



TURNERS HILL PARISH COUNCIL

NEIGHBOURHOOD PLAN

**"YOUR VILLAGE
YOUR FUTURE
YOUR VOICE"**

QUESTIONNAIRE NUMBER 2

As part of the work on the Neighbourhood Plan it is vitally important that we understand what residents feel is important for the future of Turners Hill, what is needed, what should be protected and maintained.

This second questionnaire will provide more detailed information on which to base decisions. Please help us by completing the form.

75 forms given out, 34 returned plus 2 only on Highways

Q.1A HOW LONG HAVE YOU LIVED IN THE CIVIL PARISH OF TURNERS HILL

1 year	2 years	4 years	6 years	7 years	10 years	12 years	13 years	15 years	16 years
x3			x4	x3	x3		x2		
19 years	20 years	21 years	27 years	29 years	30years	31 years	33 years	43 years	50 years
x2			x2	x2		x2			

Q.1B WHAT AGE GROUP ARE YOU

18-25	25-35	35-45	45-55	55-65	65-75	75+
	1	7	11	3	8	4

Q.2. PLEASE TICK YOUR HIGHEST TWO PRIORITIES

HOUSING
LEISURE & HEALTH
ENVIRONMENT
HIGHWAYS

	4
	5
	28
	28

DO YOU HAVE ANOTHER PRIORITY FOR THE VILLAGE:

Safe route to school and good community facilities

VES will address safety. Continue to promote good community facilities

Repair roads properly & keep them well maintained

Responsibility of WSCC whom we encourage to maintain and to whom we report faults.

Maintaining a village feel

Continue to promote good facility facilities and via VES provide an improved village green for community use

I am very happy here, very safe & relaxed. But not so with the proposed building

Believe this refers to Clock Field which already has planning permission

What about pedestrians, can we have a crossing on North Street near the shop

Will continue to look at this issue within highway plans

To help the kids that grow up in Turners Hill remain (cheap housing)

Agreed - small and affordable homes needed

Keeping its essential uniqueness

Agree

Make sure Turners Hill remains a village

Agree

These are inseparable & interdependent (none ticked) Increase size of school if housing facilities increased. More regular, dependable bus service. Improve & regularise parking for business in Lion Lane. Try not to get so blinded by the Clock Field promised development that problem of crossing North St at Lion Lane junction not addressed (bottom end)

Already discussed need for more space at the school if development goes ahead - there is more than adequate space at present with only a small percentage currently from the catchment area. Unable to regularise parking in Lion Lane but are looking at improved parking facilities for village. Clock Field development incorporates plans put forward by the Parish Council to provide safe crossing from north end of village into Lion Lane and so to centre.

Housing - more and more people living alone wanting smaller properties to buy, leaving bigger houses for families and means when down-sizing there is option of staying in the village.

Agree - small affordable homes needed which will allow greater opportunities for new buyers and for others to remain in village.

To keep TH as a village and not allow it to join to Crawley Down, East Grinstead etc.

Agree - protection given to these spaces via District Plan will be stressed in NP

Restrictions on parking on North St, Lion Lane (north of junction) and slip road North St - East St.

Parking is being looked at as part of highway work
A village car park is proposed

Traffic calming

To be included in neighbourhood plan

Yes - no lorries apart from Cox Skips

Parish Council unable to restrict vehicle movement, the law allows passage to all

More bus services

No more large amounts of housing, road structure and amenities cannot sustain this

Footpath to Crawley Down along Turners Hill Rd allowing access to Worth Way

Agreed and will continue to support improvements

Noted

This could be achieved by upgrading of public footpath to accommodate walkers and cyclists and is being investigated

Q.3.

HOUSING

WHAT TYPE OF HOUSING IS NEEDED IN THE VILLAGE

PLEASE TICK ALL RELEVANT BOXES

PRIVATE TO BUY	PRIVATE TO RENT	HOUSING ASSOCIATION TO RENT OR PART OWN
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3 BED HOUSES

10	4	6
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2 BED HOUSES

13	5	8
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1 BED HOUSES

6	2	5
---	---	---

2 BED APARTMENTS

7	5	7
---	---	---

1 BED APARTMENTS

6	3	5
---	---	---

BUNGALOWS

10	5	6
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Mix of all to encourage a variety of residents

Hopefully no new houses

Bungalows but not enmass

All needed (none ticked) x 2

Don't know

1 person no to any H/A

None x 3

Agreed

There is a need for more village housing both for those younger people wishing to remain in TH and for those up/down scaling

Agreed

Agreed

See above, plus the village needs more residents if it is to remain sustainable in terms of school, churches, shops, businesses.

Q.4.

LEISURE & HEALTH

Should the play area at the recreation ground be improved

15	13
25	5

Should additional footpaths / cycle routes be provided

Should village team sports be supported and should

we promote and encourage healthier lifestyles.

28	2
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ANY OTHER COMMENT:

Footpath to the southern side of the road opposite Pots & Pithoi, go down hill then length of raised boards over marshy ground which is fine. Then path goes right through area which is almost always flooded. Is it possible to drain or have raised walkway?

Access to Worth Way

Where will additional footpaths/cycle routes go

Make roads safer and keep them that way

Public toilets at the play area would be helpful. A wider range of toys for a range of ages. Some of the older equipment either can't be used or isn't used.

Make it affordable

Facilities for croquet and petanque would improve the health of residents - physically, mentally and socially. Croquet pitch 28'x35', petanque 13'x49'

The 'new' ship that was built in the children's play area already looks tired & is broken presenting dangerous sharp edges. An investment in better quality materials may be expensive but surely a long term investment further enhancing local environment.

Very disappointed to find the removal of the zip wire with no obvious intention of a replacement.

A safe cycle way to the Worth Way is a priority

It would be useful to have a cycle route linking TH to the Worth Way at Crawley Down thereby making it safer to gain access to a beautiful facility. If a cycle route was available then the students in TH could use it to go to Imberhorne Upper School Would love to see village green bowls or French bowls team. More adventure play area for older children - skate board/BMX etc.

Will report to WSCC who are responsible for public rights of way

Agreed - a request for a cycle path from TH to CD was submitted to WSCC in 2003 as part of our Walk & Drive in Safety strategy. Will continue to request.

Firstly to Worth Way, other options to be considered

Trying to achieve this via highway plans. Maintenance issues responsibility of WSCC who we liaise with

Public toilets were removed due to misuse but toilets at The Ark can be used if open. MSDC provides & is responsible for the play ground but we continue to consult with them on improvements.

Unsure what this refers to

Petanque facility included in Councils plans and hopefully can be provided from S106 money from Clock Field development

The equipment is inspected regularly by MSDC but if anything is noted it should be reported to Parish Council so that action can be taken. MSDC do procure the best equipment available all of which are very expensive.

Zip wire has been removed as very old and has been replaced by MSDC

Agreed - a request for a cycle path from TH to CD was submitted to WSCC in 2003 as part of our Walk & Drive in Safety strategy. Will continue to request.

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Petanque facility included in Councils plans and hopefully can be provided from S106 money from Clock Field development

Space is currently the problem for skate board/BMX but will continue to discuss with MSDC

A footpath that links North St to the top of Lion Lane

At the present time there is no easy solution to providing a continuous footpath to the top of North St

Add a few adult outside gym apparatus to playing field

Will investigate - this seems to be a good idea

Unsure re second question where would additional paths/cycle routes go? Leisure and Health is very important but we need to sort others things first i.e. buses and crossroads. Bins emptied regularly and clearing rubbish thrown into play area (re first question)

To be investigated.

Noted.

Will pass this on to MSDC as they are responsible for play area and recreation ground

No smoking, which costs millions of funds to NHS, and drinking to be promoted as per Government guidelines to younger people.

Noted

Q.5. ENVIRONMENT

Ensure the Conservation Area, Area of Outstanding Natural Beauty and views into and out of the village are protected.

30	2
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New housing and industrial areas must meet the requirements of the Village Design Statement as a minimum.

29	4
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Is protecting the green space between us and neighbouring villages and towns essential.

31	2
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ANY OTHER COMMENT:

Agree that additional parking for school is necessary concern on impact of proposed car park on landscape & views. Potentially lower car park area?

Car park proposal is still being discussed and all options will be considered

Stop so many large vehicles from coming through the village

Parish Council does not have the power to prevent vehicles using highway

We have some beautiful views all around the village, don't take them away from us. That is part of the reason I have stayed in the village as an adult and want my own children to grow up here like I did.

Noted

Not too much building or it will become another Crawley Down

Noted and agreed

Yes! To all above, but be flexible about locals views.

Agreed

With consideration given to ecological issues and the sustainability of the environment

Agreed

Protecting green space very essential!

Agreed

Does one really want Turners Hill to become another Crawley? Community spirit will be lost.

There is no intention of allowing TH to become more than a village

We are very fortunate to live in an area that offers rural surroundings and outstanding views. It is essential that we maintain these. Whilst I understand the pressure placed on us to actively address housing issues we already have one development on its way and more recently another being proposed. Now let's make sure we properly address highway issues and keep our village clear of inappropriate traffic (large lorries) and congestions.

Agreed - within the twenty year plan the Clock Field and proposed housing development will be adequate for the needs of the village in all areas.
We are trying to address highway issues to make the village safer.
We are unable to prevent vehicles using the public highway.

Protecting views can be interpreted in many different ways. Some views will be spoiled by the new housing development, other people will use this as a means to prevent sensible development.

Agreed

The surrounding hills fields & views are what make our village/ area so beautiful - with housing estate built on this land we will loose this.

The two small fields proposed for development will not have a major impact on hills, fields and views.

No building on land that was once arable

No arable land being considered

We are privileged to live in a conservation area and as such it is our responsibility to look after and maintain. As part of this no further house building should be considered.

The conservation area is not under threat from the proposed developments which fall outside of its curtilage

We do not want to be connected to either Crawley or E.G. or H.H by houses etc

Noted and agreed

If the Parish Council cannot protect conservation areas within the village why protect green areas between us and neighbouring villages & towns. Future housing design must meet existing designs of Sussex build.

The Parish and District Council endeavour to protect the conservation area. Keeping gaps between villages and towns is essential.
Our Village Design Statement covers this and it will be reinforced in NP

Q.6. SHOULD WE LOOK AT PROVIDING MORE SMALL SCALE ENTERPRISES IN ORDER TO SECURE LOCAL EMPLOYMENT FOR THOSE LIVING IN THE PARISH.

20	8
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Not sure it is a good idea?

Noted

For a village we have plenty of easily accessible local and large centres of employment. On a wider scale we have Gatwick, East Grinstead, Crawley & London. Locally we have 2 prestigious hotels, Saab garage, Cox Skips, Paddockhurst Estate, Rowfant, Sita, Tulleys Farm, World of Water, a restaurant, Pots & Pithoi, a florist, a shop, a post office, hairdressers and a school. Cox was a small scale business once upon a time.

Comments on local businesses noted and there are more besides those listed. However there may be suitable small scale businesses which could be of benefit to local people and all options will be considered.

Would love to see a shop in post office/pub/village hall/Churches for local crafts/produce

Excellent idea

Yes for jobs but, where, what kind, company, how big?

All to be considered

Yes but may not be viable

If anyone wishes to establish a small business they will look at viability

Q.7. HIGHWAYS

PROPOSED TRAFFIC SCHEME FOR TURNERS HILL.

A) Improve access and use of the green ...

Over the past few years the Turners Hill Parish Council have been looking at ways to improve the main crossroads and pedestrian access to improve the safety and access for residents.

A way of achieving improved access and returning the village green to a useable feature is to close a section of the carriageway to vehicular traffic on one side. The best side to close is the southern road in front of 'The Crown Public House'. This opens up the green for community activity in front of 'The Crown' but also enables the junction of the B2028 and B2110 to be turned from a sub-standard staggered crossroads into a 'T-junction'.

B) New mini-roundabout and widening ...

To accommodate this change proposals have included slightly widening the carriageway on the north side of the green and installing a new mini-roundabout at the Selsfield Road/ North Street junction to help manage the displaced traffic. This change has been checked with computer traffic modelling software. This indicates there will be no increase in the current level of congestion. The proposal is shown on the drawing displayed.

C) 20mph zone and traffic calming ...

Even with these changes it is difficult to provide for adequate pedestrian facilities. Therefore an option developed was to install the new mini-roundabout onto a raised table within a wider 20mph zone. A lowering of the speed limit together with these features has been used successfully in the UK and on mainland Europe. This feature will ensure lower traffic speeds and safer pedestrian crossing points.

A 20mph zone would require additional features to ensure vehicles keep to this speed. Therefore the proposals include a mini-roundabout at the junction of B2110/Paddockhurst Road and a one-way priority system near Mount Lane. These proposals are displayed on the sections below. This zone would compliment potential features in North Street and Lion Lane as part of redevelopment proposals on the east side of North Street, but also support work on a school safety zone in Church Road (not shown).

D) Your views ...

With every scheme there will be disadvantages and principally this will be the moving of the bus stops from the green. Turners Hill Parish Council will be discussing the impact of this change with the local bus company and seek ways to enhance other stops in the village.

The scheme is still being developed and before further work is carried out we would like to know the views of villagers on these proposals. We would therefore ask you to complete the rest of this questionnaire so that we can use your feedback in developing these proposals.

- 1 Do you support the closure to vehicular traffic of one side of the road adjacent to The Crown to improve access and safety (as described in section A)?

23	9
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But only if the bus stops are still in good locations

Noted

I can see the advantages in this but have concerns (no box ticked)

Noted

Have the police advised on this?

Will be consulted as part of statutory process

2 If 'NO' would you prefer to see a different type of scheme and if so what would it look like?

What other scheme? What is wrong with bus stops?

Bus stops could not remain in current positions if proposed scheme went ahead

Leave green as is, make slip road one way towards East Street. Amend proposed roundabout to enable north bound traffic to negotiate. Enlarge the roundabout (mini as shown) incorporating widening the junction as in B

This will be looked at

I don't know and can't make up my mind whether closing the road at The Crown would be a help. There is little space at the green.

Noted

Having the two roundabouts that are proposed will not alleviate the problem of traffic 'backing up' on the feeding arterial routes. Do not close road in front of Crown but use existing green as roundabout

Will look at this option

Yes to 1 but would really worry that traffic would back up down the steep hills (snow/ice) and also traffic going to EG from the school road would have to queue to turn right at the green & this would back up into the main road.

Will revisit the right turn suggestion taking these points into consideration

Slip road North St- East St made one way eastbound, East Street one way outside Crown to new roundabout, extend slightly village green.

Will look at this option

I support the idea of 20mph zone for the village. A width restriction at both ends of East St to prevent lorry traffic, the restriction would lower automatically for Cox Skips vehicles only. A road could be built from the junction of B2110 Paddockhurst Rd, straight down past the pond and come out on to B2028. This would reduce traffic through the centre of the village.

The law does not allow us to prevent access to all vehicles. Vehicles other than those belonging to Cox Skips go to the site This option would have a serious impact on the AONB and would make the school and near properties into something of an island

Concerned that the traffic speed in East St would increase as no need to slow down for traffic coming straight across the cross roads so would accelerate out of the village, round a sharp corner by current bus stop. Turning right onto North St from East St could be very difficult as all traffic for EG will be North St waiting to turn, would this force traffic to go up and completely around the roundabout

We are already looking at how the traffic from the current slip road can be slowed even further, however there would be a 20mph speed limit in place. Right turn will be looked at again. Yellow box under consideration

to come back down North Street? I can envisage the junction opposite Mace completely gridlocked perhaps needs a yellow box to assist with traffic flow Current plan would bottle neck current levels of congestion into one road only We would not get off our drive in East Street. Traffic to continue in front of Crown to go straight on or left turn only. From slip road no left turn only right towards CD. Stop sign, not give way, at junctions of slip street and East St.

Will look at this option

Judicious use of traffic lights to facilitate traffic flow through centre of village/crossroads. Develop role of village green as a roundabout.

This will be looked at

It seems the only community activity would be to the business of the Crown PH. The Crown may not always be a public house as such.

The village could go back to using the green for things like St. Georges Night and other such small community spirited events. The future of the public house is not currently in question and we have no reason to believe it will be.

3 If 'YES' to (1) are you happy with the proposed mini-roundabout and widening at Selsfield Road/North Street junction shown on the plan (as described in section B) to accommodate the change in traffic movement around the green?

(If 'YES' please go to question 5)

19	5
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There are issues that arise from this so although in its simplest form it appears to be a good idea I think that this should be explored further.

All issues will be looked at

We are looking to the future. A leap into the mid 21st Century and the use of synchronised traffic lights. These can be timed to close off when not required and safe crossings for the public.

The use of traffic lights is being investigated again

4 If 'NO' to (Q.3) what alternative would you prefer?

If someone decides it is going to happen no good arguing because it will probably happen, no story. No suggestions leave well alone

Noted

A mini roundabout outside shop at this would become a busier cross-roads. I don't think a roundabout at the top of the hill is necessary and may cause more problems as cars will have to stop at top of Selsfield Road, so more likely to roll backwards into cars behind as they try to pull away. The raised surface is a good idea and would encourage a speed reduction. A simple T junction would

Ways of providing a mini roundabout at the top of Lion Lane have been looked at but it is difficult to achieve and would remove all parking in the area which would not benefit shops/residents. Vehicles already have to stop at top of Selsfield Rd for traffic and school crossing and do so with no problems. T junction would not help safety and flow

be adequate.

Larger re positioned to accommodate right turns from East Street.

To be looked at

The mini roundabout needs to be larger. (Roundabout envisaged similar to EG junction at High Street, College Lane, Lewes Road)

To be looked at but space is limited

Yes to 3 but would prefer traffic lights at brow of hill

To be revisited

Needs to be slightly larger to accommodate the one way westbound traffic from East St (as per suggestion in 2)

To be looked at

Make Church Rd and junction with Selsfield Rd a T junction and move the roundabout to the junction near Central Stores

See above

We support the mini roundabout but have concerns regarding the traffic congestion when the vehicles will turn right into East St, the right turn needs to be given priority.

To be looked at again

Q3 not answered - roundabout instead of crossroads is excellent idea and will allow traffic to flow more evenly in the directions of Worth and Haywards Heath

Noted

5 Do you support the approach to promote a 20mph zone together with traffic calming features? (as described in section C)

31	3
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I would like to see the introduction of 'pinch points' on all four roads into the village, similar to those used around the Maidenbower roads, drivers have no choice but to slow down then.

This will be looked at

I support a variation on the 20mph scheme as described in my answer to Q1 (no box ticked)

Noted

Yes but not pinch point, not required

6 If 'NO' to (5) would you still like to see alternative measures to improve pedestrian safety. If 'YES' what do you think they could be?

3	0
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I stand several times a week to cross to the shop & post office and know a crossing there would be a disaster because if one had to stop the rest would run into the back of one another.

Traffic calming yes, raised mini-roundabout no. 20mph yes
What about pedestrian crossings

Zebra crossings - especially for the crossing from the Crown to school

We support 20mph zone but not traffic calming features

20mph zone signs, speed bumps outside Crown, TH school, Ark end of East St.

Yes to 5 but would like speed humps

**7 If 'YES' to (5) do you agree with:
The mini-roundabout at Church Road/ Paddockhurst Road
in support of the 20mph zone and
if 'NO' what are your concerns?**

26	4
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No 20mph limit no roundabout

Undecided - I'm not convinced it will help reduce the speed. Other traffic calming measures may be better such as speed humps. There will be more congestion and a lot of the time traffic coming into the village doesn't reach 20mph anyway.

It is a beautiful part of our village that appears on your website. There is a blind part of the junction but most people use the main junction to turn right. This will be made all the safer if 20mph zones and a one way priority system near the village gates was developed. With this and the new pedestrian crossing will keep traffic speed low. Why go to the expense and unappealing sight of another dot roundabout.

Vehicles do have to stop at this point at busy times of the day and do so safely.

To be looked at again

Will be considered

Without traffic calming on each road we cannot have 20mph zone. These features have to be in place in order to reduce speeds.

To be looked at but see above

Will be looked at

Noted

Noted

We do have to have speed reducing features on the approach roads in order to comply with regulations for 20mph zone.
Roundabout is for traffic flow as well.
Ideas will be looked at

Don't really see the need to go to this expense - if the pinch points (mentioned in 5) were in place say by the village gates and the church, then traffic would already be driving slow enough to negate the need for a roundabout.

This is a great idea.

In combination with other traffic calming measures as you enter the village boundary such as speed cushions.

The traffic from Worth School direction could be slowed down through speed bumps and going 30mph then 20mph

**8 If 'YES' to (5) do you agree with:
The give-way priority at Mount Lane in support of the
20mph zone and if 'NO' what are your concerns?**

22	3
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Not sure give way priority is needed if there is a 20mph. Speaking from experience coming in and out.

I think a mini roundabout at this junction would be more suitable and would slow through traffic

Traffic flow and increased congestion

Traffic leaving the village would have no reason to slow down once on East St as they do not have to give way. So vehicles would accelerate out of the village past driveways, new proposed bus stop with 50+ Imberhorne students waiting. It can already be difficult to get out of driveways with less hazards for vehicles will get worse.

One unsure

The roundabout will allow traffic to flow better as well as reduce speed. Ideas will be looked at

Thank you

This will be looked at

Very difficult to get a 30mph speed limit on Paddockhurst Rd although WSCC considering 40mph at present.

We do have to have speed reducing features on the approach roads in order to comply with regulations for 20mph zone.

This will be looked at

Noted

Noted but the intention is for the road to be 20mph only

9 Please outline any further reservations/ concerns about the proposals presented?

I do not like the school car park idea or the entrance to it. Why not turn the playground into a car park as the gates are already in place; then turn the school field into a playground and extend the fence at the end of the playfield across to where the proposed car park would be. This would mean less work and expense, the children will have one larger play area all year round (away from the road) and the farm fields can stay as they are (other than the section taken for the new playfield). The animals will then go right up to the school field which the children will enjoy. We would benefit from a new driveway under the new proposals, which would be safer for us, but we worry about our security with an open driveway behind our house. It makes us an island with people able to drive completely around our property. It takes away our enjoyment of the sheep and cows coming right up to our garden on all sides, and ruins our views. These are the reasons we live here and it feels like we may be forced to move away. The proposed housing estate behind the Old Vicarage are ridiculous and the scale on the drawing is completely wrong. You won't fit 40+ properties on that land and keep a rural feel. The entrance road won't fit and will impair the quality of residents lives. This will also increase the number of cars in the village. We want a quieter, more rural village, not a busier one. Build in towns not villages.

Makes residents access very difficult (The Old Manse & The Courtyard) and road markings extend beyond driveway making a right turn impossible. Cost of purchasing road from WSCC. This alternative would appear to require minimum disturbance to village green and drains and a considerable saving in cost.

Guess something has to be done don't think it will relieve traffic congestion. Too dangerous to move the bus stop though I know they don't come very often.

Sorry I haven't been very helpful, if I was standing there when building I might have same idea. We here are mostly elderly and manage - just sad the village will be spoilt like other villages.

Car park provision is still being considered and comments will be taken into consideration.

The drawings will be checked but are believed to be correct
The proposed homes will fit on the site as we believe will the road but all these issues will be carefully considered.

The village is in need of more housing and more people in order to make it sustainable and viable for all

We are assured a right turn is possible but will re-visit this aspect of the proposals.
The road does not have to be purchased from WSCC.

The intention is to make it safer for pedestrians and motorists. The bus stops are already in place by the entrance to the recreation ground and are very safe.

There is no intention of spoiling the village, the idea is to enhance and make safer

Entrance to new car park too far out if for village use as well as school use. If in 20mph zone why can't entrance be on Church Road.

Car park area in Church Road would benefit from entry/exit straight onto Church Road by old water tower and not off the new roundabout at Paddockhurst junction, it would be in the 20mph zone. It would promote people to use it.

Pedestrian crossing to village shop essential. Also pedestrian pavement as far as the Antiques shop and footpath opened to Noahs Court. Would also like to see electric point erected to charge an electric car or bicycle. Concern that the present green will not be used as much. Speed cameras essential.

Pedestrian crossings. Traffic lights. Pedestrians need to cross road safely. Drivers still drive on regardless. We need a pedestrian crossing.

Egress from proposed new car park by school could well only afford limited line of vision. Proposed new route for children to walk to St Leonards doubles the risk involved by crossing the road twice. Extend path past mini roundabout, have controlled crossing zone over to Grove Cottage and then all round to Church. Have warning lights and notices on Paddockhurst Rd before approaching bend which can be manually operated when necessary.

I am angered that no one has felt the importance of adequately addressing the safe passage of our children across North Street to our village school. Why does this not feature as a priority in our neighbourhood plan? A raised hump is not a crossing, it cannot be relied upon as a way to stop cars. The argument that there is a lollypop lady at the start and end of school is poor. There is no one to help midday collection of toddlers (mums often with pushchairs) after school clubs, evening events and more often than not on parents returning, often with pushchairs, after drop off. I think the more recently proposed car park for the school has not been thought through why opt for more urbanisation and destruction of views before looking at options for redevelopment of the school car park as it stands. Why not remove the roundabout and replace with small linear beech hedge which frees up more parking spaces. Also remove the large grass bank that only presents danger to the children falling into the road. This is a large space that would be opened up and again offer a good number of new parking spaces. There is a significant under utilisation of the Church car park by parents/visitors etc. but if the crossing and traffic calming and new footpath were

Entrance is on Church Road - entrance nearer to school to be looked at

This will be looked at

There is insufficient space for a pavement and the land between Albion House and Shamrock Cottage is not in public ownership. If the green is enlarged towards the Crown it can be used for village events far more than is now possible. Comments re crossing point, electric car point and speed cameras noted and will be considered.

This will be looked at again

Site lines will obviously need to be checked. There is insufficient space to provide a safe footpath and crossing as suggested - this has been considered and will be revisited. There are strict controls on what can be done and what signs / lights can be installed

The Parish Council has always been concerned to make the village as safe as possible and believes this latest proposal offers real improvement. The raised humps are not a crossing but, with the use of islands, do provide improved crossing points. The school crossing patrol is supplied by WSCC as a means of helping parents get their children to and from school at the beginning and end of the day. Turners Hill Tots is not funded by WSCC and they have no current involvement in providing more school crossing patrol hours. The same goes for after school activities. Redevelopment of the current front of school parking area will not provide sufficient space for parents and visitors neither would it provide for residents use. The grass bank to the side was never intended as a play area for children and should not be used as such. The Church very kindly allows parents to use the car park but it is obviously not considered as convenient by many parents. The Church would also benefit from the proposed car park on days when large services are being held.

The bottleneck situation will be looked at again.

The crossing facilities will be looked at again.

in place this would be addressed. I think the school also needs a pathway around the back of the Old School House Cottage that provides alternative access to the school avoiding the narrow footpath. Although we think that the village green development would be pleasing in many ways we think that if a roundabout is created it seems strange that 50 yards or so away another bottleneck is being created for traffic from East Street not being able to utilise it. And, finally, touching on an issue that is very significant to us, we are frustrated that we seem to be prepared to create/rely on traffic calming measures as a way of safeguarding our children. An official crossing should be created. (no postcode)

The over sized new car park for the school

The junction of the B2208/B2110 is currently congested - I don't believe the new proposal would help. I would suggest another roundabout with a pedestrian crossing to the south to give the (elderly) better access to the village shop. I understand a crossing is included in the plan so I very much support this.

I came along to the consultation at the school and found the meeting very informative, it was especially helpful when Thelma Mason spoke directly to me about the proposals rather than me having to work it out for myself. I have a concern over the proposed car park alongside the school playing field. The car park would be on land currently used for farming and land which often has cattle or sheep grazing it with delightful views across the valley to the farm beyond. To develop a car park there seems to me to be a great shame. I appreciate the suggestion that the car park would be of benefit to school families coming from Worth/Maidenbower direction; however there must surely be sufficient parking in the church car park which is already well hidden from the road. If the thought is that it is not very safe to walk children across the junction of TH Rd/ Paddockhurst Rd, then with adequate measures in place to reduce the speed of traffic along these roads this would improve the safety of crossing. I have included my suggestion to reduce traffic speed in the questionnaire, however I will reiterate it here. As in Maidenbower I suggest that at the village gates on the Paddockhurst Rd and on Turners Hill road where the 30mph sign is, that the pinch points are in place thereby forcing only one car's access at a time with priority over drivers leaving the village; other speed reducing methods like sleeping policemen, could also be introduced within the 30mph area along the Paddockhurst Rd leading up

The proposal for a community car park to serve the school and village is to be looked at further

Noted and will be looked at

The car park is not only for parents from Paddockhurst Road and Maidenbower but for all parents and residents to use regardless of which direction they come from. Many parents living in the village take their children to school by car as they then go on to work and this would help them as well.

Pinch points will be looked at

to the school. With these measures in place I feel pedestrian safety would be greatly improved. Another point regarding families using this car park when coming from Worth/Maidenbower is that, if and when the proposed housing goes ahead and the children from these new houses join the school, surely there wouldn't be enough space for families to join the school from as far away as Worth /Maidenbower, thereby these driver numbers would decrease? Obviously the thought is that drivers will use the new car park when coming from the Crawley Down direction too. In this instance my solution would be to increase the parking at The Ark, again negating the need to decimate a beautiful view. Parking at The Ark has never seemed adequate, when organisations hold their meetings their cars are regularly parked up in the grass verges along East St and along the access road to the Ark, often up on the pavement to help increase the road width between cars parked on opposite side of the road. Even families visiting the park before going home after school, myself included, often park on the access road because the few parking bays near East St have already been filled. If a car park of the size suggested at the school was placed alongside the play area then surely there should be adequate parking for all to use. If the thought is that the proposed car park is for the use of the school staff, again I have a proposed solution. Outside the front of the school there are two grassy areas, neither of which seem to have much of a purpose. The 'roundabout' bit in the 'D' often has its edges driven over and is not very attractive, surely the ideal opportunity to turn into parking bays. Equally the bank by the wheelie bins could surely be removed to make way for parking bays; having a bank for children to run down straight into the road has never seemed to be a very good idea to me anyway. Returning to the pinch points I would just like to add that I would like to see these sorts of measures introduced along all roads accessing TH, also with the introduction of speed humps. I can see that the argument against such measures could be that these roads are all used by heavy lorries on a regular basis; my answer to that is that they are not exempt from sticking to speed limits any more than car drivers and as long as the road width with the pinch point installed is the width of a standard single lane road width then surely there shouldn't be a problem. It wouldn't be a bad idea if some of the lorry drivers DID drive a little more carefully through our beautiful village anyway. Good luck!

Children from Paddockhurst Rd (Worth School area) are within the catchment area for the school. The number of children attending school from the catchment area is very low and so the school has ample room to accommodate children from the new developments. It may still be in a position to take out of catchment children as well.

We will look at the parking at the Recreation Ground but feel that there is adequate provision with top car park, side car park, 1½ car parks opposite The Ark and a large rear car park (available when hall is in use only). There is definitely one day a month when car parking is an issue, but technically not through lack of space.

Families using the recreation ground can park in the lower Ark car parks they do not have to use the top one only.

The recreation ground is not owned by the village and would be protected space.

Additional car parking would be of benefit to users of the recreation ground, local residents, and hirers of the Ark but would not benefit the wider community including the school.

Redevelopment of the current front of school parking area will not provide sufficient space for parents and visitors neither would it provide for residents use.

The grass bank to the side was never intended as a play area for children and should not be used as such.

This suggestion will be looked at further

Please no car park near school - this does not help villagers & does nothing for the village look. Please no large housing estate behind fire station - village cannot cope with more houses without more facilities/buses etc. This is Paddockhurst just wanting to make money not doing this for the village.

Access to and from driveway to The Courtyard and The Old Manse compromised by current proposals

If the roundabout is kept at junction of Church Rd & Selsfield Rd there will be traffic backing up from the new junction at the front of The Manse. Better to have roundabout here.

By routing all of the traffic past the current bus stop at the village green, turning right out of there to go to Crawley down will become dangerous and more complicated due to the traffic turning right that would previously have gone straight past the Crown. The school bus service to Imberhorne has changed and there are now forty children waiting in the morning for the school bus. I do not feel that there will be room for the children at the new location near 10 Newstone Cottages.

Is the 20mph enforceable? Concerned with safety of Imberhorne students waiting for bus at new bus stop. Lack of space. Speed of traffic I believe traffic will be accelerating out of village as per my previous comments (Q8). Need bus shelter of some description and pull in area for bus. Takes time for students to join bus, as all children on same bus. Is moving bus stop from centre of village a good idea?

Too many roundabouts

Our fear is the decision has already been made! If pinch spot is put in place where are East St residents to park. Should be other side of Mount Road. Road humps best for all. On an average of 1-5 cars per house the newly approved

Car park facility will we believe be of benefit but this is still under consideration. The village needs more housing in order to provide homes for local people, children for the school and customers for local businesses. Improved health facilities and improvements to other services are currently being looked at. Any developer will be looking to make money and the land available close to the centre of the village is in the main owned by The Paddockhurst Estate. They are working closely with us to provide the type of homes needed, help with car parking both in terms of community car park and additional car parking within new development for access to the shops, together with help with some highway improvements.

This will be looked at again

This will be looked at again

The right turn situation will be looked at again.

The children waiting for the bus will be able to use the large front area of the recreation ground to wait safely

Yes, it is not like a school zone which applies at certain times only. The children waiting for the bus will be able to use the large front area of the recreation ground to wait safely. The bus shelter can be moved to the bus stop in place at the recreation ground. Comments re speed noted as above.

Comment note

Decision has not been made hence the consultation. Consideration is being given to parking on East Street. Road humps would prevent car parking in its current position. We will revisit the report to check on the point re new development.

housing will add to congestion which contradicts your report. The only possible beneficiary of this plan will possibly be the Crown pub.

Concern at speed and manner in which motorists currently corner as turning into slip road from East St and in particular as turn into slip road from North St. Suggest corners which would require a more conscious 'turn'. Proposals would create real difficulty exiting Lion Lane towards current crossroads. Proposals surely just shift crossroad problem down the hill to junction of North St and slip road.

Would it be better to have a mini roundabout at the shop end of the green as well as roundabout at the junction by school & Crown. For working people & those wanting to go further afield for days out, would it be possible to re-arrange the bus timetable so that this village has good connections with CD-EG-HH-C-TW so we may be able to travel by bus at sensible times for getting around our country without the use of cars which add to congestion I am sure if we could get to and back to the towns and train stations we would take some cars off the road. Maybe instead of double decker buses smaller size bus more frequently through the village would sort the problem.

The cost of alterations to traffic flow. The possible legal costs to the Parish rate payer if not supported by Government or West Sussex. Have you any idea of the cost of proposals!! In France some villages the speed limit is 15 km an hours and if caught speeding it is heavy instant fine which you must pay or walk to cash point or bank.

My general opinion of the whole "makeover" is rather on the negative side, I'm afraid, but only because it will look less and less like the village I was born into. That aside I am realistic enough to appreciate something just has to be done to deal with ever increasing volume of traffic and collisions in the village as it is now, let alone when even more houses are built. Besides, things only change gradually and are the hot topic of conversation for a while before the next bit of "gossip" takes over!! I've lived with all the changes since Medway was first developed, so I'm quite sure I shall manage to cope with a few more before I fall off my perch!

The Councils intention is to benefit all residents by making the roads safer.

Noted and will look at this again

To be looked at

Agreed to be investigated

Funding is being investigated, some costings already carried out. IF funds were required from residents there would be a poll to seek agreement, however it is not the Councils intention to go down that route if at all possible. Law in France is different to England.

To help us with feedback please can you let us know your postcode:

RH10 4QZ	TH Park
RH10 4QA	East St (east of Mount Lane)
RH10 4YY	Hill House Close
RH10 4PN	Willow Ridge
RH10 4PE	TH Rd (Tulleys area)
RH10 4NS	North St
RH10 4NS	North St
RH10 4PA	Church Rd
RH10 4RE	Noahs Ct
RH10 4PA	Church Rd
RH10 4PA	Church Rd
RH10 4RE	Noahs Ct
RH10 4PU	East St
RH10 4RE	Noahs Ct
RH10 4YY	Hill House Close
RH10 4PP	Selsfield Rd
RH10 4SF	Paddockhurst Rd
RH10 4PP	Selsfield Rd
RH10 4PU	East St
RH10 4QD	East St (near Alexander House)
RH10 4QA	East St (east of Mount Lane)
RH10 4PL	Withypitts East
RH10 4NS	North St
RH10 4PJ	Withypitts
RH10 4NP	North St (past Medway)
RH10 4PX	East St (Newstone Cottages)
RH10 4PX	East St (Newstone Cottages)
RH10 4PX	East St (Newstone Cottages)
RH10 4NS	North St
RH10 4YY	Hill House Close
RH10 4YY	Hill House Close
RH10 4PL	Withypitts East
RH10 4NS	North St

Thank you for the opportunity for consultation, very informative.

Thank you