (measured from the site centre):	

³⁹ Special Areas of Conservation, Special Protection Areas, Ramsar sites

⁴⁰ Sites of Special Scientific Interest, Ancient Woodland

⁴¹ Local Nature Reserves, Sites of Nature Conservation Importance

	Distance	Comments
Village / local centre / shop	>800m	1.26km
Public transport (with at least a half or hourly service during the day)	<400	0.57km to nearest bus stop
School(s)	Primary >800m Secondary >800m	1.79km to nearest primary school. 1.79km to nearest secondary school
Health centre facility	>800m	1.5km to Steyning Medical Centre.
Open space/ recreation/play facilities (MUGA/ recreation ground)	>800m	1.56km.
Does the site have the potential to provide additional open space/recreation/ community facilities?	Yes – opportunity for open space in centre of cul de sac extension. There is no loss of a community amenity as this is private land.	
Historical considerations		
Proximity of site to the following sites/areas:		
Archaeological sites	Advice from the SDNP Authority states that the site could have some historical significance as it may be within the area of an ancient hamlet. If development were permitted we would require the developer to consult with the Steyning Society and, if evidence of an ancient hamlet can be found, we note that archeological survey work may be required.	
Scheduled ancient monuments (SAMs)	There are no SAMs within or adjacent to the site Bramber Castle is 1.5km from the site and completely screened from it.	
Listed buildings	There are no listed buildings within or adjacent to the site No locally listed buildings within the vicinity of the site..	
Conservation Area	Site is not within or adjacent to the Conservation Area Neither adjacent or in Conservation area, and cannot be seen from one.	
Other key considerations		
What proportion of site is in fluvial flood risk zone 3 (highest risk)?	<25%	Not in flood zone
What proportion of site is in fluvial flood risk zone 2 (medium risk)?	<25%	Not in flood zone

Is the site at risk of surface water flooding?	There are no issues here associated with surface water flooding.	
What proportion of site is Grade 1 or 2 (highest value) agricultural land?	<25%	None
What proportion of site is Grade 3 (valuable) agricultural land?	>75%	The entire site is classified as Grade 3 agricultural land
Significant infrastructure crossing the site, i.e. power lines, pipelines?	None	No issue.
Impact on Public Rights of Way (PROWs)	None	There are no public rights of way through the site.
Physical characteristics		
Characteristics which may affect development on the site		
Topography <i>Flat/plateau/steep gradient</i>	<p>The site slopes gently from north to south.</p> <p>Development would be prominent in views from the South Downs Way breaking up this distinctive wooded character and sense of unity to the landscape, harming the landscape quality and extending the built up area into the countryside towards the scarp slope of the Downs.</p>	
Landscape impact <i>Would development harm landscape character or setting?</i>	<p>Yes/ High</p> <p>The South Downs Integrated Landscape Character Assessment (2011)⁴² explains that the site lies within the Arun to Adur Scarp Footholds landscape type. This comprises the lowland shelf at the foot of the steep northern scarp of the South Downs between Amberley and Steyning. Impressive panoramic views onto the footholds are afforded from the adjacent scarp to reveal a balanced woodland and farmland mosaic. Importantly this balance gives a sense of unity to this landscape.</p> <p>Located within the National Park, the site's boundary skirts around the edge of the settlement of Steyning. In drawing this boundary, it can be established that this site, rather than forming part of the settlement, in fact lies within the open countryside thus being within the National Park.</p> <p>In landscape character terms, development of this site would neither conserve nor enhance the National Park (nor the settlement pattern of Steyning). It is likely to generate negative landscape effects, either directly by virtue of being in an uncharacteristic location, or by virtue of</p>	

⁴² <https://www.southdowns.gov.uk/wp-content/uploads/2015/03/ILCA-2005-Introduction.pdf>

	<p>uncharacteristically extending a settlement which contributes to the setting of the National Park.</p> <p>Additionally, the trees on the site undertake a number of important roles:</p> <ul style="list-style-type: none"> • Providing a characteristic settlement edge to Steyning • Contributing to the characteristic mosaic of habitats, identified within the Arun to Adur Scarp Footslopes. • The Site is designated TPO – this is blanket across the whole site. The TPO is an acknowledgement of value, be it for the trees themselves or the functions they might support. <p>Although the site is not visible from Annington Road, the landscape issue is predominantly the fact that developing this site would be uncharacteristic in landscape terms. If the site were to be developed in a way that was characteristic of its landscape, then seeing it should not be a problem, however development which is out of character by virtue of its location, scale type etc. therefore additionally generates a negative visual effect. The South Downs Integrated Landscape Character Assessment⁴³ (SDILCA) warns against increasing, incremental development on the edge of Steyning – therefore published guidance is not supportive of development.</p>
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Other considerations

Extent to which the site contributes towards other Neighbourhood Plan objectives	Comments
Will the site generate a significant amount of additional traffic travelling through the adjacent roads?	<p>Possible and subject to further assessment</p> <p>Subject to Highways advice, there would be a direct impact on Kingsmead Close. There is also an impact on the wider area from increased traffic. The turning out of Sopers Lane is not easy and both Annington Road and Maudlin lane (to Bramber roundabout) are narrow roads which are therefore sensitive to traffic levels. Significance dependent on number of dwellings.</p>
Does the site have the potential to provide improved public parking to serve Bramber village?	The site is too remote from The Street.
Does the site have the potential to support commercial activities, including start-ups?	No. Employment activity is not proposed for the site. Any such development would be more visually intrusive due to its greater scale and height.

7. Summary

⁴³ <https://www.southdowns.gov.uk/wp-content/uploads/2015/03/ILCA-2005-Introduction.pdf>

Conclusions	
Site number/name	Land south of Kingsmead Close
	Please tick
The site is appropriate for development	
The site has minor constraints	
The site has significant constraints	
The site is unsuitable for development	✓
Potential housing development capacity (estimated as a development of 30 dwellings per hectare)	The developer is seeking to deliver between 5 to 10 houses on the site.
Estimated development timeframe	1 to 5 years
Explanation/justification for decision to put forward site for consideration as a sustainable option	
<p>The site has had numerous previous planning applications refused. The first application was refused because of the effect the proposed development would have on the character and appearance of the surrounding rural area with particular regard to its location within the SDNP and the protected trees on the site. The second application was refused as “the location remained outside the settlement boundary, albeit in a sustainable proximity to the centre of Steyning, but also within the designated SDNP. In addition, the Arboricultural officer stated “that this is woodland and its cohesive structure would be compromised and eventually destroyed by the alteration of the land to residential, even from one single dwelling”.</p> <p>The SDNPA has raised significant concerns about the potential development of the site:</p> <ul style="list-style-type: none"> • The impact on the landscape - The site forms an important wooded background to the built up area in local views and contributes to the rural setting of Steyning. • The site provides a characteristic settlement edge typical of this landscape character type i.e. woodlands are typical at the break in slope. • The woodland is considered to have important local visual and amenity value as it is protected by a woodland TPO. • Development of the site could potentially open up further land within the South Downs National Park to development. <p>The Built Up Area Boundary has been marked to exclude this site, for the value of the reasons given above. The site is clearly visible from the South Downs.</p> <p>The SDNP has carefully considered where housing can most sustainably be delivered and there is no requirement for Bramber to bring forward housing. This site is one that could make a small contribution to the housing requirement of Bramber parish as a whole. However, when the policies laid down in the South Downs Local Plan are considered its viability is questionable. Given the reasons for refusal of previous applications for fewer, albeit larger dwellings, and the fact that the new SDNP policies, if anything, strengthen support for them and the fact that there is no allocation for Bramber it is recommended this site is not included in the plan.</p> <p>Taking into account the information set out above, the site is considered not suitable for development.</p>	

Appendix B - Bramber Neighbourhood Plan Design Guidelines

The Bramber Neighbourhood Plan Design Guidelines, prepared in 2019 by AECOM, form part of the Bramber Neighbourhood Plan. The document is available here: https://85412a7e-8988-4286-967f-b281f2a0bf2c.filesusr.com/ugd/964dee_108a74dfe32847a4aafc5614653e9c07.pdf

Appendix C Local Green Spaces

Notes on the application of the NPPF Criteria (para 100):

A Local Green space should be in “*reasonably close proximity to the community it serves*”. Ideally, therefore, a site should be within a convenient walking distance which, for a spread out village such as Bramber, is difficult to define exactly. All the green spaces considered were within about 500m of the centre of the village and this was thought adequate.

A Local Green Space should be “*demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife*”. Taking these in turn:

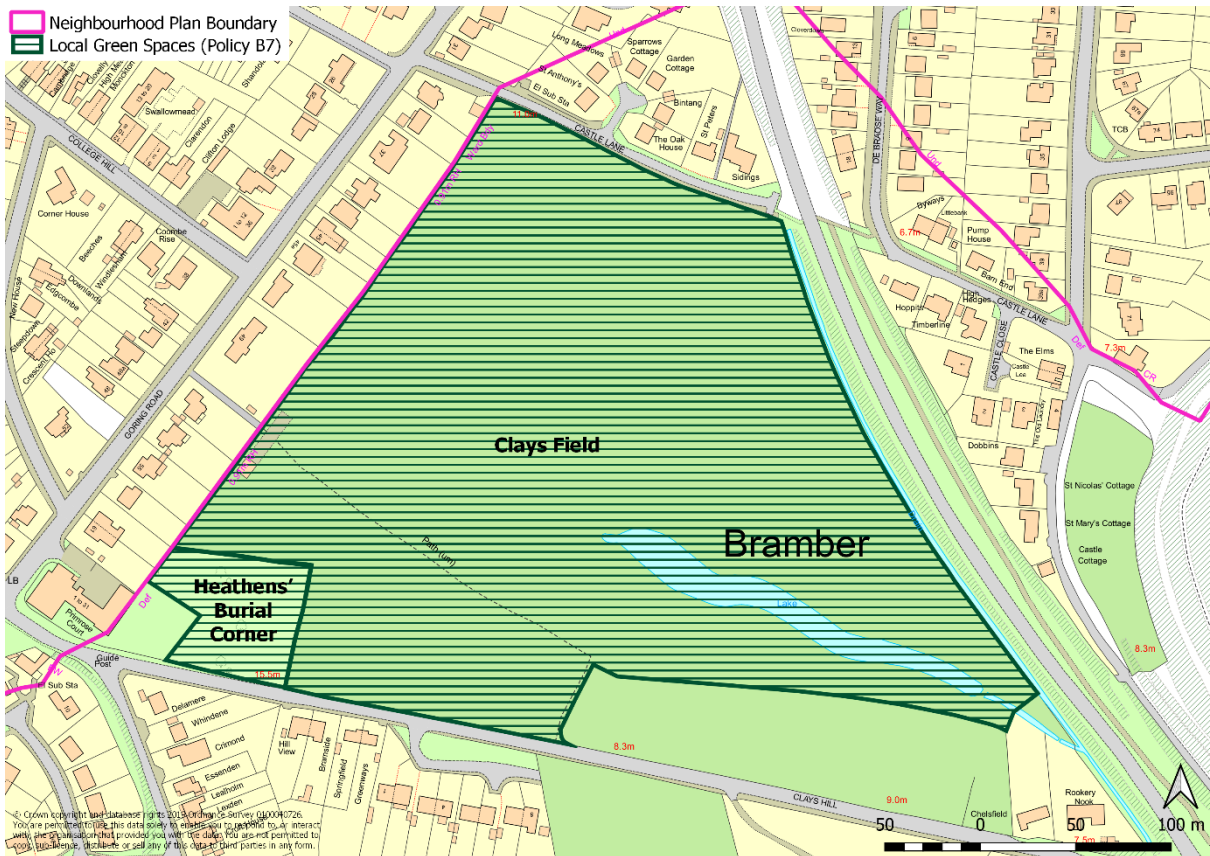
- Beauty – This is obviously a very subjective criterion and involves things such as internal and external views, ecological diversity, the way a site blends in with its surroundings, etc.
- Historic significance – This criterion covers both the obvious immediate history of the site as well as its relationship to other historic structures in the village, i.e. the way it fits in to the overall local history.
- Recreational value – There are no formal playing fields in Bramber so recreation must consider how the populace utilise the site informally, e.g. walking, jogging, riding, games, etc.
- Tranquillity – This is another criterion that is notably subjective. It has been taken to mean not just quietude but also a sense of peacefulness. A person's perception of tranquillity will include the presence of birdsong, the existence of stands of mature trees, the ability to wander unhindered in open spaces with pleasant views, etc.
- Richness of wildlife – There are few scientific studies of wildlife in the Bramber area. Records from the Sussex Biodiversity Group cover Bramber but are not specific enough to allow exact locations to be known (partly this is because of the age of the sightings, i.e. they were made before the days of GPS). In addition, the green spaces considered were almost all in private hands so that formal studies could not be undertaken at this stage. It was therefore necessary to rely on anecdotal evidence from residents backing up observations on site of both actual and potential wildlife. It is also worthwhile quoting from the Phlorum report, i.e. “*It is important to note that, even where data is held, a lack of records for a defined geographical area does not necessarily mean that there is a lack of ecological interest; the area may be simply under-recorded.*”

A Local Green Space should be “*local in character and is not an extensive tract of land*”:

- Local in character is difficult to define but since Bramber is a rural parish surrounded by farmland in a river valley overlooked by the South Downs then a site should fit in with one or more of these features. In this context, Horsham District Council's Conservation and Design Leaflet for Bramber, which defines and describes the Conservation Area, provides a description of the landscape setting of the village.
- There is no quantitative definition for an extensive tract of land and a good degree of personal judgement has to be used. Natural England's study “Accessible Natural Greenspace in Towns and Cities” (ANGSt) lists four tiers of land area, namely less than 20ha, 20-100ha, 100-500ha and greater than 500ha. Obviously we should be considering sites that fall into the first category and other Neighbourhood Plans have used a rule of thumb that a site's boundaries should be clearly visible from within the site.

The following green space is considered to **be suitable for designation** as a local green spaces: Heathens' Burial Corner. Details are provided below. To note, nine further spaces were considered for designation as Local Green Spaces and the findings of the analysis is provided on page 94.

i. Heathens' Burial Corner



Looking towards Heathens' Burial Corner from the north



The interior of the green space

Details:	
Address:	Woodland and orchard to the south-west of Clays Field bordered by Clays Hill and part of the Primrose Court retirement home
Description/purpose:	Heathens' Burial Corner consists of a central grassed area which has recently been planted with a number of fruit trees to reinstate a previous orchard (see:

	https://steyningcommunityorchard.org/primrose-court-orchard/). This is bounded on all sides by a screen of mature trees which are covered by over 20 TPOs.
Quality of facility:	A reinstated orchard bounded by a number of mature native trees and a well-established mixed hedge.
Any statutory designations:	None
Site allocations:	None
Planning permissions:	None
NPPF Criteria:	
Close to the community:	The site is situated at the top of Clays Hill and is thus at the very edge of Bramber parish. To some extent it could be considered as closer to Steyning residents but it is immediately adjacent to the south-western entrance to Clays Field and is therefore similarly located with regard to the village.
Demonstrably special and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife;	<p>Beauty: The site adjoins the garden of the retirement home and offers the residents a peaceful setting to enjoy views of the Downs, spring blossom on the fruit trees and birdsong throughout the year.</p> <p>Historic significance: The area was named as 'Heathen Burials' as far back as 1279 (see: Victoria County History - https://www.british-history.ac.uk/vch/sussex/vol6/pt1/pp193-194) and there are reports of two Saxon skeletons being excavated near here in recent years (see: "Anglo-Saxon Deviant Burial Customs" by Andrew Reynolds, OUP, 2009). It is named as 'Heathens' Burial Corner' on maps as far back as the 19th century and has been separated from the adjacent Clays Field for perhaps 100 years.</p> <p>Recreational value: There is no public access as it is currently part of the property known as Primrose Court in Goring Road (a retirement home of 29 leasehold flats).</p> <p>Tranquillity: Although adjacent to Clays Hill road, the shielding trees offer a certain level of tranquillity as evidenced by the fact that it is used as a recreational area by the residents of the retirement home.</p> <p>Richness of wildlife: The mature trees and hedges form part of the green corridors criss-crossing Bramber. In addition, the recent addition of apple, pear and plum trees provide spring blossom for pollinating insects and summer fruit for residents both human and otherwise.</p>

Local in character and is not an extensive tract of land	<p>Local in character: With a mixture of native trees, fruit trees and mixed hedging, the site is typical of semi-agricultural sites in the locality.</p> <p>Not extensive tract of land: This is a small square area of approximately 0.4 ha and is therefore certainly not extensive. It's boundary with the adjacent Clays Field is well defined and it certainly cannot be considered as an extension of the latter.</p>
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Summary of how the green space meets the NPPF criteria:

Name	Close to community	Beauty	Historic significance	Recreation value	Tranquillity	Richness of wildlife	Local in character	Not extensive tract
Heathen's Burial Corner	✓	✓	✓	X	✓	✓	✓	✓
Conclusion	Heathen's Burial Corner should be designated as a Local Green Space							

Nine further areas were considered for Local Green Space designation.

Clays Field was assessed as being close to the community, being demonstrably special and local in scale, factors supported in the Examination of the Neighbourhood Plan. Its proposed designation, however, was not found by the Examiner to be consistent with the local planning of sustainable development and complementing investment in sufficient homes, jobs and other essential services. It has therefore not been designated as a local green space.

The eight further sites considered were found to be not suitable either because they did not meet enough criteria or because they were thought currently adequately protected. The scoring for these areas is summarised below:


Name	Close to community	Beauty	Historic significance	Recreation value	Tranquillity	Richness of wildlife	Local in character	Not extensive tract
Bramber Brooks [1]	✓	✓	✓	✓	✓	✓	✓	X
Bramber Castle [2]	✓	✓	✓	✓	✓	X	✓	✓
Land behind Kingsmead Close [3]	X	X	X	X	X	X	X	✓
Maudlin Farm Field [3]	✓	X	X	✓	✓	X	✓	X
St Mary's Field [3]	✓	X	X	✓	X	✓	✓	X
St Mary's House Garden [4]	✓	✓	✓	✓	✓	✓	X	✓



Burletts	✓	X	X	X	X	X	✓	✓
Chelsfield pasture	✓	X	X	X	X	X	✓	✓


Key to table:



- [1] Currently seeking Local Nature Reserve designation
- [2] Scheduled Ancient Monument
- [3] Inside South Downs National Park
- [4] Belongs to private Trust and afforded protection

Appendix D - Locally Significant Views

View reference number	Title and description	Photograph	OS Grid Ref
1	<p><u>Botolphs & South Downs from Tinpots</u></p> <p>Tinpots is a secluded house adjacent to the South Downs Way with a fine view across the Adur valley to the South Downs. Nestled in the valley floor is the Grade I listed St Botolph's Church which dates back to Saxon times and is now managed by the Churches Conservation Trust (see https://en.wikipedia.org/wiki/St_Botolph's_Church,_Botolphs).</p>		TQ187092

<p>2</p>	<p><u>Bramber Brooks from Bramber Castle</u></p> <p>From the eastern side of the Ancient Monument of Bramber Castle there is a good view across Bramber Brooks to the River Adur and beyond as far as Wolstonbury Hill – a Bronze Age Site of Special Scientific Interest owned by the National Trust. The floodplain of the Adur is environmentally important both for its wildlife and for the minimisation of flood risk to the whole area. Within Bramber Brooks are a number of medieval salterns and a possible moated area which are designated scheduled monuments (see https://historicengland.org.uk/listing/the-list/list-entry/1015718). Part of the Brooks is currently being turned into a Nature Reserve for the use of the community with walking paths and new ponds for wildlife.</p>		<p>TQ185107</p>
<p>3</p>	<p><u>Botolphs Church & South Downs from the River Adur</u></p> <p>Where the South Downs Way crosses the River Adur by the footbridge there is a view westwards past the Grade I listed St Botolph's Church to Annington Hill.</p>		<p>TQ196092</p>

4	<p><u>Bramber Castle & Church from The Street</u></p> <p>The Street is the main road through Bramber and the Conservation Area contains a number of fine old buildings culminating in the Grade I listed Norman castle (see https://en.wikipedia.org/wiki/Bramber_Castle) and the Grade I listed parish church of St Nicholas (see https://sussexparishchurches.org/church/bramber-st-nicholas/).</p>		TQ188106
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<p>5</p>	<p><u>Bramber Castle from Bramber Brooks Nature Reserve</u></p> <p>The ruins of the gatehouse of the Grade I listed Norman castle of Bramber is the main structure remaining today and this has been an iconic image of the village for hundreds of years. The view of it from the new nature reserve of Bramber Brooks is particularly striking, nestled as it is amongst the trees that now cloak the sides of the castle moat.</p>		<p>TQ187108</p>
<p>6</p>	<p><u>St Mary's Field & South Downs from Beeding Bridge</u></p> <p>The field to the south of The Street is another part of the River Adur floodplain and is crossed by a number of well-used footpaths including the notable Walks For All path which follows the western bank of the river. In the distance can be seen Annington Hill and the South Downs Way.</p>		<p>TQ192106</p>

7

Steyping Bowl from the South Downs Way

Walking to the top of Annington Hill on the South Downs Way there is a fine view back down Steyping Bowl valley past Upper Maudlin Farm towards Bramber and Steyping. This area is important for the conservation and protection of rare butterflies in particular and wildlife in general. It is much used by residents and visitors alike as an open space which is easily accessible from both Bramber and Steyping.



TQ169090



8

The Street & South Downs from the Church

From the churchyard of the Norman parish church of St Nicholas it is possible to look down The Street, with its numerous listed buildings including the Grade I listed medieval St Mary's House, towards Truleigh Hill, well known to walkers on the South Downs Way. Either side of The Street within the Conservation Area are many fine mature trees, many covered by preservation orders.



TQ186106

<p>9</p>	<p><u>South Downs & South Downs Way from Beeding Hill</u></p> <p>As the South Downs Way ascends Beeding Hill to the east of Bramber there is a fine view westwards across the River Adur with Annington Hill on the South Downs in the distance. The Grade I listed St Botolph's Church and the hamlet of Annington (mentioned in the Domesday Book and with no less than 6 Grade II listed dwellings) can be seen in the valley bottom and between them and the river there are the remains of a number of medieval salterns.</p>		<p>TQ204095</p>
<p>10</p>	<p><u>Upper Beeding & Bramber from Beeding Hill</u></p> <p>From near the top of Beeding Hill to the east of Bramber the view north-westwards takes in both Upper Beeding and Bramber villages and places them securely within the surrounding landscape. In particular, the Conservation Area of Upper Beeding with its numerous Grade II listed buildings, Beeding Bridge over the River Adur and The Street in Bramber with its own ancient buildings can clearly be seen.</p>		<p>TQ204095</p>

11

Annington Hill from Clays Field

Clays Field is a large open space that forms a break between the built-up areas of Steyning and Bramber. With a small lake and crossed by a number of paths it is much used by walkers, joggers, etc. From the northern part there are good views southwards across the field towards the South Downs and Annington Hill in particular.



TQ181109

12

Steyning Round Hill from Clays Field

Another view from Clays Field, again from the northern side, is westwards towards a further part of the South Downs with Steyning Round Hill prominent in the mid-distance.



TQ182109

13

Truleigh Hill from Clays Field

The third view from Clays Field shows how it forms a green bowl between Bramber and Steyning. From the western side of the field the view is across the ancient Castle, hidden by more recent trees, towards one of the highest points of the South Downs in this area – Truleigh Hill.



TQ180108

Appendix E - Bus routes from Bramber (as of Nov. 2019)

(All normally operated by a bus that is wheelchair accessible)

No.	Company	Route	Comment
2 / 2B	Brighton & Hove Bus and Coach Company	Steyning - Shoreham - Hove - Brighton - Woodingdean - Rottingdean	The only 7-day bus service, roughly hourly over 18hr day, less on Sundays
3	Southern Transit - Adur Valley Line	Horsham - Southwater - Henfield - Steyning - Shoreham	Limited daytime service, not weekends
60	Brighton & Hove Bus and Coach Company	Steyning - Shoreham - Portslade - Hove - Brighton	Limited commuter service, not weekends
100	Compass Travel	Burgess Hill - Henfield - Steyning - Storrington - Pulborough - Horsham	Daytime only, not Sunday
106	Compass Travel	Henfield - Steyning - Worthing	Tue, Wed, Fri only
740	Compass Travel	Lancing - Steyning Grammar School	School service – not w/e
A3	theSussexBus.com	Steyning - West Grinstead	School service – not w/e

Data from www.travelinesoutheast.org.uk