An aerial photograph of a coastal town, likely Rottingdean, featuring a prominent windmill in the foreground. The town is nestled on a hillside with lush green trees and buildings. The sea is visible in the background. The sky is filled with numerous birds in flight. The image is overlaid with a semi-transparent white graphic of a windmill and a path leading towards it.

Rottingdean Neighbourhood Plan 2018 to 2030

Consultation Statement

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1 Introduction

- 1.1 Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended by the Neighbourhood Planning (General) (Amendment) Regulations 2015) requires that where a qualifying body submits a plan proposal to the local planning authority it must include (inter alia) a consultation statement being a document which:
- Explains the aims and principles of consultation
 - Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan
 - Explains the means by which people and organisations were consulted
 - Summarises the main issues and concerns raised by the persons consulted
 - Describes how those issues and concerns have been considered and, where relevant, have been addressed in the proposed neighbourhood development plan
- 1.2 The Parish of Rottingdean was formally designated as a Neighbourhood Plan Area through an application made by Rottingdean Parish Council under Part 2, Section 5 of the Neighbourhood Planning (General) Regulations 2012 submitted jointly to Brighton and Hove City Council and the South Downs National Park Authority and was approved by both. The Neighbourhood Plan Area was officially approved by Brighton and Hove City Council on 7th March 2013, following a 6 week period of public consultation as required within Part 2, Section 6 of the Neighbourhood Planning (General) Regulations 2012. Being the first Parish or Neighbourhood Plan Area within Brighton and Hove to commence a Plan did make it a steep learning curve for Steering Group Members and City Officers alike.

2 Consultation Principles

- 2.1 The overarching principles of the stakeholder engagement process has been to engage in a manner that is extensive, effective, inclusive, fair, transparent and proportionate.
- 2.2 Throughout the Plan preparation process, the Neighbourhood Plan Steering Group have sought to ensure that local residents, their representatives, local businesses, interest groups and wider interested parties, including statutory and regulatory bodies, have been actively consulted and their views captured.
- 2.3 The aims of the consultation process were to ensure:
- a. that all stakeholders and residents were aware of and had input into the process;
 - b. that the views of residents could be taken into consideration and residents feel that the process has been open and transparent;
 - c. To engage with as broad a cross section of the community as possible and utilise a variety of methods of consultation to enable as many people as possible to be included;

d. initial consultation results were used to inform wider consultations at subsequent stages of the Neighbourhood Planning process;

e. that a full range of groups are consulted.

2.4 This statement provides a record of the consultations undertaken during the Plan's development, to whom they were addressed, publicity undertaken and consultation methods used. The policies contained in the Rottingdean Neighbourhood Plan are as a result of extensive consultation during the period 2013 to 2021 with the residents and stakeholders of the Parish. Views and interactions from this process including further information from an extensive evidence base led to the Vision and Objectives, and subsequently therefore form the basis for the key policies set out in the Rottingdean Neighbourhood Plan.

3 Methodology

3.1 Local Residents

3.1.1 From 2013 to 2021 a variety of methods have been used to ensure all residents have had the opportunity to comment. These are detailed below and have included surveys, focus groups, mail drops to all businesses and households, posters and leaflets, use of the village website and during the pandemic two webinars. The timeline is summarised below and feedback is provided in appendices B to E

3.2 Statutory and Regulatory Bodies

3.2.1 The Parish Council have engaged with a number of statutory bodies and regulatory bodies in writing and have met with BHCC and South Downs National Park Planning Authority to discuss their views.

3.2.2 Consultation was undertaken by Rottingdean Parish Council with some independent professional support from Planning Aid, City Council Officers, independent planning consultants and Officers of the South Downs National Park, within whose authority, approximately two-thirds of the Parish lies.

4 Consultation Chronology

- 4.1 Consultation began in 2013 aimed at gathering information to develop the key objectives and inform policy development. Issues raised during an initial consultation with focus groups of active parish residents and groups, along with recurring issues raised through Parish Council meetings, were used to help to inform further consultations and a village-wide survey in 2013 which helped identify the topics to be covered by the Plan. From April 2014 to the summer of 2020 feedback was sought on the emerging Neighbourhood Plan and policies. Regulation 14 (pre-submission consultation) began in February 2021
- 4.2 A wide variety of organised and less formal events and discussions took place in the months following the designation of the Parish as a Neighbourhood Plan Area, the most notable of which appear in Table 1 below.

Table 1 **ROTTINGDEAN NEIGHBOURHOOD PLAN CONSULTATION & EVENTS**

DATE	EVENT	ACTIVITY
Feb 2013	Village Survey	Goals and housing needs by residents
Mar 2013	Annual Village Meeting	RPC-led Survey of attendees
Jun 2013	Focus Groups (2)	Think-tank of community organisations
Jun 2013	Tourism Conference	RPC and Trade and Business Association
Aug 2013	Village Fair	Stall to inform and invite NP Comments and discussion
Jan 2014	Rottingdean Preservation Society	Consideration of heritage, planning and housing issues
Feb 2014	Rottingdean Means Business'	Conference promoting trade and tourism
June 2015	Housing Needs Survey	Questionnaire to all households
Apr 2014-19	Annual Village Meetings	Feedback on NP progress and comments
Aug 2014-19	Village Fair	RPC Stall feedback and inviting comment
Summer 2020	Village Survey	Questionnaire to every household
February 2021	Regulation 14 Consultation	Leaflets, Updates, Webinars

5 Major themes emerging from consultations and events

5.1 Greater detail of the participants and outcomes of individual consultation events appear in respective summary reports found in the Appendices to this statement. The major outcomes of the most significant events, that went on to guide and inform the direction of the Neighbourhood Plan, are listed below:

- The June 2013 Focus Groups brought together representatives of 21 village organisations, services, clubs and groups to brainstorm ideas to input the Neighbourhood Plan, including:
- Environment, traffic and transport -
- Trade and tourism -
- Local development, heritage and planning
- Village activities and services -

The 2013 Survey of all Rottingdean households confirmed the need for a greater variety of types of dwellings. High value was attached to Rottingdean's amenities and open spaces and a desire to protect and conserve other green and open spaces.

5.2 June 2013 saw the Tourism Conference take place, followed in February 2014 by the 'Rottingdean means Business' Conference. These two events brought together members of the Trade and Business Association with Parish and City Councillors and other experts. Key goals were to:

- Promote village shops, businesses and traders
- Promote Rottingdean as a tourist destination
- Conserve hotel and accommodation facilities
- Enrich the High Street as a public facility
- Reduce or minimize traffic and air pollution in the High Street

5.5 In January 2014, members of the Steering Group met the Executive of Rottingdean Preservation Society (now Rottingdean Heritage) to discuss heritage, planning and housing issues. Emphasis was given to the importance of open green spaces in preserving the distinctive village feel, including clear urban boundaries and in providing visual breaks to encroaching suburban growth, St Aubyns Field being particularly mentioned.

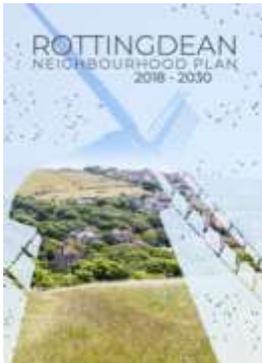
5.6 Village meetings, stalls at the Fair, speaking to local groups etc., brought confirmation of the need for growth in housing but also the desire to conserve village character, identity and strategic gaps that helped to define the village of Rottingdean, coupled with the desire to reduce traffic and air pollution and enrich the community that makes Rottingdean a desirable place to live.

5.7 The 'Housing Needs of Rottingdean' was a comparative exercise undertaken by the Parish Council in 2016 using 2001 and 2011 Census data to establish the population, age and employment status, housing stock and services. In addition, a more comprehensive study was commissioned in 2015. This helped to identify Rottingdean residents on as 12 years older on average than residents of the City of Brighton and Hove, of which they are one part. The survey identified the need for a range of housing but with some pent up demand for 1 and 2-bedroom accommodation for single person households, starter homes and pensioners. These findings are already guiding current housing development in the village.

6 Regulation 14 Pre-submission consultation

6.1 From 9 February 2021 several communications were somewhat hampered by the social distancing requirements in force at the time but still allowed for a leaflet drop to every household and discussion via audio video events to publicise the plan and seek the views of residents. Specifically:

- The plan and supporting document were placed on the website along with a form for residents to submit comments.
- This was supported by a leaflet seeking views posted around the village and delivered to every household in the Parish.



- Two webinars held on 24 February and 24 March 2021. 30 residents attended the two events. A Parish Council YouTube channel was created to allow the public to view the webinars and submit further comments



7 Consultation Responses

- 7.1 A total of 64 responses were received to this Regulation 14 consultation round, 6 from statutory agencies and 58 from local residents and businesses. The details of consultations are shown in a series of appendices and further information can be found on the Rottingdean Parish Council website: www.rottingdean-pc.gov.uk
- 7.2 A number of themes emerged from the consultation with residents which are shown in the table below along with the response and Plan references.

Regulation 14 Consultation Responses

Themes	Response	Plan reference
Traffic		
1. A number of respondents expressed concern about the traffic passing through the High Street and also the consequent pollution.	RPC are members of the city's Active Travel Forum and regularly review accessibility within the village	Covered by Policy AQ 1
2. A few respondents suggested a more comprehensive approach was needed to manage traffic with people suggesting both the High Street and Steyning Road be made one way and some asking for the High Street to be pedestrianised.	This has been considered but deemed impractical	Covered by Policy AQ 1
3. There was strong support for alternative forms of transport including electric vehicles and promotion of 'active travel' from a number of respondents	See 1. above	Chapter 6 page 56 amended to be more specific that the use of petrol and diesel vehicles would be discouraged in favour of electric vehicles and other forms of transport

Themes	Response	Plan reference
Traffic		
Parking		
1. A call for a residents parking scheme and support for a Park & Ride	Residents' parking has been considered but there was insufficient support for the idea.	There is existing spare parking capacity in the long stay Car Park
2. Concern about not wanting long drives Rottingdean's demographic needs are changing to families with cars needing off-street parking	.	Policy H2 is intended to discourage paving over of front gardens to accommodate vehicles
3. Controlled parking zones be considered to avoid overflow of residents vehicles onto the streets	See 1 above	See 1 above
4. Concern that a Park and Ride would reduce parking spaces for residents	Agreed	Policy TO3 that supported a Park and Ride facility has been deleted
Accessibility		
1. Given the demography of the village, shouldn't the NP place more emphasis on access through and around the village for people with mobility issues.	RPC are members of the Active Travel Forum and regularly review accessibility within the village	This is one of the Core Strategic Objectives of the Plan page 11
Green Spaces		
2. A number of respondents want to ensure that green spaces around Rottingdean are protected including recreational areas footpaths and bridlepaths.	These are incorporated	Policy GOS1-3

Themes	Response	Plan reference
Traffic		
3. A number of smaller green areas that respondents thought could be added to the Local Green Spaces for example the area in Meadow Parade near the bus stop on Falmer Rd and the trees and grass area between New Barn Rd and Court Farm Rd, facing Falmer Rd.	These were looked at but were considered to be too small to be designated as Local Green Spaces	Policy GOS1 - All Green spaces that fit the criteria have been included
4. There was support for the protections of the Wildlife Corridors.	Protection of Wildlife Corridors is a Core Strategic Objective of the plan	See GOS1 page 29
5. A number of respondents supported the designation of strategic gaps between the settlements of Rottingdean, Woodingdean , Ovingdean and Saltdean essential if Rottingdean's unique character was to be maintained.	The Plan specifically mentions this and emphasises the importance of maintaining these gaps to preserve the distinctiveness between the settlements	Covered by policy S2
Housing		
1. Some respondents expressed support for more 1, 2 and 3 bedroom affordable properties. To create a more mixed community and in particular to enable young people to take their first step on the property ladder.	The Housing Needs assessment concurred with this point.	Reflected in policy H1
2. There was also a request that the Council consider a requirement that all new buildings should install bat boxes and swift bricks as part of their design	Agreed	Policy H2 amended
Buildings/Architecture		
1. A number of respondents expressed a desire for a modern interesting village	The Parish Council considers that it should	Covered in Policy

Themes	Response	Plan reference
Traffic		
that preserves the original but encourages the modern.	be possible to use traditional materials in a modern way	S1
2. It was suggested that EE1, third "bullet point" might be strengthened - not just "make use of.... fascia/lettering on the wall" but ADD e.g. "design of Fascia boards should aim to achieve balance between desired visual impact and sustaining (perhaps respecting?) our essential village character".	Agreed	EE1 amended to incorporate this point

7.3 Statutory consultation of statutory and regulatory organisations was facilitated by Brighton & Hove City Council. Set out below is a list of statutory consultees who responded to the Regulation 14 consultation exercise in relation to the draft Rottingdean Neighbourhood Plan.

Brighton and Hove City Council
South Downs National Park Authority
Natural England
Southern Water
Highways England

7.4 The responses from Statutory Consultees and Regulatory Organisations are at appendix G. All of the respondents supported the Plan but, in some cases, wanted to ensure more conformity with their own local plans. A summary is provided below

7.5 A number of amendments were made to accommodate comments made by members of the public some and many of the comments from Statutory and Regulatory organisations have been accommodated in the Plan

7.6 In addition, discussions were held with Brighton and Hove City Council and South Downs National Park Planning Authority to ensure consistency and cross referencing with BHCC's City Plan Part One and the South Down Park Authority Local Plan.

7.7 A number of key changes made to the plan following the Regulation 14 consultation:

- Chapter 6 page was 57 amended to be more specific that the use of petrol and diesel vehicles would be discouraged in favour of electric vehicles and other forms of transport
- Policy TO3 that supported a Park and Ride facility was deleted
- Policy H2 was amended to include a requirement that all new buildings should install bat boxes and swift bricks as part of their design
- EE1 was amended to incorporate the point made that the design of Fascia boards should aim to achieve balance between desired visual impact and sustaining our essential village character.

8 Conclusion

- 8.1 This consultation statement demonstrates that the Rottingdean Neighbourhood Plan Steering Group (on behalf of Rottingdean Parish Council) has prepared the Neighbourhood Plan in Accordance with the legal obligations as set out in the Neighbourhood Planning Regulations 2012.
- 8.2 All statutory requirements have been met as well as additional consultation and engagement. The Neighbourhood Plan Steering Group has made genuine and committed efforts to engage with all those who live, work or have a business interest in the Parish and provided them with every opportunity to influence the content of the Rottingdean Neighbourhood Plan throughout its preparation.
- 8.3 This consultation statement and appendices have been produced to document the engagement process undertaken through the development of the Neighbourhood Plan and is considered to comply with Part 5, Section 15 of the Neighbourhood Planning Regulations 2012. ^[1]_{SEP}

STATEMENT OF CONSULTATION

APPENDIX A

1) Participant Organisations

The following organisations, groups and businesses responded to consultation exercises carried out to inform the development of Rottingdean Parish Neighbourhood Plan.

Best of Brighton Cottages
Bob Curtis Photography
British Telecom
Cavalier of Brighton
Cothill Trust
Curtis Photography
Deans Business Network
Deans Stroke Club
Deveson's
Elif Kose
Four Deans Stroke Club
Handy Hardware
Let's Go
Marine Clinic
Martlets Hospice Shop
Neighbourhood Watch
St Margaret's CE Primary School
St Martha's Convent
Ology
Open Art Café
PARC Charity (Play & Recreation Committee)
Parker Dann
Rainbow Poetry Group
Rottingdean Arts
Rottingdean Bowling Club
Rottingdean Bridge Club
Rottingdean Frames
Rottingdean Trade & Business Association
Rottingdean Club

Rottingdean Conservative Party
Rottingdean Cricket Club
Rottingdean Croquet Club
Rottingdean Drama Society
Rottingdean Flower Club
Rottingdean Heritage
Rottingdean in Bloom
Rottingdean Neighbourhood Watch
Rottingdean Post Office
Rottingdean Quilt Group
Rottingdean Scouts
Rottingdean Trade & Business Association
Rottingdean Village Fair
Rottingdean Village Hall
Rottingdean Village News
Rottingdean WI
Rottingdean Ward Councillors
Royal Mail
Royal British Legion (Rottingdean Branch)
St Aubyns School
Windmill WI
White Horse PH
Whiteway Centre

Rottingdean Neighbourhood Plan

FOCUS GROUP FEEDBACK

Introduction

Meetings were arranged for two alternative dates:

5 June 7pm – 9pm Rottingdean Village Hall

18 June 2pm – 4pm St Margaret's Cottage

Invitees: 47 community organisations & venues, local schools, churches, nursing homes, health services and ward councillors.

Attendees: 30 individuals representing 21 community organisations and venues (45% representation). 2 from local schools, three ward councillors and five other local residents.

Organisations represented: 4 Deans Stroke Club, Bowling Club, Bridge Club, Drama Society, Flower Club, Cricket Club, Neighbourhood Watch, Quilt Club, Rainbow Poetry, Rottingdean and Saltdean Lions, Rottingdean Arts, Rottingdean Conservative Association, Rottingdean in Bloom, Royal British Legion, Scouts, Village Fair, Village Hall, Village News, Whiteway Centre, Windmill WI, Women's Institute

Schools: Headteachers from St Margaret's, St Aubyn's

Rottingdean Coastal Ward, BHCC: Cllrs Lynda Hyde, Mary Mears and David Smith

Other: 4 Rottingdean Parish Councillors Heather Butler, Ken Humphreys, Sue John and bob Webzell (as facilitators and scribes), James Simister, RPC Parish Clerk and Sarah Jay, Environment Initiatives Manager BHCC (advisory role)

TOPICS COVERED

Environment, Traffic & Transport

Trade & Tourism

Local Development, Heritage & Planning

Village Activities & Services

A: Environment, Traffic & Transport

Neighbourhood Plan:

1. PARKING

Illegal parking - frustration in lack of enforcement- key areas include Court Ord Road, Park Road, West Street, Meadow Parade, Bazehill Road, around the Church and abuse of Whiteway Centre car parking. Parking on Grass near bowling club

Lack of parking spaces to the north of the village

Parking/traffic problems caused by retail deliveries

Parking on pavements an issue as well as parking on double lines with indicators going whilst people use shops.

Encourage more use of long stay car park - better signage, re-profile entrance

Parking permits for residents so they don't have to pay for parking

Do we need a parking scheme to control errant parkers?

2. TRAFFIC MANAGEMENT

Air pollution

Vibration from heavy lorries damaging buildings also pavements where lorries mount

Older residents and parents with children and pushchairs are deterred from shopping in the high street due to heavy traffic

Heavy lorries coming through High Street despite signage

Steyning road an issue with two way traffic and parking

Economic impact of congestion - stops people coming into village, time wasted in traffic, negative impact on house prices.

Bus lane time restricted - 6.00 - 10.00 and 3.30 - 6.30 (MINORITY VIEW)

One way traffic on High Street

3. ROAD SAFETY

Crossing required from West Street car park to Post Office

Visibility when lorries are parked in High Street - trying to get round

Halt, keep left sign at end of Ely Drive

Humps cause damage to cars (minority view)

redbrick pavements slippery in rain and snow

4. OPEN SPACES

Most people want to protect St Aubyns Field – RPC to buy as an open space?

Better notices for Beacon Hill

Recycling bins abused by Village Hall
Anti seagull litter bins with swing lid
Wind turbine Beacon Hill (MINORITY VIEW)
Improvement of paving by the Plough - people in favour
People liked the repairs to walls in Kipling Gardens - considered them to be the jewel in Rottingdean's crown.
Grange Gardens and Church yard very good, also liked the terraces
More benches on undercliff particularly by old swimming pool and Ovingdean site
Golf course should remain an open space
Pond better now thanks to fishermen except for crayfish
Posts on village green should be smaller / painted green (MINORITY VIEW)
Sea bed swimming pool/paddling pool filled by sea (?)

Village green not friendly for family picnics - traffic noise (MINORITY VIEW)
Hedges blocking pavements near Challoners
Area at end of Dean Court road needs maintaining as entrance to Tudor Cottages

Parish Plan:

5. CYCLING

Cyclists speeding on the undercliff - militant cyclists, enforcement

RPC Action points:

Query/research needed:

People say wing mirrors have been smashed in high street due to congestion widening Steyning road, losing pavement on south side to make it easier for two way traffic.

Introduce rights of way in areas throughout village

Old scheme for Woodingdean by pass mentioned by several people

Other:

B: Trade & Tourism

Neighbourhood Plan:

TRADE

Shops

Local shopping area attracts people to live here especially with smaller independent shops

Concern about empty shops and decreasing variety of retail outlets.

Gaps - no optician reducing number of banks / building societies

Lots of cafes - need a balance between serving the community and tourists

Mixed response to increase in charity shops – quality is good.

Similarly Co-op and Tesco may be affecting smaller businesses but equally they do provide a service to many

Loyalty scheme for local shops - should this be re started?

Trade Growth & Diversification

Re-routing of buses from Ovingdean to encourage travel to village

A weekly (farmers?)market could attract people

Closure of High Street could encourage shoppers

Online shopping also threat to shops - local business needs to respond

TOURISM

Policy

Recognised as a key part of local economy

No tourism strategy for Rottingdean currently

Tourism-attracting right types of tourists not hen nights etc.- need to clarify who to attract and when

Marketing

Lovely village the sea, the downs promote and be proud of what we have

Good tourism offer, Church, Kipling Gardens, Grange however traffic deterrent

Statues of Kipling animals in Kipling Gardens

Pitch and Putt valuable attraction

Revamp washing hut in Golden Square part of historical tours

Copper songs playing in Grange to market music.

Better marketing of village needed

Better signage showing village of interest

No information on the village that visitors can easily access - leaflet, map etc.

Contact/market - be proactive and contact companies to suggest visiting Rottingdean

Facilities

Need for coach drop off and/or parking

Putting Green car park under used asset, as is long stay car park
Perceived lack of parking to north of village and around Green

Parish Plan

RPC Action points:

Ask for better heritage and tourism signage for village IN PROGRESS

Query/research needed:

Could empty shops could be returned to housing stock?

Building on Burne Jones and Kipling brand - statue in Kipling Gardens etc.

Use of Golf Course car park for coaches, use of long stay car park for coaches -
camber need sorting out as does the height restriction, bay outside White
Horse

See whether open deck bus could include Rottingdean on route

Ditto train from Marina to Rottingdean along the undercliff?

Other:

C: Local Development, Heritage & Planning

Neighbourhood Plan:

DEVELOPMENT CONTROL

Concern about future uses of St Aubyns School

Possible uses for St Aubyns buildings - educational, residential – but access problem

Majority in favour of protection of St Aubyns Field

St Aubyns Field - suitable car park area MINORITY VIEW

Concern expressed about infill development in back gardens and other inappropriate development

Building extensions - overdevelopment

HERITAGE

Historical buildings need attention

St Margaret's Flats - could these be listed?

Urban beautification for example harmonisation of lamp post styles, reduction in unnecessary signage, improvements in street scene and furniture

Telegraph poles - re-route phone cables underground

Heritage lighting less light pollution

Inappropriate use of 'The Green' signage on Falmer Road (MINORITY VIEW)

Earth bank in Nevill Road to be re-instated

Flint wall on Dean Court Road - conflict between BHCC and English Heritage as to architecture of style

FUTURE DEVELOPMENT

Lower High Street people in favour of either pedestrianisation or shared use scheme

HOUSING

Lack of housing for 1st time buyers and retirees

Requirement - homes for life, young family homes - part owned with housing associations

Parish Plan:

RPC Action points:

Query/research needed:

St Aubyns Chapel Status - listed or not? LISTED

Does the conservation area need expanding? PUT MAP ON WEBSITE

Other:

D: Village Activities & Services

Neighbourhood Plan:

LOCAL AMENITIES + SERVICES

Medical services - no medical centre

Hope Connors Court is a success

ACCESS

Parking a problem at Whiteway centre

Call for parking for GP surgery on ground opposite Meadow Parade

Route from Long Stay car park via twittens to Whiteway Centre should have lights to make safer

Disabled access to St Margaret's Cottage

Shallow steps down the ramp to the sea instead of slope

Disabled access to Terraces – BHCC should help fund

Disabled access to toilets in Park Road

Hydraulic lift from long stay car park to front

No bus stop opposite doctors on Meadow Parade

Another Zebra crossing to recreation ground and pitches

Parish Plan:

ACTIVITIES

Good range of activities

Whiteway Centre seen as centre for older people - impression should change

Need to breakdown the barriers - example in Cricket Club 70 - 15 year olds playing together free coaching to get younger people in can this be done in

other clubs

Involve youth more and encourage diversity

Many clubs and societies have older people running them need to get new leaders

Rottingdean Community Choir would be good

Involve non locals in Rottingdean

COMMUNICATIONS

Rottingdean village news a useful voice also Library notice board and Rottingdean village directory

Village open day to promote clubs and societies

Should be involving local schools like St Margaret's more - involving the parents

In 1960s there was a welcome pack to the village from traders, clubs etc.- could we re-instate?

RPC Action points: Request traders to consider new welcome pack
Query/research needed: Canvas interest in Village Open Day
Other:

APPENDIX C

Rottingdean Neighbourhood Plan Report 2013 – Village Survey Results

1st Draft

Results

Q1: Are you answering these questions as a resident or do you work or attend school in the village?

	No. Of Responses	Yes
I am a resident	158	87%
I work in the village	16	8.5%
I attend school/college in the village	2	1%
Other	12	6.5%

Environment, Traffic and Transport: Traffic Management

Q2: Whilst travelling around Rottingdean, how safe do you (or would you feel)?

	Very safe		Safe		Neither safe nor unsafe		Very unsafe		Unsafe	
	No.	%	No.	%	No.	%	No.	%	No.	%
Driving a car	38	23	87	52.5	35	21	1	.5	5	3

	Very safe		Safe		Neither safe nor unsafe		Very unsafe		Unsafe	
	No.	%	No.	%	No.	%	No.	%	No.	%
Cycling	15	11	18	13	38	28	39	28.5	26	19

	Very safe		Safe		Neither safe nor unsafe		Very Unsafe		Unsafe	
	No.	%	No.	%	No.	%	No.	%	No.	%
Walking	28	16.5	57	33	43	25	21	12	23	13.5

	Very safe		Safe		Neither safe nor unsafe		Very Unsafe		Unsafe	
	No.	%	No.	%	No.	%	No.	%	No.	%
Using a bus	71	43.5	68	41.5	22	13.5	1	.5	2	1

Q3: Should the Parish Council seek to reduce the amount of through traffic in Rottingdean?

	No. of responses	% of responses
Yes	154	86.5
No	12	6.5
Not Sure	12	6.5
Total	178	99.5

Q4: Would you support any of the following?

	No. Of responses	% of responses		
		Yes	No	Not sure
Traffic Calming	160	59.5	29.5	10.5
One-way system in the High Street	169	51.5	27	21
Timed deliveries to businesses surrounding the High Street	174	86.5	7	6.5

Enforcement to reduce use of the High Street by HGV's	178	93.5	2.5	4
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Q4a: Are there any other measures you would support

Main themes:

- Pedestrianise the High Street
- Enforcement of current regulations/ parking/ 20mph/ speed cameras wardens
- Steyning Road. Widen/ make one- way. Improve traffic slow in Steyning Road.
- Improve traffic flow in other locations. Congestion/ calming measures/ rat-runs
- Changes to main road traffic lights. Better crossing/ green longer etc
- Better management of school traffic. Unsafe school parkin

Q5: Are there enough parking spaces in the village?

	No. Of responses	% of responses		
		<i>Yes</i>	<i>No</i>	<i>Not Sure</i>
For Residents	178	43.5	37	19.5
For visitors	175	45.5	41	13
For businesses	170	30	32.5	37.5

Q6: Would you support stronger enforcement measures to prevent illegal or inconsiderate parking?

	No. of responses	% of responses
Yes	136	76
No	30	16.5
Not Sure	13	7
Total	181	99.5

Q7: Would you support a residents' parking scheme, for an annual fee, in the village?

	No. of responses	% of responses
Yes	53	29.5
No	93	51.5
Not Sure	34	19
Total	180	100

Q8: What do you think of the following suggestions for improvements to parking in the village?

	No. of responses	% of responses		
		Yes	No	Not sure
More on-street parking	163	11	68	21
More off-street parking	174	53.5	26	20.7

Q8a: If you have answered Yes, to more on-street parking, can you tell us where?

Park road, Park Crescent & the High Street

Q8b: If you have answered Yes, to more off-street parking, can you tell us where?

- **St Aubyn's Field/ part of St Aubyn's**
- **Use the golf course/ pitch and putt**
- **Improve/expand current Long stay car park/ more directions to long stay car park.**
- **Cricket field**

Environment, Traffic and Transport: Road Safety

Q9: Should the parish Council request a pedestrian crossing at the bottom of the High Street?

	No. of responses	% of responses
Yes	80	45
No	60	33.5
Not Sure	38	21.5
Total	178	100

Q10: Are there roads in Rottingdean that you consider to have specific road safety issues?

	No. of responses	% of responses
Yes	124	70.5
No	31	17.5
Not Sure	21	12
Total	176	100

Q10a: If you answered Yes to Q9, can you tell us more about this (e.g. which roads or junction)

High Street

Steyning Road

Park Road

Falmer road

Coast Road/ Seafront Road/ Main Road/ A259

Environment. Traffic and Transport: Public Transport and Cycling

Q11: How satisfied are you with the following in Rottingdean?

	Very satisfied		Satisfied		Neither Satisfied or Dissatisfied		Dissatisfied		Very dissatisfied	
	No.	%	No.	%	No.	%	No.	%	No.	%
Frequency of Buses	91	52	60	34.5	15	8.5	6	3.5	3	1.5

Cost of bus journeys	45	27.5	31	18.5	36	21.5	38	23	15	9
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Bus routes	57	33.5	67	39.5	23	13.5	20	11.5	3	2
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Q11a: Do you have any other comments about public transport?

- Too expensive/ Cheaper to travel by car/ Costs too much for families
- Need better links to Lewes/Falmer/Ovingdean/Universities/Stadium
- Seafront service/ Marina/ Hove.
- Later buses/ More evening buses/ increase frequency at rush hour

Q12: How satisfied are you with the following:

	Very satisfied		Satisfied		Neither Satisfied or Dissatisfied		Dissatisfied		Very dissatisfied	
	No.	%	No.	%	No.	%	No.	%	No.	%
Condition of cycle paths	13	7.5	42	25	88	52.5	11	6.5	14	8.5

Number of cycle paths	12	7	33	20	78	47	22	13.5	21	12.5
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Cycle path routes	11	6.5	35	20.5	77	45.5	26	15.5	20	11.5
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Amount of cycle parking	11	6.5	24	14.5	98	59	16	9.5	17	10
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Q12a: If you answered Dissatisfied or Very dissatisfied with the amount of cycle parking, please tell us why?

- Haven't seen any cycle parking/ unaware of any/ doesn't exist
- Need more cycle parking/ Not enough parking facilities
- No cycle paths/ cycle paths needed. Improvements to existing cycle paths
- Too dangerous/ unsafe to cycle/ threat to pedestrians

Environment, Traffic and Transport: Air quality and Open Space.

Q13: Do you think air quality is an issue on the High Street?

	No. of responses	% of responses
Yes	92	51.5
No	42	23.5
Not Sure	44	24.5
Total	178	99.5

Q14: On a scale of 1 to 10, how much do you value the open spaces in Rottingdean? (1 being the most valuable and 10 being the least valuable)

	No. of responses	% of responses
1	129	72
2	2	1
3	8	4.5

4	0	0
5	6	3.5
6	2	1
7	1	.5
8	5	2.5
9	3	1.5
10	23	12..5
Total	179	99

Q15: Please tell us anything which affects your enjoyment of these open spaces?

- Worried about development/ retain St Aubyns field as an open space, threat to open spaces
- Traffic noise/ traffic pollution
- Dog fouling/ Inconsiderate dog owners
- Litter/ Rubbish/ need more bins
- Inconsiderate cycling/ speeding cyclists/ use of quadbikes/ scooters

Q16: Should the Parish Council seek to retain St Aubyn’s field as an open space?

	No. of responses	% of responses
Yes	148	82.5
No	8	4.5
Not Sure	23	12.5
Total	179	99.5

Q17: Does Rottingdean need additional benches?

	No. Of responses	% of responses		
		<i>Yes</i>	<i>No</i>	<i>Not Sure</i>
On the seafront	175	63.5	19.5	17
In the village	168	35.5	40.5	23.5
On open spaces	167	46	22	31.5

Q17a: Are there any other places where you think benches should be placed?

- St Aubyn's Field
- Seafront/ under cliff walk/ towards Saltdean
- Beacon Hill/ hilly areas/ for elderly

Trade and Tourism

Q18: How do you think Rottingdean parish Council could encourage more trade in the High Street?

- Parking/ additional parking/ cheaper or free short term parking/ more parking schemes
- Advertising/ Increase online advertising/ attract tourism/ Welcome more visitors
- More variety of shops/ less chains/ more local and essential shops/ markets/ pop up shops.
- Traffic calming, pedestrianisation, one-way systems, more pedestrian orientated
- Lower rates and rents for traders

Q19: What would encourage you to shop in the village more?

- Competitive pricing, cost effective shops.
- More variety of shops, fresh/local produce. Deli, fishmonger. Independent traders.
- Less traffic/ More pedestrian friendly/ clear pavements
- Parking. parking nearby/ cheaper parking/ available parking

Q20: Would you support a change of use from empty shops to housing?

	No. of responses	% of responses
Yes	42	23.5
No	93	52
Not Sure	44	24.5
Total	179	100

Q21: Should tourism be encouraged in Rottingdean?

	No. of responses	% of responses
Yes	142	80
No	13	7.5
Not Sure	22	12.5
Total	177	100

Q22: Should Rottingdean Parish Council seek to make provision for:

	No. Of responses	% of responses		
		Yes	No	Not Sure
A coach drop-off point	177	66.5	37	21
Coach parking	170	30.5	50.5	18.5

Development, Heritage and Planning: Development

Q23 Is there a need for more accommodation in Rottingdean?

	No. Of responses	% of responses		
		Yes	No	Not Sure
Sheltered housing	165	24.5	34	41
Starter homes	168	41.5	26	32
Shared Ownership schemes	161	28	29.5	42
Family housing	166	38	32.5	29.5
Flats	160	18	51.5	30.5

Q23a What other types of accommodation are needed?

- Affordable housing/ attract first time buyers/ young family homes/ starter homes.
- No more development is needed
- Retirement housing

- B&B, hotel etc

Q24 What concerns do you have about current building development in Rottingdean?

- Must be in keeping with the character of the village/ out of place developments
- Too much in small spaces/ overdevelopment, no more space/ filling in
- Loss of open spaces
- Lack of parking/ No garages built

Development, Heritage & Planning: Heritage

Q25: Should the Conservation Area be expanded?

	No. of responses	% of responses
Yes	80	44.5
No	48	26.5
Not Sure	51	28.5
Total	179	99.5

Q25a: Please tell us how you think the Conservation Area should be expanded?

- St Aubyns field
- All of Rottingdean
- Areas around: Steyning Road, Nevill Road, Park Road, West Street, Newlands Road

Q26: Is there anything you feel that would improve the appearance of the village?

- Removal of litter/ bins provided
- Upkeep of exterior of buildings
- Upkeep of/ increase number of flowers/ planters
- Reduce HGV's/ restricted loading time
- General tidying of the High street/ street cleaning etc

Q27: Would you be in favour of pedestrianisation of the Lower High Street?

	No. of responses	% of responses
Yes	127	71.5
No	31	17.5
Not Sure	20	11
Total	178	100

Village Activities and Services: Local Amenities

Q28: Are there sufficient health facilities in the village?

	No. of responses	% of responses
Yes	66	36.5
No	50	28
Not Sure	61	34.5
Total	177	

Q29: What additional health facilities, if any, does Rottingdean need?

- Doctors Surgery/ New GP Practice/ Update existing GP practice/ Health Centre
- Walk in Clinic
- Seafront First Aid/ Seafront facilities
- Gym/ Sports/ Swimming pool facilities

Village Activities and Services: Access

Q30: Are there sufficient facilities for:

	No. Of responses	% of responses		
		<i>Yes</i>	<i>No</i>	<i>Not Sure</i>
Children	173	49	17.5	32
Young People	174	26.5	30.5	43
Older People	174	54.5	9.5	35.5

Disabled People	181	22	20	57.5
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Q30a: If you answered No to Q30, please tell us what facilities for children are needed?

- Playground
- Swimming Pool
- Sports facilities

For young people?

- Youth club/ Meeting place
- Sports Facilities/ Skate park/ Courts/ Pitches

Q30c: If you answered No to Q30, please tell us what facilities for older people are needed?

- Exercise/ sports facilities
- Safety/ access improvements
- More group events/ activities

Q30d: If you answered No to Q30, please tell us what facilities for disabled people are needed?

- Wheelchair Access/ Narrow pavements/ inaccessible shops and areas.

Q31: What further facilities for disabled access would you like to see in the village?

- Toilets/ Improved access/ more disabled toilets
- More ramps/ ramp improvements
- Road restructuring/ widening of pavements

Precept

Q32: What should Rottingdean Parish council spend precept money on?

- General upkeep/ attractiveness of village/ benches, flowers
- Increased police/ traffic warden presence
- Reducing litter/ increased rubbish bins
- Promote tourism/ Advertise the village
- To support local business/ projects/ events
- Traffic calming measures/ air and noise pollution/ parking

Equalities Monitoring Questions

Age:

Age	No. of responses	% of responses
Under 18		
18-24		
24-29		
30-44	25	14
45-54	26	14
55-64	37	20.5
65-74	31	17
75+	24	13
Prefer not to say	30	16.5
No answer	8	4
Total	181	99

Gender:

Gender	No. of responses	% of responses
Male	72	40
Female	95	52.5
Prefer no to say	10	5.5
No reply	4	2
Total	181	100

Gender ID same as at birth:

Gender ID	No. of responses	% of responses
Yes	156	86
No	1	.5
Prefer not to say	9	5
No answer	15	8.5
Total	181	100

Ethnicity	No. of responses	% of responses
English/Welsh/Scottish/Northern Irish/ British	158	87.5
Irish	3	1.5
Gypsy or Traveller		
Any other White Background	7	4
Asian or Asian British		
Bangladeshi		
Indian		
Pakistani		
Chinese		
Any other Asian background		
Black or Black British		
African		
Caribbean		
Any other Black background		
Mixed		
Asian & White		
Black African & White		
Black Caribbean & White		
Any other mixed background		
Other ethnic Group		
Arab		
Any other ethnic group		
Prefer not to say	8	4.5
No answer	5	3
Total	181	100.5

Sexuality	No. of responses	% of responses
Heterosexual/ Straight	133	73.5
Lesbian/ Gay woman	1	.5
Gay man	12	6.5
Bisexual	2	1
Other	1	.5
Prefer not to say	21	11.5
No answer	11	6
Total	181	99.5

Religion	No. of responses	% of responses
I have no particular religion	55	30.5
Buddhist	3	1.5
Christian	81	44.5
Hindu	1	.5
Jain		
Jewish	1	.5
Muslim		
Pagan		
Sikh		
Agnostic	7	4
Atheist	7	4
Other	1	.5
Other Philosophical belief	3	1.5
Prefer not to say	13	7
No answer	9	5
Total	181	99.5

Disability	No. of responses	% of responses
Yes a little	22	12
Yes a lot	2	1
No	141	78
Prefer not to say	8	4.5
No answer	8	4.5
Total	181	100

Type of Disability	No. of responses	% of responses
Physical Impairment	17	9.5
Sensory Impairment	3	1.5
Learning Disability/Difficulty		
Long standing/ Illness	9	5
Mental Health Condition	1	.5
Developmental Condition		
Other	5	2.5

Carer	No. of responses	% of responses
Yes	20	11
No	142	78.5
Prefer not to say	9	5
No answer	10	5.5
Total	181	100

If yes, do you care for:

	No. of responses	% of responses
Parent	8	4.5
Child with special needs	3	1.5
Other family member	3	1.5
Partner/Spouse	4	2
Friend	2	1
Other		

Armed Forces Service:

	No. of responses	% of responses		
		Yes	No	No Answer
Are you currently serving in the UK Armed Forces? (this includes reservists or part-time service, e.g. Territorial Army)	181		74.5	25.5

Have you ever served in the UK Armed Forces?		10	69.5	20.5
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Are you a member of a current of former serviceman or woman's immediate family / household?		7	68.5	24.5
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Rottingdean Means Business Event

13/02/14

Notes made by Cathy Taylor (Rottingdean Trade & Business Association)

Presentation by Tony Mernagh

Digital industry growth – New England House

Two thirds of university graduates stay on in Brighton, local school leavers can't compete. 46% of the work force are graduates, third largest outside London
Brighton is attractive to large companies but there is nowhere to put them
Lots of office space but needs gutting and upgrading
Wages are poor in Brighton and 33,000 residents leave the city every day to work elsewhere
Local employment does not pay enough to live on
House prices are 8.8 times earnings which is 42% higher than anywhere else outside of London
Deposits are out of reach
This fact is holding back the Brighton economy

Rottingdean's strengths and weaknesses are different from Brighton's

A259 is a problem especially the bus lane
Need to campaign for better bus services
What do we have to offer people?
Lobby B&HCC to make more of Rottingdean e.g. Visit Brighton
The future is tourism which needs to be encouraged

General Comments

Need help with costs of improving signage
Need to improve links with the Marina especially along undercliff
Transport links need improvement
Development of Black Rock into a Conference Centre would benefit this side of the city
South Downs National Park – how do you get people there?
Visitor centre needed

Heather Butler reported that the Village Survey had 188 responses out of a population of 2500 and 1500 homes.

- 1) Traffic, lorries travelling from A27 down through High Street to turn left towards Peacehaven. Air quality at both ends of the High Street is poor due to funnelling
- 2) 72% valued open spaces but sited problems with dogs and litter
- 3) People opposed to St Aubyns development
- 4) Encourage more trade, better parking, more variety of shops, improve transport links to Ovingdean and Lewes

- 5) Need more family housing and starter homes and affordable homes
- 6) Overdevelopment concerns some especially backyard development
- 7) Extra facilities are needed especially GPS, additional play centres
- 8) Disabled access to Park Road WCs and narrow pavements
- 9) Section 106 money to be replaced by Community Infrastructure Levy

ROTTINGDEAN PARISH SURVEY 2020 RESULTS

This is a summary of some of the main findings. The full report is [here](#) and on the website, together with a list of all the individual comments made where we asked for information, rather than a YES/NO answer. This was our first village-wide survey since 2013 and will help us to focus on identified priorities for Rottingdean over the next few years.

The survey was completed by 252 people (237 of which were residents), an increase on the previous one of 71. You told us you mainly hear about the workings of Rottingdean Parish Council (RPC) via the local magazines and flyers along with visiting the website, noticeboard and word of mouth. Some respondents said information was difficult to find. There was an even split regards whether people know enough about what RPC is doing. One suggestion was for residents to have the opportunity to sign up to a regular e-mail.

The main area of contention for people seems to be related to the experimental traffic scheme in the High Street, introduced to reduce high air pollution levels in the Air quality Management Area. There was particular anger towards the Planter. 32% of respondents approved of the scheme but 56% I disapproved. The junction between Park Road and the High Street (72) was considered the most dangerous junction, closely followed by Steyning Rd and the High Street (41). You commented that the zebra crossing was often obscured by queuing traffic behind the Planter. Calls for a traffic camera on the traffic lights were made (18). High up the rankings as roads causing safety concerns came Dean Court Rd and Falmer Road (9) and some people mentioned Tesco Carpark being used as a cut through with the no right hand turn needing to be clearer (8). Court Ord Road and Eley Drive seem to have a problem too (7).

The question of a Residents' Parking Permit was met with 28% for and 47% against.

The High Street was listed as the most difficult part of the Parish to access and needing improvement, followed by the slope to the beach. Traffic was listed as the thing that mostly affected people's enjoyment of the village but 21 people actually said that nothing affected this. Litter, graffiti and dogs were high on the list.

Whilst 32% were satisfied with the paving in the Conservation Area, 40% were not. The main factor is it's being uneven and slippery when wet (72). 18 people said it could be improved whilst wanting it to remain aesthetically pleasing. Paving outside of the Conservation Area was deemed to be uneven/broken but not to such a high extent as within. 50% were satisfied

with 24% dissatisfied. Similarly, 32% were satisfied with street infrastructure whereas 26% were not.

An impressive 90% of respondents used the High Street at least weekly, but to be encouraged to shop more in the High Street less traffic, more parking and more independent shops along with wider pavements were suggested. 9 respondents said they could get all they needed from the High Street.

An outdoor gym and resurfacing the tennis courts were highest on the agenda for improving outdoor space. 21 people reported that they were unaware of any indoor sports facilities, i.e. at Longhill School. 77 people thought there were enough outdoor play areas for children whilst 30 thought there were not and 23 said something more central was needed. A directed question regards the need for an adult gym met with 47% for and 24% against. Of these, 49 said in the Recreation Ground and 27 on St Aubyns Field. 6 people commented that the one in Saltdean Park is under used.

There was a fairly even split regards whether more allotments should be created, with only 11 people saying they had one and 13 on the waiting list.

The majority of respondents use the beach and undercliff and only 5% use beach huts with the main niggle being cyclists. More regular litter/pebble collection, bigger bins, and sprucing up the beach huts were high on the list. There was one suggestion of a drinking fountain which is already on our RPC to-do list.

Benches, pathways and a peaceful community garden with shrubs and flowers were high on the list of suggestions for St Aubyns Field, along with keeping as much open space as possible. No dogs was quite a popular request. Setting up a volunteer group to maintain the site was suggested.

Generally, people seemed happy with bus services although 28 asked for a bus route to Lewes via the Universities and Falmer Station.

Over the range of cycling-related questions, nearly 40% of respondents indicated that they were not cyclists. Approximately 18% of respondents were satisfied with cycle routes and paths with 18-26% respondents dissatisfied. Highest ranking comments were requests for cyclists to use the lanes/road rather than the pavement, along with the banning of cycling on the Undercliff path. There is a lack of cycle parking that, again, is already on our RPC to-do list.

Age analysis of submissions:-

24-30	5
31-40	10
41-50	28
51-60	67
61-70	68
over 70	50
total answers	228
average age	61

Appendix F

Residents Comments on the Regulation 14 Consultation

In all 52 residents responded in writing and additional comments were received and recorded at the two webinars and in Council meetings during February and March. The comments were generally positive. There was a great deal of support for the plan in the responses. A few residents made very helpful suggestions which have been adopted in the plan but a number raised issues outside the purpose of the Plan itself but associated with some of the policies. Below are relevant quotes from the comments (some composites) with the Parish Council responses:

Themes	Response	Plan reference
Traffic and Air Quality		
<p>1. <i>In relation to forms of transport and reducing pollution there is very little provision for motorcycle parking.</i></p> <p>2. <i>What provision is made for cycling. Will there be a Brighton Bike hub. Plans for cycle path on Falmer Road it fast and dangerous for cycling</i></p> <p>3. <i>With regard to the specific concern of high street pollution can you clarify if there is more than one sensor. If not how can we know whether the measures taken have merely moved the problem or possibly worsened it overall as would be indicated by the lengthy traffic jams often seen on the Falmer road over the past year.</i></p>	<p>RPC are members of the city's Active Travel Forum and regularly review accessibility within the village</p>	<p>Covered by Policy AQ 1</p>
<p>4. <i>.....this Plan just seems to be a 'Wish List' with no actual proposals or changes to existing problems, the obvious one being traffic density and the subsequent air pollution. I know this is a contentious issue, but when lives and buildings are affected, with both the air quality and amount of traffic, I feel it is a no-brainer. It could even eventually result in cases being brought against either the Parish Council or BHC - as was the case very recently in South London with Ella, dying of an asthma attack due to air pollution. I hope there is some possibility that you can be more forthright with proposals which can be changed into actions as opposed to this fairy story of our lovely village, which may turn into a horror story in years to come.</i></p>	<p>Predestination and one-way systems have been considered but deemed impractical</p>	<p>Air Quality is dealt with in Policy AQ 1</p>
<p>5. <i>In the context of reduction of traffic and pollution, and improvement of air-quality, I would like the Parish Council</i></p>		

<p><i>to consider traffic management proposals which would prevent vehicles turning left off the High Street into Steyning Road to use Steyning Road as a cut-through to the A259 avoiding the traffic lights at the end of the High Street. This results in a reduction in air-quality for the residents of Steyning Road and increased risks and dangers to pedestrians many of whom are elderly as cars mount the pavement to pass each other in a road which is too narrow in places for two vehicles to pass each other. A few respondents suggested a more comprehensive approach was needed to manage traffic with people suggesting both the High Street and Steyning Road be made one way and some asking for the High Street to be pedestrianised.</i></p> <p>6. <i>Would it be possible to create a one-way system through the village to reduce air pollution, ease traffic movements and make it safer for pedestrians?</i></p> <p>7. <i>Support greater use of other forms of transport other than private car, to access Rottingdean, including walking, cycling and increased take-up of public transport. - appears in conflict with the statement - Rottingdean Parish Council supports the introduction and sustainable growth of Electric Vehicle Charging Points within the Parish, to encourage the use of electric vehicles in preference to diesel or petrol vehicles which impact negatively on air quality. If you do intend to encourage Electric Vehicles then instead of 'private car' in the statements it should say 'other than Internal Combustion Engine Vehicles'</i></p>		<p>Chapter 6 page 59 amended to be more specific that the use of petrol and diesel vehicles would be discouraged in favour of electric vehicles and other forms of transport</p>
<p>Parking</p>		

<p>1. <i>A call for a residents parking scheme and support for a Park & Ride.</i></p> <p>2. <i>For new developments could controlled parking zones be considered to avoid overflow of residents vehicles onto the streets.</i></p> <p>3. <i>Concerned about not wanting long drives (Infill sites?) Rottingdean's demographic needs are changing to families with cars needing of-street parking and danger to public and school children crossing (e.g. Court Ord Road and Winton Cottages). Rottingdean's demographic needs are changing to families with cars needing off-street parking</i></p> <p>4. <i>TO3 - Park and Ride - Don't think this will have the effect that you claim - it will remove parking spaces from direct visitors and many others will simply "park and ride" straight to Brighton and not set foot in Rottingdean.</i></p>	<p>Residents' parking has been considered but there was insufficient support for the idea.</p>	<p>There is existing spare parking capacity in the long stay Car Park - Chapter 4, para 4.5</p> <p>Policy H2 is intended to discourage paving over of front gardens to accommodate vehicles</p>
	<p>Agreed</p>	<p>Policy TO3 amended to remove support for a Park and Ride facility</p>
<p>Accessibility</p>		
<p>1. <i>Catering for or supporting active travel for those with impairments makes a huge difference to individuals' abilities to stay active (often with a mobility aid such as a stick, an e-assist on a pedal cycle, including tricycles and non-standard cycles).</i></p> <p>2. <i>If impaired mobility means car dependency does a huge proportion of Disabled people, and also many elderly people, whose mobility is reduced through age, no favours at all, as it isolates those without cars and excludes all except adults in robust health from using the streets independently. It also means that young peoples' independent mobility is compromised. A good way of approaching accessible mobility can be seen in the even broader approach known as Gender Mainstreaming, used in Vienna. By applying gender mainstreaming principle to planning, the city designs new neighbourhoods around the needs of women and children.</i></p>	<p>RPC are members of the Active Travel Forum and regularly review accessibility within the village</p>	<p>This is one of the Core Strategic Objectives of the Plan – page 10</p>

Green Spaces		
<p>1. <i>Great emphasis is placed on preserving the strategic gaps between the settlements of Rottingdean, Woodingdean , Ovingdean and Saltdean. This is essential if the individual characters of these settlements are to be retained with particular reference to Rottingdean’s unique character.</i></p> <p>2. <i>Need to maintain distances between local communities (strategic gaps).</i></p> <p>3. <i>Great emphasis is placed on preserving the strategic gaps between the settlements of Rottingdean, Woodingdean , Ovingdean and Saltdean. This is essential if the individual characters of these settlements are to be retained with particular reference to Rottingdean’s unique character.</i></p> <p>4. <i>There are other smaller green areas that could be added to the Local Green Spaces for example the area in Meadow Parade near the bus stop on Falmer Rd and the trees and grass area between New Barn Rd and Court Farm Rd, facing Falmer Rd.</i></p> <p>5. <i>I assume the Wildlife corridor to the north of Grand Crescent and west of Westmeston Avenue is sacrosanct.</i></p> <p>6. <i>p31. This arc represents the natural continuation in Rottingdean of the important Wildlife Corridor identified in Ovingdean that facilitates the movement of wildlife and species between these wildlife-rich sites and open spaces within our Parish.</i></p>	<p>The Plan specifically mentions this and emphasises the importance of maintaining these gaps to preserve the distinctiveness between the settlements</p> <p>These were looked at but were considered to be too small to be designated as Local Green Spaces</p> <p>Protection of Wildlife Corridors is a Core Strategic Objective of the plan</p>	<p>Policy GOS1-3</p> <p>Policy GOS1 - All Green spaces that fit the criteria have been included</p> <p>See GOS1 page 32</p>
Housing		
<p>1. <i>Regarding new developments and policy H1. I agree with</i></p>	The Housing	Reflected in policy

<p><i>RPC that there should be a higher percentage of 1, 2 and 3 bedroom properties. I would definitely wish to see more one and two bedroom , thereby enabling individual younger people and young couples the opportunity to purchase in Rottingdean. This could assist in keeping local families close to and assisting each other, maybe with child care or helping elderly family members. Neighbourhood cohesion and cooperation is what most of us would want.</i></p> <p>2. <i>Please can the PC consider a requirement that all new buildings should install bat boxes and swift bricks as part of their permission to build. Since the demolition of the old school buildings the bats have lost a major roost in the village. Both of these items are very low cost.</i></p>	<p>Needs assessment concurred with this point.</p> <p>Agreed</p>	<p>HS1</p> <p>Policy H2 amended</p>
<p>Buildings/Architecture</p>		
<p>1. <i>I consider this statement wrong - make appropriate use of traditional and vernacular materials in the design and construction of the buildings concerned; respect the built character and appearance of the village - I do not want a village preserved in aspic.</i></p> <p>2. <i>I want a modern interesting village that preserves the original but encourages the modern. It would be a mistake to want every development to look like the old properties and given the need for far greener construction methods and higher insulations requirements plainly inappropriate.</i></p>	<p>The Parish Council considers that it should be possible to use traditional materials in a modern way</p>	<p>Covered in Policy S1</p>
<p>3. <i>In EE1 the third "bullet point" might be strengthened - not just " make use of....fascia/lettering on the wall" but ADD e.g. "design of Fascia boards should aim to achieve balance between desired visual impact and sustaining (perhaps respecting?) our essential village character".</i></p>	<p>Agreed</p>	<p>EE1 amended to incorporate this point</p>

Appendix G

Comments from Statutory and Regulatory Bodies on the Regulation 14 Consultation

<p>Highways England</p>	<p><i>We have no significant concerns with and do not object to the Rottingdean Neighbourhood Plan itself. However, as and when new housing proposals come forward in the Parish, then Highways England will wish to be consulted and depending on the quantum proposed may require an assessment of the cumulative impact upon the A27.</i></p>	<p>No action required</p>
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<p>Southern Water</p>	<p>Policy GOS1: Local Green Spaces</p> <p>Southern Water understands the desire to protect local green spaces. However, we cannot support the current wording of the above policy as it could create a barrier to statutory utility providers, such as Southern Water, from delivering essential infrastructure required to serve existing and planned development.</p> <p>Policy GOS1 seeks to prevent development unless it <i>'can clearly be demonstrated that it is consistent with the role and function of that Local Green Space'</i>, however this does not take account of the potential requirement for essential utilities infrastructure.</p> <p>Proposed amendment</p>	<p>Plan Amended</p>
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	<p>Having regard to the above, we recommend the following addition (new text underlined) to Policy GOS1;</p> <p><i>Sites LGS1-9 are designated Local Green Spaces through this Plan in accordance with the criteria set out in Paragraphs 90 - 101 of the NPPF. Proposals for built development on Local Green Spaces will not be permitted unless it can clearly be demonstrated that it is consistent with the role and function of that Local Green Space, <u>or in very special circumstances, for example where it is essential to meet specific necessary utility infrastructure needs and no feasible alternative site is available.</u></i></p>	
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Rottingdean Parish Council Neighbourhood Plan (Regulation 14 consultation draft) - Brighton & Hove City Council response (April 2021)

(Draft Officer Comments subject to endorsement by Tourism, Economy, Culture and Communities Committee members)

Brighton & Hove City Council welcomes the opportunity to comment on the Rottingdean Parish Neighbourhood Plan (NP) at the draft Regulation 14 stage. We would like to acknowledge the substantial work that the Parish Council has put into drafting the Plan and strongly encourage the Parish's ongoing neighbourhood plan work.

We have set out a number of general comments on the NP below. This is followed by a schedule of detailed comments cross-referenced to specific policies and paragraphs in the draft NP. The comments reflect the views of relevant officers across a number of different Council Services.

Following the pre-submission consultation last Autumn, the council will be submitting its City Plan Part 2 for examination in early May 2021 and may propose some main modifications for the Examination Inspector to consider. Any modifications will be subject to discussion at the examination hearings later this year. An update to the Parish Council on the nature of any suggested changes and implications for the NP will be provided when the City Plan Part Two is submitted in May 2021.

General Comments

One of the Basic Conditions that the NP must meet is that it is in general conformity with the strategic policies in the City Plan. NP policies should therefore be presented as supporting and enhancing City Plan policies particularly where policies have already been adopted in the City Plan Part One and should not appear to be in conflict with adopted City Plan policies.

Examples of where this appears not to be the case in the NP are in the Visitor Accommodation policy T01 and policy CF1 Provision of Community Facilities. The wording of these policies appears to be more restrictive than the City Plan policies CP6 in City Plan Part One and draft policy DM9 in City Plan Part Two, and the policies do not seem to be based upon up to date evidence. The proposals for a coach drop off point and a park and Ride facility in Policies TO2 and TO3 also appear to conflict with Draft Policy DM34 in the City Plan Part Two. **PLAN AMENDED** Delete "only" and add third bullet from city plan "*the building or land is no longer suitable to accommodate the current use or any alternative suitable community use and cannot be reasonably adapted to do so*

The wording in some NP policies is considered to be unclear and sometimes vague (for example the wording of GOS3, AQ1, AQ2, AQ3). Elsewhere other policies appear to be text heavy / very wordy (e.g. H2). Officer comments recommend that the Parish look to reword and / or clarify some policies in order to help applicants and officers in their application. BHCC to explain Add 'In line with CP DM 37

Specific comments on the Draft Neighbourhood Plan

Paragraph / Policy	Comment	Action
Page 7	last sentence ‘...protected in the City Plan by a Conservation Area Statement...’ Consider amending to say “Protected through a Conservation Area designation”	Plan amended
Page 10	<u>Core Strategic Objectives – Employment & Enterprise</u> Second bullet point re amalgamations does not seem to be reflected later on as part of a policy. Consider removing this reference.	Plan amended
Page 11	<u>Core Strategic Objectives – Air Quality and Traffic Reduction</u> Query how the NP can reduce the number of lorries ‘abusing’ the ban on non-essential HGV journeys along the B2123, if there is already a ban in place.	Plan amended
Page 11	Third bullet point – consider rewording this intention particularly around diesel car decline.	Plan amended
Page 12 13	‘To maintain the historic access to the seafront, improving access and the public realm’. There is no mention anywhere in the document that the Undercliff is categorised as a sea defence although it does state natural flood zone. The Plan should acknowledge the Undercliff is a sea defence and therefore cannot be treated in the same way as public open space/public realm.	Plan amended
Page 13	First bullet point under the Core Strategic Objective of ‘Access’ refers to the following “ <i>to make provision for local young people to be able to access market housing in the Parish</i> ” – it is felt that this would be better placed above under “ <i>housing and Design</i> ” strategic objectives.	Plan amended
Page 13	Bullet Point 2 under the Strategic Objective of “Access” “to improve IT connectivity” needs to be separated as an additional bullet point.	Plan amended
Page 15 - 1.5	Paragraph would benefit from reformatting with paragraph numbers after 1.5	Plan amended

Paragraph / Policy	Comment	Action
Page 15 - 1.5	<p>With reference to the paragraph that states that <i>“Development proposals outside the settlement boundary will be strictly controlled. However, within the wider context of national and local policy development, proposals will be supported which are appropriate to a countryside location or which are consistent with the City Plan Part One. In terms of the former category, proposals will be supported for development as highlighted in paragraph 79 of the NPPF (2019). In terms of the latter category proposals will be supported for development as required to deliver any urban fringe sites which may arise from the City Plan Part One (Policy SA4).</i></p> <p>.... relevant policies should be referenced from the South Downs National Park Authority as much of the land that lies outside the settlement boundary is in the South Downs National Park</p>	Plan amended
Page 16 S1 - Development within and beyond the settlement boundary	Should there be any reference in S1 to protecting/ enhancing the setting of the South Downs National Park?	Plan amended
Page 16 S1 - Development within and beyond the settlement boundary	<p>S1 - last sentence: <i>Proposals for development outside the boundary will only be supported if they are appropriate to a countryside location and they are consistent with local development plan.</i> – Does this accord with the South Downs National Park Local Plan and also in the last sentence ‘...<u>the</u> local development plan..’</p>	Plan amended
Page 18	Refers to strategic gaps (map title) but then the policy is about local gaps? Clarification sought. There is also an incorrect page reference to the map that should be amended.	Plan amended
Page 19 Policy S2 - Local Gaps	Need to check that the South Downs National Park Authority is comfortable with the identification of local gaps in the National Park (e.g. sites 2 and 3)– do they have policy framework for this	Discuss with SDNP and consider sentence at para 1.7 – see report. Discuss S2 point 2 and consider including point 3 land area as an area of as in Environment and Diversity

		chapter perhaps as Local green Space? See CP2 page 114 para 2.283
Page 22 Policy GOS1 - Local green space designation	It would be useful to cross reference City Plan Part Two Policy DM38.	Reference DM38
Page 26 2.16 Policy GOS2 - Amenity open spaces	Other evidence may be these core background documents: Open Space, Sports and Recreation Study and the Open Space Update Study and Policy CP16 particularly in reference to GSO2	Plan amended '
Page 30 Policy GOS3 - Wildlife and biodiversity	Would be of benefit to be more concise around mitigation - given City Plan Part Two policy DM37	Done earlier as per CP2
Policy GOS4 Conservation Area Enhancements	Policy GOS4 appears to replicate City Plan Part Two policy DM26 in part.	Plan amended
Policy H2 – Design	<p>Policy seems quite prescriptive and may be difficult for Development Management officers to assess.</p> <p>Policy should provide enough flexibility for the kind of contemporary design supported in the NPPF.</p> <p>Policy does not seem to have considered the Urban Characterisation Study and how its findings should inform proposals outside the Conservation Area.</p>	Plan amended
Page 44 Policy T01 – Visitor Accommodation	<p>Whilst the City Plan Part One policy CP6 Visitor Accommodation is listed the adopted policy approach is not considered in reference to the policy wording proposed.</p> <p>Adopted City Plan Part One policy CP6 Visitor Accommodation only seeks to safeguard accommodation within the Central Brighton area.</p>	Need to evidence visitor demand – see above in General comments

	<p>The policy proposed in the Draft Neighbourhood Plan therefore has a potential conflict with adopted policy CP6.</p> <p>Evidence listed for NP policy approach is the old Hotel Accommodation Study but not the 2018 Update and the old tourism strategy not the new: Microsoft Word - Brighton & Hove Visitor Economy Strategy.docx (brighton-hove.gov.uk)</p> <p>An examiner would be looking for evidence for Rottingdean to have a more localised approach. If it is felt that this approach is justified then the evidence to support this should be referenced. Any policy should set out the detail required for the demonstration of viability and marketing.</p>	<p>Discuss with BHCC.</p> <p>Need evidence</p>
Policy TO2 - Coach Drop-Off Point	<p>It is unclear by what is meant when referencing a “drop off point”. If there is no associated physical infrastructure would planning permission be required? The supporting text at para 4.4 refers to a ‘coach park’ and is therefore inconsistent with the policy wording. Any proposal for a coach park would need to comply with Policy DM34 of City Plan Part Two – criteria (b), (d) and (f) may be difficult to comply with in this location.</p>	<p>Remove 4.4 and TO2</p>
Policy TO3 - Park and Ride	<p>The potential site seems far too small for a park and ride. Marketing it as such may bring excessive traffic into the village and lead to congestion when the car park is full. It is also poorly situated for visitors from outside Brighton & Hove. The NP notes elsewhere that “Congestion on the A259 Coast Road is already at an unsustainable level” but a park and ride would encourage more traffic onto this road. Any proposal for park and ride would need to comply with Policy DM34 of City Plan Part Two – criteria (b), (d) and (f) may be difficult to comply with in this location.</p>	<p>noted</p>
CF1 - Provision of Community Facilities Page 51	<p>The requirement for the provision of a “like for like new replacement facility” is not in compliance with the more flexible criteria set out in City Plan Part Two Policy DM9 part 2</p>	<p>Plan amended</p>
Para 6.2	<p><u>Paragraph 6.2</u> – “. Unrestricted expansion of demand would lead to further congestion...” demand for what exactly? This needs clarification</p>	<p>Plan amended</p>

Commented [ch1]: ‘Traffic’ rather than ‘demand’

<p>AQ1 - Reducing Traffic Volume passing through the village</p>	<p>Unclear what “unfettered use” or allowing the “circulation of traffic” means? Does this mean seeking to prevent pedestrianised streets in new developments? Or maybe cul-de-sacs? The wording is unclear.</p> <p>The overt support for free circulation of vehicles in this policy conflicts somewhat with AQ2 which seeks air quality improvements and “particular support” for travel by foot, bicycle or public transport</p> <p>Providing parking to “development plan standards” – it should be clarified that this means in line with the requirements set out in City Plan Part Two or any future revisions.</p>	<p>Plan amended</p>
	<p>On-street parking does not necessarily mean that the roads are blocked. The wording “to avoid obstruction to the route by parked cars” should therefore be deleted as this is considered to add nothing to the policy.</p> <p>If the point is being made that parking standards will reduce the need for on-street parking, then this should go in the supporting text to the policy.</p>	<p>Plan amended</p>
<p>AQ2 - Improving Air Quality in Rottingdean High Street</p>	<p>Unclear what “have regard” to the AQMA means in practice.</p>	<p>Plan amended</p>
<p>AQ3 - Electric Vehicle Charging Points</p>	<p>Whilst the policy aim is supported, the wording could be more concise and reorganised (the first two paragraphs appear to contradict each other?) Should reference City Plan Part Two policy DM36 Part AQ3 king and Servicing.</p>	<p>Plan amended</p>
<p>Projects section</p>	<p>The wording for this section of the Plan is considered an unnecessary addition for a development plan</p>	<p>No</p>

South Downs National Park Authority (SDNPA) response to the Rottingdean Regulation 14 Neighbourhood Development Plan

Ref	Comment	SDNPA Recommendations Action Taken
General comments	The SDNPA welcomes the opportunity to comment on the Regulation 14 draft Rottingdean Neighbourhood Development Plan (RNDP). We would like to congratulate the Parish Council on getting to this stage. It is clear there has been a lot of hard work that has gone into producing this document.	n/a
Parish Profile Plan Overview		
Parish Profile Plan Overview – First paragraph	This paragraph refers to the designation of the Neighbourhood Area. This should include reference to the SDNPA as the application for designation of Rottingdean Parish as a neighbourhood area was made to both Brighton City Council and the SDNPA. The SDNPA designated the Rottingdean Neighbourhood Area within the South Downs National Park on 14 March 2013.	Amend text to say: ...for the area designated by Brighton City Council and South Downs National Park Authority.
Parish Profile Plan Overview – Second paragraph	Brighton City Council is referred to as the Planning Authority for Rottingdean parish, but the South Downs National Park Authority (SDNPA), which is the statutory Local Planning Authority for those parts of Rottingdean parish that lie within the National Park, should also be mentioned.	Amend text to say: They will operate in parallel with the strategic policies in the Brighton and Hove Council City Plan and the South Downs Local Plan (20142033).
History of the Parish - Paragraph 4	Small comment, please bracket “The village is set in open downland which forms the South Downs National Park (SDNP)”. This will be useful when referencing the map key on the next page.	Amend text to say: ...South Downs National Park (SDNP).
Map of Parish and Settlement Boundary		

Map 1 – The Parish	We welcome the inclusion of the SDNP on Map 1, as a considerable amount of the Neighbourhood Area is within the National Park. However, the phrasing in the Key of the map may lead to confusion; “SDNP City Limits”. It may be better to refer to it as the “SDNP Boundary”. The map also refers to the SDNP and Shaded Outskirts in quite a similar way. It could be useful to make the colours quite different if there is a lot of overlap to avoid confusion.	Amend text to say: I. Make application to Brighton City Council <u>and South Downs National Park Authority.</u> Yes – consult BHCC map expert
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Vision and Objectives		
Environment & Biodiversity	We supportive of this objective: Environment & Biodiversity. In particular the reference to wildlife corridors. However, this objective should also include landscapes, with particular reference to the South Downs, a landscape of national importance, the primary purpose of which is to conserve and enhance its natural beauty, wildlife and cultural heritage.	Include reference in this objective to the nationally important landscape character of the South Downs and the need to conserve and enhance its natural beauty, wildlife and cultural heritage. Additional Bullet page 21: To conserve and enhance the natural beauty, wildlife and cultural heritage of the nationally important landscape character of the South Downs.
S1. Development within and beyond the settlement boundary		

<p>SI. Development within and beyond the settlement boundary</p>	<p>In certain parts of the Neighbourhood Area (Welesmere Road, Gorham Avenue, Royles Close area) the Settlement Boundary and the SDNP Boundary overlap. This means that the National Park is immediately adjacent to the Settlement Boundary in these locations.</p> <p>In the Policy, we would expect to see Landscape criteria which respect the site's contribution to the setting of the South Downs National Park, reflects its potential visual sensitivities, responds to local landscape character and that any future application for development includes a Landscape and Visual Impact Assessment. The design and layout of the external lighting system should also comply with Policy SD8 Dark Night Skies of the South Downs Local Plan by limiting the upward lighting component and that all areas of external lighting would be automatically timed.</p> <p>We would also expect the design of any new development at this site to be of an appropriate scale, high standard, with landscaping, so that the new development integrates with, or is screened as much as possible, from the wider landscape and does not provide an abrupt hard edge to the National Park.</p> <p>It would be appropriate for any development at these sites if possible to provide, appropriate public footpath and cycle accessibility to the National Park, to help promote and provide the positive benefits of the National Park close to this residential development.</p>	<p>Amend text to include reference to the proximity of this area to the National Park policy to state:</p> <ul style="list-style-type: none"> • Respect the site's contribution to the setting of the South Downs National Park; • Reflect its potential visual sensitivities; • Ensure any future application for development is designed using a landscape-led approach so that the design, layout and landscaping sensitively respond to local landscape character; • Ensure any future application for development includes a Landscape and Visual Impact Assessment; <p>Add to SI bullet points</p> <ul style="list-style-type: none"> • Ensure that lighting schemes for the site comply with the SDNPA's dark skies criteria; • Seek the provision of appropriate footpath and cycle routes
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		<p><u>from the sites to the National Park.</u> <u>include text in Policy.</u></p>
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	<p>We note the inclusion of additional criteria at the top of Page 17. It would be worthwhile including the three bullet points in the policy itself. If not, I would consider numbering this section as 1.6, and 1.6 becomes 1.7 and so on.</p>	<p>These bullets form part of Policy H3 (Housing & Design)</p>
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S2. Local Gaps

S2. Local Gaps	<p>The SDLP does not contain any policies solely on Local Gaps. We note the inclusion of the following Gaps in the RNDP:</p> <ul style="list-style-type: none"> • 2. Land adjacent to Falmer Road north of Bazehill Road, running to the northern Parish boundary. • 3. Land lying to the west of Falmer Avenue bound by Westmeston Avenue and Dean Court Road, adjacent to Whiteways bridleway. <p>As they are within the National Park and they will need to be in general conformity with policies in the SDLP. In principle, we would support these gaps as long as they were in conformity with Policy SD4: Landscape Character (3) and paragraph 5.17. We do understand the importance of the individual identity of settlements, as paragraph 5.17 comments on. However, we are unsure if the proposed Gaps 2 and 3 is conserving and enhancing individual character of two places/settlements.</p> <p>A further comment in response to these two gaps in particular is what are they trying to achieve? Their scale seems rather large and may not be appropriate. Furthermore, Policy SD25: Development Strategy (2) provides effective protection of the countryside outside settlement boundaries.</p> <p>We would welcome discussion with the Parish Council on this matter.</p>	<p>Consider removal/re-addressing the scale of proposed gaps 2 and 3.</p> <p><i>To discuss with SDNPA and amend policy</i></p> <p><i>NB Policy S2 amend first line to refer to map on p18 P18 Mark Strategic Gap 1 on map</i> <i>Map refers to Strategic Gaps – policy and sub-heading refer to Local Gaps – consistency?</i></p> <p><i>The objectives are set out at 1.7</i></p>
Chapter 2 Environment and Biodiversity		
Environment and Biodiversity	<p>Within this objective the term “protect and enhance” is used. Although we do support this, we would prefer the term “<u>conserve</u> and enhance” In line with national park legislation. Furthermore, we would welcome amendments to this objective to include reference to the Landscape of the National Park.</p> <p>Given that the South Downs forms the backdrop to Rottingdean village and parts of it are included in the Neighbourhood Plan area, this section would benefit from mention of the special qualities of the National Park that are</p>	<p>Amend text to say “Protect <u>Conserve</u> and enhance.” <i>Yes</i></p> <p><i>2.1 3rd sentence add after Beacon Hill ‘(so-named for its strategic position and historic contribution to coastal optical telegraphing)’</i> <i>New 4th sentence ‘This provides a habitat rich in flora and fauna together with inspirational views across the downland and over the English Channel.’</i></p>

	<p>particularly relevant to Rottingdean and how the Neighbourhood Plan might support these.</p> <p>This would also help to make the plan more National Park focused. This section should also highlight the importance of views into the village from higher ground and out from the village towards the Downs and that new development will need to respect these. Consideration should be given to identifying any important views on a map.</p>	<p>New sentence three at 2.1</p> <p><i>It's important to recognise the contribution Rottingdean Parish council makes to the conserving and enhancing its natural beauty and landscape character</i></p>
GOS1 – Local green space designation	<p>The NPPF introduces the concept of Local Green Space designation as a way to provide special protection for green areas that are demonstrably special and holds a particular local significance for local communities. The designation would rule out development other than in very special circumstances.</p> <p>Firstly, it would be useful to put these Local Green Spaces (LGS) on a map to contextualise the overall spread of these proposed designations. It would be useful if the LGS proposals were located on the Policies Map. I note that the Policies Map shows “All Open Space Areas” but not distinctively the LGS's.</p> <p>Secondly, it would carry more weight if LGS1-LGS9 were named within the Policy itself and not just the supporting text.</p> <p>LSG6 we note is adjacent to the National Park, and we would support this designation in principle.</p>	<p>Show LGS on Policies Map</p> <p>Consult BHCC map expert – possible new map</p> <p>Amend Policy to contain LGS1-9 within the Policy itself.</p>
Biodiversity, Conservation and our Wildlife Corridor	<p>Welcome paragraphs 2.17 – 2.19 and their references to Biodiversity and wildlife. It is also useful to show these corridors on map, which has been done on Map 3.</p>	n/a
GOS3 – Wildlife and biodiversity	<p>Generally supportive of this Policy. For those wildlife corridors within the National Park, please refer to Policy SD2: Ecosystems Services and Figure 5.3: A landscape approach to design, paragraphs 5.70 and 5.102.</p> <p>It may be worth rephrasing the first sentence to <u>“Proposals which conserve and enhance the wildlife and biodiversity will be supported.”</u></p>	<p>Amend first sentence to say: <u>“Proposals which conserve and enhance the wildlife and biodiversity will be supported.”</u></p> <p>Yes p 12</p>

	The second sentence "...particularly where the space form part of the wildlife corridor" does not quite make sense. The NDP group may wish to rephrase this sentence for clarity. We also suggest that this policy (or a new policy) also refers to the conservation and enhancement of the landscape of the South Downs, and its special qualities. New development should avoid causing harm to these qualities of the National Park, including through development in its setting.	Yes - amend page 30 Consider (duplication of SDNP policy?) Discuss with SDNP
Chapter 3 Housing and Design		
Para 3.3	I note the reference to the BHCC City Plan, however there also needs to be reference to the SDLP Policy SD27 : Mix of Homes. For those parts of the Neighbourhood Area within the National Park.	Make additional reference to SDLP Policy SD27 : Mix of Homes. Amend Plan
H1 – Balancing the Housing Mix	This Policy will need to be in general conformity with Policy SD27 : Mix of Homes (1b). The policy itself does not mention Affordable Housing and what percentage should be provided. Please look at SD27 (1a) and paragraphs 7.337.44 for reference.	Amend Plan
H2 – Design	This Policy will need to be in general conformity with Policy SD5 : Design, for those part of the Neighbourhood Area within the National Park. It would be useful to mention the backdrop of the Downs and how this contributes to the identity of the village and local character. While views from the village towards the Downs are important to this identity, key views back towards the village from the Downs should also be protected and enhanced where possible. We suggest, the provision of green roofs in some developments may be a way of reducing the impacts of new development in views as well as helping to mitigate impacts of climate change. Consideration therefore should be given to including the provision of green roofs where appropriate in the policy criteria. The recently adopted Sustainable Construction SPD will be worth incorporating into some of the design principles. All housing sites need to incorporate designs and provisions within the site for NMUs (non-motorised user such as pedestrians, cyclists that encourage	Include text in Policy: <ul style="list-style-type: none"> • The provision of a wide landscape buffer to protect the setting of the South Downs National Park and views from the Downs. • Any future application for development is designed using a landscape-led approach so that the design, layout and landscaping sensitively respond to local landscape character; • Any future application for development includes a Landscape and

		<p><u>Visual Impact Assessment:</u></p> <p>Include in bullets page 39</p> <ul style="list-style-type: none"> • <u>Lighting schemes for the site will comply with the SDNPA's dark skies criteria:</u>
	<p>sustainable movement (and discourage private car use) for shorter journeys within the town.</p> <p>Sites must also incorporate designs that give NMU connectivity to the access network (including RoV, cycle ways, public access sites) particularly that provide convenient access to schools/education establishments, amenities, leisure facilities and open space.</p> <p>The illustrative maps do not (but would benefit from) indicate sustainable movement routes for NMUs (particularly cycle ways) that connect with amenities and the broader town access network.</p>	<p>□ <u>The provision, where possible, of appropriate footpath and cycle routes from the site to the National Park.</u></p>

Chapter 4 Employment and Enterprise

TOI – Visitor Accommodation	<p>We welcome the principle of the policy and conserving visitor accommodation. We would suggest further explanation given to this Policy. Please see Policy SD23: Sustainable Tourism (2a & b) and Appendix 3 for further marketing information.</p>	<p>Suggest adding further marketing criteria to Policy.</p> <p><i>4.1 add to first sentence 'attracted by its rich heritage as a long-established downland farming village.'</i></p> <p><i>4.3 3rd sentence add after 'visitor accommodation' 'to enable visitors to benefit from local public transport links and increase their awareness, understanding and enjoyment of the special qualities of the South Downs and related cultural heritage of Rottingdean.'</i></p>
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Chapter 6 Air Quality and Traffic Management

AQ3 – Electric Vehicle Charging Points	We welcome the principle of the policy of including Electric Vehicle Charging points within development. We would suggest the NDP group should look at the recently adopted Parking SPD, that builds upon Policy SD22 : Parking Provision.	Amend Plan
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