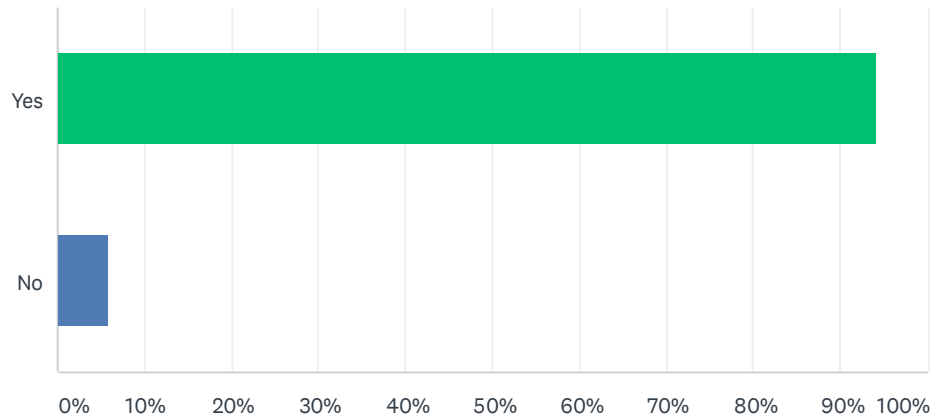


Q12 Do you agree with the policies in this section?

Answered: 415 Skipped: 262



ANSWER CHOICES	RESPONSES
Yes	94.22% 391
No	5.78% 24
TOTAL	415

#	IF NO, PLEASE STATE THE POLICY NUMBER AND YOUR COMMENTS	DATE
1	People settle in country areas because they enjoy the countryside in its natural state. we are already served well with hardcore on pathways through the woods and the bottom of Smock Alley. But any further interference is likely to have a detrimental effect on local fauna and floral.	9/21/2021 4:32 PM
2	I would word GA2 even more strongly. The Footpath, bridle paths and cycle paths network in West Chiltington is suboptimal and not at par with those of several neighbouring parishes. I think stronger endorsement of this crucial element of a life in the countryside needs to be more affirmatively enhanced	9/21/2021 8:14 AM
3	GA3 should not rely on garage sizing to provide parking places. Very few home-owners use their garage for a car. Car ports would be a better bet as it's more difficult to use these for another purpose. Better still large driveways to allow at least 2 cars to be parked.	9/19/2021 4:08 PM
4	its standard wording	9/17/2021 1:39 PM
5	no foot paths must not be diverted to enable construction	9/15/2021 5:40 PM
6	Some, not all, especially anything that encourages cycling on our narrow lanes	9/15/2021 11:30 AM
7	Yes in the main, but there seems to be no attempt to address parking for school pickup. Parking along the roads is dangerous. Is it possible to prevent such parking? There is parking below the church and in the local pub car park. It should not be an option to park along the road. Perhaps this is outside the control of the Parish Council apart from using persuasion. A radical alternative would be to move the school to a more accessible site (eg Recreation Ground or ex-Rydon Campus) or provide parking in the school grounds. The present situation is a problem but no policy seems to be addressing it.	9/13/2021 6:55 PM
8	No space.	9/10/2021 4:02 PM
9	Insufficient focus upon public safety. Also Policy GA 3 (just as an example) is breached in several sections within BOTH of the "Masterplan" Schemes!! As commented previously too much "waffle" & too vague & too many "evasion clauses"	9/9/2021 7:50 PM

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10	together with the proper and safe maintenance of roads , some of which fall into disrepair and are dangerous due to potholes and edge of road erosion.	9/6/2021 3:27 PM
11	GA1 and GA2 No mention of restricting use of footpaths by cyclists.	9/2/2021 7:26 PM
12	Comment - re policies EH7 and GA2 - given the lack of pavements and lighting along many roads, and the inadequacy of public transport, particularly in the old village, how can car use be discouraged in favour of walking/cycling/buses?	9/1/2021 8:58 AM
13	traffic from the smock alley site toward the Post office and Butcher must pass along a single track road with no passing places. pedestrians must take refuge in the hedgerow when a vehicle passes.	8/30/2021 2:07 PM
14	Policy 26 HDPF Traffic has increased so much over the last 4 years already and will become a even bigger problem. Its dangerous enough walking the lanes with cars driving fast	8/30/2021 11:23 AM
15	GA1 Development proposals will which cannot be supported without disruption. Walking and cycling routes cannot be improved on as they are rudimentary or non existent, we are in the countryside! You want to make even more land available for those purposes , for cycle and walk path because you want to build 14 houses. There is negligible community transport, certainly none that comes along these country roads, which are far too small and windy to support such. You need to walk 10 - 15 mins or longer depending how fit you are, to the crossroads at the Nisa corner shop to get a bus that runs hourly to virtually nowhere. There are no designated or existing footpaths or cycle paths to lose in that area. Policy GA2 Footpath, bridleways and cycle path network Support will be given to proposals that improve and extend the existing footpath, bridleway and cycle path network, allowing better access to the local amenities and services, to green spaces, to any new housing and to the open countryside. Proposals where the surface allows for use by all users will be supported. In the event that a public right of way crosses a proposed development site, the proposal will not be supported unless it can be demonstrated that either the current course of the right of way can be retained or that any diversion would not result in any adverse impact on this public amenity or safety of the general public.	8/18/2021 2:13 PM
16	Proposals all assume development will take place	8/17/2021 1:58 PM
17	GA2 The paths are a mess now so why would I believe they will be improved. People will just use their cars as no buses at Queens Head end of the village most days of week	8/17/2021 12:25 PM
18	It's all talk unlike housing where houses are certainly built and in double quick time because of the financial motives of landowners and developers. In contrast there will be no practical action on sustainable transport because the council is not interested and only pays lip service to this area. The evidence for the lack of action is all around us. The 20 mph speed limit by the post office is another half hearted effort. These limits should be supported by ramps which is the only effective way of killing driver's speed.	8/16/2021 9:34 PM
19	Internal parking standard should be 3m x 6m (East Sussex County Council's standard is fine.	8/16/2021 9:10 PM
20	GA1 and GA2 Cycleways are a persistent nonsense you now can't walk the South Downs Way without risk of being run over by cyclists. While we need to provide facilities they do need to be separate from walkways for people to enjoy the country side.	8/13/2021 10:34 AM
21	Not strong enough. Footpaths are useless if allowed to become overgrown.	8/11/2021 2:06 PM
22	The DUTY for maintainence of PUBLIC footpaths clearing overgrowth erection of defned division barriers from private land is responsibility of the Landowner.	8/9/2021 1:10 PM
23	Policy GA3. Visitor Parking for development should be kept away from potential site boundaries to eliminate urbanising affect.	8/8/2021 7:25 PM
24	Generally agree however would be very concerned over multiuser paths due to poor behaviour of some cyclists which is becoming an increasing problem on existing paths including ones where they shouldn't be.	8/6/2021 5:21 PM
25	Some areas of the policies only refer to footpaths and cycle ways. We should protect and look to provide additional and/or improved bridleway access where possible as well, so that riding on roads is minimised especially as traffic volumes will increase.	8/4/2021 10:22 PM
26	Improvement of the village cycle path network and footpath facilities where road traffic routinely breaks speed limits.	8/2/2021 8:29 PM

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27	More emphasis in joining The Common and Old Village communities with better footpaths and cycle paths.	8/2/2021 8:20 PM
28	Where an earth are the PC / HDC intending that cycle paths / bridleways and foot paths are going to be located at Smock Ally . The Independent report already states the local roads / hedge rows will need to be widen to accommodate the development. That is if the Highways Dept are in agreement with that.	8/2/2021 2:17 PM
29	na	8/1/2021 9:42 AM
30	Safety and access issues in Mill Road need to be addressed in view of the growing use of the playground and sports facilities	7/29/2021 11:50 AM
31	When will we see evidence that this is adhered to ? Many footpaths are impassable due to overgrowth of stinging nettles. A pram, buggy or invalid carriage cannot use such paths.	7/28/2021 10:50 AM
32	If we are truly talking about provision of housing which is suitable for local need then it has to be within walking distance of amenities...church, school, shop etc. The current policy seems to give licence to build based on use of cars	7/27/2021 7:30 PM
33	It is imperative that these proposals are fully implemented and funded by developers as an enforceable condition.	7/27/2021 12:46 PM
34	There are hardly any buses at the Queens head end of the village The roads can't take more traffic, they are dangerous now especially at school times Footpaths are in a terrible state	7/26/2021 1:16 PM
35	To encourage walking to school from West Chilt common to West Chilt and the primary school, there should be proposals for pedestrian paths on the current road which isn't suitable for walking	7/26/2021 9:55 AM
36	The traffic is so busy in West Chiltington I am reluctant to walk on the pavements where available as it is so dangerous. Cycling is just out of the question as most of the drivers appear to be visually impaired. Speeding is endemic.	7/25/2021 4:37 PM
37	Policy GA3: Light pollution must be avoided. West Chiltington benefits from clear night-time skies with excellent visibility of stars	7/25/2021 11:27 AM
38	But see above, section 9	7/23/2021 5:01 PM