

EAST GRINSTEAD NEIGHBOURHOOD PLAN



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GLOSSARY

AFFORDABLE HOUSING

Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. (NPPF)

CIL

Community Infrastructure Levy. A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

COMMITMENTS OR COMMITTED SITES

Sites already in the planning process which have planning permission for residential development or are allocated in a Development Plan Document.

DP

Mid Sussex District Plan (proposed submission document, May 2013).

NEIGHBOURHOOD PLANS

Neighbourhood plans are a new way for communities to decide the future of the places where they live and work. The Government has introduced the right to do neighbourhood planning through the Localism Act, which gained Royal Assent on 15th November 2011.

NPPF

National Planning Policy Framework, DCLG, 2012. Sets out the Government's planning policies for England, and provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflects the needs and priorities of their communities.

SANGS

Suitable Alternative Natural Green Space - Green space that is of a quality and type suitable to be used as mitigation for the potential impact of development near the Ashdown Forest Special Protection Area.

SMARTER CHOICES

A phrase used in Government publications to reflect the desired outcome of what have often been termed "soft measures" to influence travel behaviour. The report "Smarter Choices: Changing the Way we Travel" (Cairns et al, Department for Transport, 2004) states that 'soft' transport policy measures "seek to give better information and opportunities, aimed at helping people to choose to reduce their car use

while enhancing the attractiveness of alternatives. They are fairly new as part of mainstream transport policy, mostly relatively uncontroversial, and often popular. They include:

- Workplace and school travel plans;
- Personalised travel planning, travel awareness campaigns, and public transport information and marketing;
- Car clubs and car sharing schemes;
- Teleworking, teleconferencing and home shopping.

STRATEGIC GAP

Area of largely open land between settlements, which helps to maintain the separate identity and amenity of settlements and prevent them merging together.

SUSTAINABILITY

The creation or maintenance of conditions that fulfil current and future economic, environmental and social requirements.

SUSTAINABLE DEVELOPMENT

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework places a requirement on local planning authorities to positively seek opportunities to meet the development needs of their area and guide development to sustainable solutions.

OTHER DEFINITIONS FROM THE NATIONAL PLANNING POLICY FRAMEWORK

ANCIENT WOODLAND

An area that has been wooded continuously since at least 1600 AD.

BEST AND MOST VERSATILE AGRICULTURAL LAND

Land in grades 1, 2 and 3a of the Agricultural Land Classification.

BIRDS AND HABITATS DIRECTIVES

European Directives to conserve natural habitats and wild fauna and flora.

CONSERVATION (FOR HERITAGE POLICY)

The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

DECENTRALISED ENERGY

Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies.

DEVELOPMENT PLAN

This includes adopted Local Plans, neighbourhood plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

ECONOMIC DEVELOPMENT

Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

GREEN INFRASTRUCTURE

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

HERITAGE ASSET

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

HISTORIC ENVIRONMENT

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

LOCAL ENTERPRISE PARTNERSHIP

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

LOCAL PLANNING AUTHORITY

The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to Mid Sussex District Council

NATIONAL TRAILS

Long distance routes for walking, cycling and horse riding.

NEIGHBOURHOOD PLANS

A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

OPEN SPACE

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

PLANNING OBLIGATION

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

POLLUTION

Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity.

PRIMARY SHOPPING AREA

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

PRIMARY AND SECONDARY FRONTAGES

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

RURAL EXCEPTION SITES

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

SPECIAL AREAS OF CONSERVATION

Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

SUPPLEMENTARY PLANNING DOCUMENTS

Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design.

Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

SUSTAINABLE TRANSPORT MODES

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

TOWN CENTRE

Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.

TRANSPORT ASSESSMENT

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

TRANSPORT STATEMENT

A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

TRAVEL PLAN

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

WILDLIFE CORRIDOR

Areas of habitat connecting wildlife populations.

WINDFALL SITES

Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.



Why East Grinstead needs a Neighbourhood Plan

1. WHY EAST GRINSTEAD NEEDS A NEIGHBOURHOOD PLAN

1.1.1 This is the East Grinstead Neighbourhood Development Plan (called throughout this document the Neighbourhood Plan). It has been prepared to guide development and changes in the Town and Parish of East Grinstead through to 2031.

1.1.2 There is a need to consider all future development together rather than only reacting to individual or piecemeal development proposals. The Neighbourhood Plan will enable this to happen. Change over the next two decades will be steered towards the realisation of a vision for the town. This includes:

- Meeting local sustainable housing needs,
- Securing more employment and a stronger economy,
- Increasing access by sustainable means, and
- Revitalising the historic town centre to strengthen its role at the heart of the community.

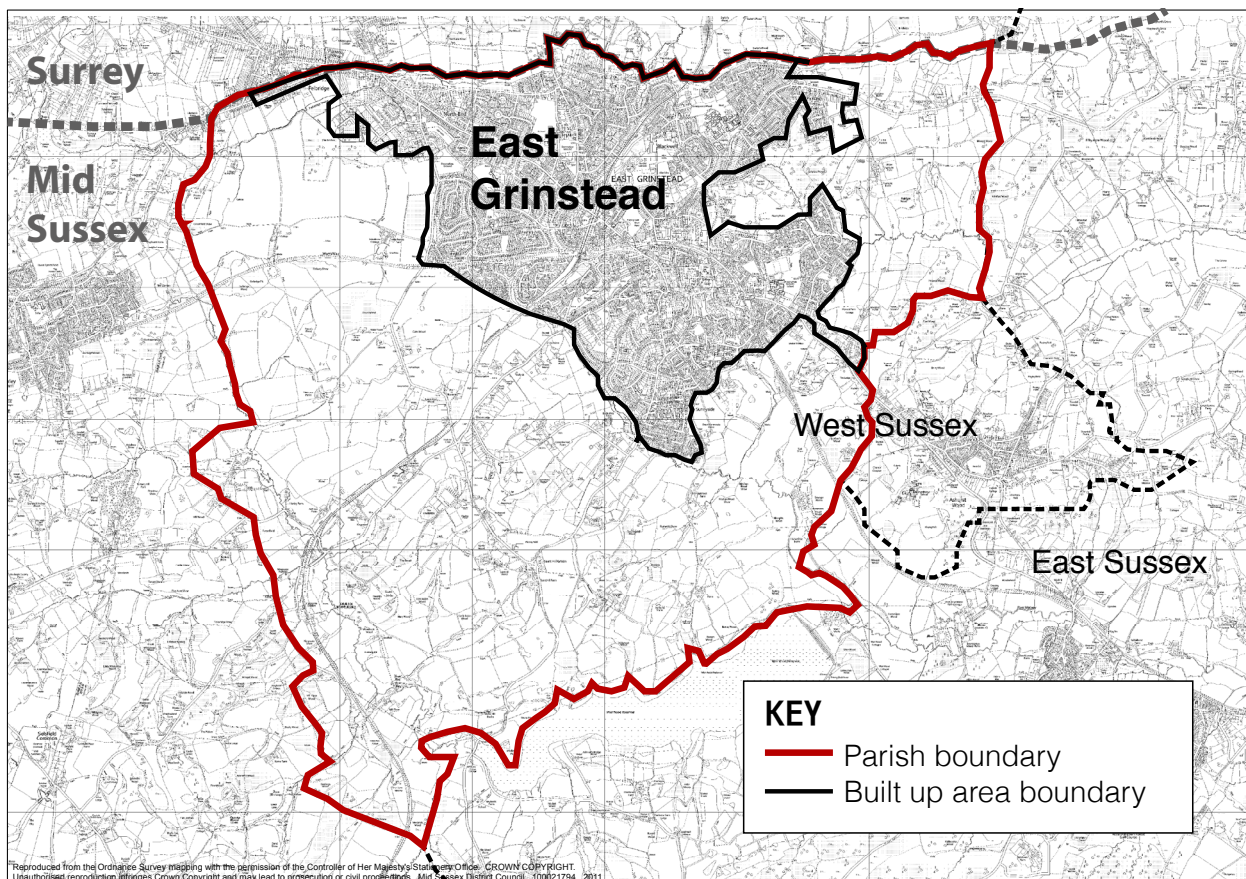


Figure 1 -Parish and East Grinstead designated built up area boundaries

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- 1.1.3 Within this overarching vision is the need to provide for the housing needs of the town, while dealing with demands on the town's infrastructure, including the main road network. Resolving this conundrum is a key reason for the Neighbourhood Plan. There are two other important issues that are addressed, and these also relate to the growth issue. First, the town centre is not realising its potential to be a distinctive and thriving place, and is vulnerable to competition from out-of-centre facilities and other town centres within easy reach. Second, a shortage of employment opportunities, a high office vacancy rate and low wages in relation to local house prices, all contribute to a high level of outward commuting. The Neighbourhood Plan aims to achieve a step change improvement to the town, to meet the locally determined vision for a more self-sufficient and thriving community.
- 1.1.4 The cost of housing has risen to levels that make it increasingly difficult for young people and especially families to set up home independently and to remain in the town. An increase in the provision of housing is therefore accepted by a majority of respondents as necessary to meet these aspirations, and the Plan is therefore needed to set out what the appropriate level of growth should be, what sort of accommodation should be provided and in what locations, and other related issues such as affordability and pace of growth. The Plan is also needed to consider the social, economic and environmental aspects and impacts of housing growth.
- 1.1.5 Without the Neighbourhood Plan there is a danger that incremental development will take place without contributing to the improvement of infrastructure, or the quality of the town. It is anecdotally held that there is also a danger that the town centre will stagnate or decline, and that opportunities for investment will be lost. The Neighbourhood Plan provides the specific policies and vision to guide change, to create confidence, and to provide the necessary context for individual initiatives, from whatever source.
- 1.1.6 The endorsed aims, statements and policies of previous plans that have direct relevance to the provisions of this Neighbourhood Plan are included in Appendices H and I.



What the Plan aims to achieve

2. WHAT THE PLAN AIMS TO ACHIEVE

2.1.1 The Plan is designed to provide the local planning authority (Mid Sussex District Council) with a locally-endorsed basis for determining planning applications in East Grinstead Parish. It also provides local authorities and other bodies a firm basis for making other decisions affecting East Grinstead, in particular those concerning funding, infrastructure, affordable housing and environmental protection. The Town Council will use the Neighbourhood Plan as a basis for its responses to consultations on planning applications and other matters, and more widely for promoting the interests of the town. For private sector investors and stakeholders, the Plan gives a degree of certainty as to the future direction of change, as well as specific guidance as to where and how development and change can take place.





Vision and objectives for East Grinstead

3. VISION AND OBJECTIVES

3.1 THE VISION

3.1.1 The Mid Sussex draft District Plan contains the following vision for the District as a whole:

“A thriving and attractive District, a desirable place to live, work and visit. Our aim is to maintain, and where possible, improve the social, economic and environmental well being of our District and the quality of life for all, now and in the future.”

3.1.2 In conformity with this, the Neighbourhood Plan pursues

“A positive vision for a future East Grinstead that is socially inclusive and vibrant, economically robust, with a high degree of self-sufficiency, and with a first rate environment.”

3.1.3 The Plan is designed to guide and promote action over a number of years to create one of the finest historic market town environments in England by reducing the dominance of motor traffic, and by stimulating investment in retail, employment, culture and community activity. Expanding the tourist and leisure offer is seen as a key part of this change, building on the town's special character, its landscape setting, and the connection to the Bluebell heritage railway line.

3.1.4 The aim is to work towards town improvement, and priority will be given to creating a high quality town centre that will strengthen its role in people's lives, and attract visitors and investment. At the same time, there is a need to address the persistent issue of traffic congestion and delays on the main roads through the town, which acts as a constraint on growth and investment. The approach to this is seen as being partly pragmatic traffic management, but also the focusing of efforts to achieve more sustainable travel choices, which will reduce the traffic burden and hence ease congestion.

3.1.5 With an attractive and vibrant town centre, more people travelling on foot, cycle and public transport, and a greater proportion of people working at home or within the town, the need to travel or commute by car will be reduced. In this way, with a reduced traffic demand, a modest increase in housing can be accommodated in the town to meet the needs of East Grinstead families, without impacting severely on either the road network or the Ashdown Forest and other protected habitats.

3.2 TOWN CHARACTER

- 3.2.1 East Grinstead is one of the three main towns in Mid Sussex and with a population of over 26,000 is the largest settlement in the northern part of the District. It is also one of the oldest towns in the County, and its importance as a market, industrial and commercial centre dates back to medieval times. Its character and role has evolved gradually over many centuries as economic and social circumstances have changed. Nevertheless, it retains its historic core, centred on the High Street, where many buildings date back as far as the 14th and 15th centuries. Planned in the early 13th century, the High Street still has an almost unbroken line of timber-framed buildings along its southern side. Some are over 650 years old and boast 14 of the open-hall type, more than any other town in the country. It is officially classified as a Conservation Area.
- 3.2.2 The town is set in very attractive countryside, which extends to the edges of the built up area and which includes, to the south and east, part of the High Weald Area of Outstanding Natural Beauty. Ashdown Forest with its 25 square miles of woodland is close by. The town has been developed on a flat-topped ridge which extends from Ashurst Wood in the south east to Imberhorne Lane in the west. A ridge also extends along Holtye Road to the north east, and southwards towards Saint Hill Green. These ridges are dissected by steep-sided wooded river valleys to the south of the town. This physical form has given the town a distinctive character and setting in relation to the surrounding area¹.
- 3.2.3 The town has direct rail access to Croydon and London, and is the northern terminus of the Bluebell line, a preserved steam railway attraction. Passing through the town is National Cycle Route 21, which uses the Worth Way to the west and Forest Way to the south east, providing a safe and attractive path for walkers and cyclists (including school children) beyond the town. This route also forms part of the “Avenue Verte” international route between London and Paris.
- 3.2.4 The town has predominantly a service economy, although there are also some industrial and distribution businesses located mainly in the northern part of the town. There is a wide range of cultural and sporting facilities, a regular farmers market and community events.

[1] Includes text from the 2004 Mid Sussex Local Plan



The Plan

4. THE PLAN

4.1 TOWN CENTRE

BASIS FOR THE POLICIES

4.1.1 The policies are designed to encourage and enable a step change improvement in the quality of the town centre, in the attractiveness of the town, and in the variety of retail, employment, community and other facilities.

4.1.2 The objectives for the Town Centre are as follows²:

Objective 1: Provide a robust structure to the town centre that ensures that future development complements and integrates with the unique character of the town.

Objective 2: To improve levels of accessibility and permeability within the town centre by providing safe, direct and attractive routes that encourage walking, cycling and use of public transport.

Objective 3: To create opportunities for new retail and associated parking within the town centre that dramatically improve the quality and offer of the shopping experience.

Objective 4: To provide a greater mix of uses and residential accommodation, including affordable housing, within the town centre to increase and diversify its resident, visitor and workplace populations and which gives family orientated evening vitality.

Objective 5: To enhance the public realm and create a new town square.

Objective 6: To ensure new development respects and builds on East Grinstead's special identity and character.

Objective 7: To create a sustainable town.

[2] The objectives remain unchanged from the Town Centre Masterplan (2006), a Supplementary Planning Document adopted after a full consultation process.

4.1.3 For the purpose of the policies relating specifically to the town centre, the area concerned is shown in Figure 2. Also shown is the primary retail area that is also to be the designated a pedestrian priority area.

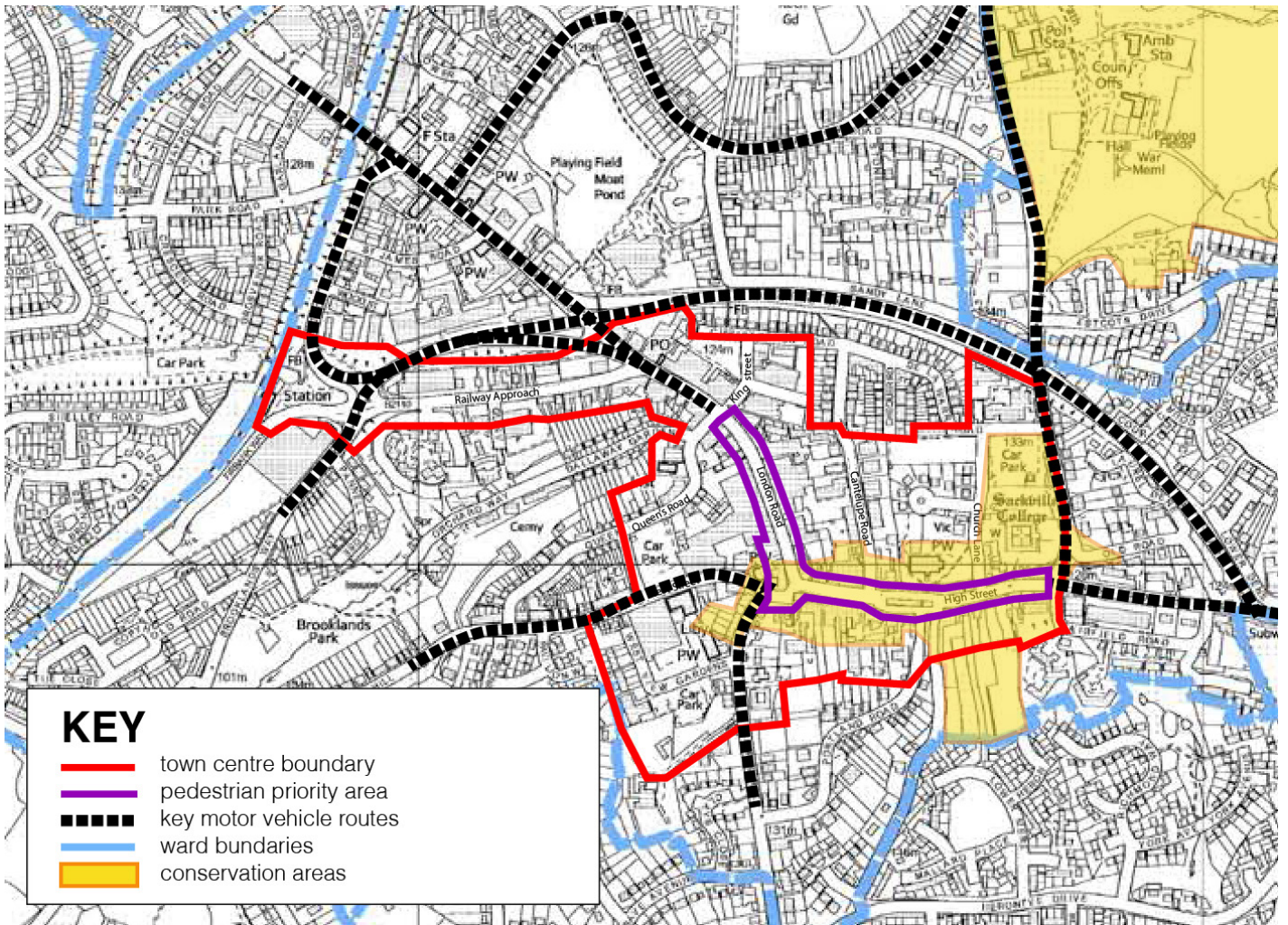


Figure 2 - Town centre boundaries, pedestrian priority area and key vehicular circulation routes

POLICIES

TC01

Streetscape and Shopfront Design Control

To obtain planning permission, all development proposals in the town centre must respect and contribute to the historic character and streetscape, in terms of building footprint, scale, materials, design, layout and landscaping, including frontage and shopfront design.

RELATED ACTIONS

A streetscape and shopfront guidance should be produced to assist owners, developers and investors in preparing suitable development proposals, and to achieve design consistency in local planning decisions. A high quality of design for the public realm will be achieved through enhancement of layout, paving and landscaping.

RATIONALE

Streetscape improvements will improve the visual appeal, attracting customers as well as potential businesses.



TC02

Sustainable Access to the Town Centre

Proposed developments will be expected to contribute to and facilitate improved levels of accessibility and ease of movement to and within the town centre by ensuring the availability or provision of safe, direct and attractive routes that encourage access by walking, cycling and use of public transport.

Development proposals that meet the appropriate criteria will be expected to incorporate a Travel Plan, including a commitment to monitor its effectiveness (see West Sussex County Council Guidance on travel Plans).

RELATED ACTIONS

Infrastructure and other measures to be taken to encourage access by sustainable means of travel, including those enabled by developer contributions. Parking facilities provided by the local authority and managed to ensure an appropriate balance between supply and demand, to support business and protect town character.

RATIONALE

Unless access is undertaken less by car and more by sustainable means, the town environment will suffer from excess traffic and parking, and this in turn will undermine the attraction and success of the town.

TC03

Retail Offer

Developments will be welcomed that provide new retail within the town centre that can improve the quality and offer of the shopping experience.

TC03a

On the primary shopping frontage (see map) any developments will be expected to respect the existing character of small units and frontages. New developments resulting in large individual shop frontages will be strongly resisted.

TC03 is consistent with the Mid Sussex District Plan which states: "Policy DP3 supports the regeneration of the town centres... by encouraging developments of mixed uses to meet the needs of the community." The provision of mixed uses also allows for the adaptation of the town centre as retail and other habits change.

TC03b

Larger retail units will be considered on the secondary shopping frontage as part of redevelopment along Railway Approach and at Queen's Walk.

RATIONALE

To maintain the primary frontage with a wide mix of retail including independent traders, while retaining the option for larger footprint retail in the western part of the town centre. Large retail units that have large catchments, which in East Grinstead are difficult to serve by sustainable means of access, are contrary to the sustainability aims of this Plan. This is consistent with the Mid Sussex District Plan, which states: "An important element of achieving sustainable communities is the regeneration and renewal of the (three) town centres so that they can be attractive and thriving retail, leisure and commercial hubs each with their own distinctive character."

TC04 Mixed Uses

Development proposals for the town centre should provide a mix of uses and residential accommodation, including a residential component on upper floors.

RATIONALE

To increase and diversify the resident, visitor and workplace populations of the town centre, which gives family orientated evening vitality.

TC05

Sustainable Building

Town centre developments will be required to demonstrate a high level of sustainability. The principles of HC05 (for residential development) are expected to be fulfilled for all developments.

TC06

Parking Provision

Developments within the town centre boundary (see Figures 2 and 3) must make use of parking that is provided for public use. Development proposals with dedicated off-street parking will not be approved unless there is a special reason for such parking related to the use of the site, and the design and access arrangements do not conflict with the surrounding character and streetscape, or the operation of the core pedestrian priority area.

RATIONALE

All parking in the town centre needs to be managed in relation to overall demand and access public transport, walking and cycling as well as car.

Controls and charges are also needed to manage demand at different times of day and days of the week.. Private dedicated parking leads to inefficient use of space and can also result in numerous footway “crossovers” which degrade the walking environment.

TC07

Change of Use within Retail Frontage

Proposed developments in the town centre should enhance the shopping facilities available and not undermine the retail function of the area. Within the primary shopping frontages change of use will be permitted where:

- A clear predominance of Class A1 shop uses would be maintained, and/or
- The nature of the proposed use would sustain and enhance the vitality and viability of the centre;
- The location and prominence of the proposed use would not lead to a significant break in the continuity of shopping facilities.

Permanent changes of use will be strongly resisted that result in a loss of retail frontage at street level to:

- Use Class A2 financial services (including betting shops and money transfer shops); or to
- B1a offices; or to
- Residential use.

RELATED ACTIONS

Implementation of this policy will also take into consideration Policies TC03, TC04 and TC08.

RATIONALE

To protect the character of the town and to retain the traditional retail space in the town centre.

Policy TC07 is based on the Mid Sussex District Plan, Policy DP3.

TC08

Other Town Centre Activity

Notwithstanding the other policies in this Plan, in particular TC07, consideration will be given to development or change of use proposals that will assist in generating vitality and viability in the town centre, and which support or are complementary to the core retail and community functions of the town centre.

RATIONALE

The nature of high streets and town centres is changing and there is a need to respond to the demand for new types of activity and land uses in town centre locations. For example, cafes and restaurants, and new development types, such as “click and collect” centres, and community uses, can benefit the town centre, and flexibility is needed to plan for the balance between retail and other functions in different locations.



4.2 ECONOMY

4.2.1 Issues facing East Grinstead:

- Ease of access to town centre businesses;
- Limited employment opportunities;
- High cost of living (housing, travel etc.);
- Lack of town centre accommodation for visitors;
- Strong potential for tourist draw, but need to exploit it;
- Limited early evening economy;
- Empty office space in town centre;
- Variable quality of retail offer;
- Lack of facilities for ageing population;
- Lack of community toilet facilities;
- Limited overarching economic and marketing strategy for the town.

4.2.2 While East Grinstead benefits from a relatively healthy local economy when compared to some of its neighbours, its success is dependent upon its ability to function as a **destination**. It has to have a reason to be visited. This destination factor is what drives footfall and this is seen as key to the vitality of the town.

POLICIES

EC01

Town Centre Retail Focus

New retail development in East Grinstead should be focused in the town centre. Outside the town centre retail development will generally be strongly resisted, although small units of less than 300 square metres retail floor area will be considered if they serve local or specialist needs, and if their location is appropriate in terms of traffic, parking and amenity.

RATIONALE

Focussed development will strengthen the town centre's offer to residents and visitors, offering a range of products and services in a single area, and promoting healthy competition. Retail development outside the town centre undermines that objective and also is likely to be more dependent on access by car.

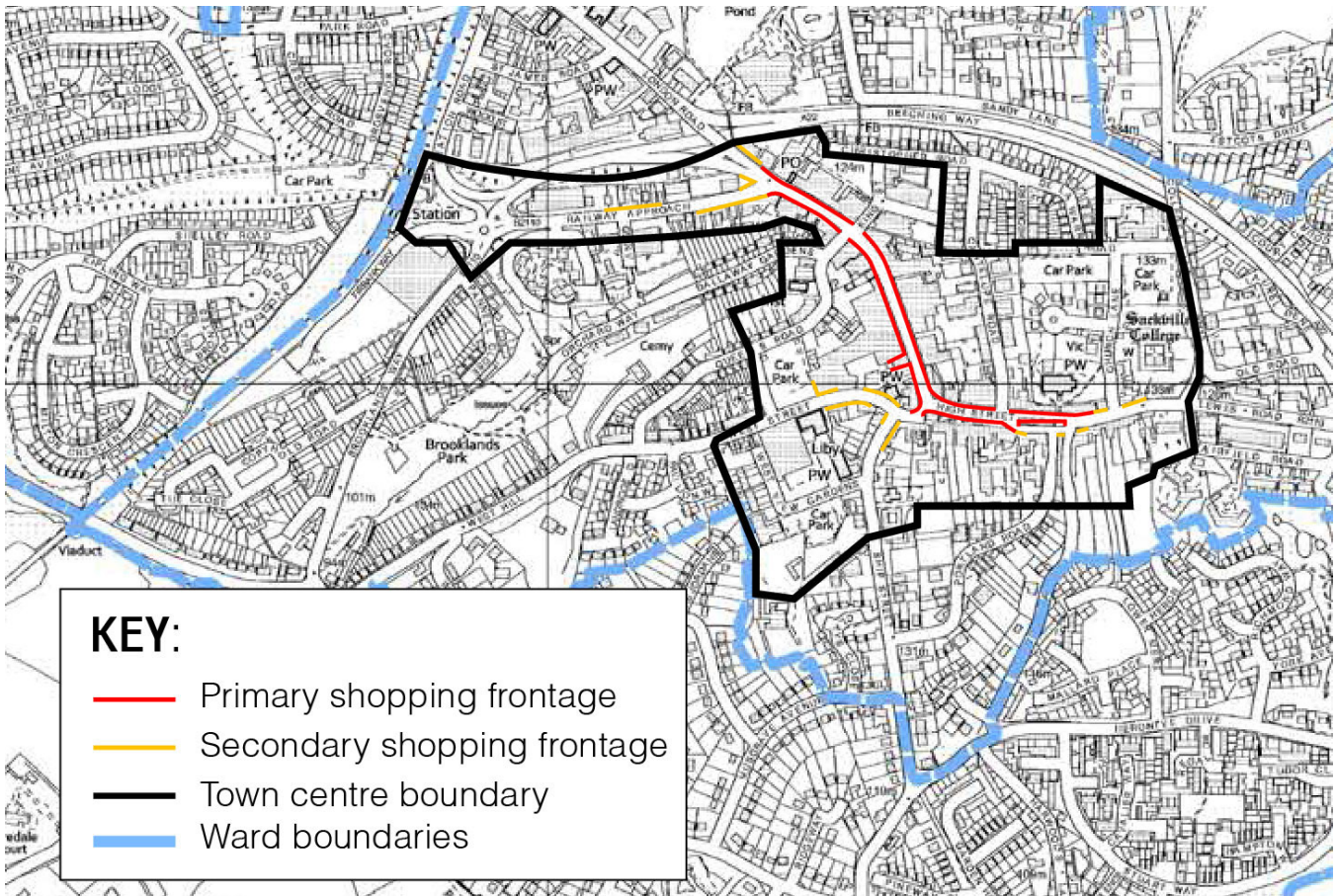


Figure 3 - Primary and secondary retail frontages

EC02

Refurbishment of Queens Walk

Prior to the realisation of full-scale redevelopment, opportunities will be explored to refurbish Queens Walk.

TIMESCALE

Short-term

LOCATION

Queens Walk

RATIONALE

A relatively simple refurbishment of Queens Walk could immediately improve its appeal to new tenants while larger-scale redevelopment plans are decided. This would help to strengthen the town's retail offer, and improve the quality and character of the development itself.

The East Grinstead Town Council response (dated 17/06/2013) to the Mid Sussex District Plan proposed submission referred to town centre policy DP3, and stated: "The redevelopment of Queens Walk in East Grinstead has been so many years in discussion that this must now be prioritised to bring a scheme to fruition. MSDC as a major landowner must undertake to prioritise and support a project that is fit for purpose with appropriate retail and supporting infrastructure."

EC03

Temporary Uses for Vacant Units

The use of vacant commercial premises for temporary or short-term uses by the local community will be encouraged.

LOCATION

Parish-wide

RATIONALE

Access to commercial premises is often difficult for small businesses and start-ups due to set-up costs and lease requirements. A relaxation of these costs and requirements could bring active uses back to vacant units, bringing activity and people back to the town centre during weekdays as well as weekends, as well as varying the town centre's retail and commercial offer.

EC04 Strengthen Employment Offer

Encourage the maintain the total amount of available space for business currently provided in the town, as well as the addition of small-scale employment (A2 and B1 land use) within the town centre.

LOCATION

Parish-wide

RELATED ACTIONS

Policies to extend superfast broadband to all homes to support home working (see policy HC08).

RATIONALE

Increased employment opportunities in the town centre would help to support retail and services during the week, whilst reinforcing the town's wider appeal as a commercial hub. Consideration can be given to relocation (not reduction) of business space.



EC05

Evening Economy

The provision of family friendly evening entertainment and activities will be promoted through pro-active management and an enhanced public realm, including lighting, and support of events and activities appropriate to a town centre.

LOCATION

Town Centre

RELATED ACTIVITIES

Extended shopping hours, special markets and events will be part of this. Effective town centre management will be needed, supported by improved public realm and lighting, to ensure that evening activities do not have adverse affects on local residents.

RATIONALE

Encouraging evening activities within the town centre would strengthen the town's offer to residents and visitors, as well as the local businesses involved. "Family friendly" activity means, for the purpose of this policy, neither late night nor likely to generate anti-social behaviour, and generally compatible with "Purple Flag" standards (<http://www.purpleflag.org.uk/purple-flag-standards.html>).

EC06

Town Promotional Events

The organisation of a series of seasonal events will be encouraged, for example focussing on local produce (e.g. sparkling wine, crafts), heritage, and promotion of sustainable travel, as well as strengthening the regular farmers' market.

LOCATION

Parish-wide

RATIONALE

East Grinstead has a lot to offer local people as well as visitors. By structuring the Parish's offer through seasonal and regular events, it could become renowned for this, encouraging tourism and residents participation and supporting local producers, businesses and community activity.

The range of events could include theatre and arts, entertainment and sports. Highlighting the facilities of Chequer Mead Community Arts Centre and those of the towns numerous quality sports clubs.

EC07

Wayfinding

Develop and implement a wayfinding strategy (physical signing as well as online information) to raise awareness of local businesses and to improve connections, particularly but not only between the Station and High Street.

LOCATION

Town Centre

RATIONALE

The link between the Station and the town centre is poorly laid out and designed, and the link is neither welcoming nor immediately apparent to visitors. Within the town centre, awareness of local business and facilities and routes to the wider Parish could be improved through signage.

EC08

Place Promotion

Develop and implement a place-marketing strategy to promote East Grinstead to employers, investors and visitors.

LOCATION

Parish-wide

RATIONALE

Potential visitors wishing to visit East Grinstead and business looking to relocate are unlikely to consider the area unless they are aware of its benefits. A place-marketing strategy would help to ensure this awareness, supporting the local economy in the longer term.

EC09

Promotion of Vacant Office Stock

Occupation of vacant town centre office stock should be actively and directly promoted to potential tenants. The policy will be to encourage landlords and lettings agents to ensure that the stock is fit for purpose, and that potential tenants are identified and approached.

LOCATION

Parish-wide

RATIONALE

Vacant office stock wastes valuable town centre space, and undermines its vitality. Suitable space should be actively promoted to interested parties in order to encourage its occupation.

EC10

Conversion of Surplus/Unviable Office Space

Where surplus to requirement, unviable office space should be converted into residential units or other viable uses. This should be subject to retaining adequate levels of business accommodation within the town.

LOCATION

Parish-wide

RELATED ACTIONS

An assessment of current provision, including condition assessments and reasons for vacancies should be carried out in order to establish how much empty office space is structurally redundant or no longer viable. There are concerns as to permanent loss of all office space in the town as this would affect employment opportunities. For this reason alternative uses other than residential should also be considered, for example hotel. The Plan acknowledges that the 2013 change of permitted development rights may limit the extent to which the Parish or District councils can influence the conversion of office accommodation to residential use.

RATIONALE

Unsuitable office space is unlikely ever to be occupied. When this is the case, notwithstanding policy EC04, redevelopment and/or conversion opportunities should be explored so as to bring the space into use as quickly as possible in order to contribute to the vitality of the Parish.

EC11

Railway Approach

Proposals for the redevelopment of Railway Approach that contribute to, or enable, the creation of an improved link between the Station and town centre will be welcomed. Mixed-use developments incorporating hotel and tourism-related uses will be considered favourably.

LOCATION

Town Centre

RELATED ACTIONS

See also Policy AM13.

RATIONALE

Railway Approach is seen as being integral to the unlocking of East Grinstead's potential, as a result of its strategic link between the Station and Town Centre. The Station end of the road is also a major gateway to the town, and as such has considerable opportunity to draw people into the town. Railway Approach, together with London Road (south) and High Street, also forms the crucial link between Worth Way and Forest Way, which in turn form part of National Cycle Route 21, and the London-Paris "Avenue Verte". It is vital that East Grinstead offers a more positive experience for users of these routes.

4.3 ACCESSIBILITY AND MOVEMENT

BASIS FOR THE POLICIES

4.3.1 The policies related to accessibility and movement are designed to:

- Boost the attractiveness and viability of the town centre
- Create a high quality link between the railway station and the town centre
- Support measured growth in housing and population
- Promote smart travel choices to reduce the impacts of motorised traffic on the road network, the environment and road safety.

4.3.2 The problems are:

- A poor street environment, especially in the town centre, which discourages investment
- Motor traffic and parking that detracts from the historic character
- Delays to vehicle traffic, especially on the main roads serving the town
- Delays and unreliability for buses
- Danger for cyclists and pedestrians, as well as vehicle occupants, especially on the main roads
- Poor interchange at the railway station
- Poor link between the railway station and the town centre
- Inadequate alternatives to the car for accessing facilities in and around the town, and beyond.

4.3.3 The Plan aims to address these problems by securing a better balance between motor traffic, non-motorised traffic, public transport and the quality of the street environment. This is part of an integrated approach to support business and quality of life in the town, and to enhance the offer for visitors and tourists, consistent with the Plan's policies relating to housing, the town centre, the economy and the environment.

4.3.4 In order to achieve this a combination of physical and other "soft" measures are proposed in order to change the way people travel. A proportion of journeys currently made by car will need to be made wholly or partly by other means. It is not possible to quantify the amount of change required, since the current "mode split" is not known, but the trend should be declining motor traffic volumes on roads in the town along with increased access and activity.

4.3.5 The Plan policies are based on the principles and objectives that have been adopted, together with an indication of specific schemes that could be taken. These schemes should be the subject of further study to assess feasibility and effectiveness, and then taken forward as opportunities arise, for example through the planning process, funds becoming available, or favourable decisions being taken by the relevant agencies.

GENERAL AND AREA-WIDE POLICIES

AM01 Developer Contributions for Transport

All new developments will be required to make a financial or other contribution to the achievement of the accessibility and movement aims of this Plan.

RELATED ACTIONS

Other policies and proposals in this section. Use of CIL and/or Section 106 contributions to support infrastructure or other improvements necessary to achieve development that is in accord with the objectives of this and other plans (see Section 5: Implementation).

RATIONALE

Congestion in East Grinstead has been long recognised as a constraint on development and vitality. To bring about improvements and to avoid a worsening situation, new developments are expected to help facilitate measures to address this issue.

Policy AM01 is in line with Mid Sussex District Plan Policy DP18 (securing infrastructure).

AM02 Parking Management and Signing

Create a “Drive To, not Through” parking management system, whereby drivers approaching the town centre will be directed by a signing system to the nearest appropriate car park.

RELATED ACTIONS

This policy is associated with the removal of general traffic and parking from the key town centre streets as described in Policy AM11. If possible the scheme will incorporate “live” electronic signs showing if spaces are available, and routes to alternative car parking if not.

RATIONALE

Discouraging vehicles from being driven through the town centre, and avoiding “searching” traffic caused by drivers not being sure of parking opportunities until after they have driven through the town centre.

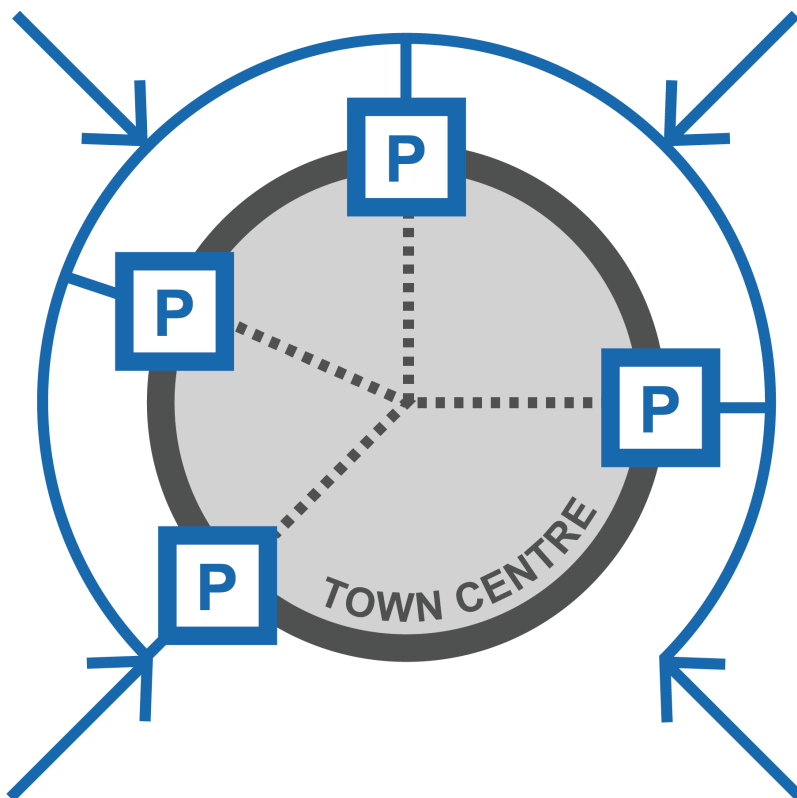


Figure 4 - “Drive TO not THROUGH”



Example of a managed parking routes sign with real time information

AM03 Walking Network

Develop and improve the walking network by creating more direct links and footways where these are missing, widening footways to a standard appropriate to the purpose and demand, and improving the quality of surface materials, landscaping and street furniture, through the planning application process and the development of a walking action plan.

Create a network of waymarked recreational circular walks outside but linked to the town.

RELATED ACTIONS

Carry out an audit of the current network and identify missing links and shortcomings. Implement improvements when development applications present an opportunity (see Policy AM01).

RATIONALE

To encourage a greater proportion of trips being made on foot, thereby to increase footfall and hence local trade, to improve safety, to promote health and wellbeing, and to foster social relations.

AM04 Cycling Network

Develop and improve the cycling network by creating more links segregated from heavy traffic, as well as safer and better facilities on the main roads within the town, through the planning application process and the development of a cycling action plan.

RELATED ACTIONS

Carry out an audit of the current network and identify missing links and shortcomings, especially dangerous locations on the road network. Implement improvements when development applications present an opportunity (see Policy AM01). Develop an action plan for targeted network improvements.

RATIONALE

To encourage a greater proportion of trips being made by cycle in and around the town. Also it is necessary to enhance the cycling experience through the town for users of the long distance National Cycle Route 21 (also the London-Paris “Avenue Verte”). More trips being made by cycle is expected to increase local trade, to improve safety, to promote health and wellbeing, and to foster social relations.



AM05 Travel Planning and “Smart Choices”

Encourage, with partner authorities and stakeholders, a programme of intensified travel planning to promote “Smart Travel Choices”, including rejuvenated school travel plans, employer travel plans, a station travel plan, Personalised travel planning, and travel planning events, to achieve a shift from car to walking, cycling and public transport.

See Department for Transport report “Smarter Choices – Changing the Way We Travel”, 2004, and Glossary for more detail on smarter choices.

RELATED ACTIONS

Work with West Sussex County Council and Mid Sussex District Council and local stakeholders to prioritise and coordinate measures to improve walking, cycling and public transport facilities.

RATIONALE

The Department for Transport has recognised that travel planning has been proven to reduce travel by car, and to produce high benefits in relation to costs. The resulting changes in travel choices can produce greater personal wellbeing and satisfaction and potentially reduced healthcare costs.



AM06 Speed Management

Use speed management to reduce road casualty risks, to smooth traffic flow, to discourage drivers from using residential streets for through movement, involving a review of vehicle speeds and traffic conditions, and pressing for lower speed limits where appropriate, supported by enforcement measures as necessary.

RELATED ACTIONS

Advocate reduction of speed limits to include appropriate residential areas of the town. If required, use appropriate traffic calming measures to help enforce the speed limit on routes used as “rat runs”.

RATIONALE

Reducing vehicle speeds can reduce traffic queues and smooth traffic flow, as well as reducing casualties and other traffic impacts including noise and pollution. Lower vehicle speeds also make cycling more pleasant and safer due to smaller speed differentials, and thus can encourage cycling. Lower vehicles speeds will make walking and cycling to school safer for children. Speed management is therefore part of the integrated approach to achieving “Smart Travel Choices”.

AM07

Opportunities to Improve Connectivity

No development involving a changed building footprint or changed use of land will be approved without first undertaking a check on whether whole or part of the land could be used to improve the quality or connectivity of the walking, cycling and public transport networks. Where land is required for any of these purposes, and planning permission is to be granted, this will be negotiated with the owner/ applicant.

RELATED ACTIONS

Auditing and identifying improvements to the walk, cycle and bus networks.

Promoting cycle hire facilities in the town, especially at the railway station.

RATIONALE

To ensure opportunities to improve the networks are not lost, and to encourage visitors for cycle recreation in the surrounding countryside, and to reduce local travel by motor vehicle.

AM08

Recreational Walks

Development proposals will be scrutinised for their potential to contribute to the creation of circular walks around East Grinstead.

RATIONALE

Walks from the town will be a valued facility for residents and visitors, and will contribute to health and wellbeing. Providing attractive walks near the town could also help to reduce visitor pressure on the sensitive heathland of Ashdown Forest.

Policy AM08 is in addition to the general planning requirement expressed in the Mid Sussex District Plan, Policy DP19.

AM09 Cycle Storage and Parking

All new residential developments (including conversions) should provide permanent, enclosed and secure cycle storage, within or close to the dwellings themselves, to meet the following standard:

Type of Development	No. of Cycle Spaces
Residential Dwellings	1 space per bedroom up to 3 bedroom dwellings, then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. Some visitor cycle parking, external to the dwelling
Guest Houses and Hotels	1 space per 2 staff, plus 2 spaces per 10 bedrooms
Nursing Homes	1 space per 2 staff, plus 1 visitor space per 10 residents, plus internal storage for mobility scooters 1 space per 3 residents
Retirement/Sheltered Homes	1 space per 2 staff, plus 1 space per 6 residents, plus internal storage for mobility scooters for all residents
Student Residential Accommodation, Residential Schools, Colleges	2 spaces per 3 bed spaces, plus 1 visitor space per 5 bed spaces.

Note: The space required is in addition to the minimum space standards for living accommodation set out in the Mid Sussex District Plan

There are no generally accepted ways of determining the appropriate cycle parking provision in non-residential developments. However, as a guide the quantity should assume that 10% of trips to and from the development will be made by cycle.

Where on-site cycle storage or parking provision is impractical, for example in some conversion developments, financial contributions will be sought for public provision off-site.

LOCATION

Parish-wide

RATIONALE

To cater for a high level of cycling in East Grinstead, and to foster increased cycling without compromising living space, in line with Manual for Streets paragraph 8.2.1: “Providing enough convenient and secure cycle parking at people’s homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking.”

AM10

Residential Car Parking

The level of car parking provision in new residential developments should be determined in relation to the public transport accessibility of the site, to the type of housing proposed (flats, houses, etc.) and to the availability of communal and on-street parking opportunities.

In general as much of the parking as possible should be provided in communal off-street or on-street spaces.

On sites within 800 metres of the town centre (junction of London Road and High Street), the level of provision should be below the amount that would otherwise be expected. In determining the appropriate amount and type of parking provision, applicants should refer to local guidance on the calculation of residential car parking, namely “West Sussex County Council Guidance for Parking in New Residential Developments, September 2010”, available via the WSCC website.

RELATED ACTIONS

Measures to achieve less reliance on the private car and to reduce the proportion of trips undertaken by car, especially in relation to:

- Access to the town centre and the railway station and other key destinations such as schools;
- Increased cycle parking at key destinations;
- Walking, cycling and public transport improvements;
- Ensuring that provision for mobility scooters is adequate.

RATIONALE

The policy complements measures to “nudge” residents towards smart travel choices. Lower residential parking provision in developments within walking distance of the town centre will also encourage the provision of smaller dwellings, thus contributing to the availability of more affordable housing in the town. Communal and on-street parking provision generally requires less space to meet overall demand and is therefore to be preferred, enabling more efficient use of scarce housing land, and increasing the viability of housing developments.

The policy responds to an expected increasing demand for and reliance on mobility scooters over the coming 20 years, associated with an aging population demographic.

PLACE-SPECIFIC POLICIES AND PROJECTS

AM11

Pedestrian Priority Town Centre

The High Street and London Road (south of King Street) and the eastern portion of West Street (east of Ship Street) is to be transformed into a “pedestrian priority” area with priority given to people on foot, mobility scooter, cycle and public transport, and with general traffic and parking restricted for all or part of the day.

RELATED ACTIONS

The scheme will be developed in detail with the involvement of all property owners and occupiers (business and residential) both within the priority area and in other areas likely to be affected. Considerations will include the following:

- Substantial increase in the amount of space devoted to pedestrians and related trading activities (e.g. café tables, market stalls).
- Renewing and enhancing the street surface layout and paving, together with hard and soft landscaping, and measures to ensure the town centre is safe and accessible to all people with a mobility disability.
- Removal of on-street parking from the pedestrian priority area.
- Providing arrangements (including space) for deliveries outside the core trading hours.

RELATED POLICIES

The “drive to, not through” parking management system (AM02); traffic calming of the residential street network, including the provision of enforcement measures on potential “rat run” routes (AM06); and measures to enhance the evening economy of the town centre (EC05).

RATIONALE

To create an historic but vibrant town centre offering a social and trading environment to the best international standards, and to encourage investment. This objective cannot be achieved while the area is designed and used primarily as a general vehicle traffic route and car park.



Figure 5 - High Street as it could look as a pedestrian priority area



Figure 6 - An example of a bus/cycle/pedestrian priority high street: Newbury, Berkshire. While the bus waits at the stop, people can move freely across the street.

AM12

Station Quarter Reconfiguration

Changes to the road and path layout to achieve better bus-rail interchange at the railway station, and to create a legible, safe and attractive pedestrian route between the railway station and the avenue of Railway Approach (see Figure 7).

RELATED ACTIONS

- Advocate integrated bus stops;
- Conversion of Railway Approach to an Avenue design;
- Creation of a direct high quality and legible pedestrian route from the station to Railway Approach;
- Improvement of the pedestrian and cycle bridge over the railway;
- Provision of better public transport information and integration of rail and bus timetables, including bus information in the railway station;
- Measures to ensure that all facilities are user-friendly for people with a disability and young families.

RATIONALE

To exploit to the full the major asset to the town represented by the railway, and its interchange with buses and National Cycle Route 21, and thereby to boost the town's tourism and economy.

AM13

Railway Approach Redevelopment

Re-create Railway Approach as an attractive link to the town centre, with or without redevelopment of some sites to facilitate widening to provide better provision for pedestrians, cyclists and bus users, and people with a disability, as well as for deliveries.

RELATED ACTIONS

- Redesign of the railway station area;
- Creation of a pedestrian priority area in the town centre;
- In advance of selective redevelopment to achieve a full-width landscaped avenue, consideration will be given to an interim enhancement scheme with wider footways and a two-way cycleway by making Railway Approach one-way eastbound.

RATIONALE

An attractive town centre must have a high quality “active travel” link with the railway station to attract visitors, to reduce car travel and parking. The opening of the new Bluebell Railway station in 2013, with its potential to bring more visitors to the town, makes this scheme all the more crucial. Railway Approach is also a crucial link between Worth Way and Forest Way, and is part of National Cycle Route 21 and the London-Paris “Avenue Verte” international cycle route. The railway Approach development brief prepared in 2004 continues to be relevant to this scheme.

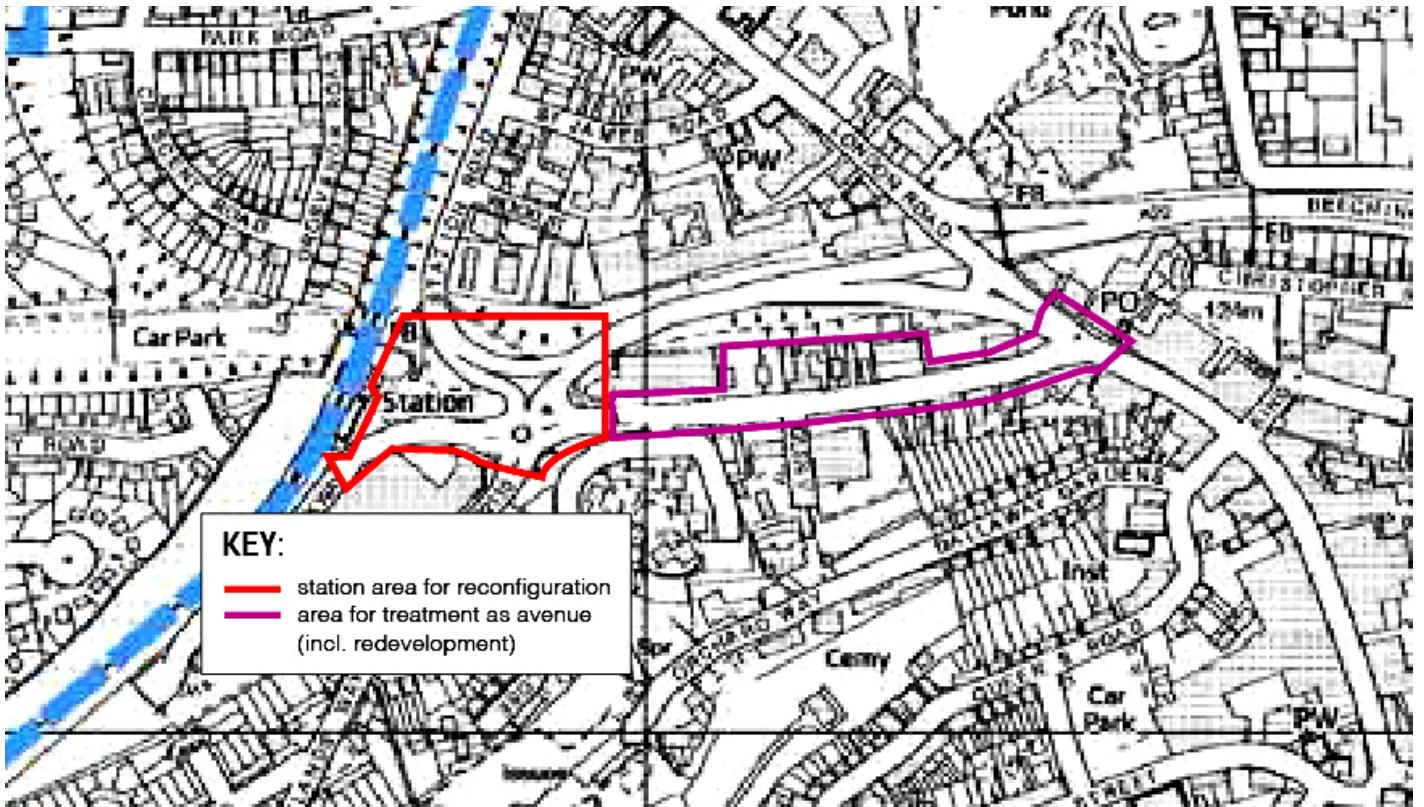


Figure 8 - Railway approach area for treatment

AM14 Bus Priority

Bus priority measures to improve reliability and journey times, especially as affected by congestion on the A22 London Road and A264 routes through the town.

RELATED ACTIONS

Improved bus rail interchange. Bus-only operation through the pedestrian priority town centre.

RATIONALE

Improve bus journey times and reliability, attracting more passengers and reducing bus operator costs, thus enabling the provision of better frequencies.

AM15

Traffic Management and Road Infrastructure

Traffic management and road infrastructure changes on A22 and A264 to improve pedestrian and cyclist safety, smooth traffic flow, reduce vehicle delays, and improve bus reliability.

RELATED ACTIONS

A detailed examination of potential measures, including small-scale measures such as parking enforcement as well as more elaborate measures such as identified in reports already produced. This examination to include improvements to the walking and cycling networks, and improving bus operation, as well as consideration of general traffic capacity. Study also to be made of removal of the gyratory traffic system between the A22 and the railway station.

RATIONALE

Access to the town via the A22 and A264 is frequently slow, with unreliable journey times, adversely affecting the quality of bus services as well as general vehicle movement, while walking and cycling suffer from and are thereby discouraged by unsafe conditions, and inadequate crossings and widths of paths. An holistic and imaginative approach to alleviating these problems is required, including consideration of options not included in previous studies.

AM16

Town Centre Parking

Parking provision in the town centre is to be mainly off-street, with safe and attractive walking routes created between car parks and the main destinations. Dedicated parking spaces for blue-badge holders are to be provided within car parks close to the pedestrian priority area.

See also accessibility and movement policies in the Mid Sussex District Plan, including DP18 Securing Infrastructure; DP19, Transport and DP20, Rights of Way and other Recreational Routes.

4.4 HOUSING AND COMMUNITY DEVELOPMENT

BASIS FOR THE POLICIES

4.4.1 The policies related to housing are designed to:

- Safeguard the landscape and the countryside;
- Link new housing development to long-term infrastructural improvements and additional local jobs;
- Respond to the local need for new homes in East Grinstead;
- Strengthen the character and identity of East Grinstead;
- Protect and enhance the local heritage assets including the conservation area (High Street §);
- Ensure a balanced population and social profile in the long-term.

4.4.2 The problems are:

- The main routes (A22/A264) through the town are unable to accommodate the traffic generated by population growth without increasing delays, congestion and unreliability, unless demand management (e.g. mode shift) or infrastructure measures are taken to mitigate these problems, or the general trend in traffic decline continues (see note on Atkins 3 study below);
- High proportion of commuters living in town affecting East Grinstead's vitality;
- Lack of affordability of housing for local young families and the consequent risk of accentuating the aging profile of the population in the Parish;
- Minimum choice of development sites due to the combined effects of the Habitat directive, AONB and strategic gaps with neighbouring settlements.

4.4.3 The policies presented aim at maximising the key competitive assets of East Grinstead, namely its quality of life and heritage. In addressing the current challenges the plan adopts an integrated approach, whereby the housing policies will achieve maximum benefit when implemented in conjunction with the other policies relating to transport, economy, environment and the town centre. The housing policies also focus on managing future change to enhance the town's character. Importantly the policies on new developments must be implemented with the other policies that are designed to mitigate the transport constraints.

4.4.4 The Town Council is supportive of community infrastructure to meet the needs of the local population. For example, a “Doctors and dentists capacity survey” (dated 18/1/13) demonstrated that there was spare capacity and that current provision would be able to absorb the increase in demand arising from the level of population growth envisaged in this Plan.

Atkins 3 Study

4.4.5 The Atkins 3 study was the culmination of studies commissioned by West Sussex County Council to consider the capacity of five junctions along the A22 in East Grinstead. The study determined that some additional housing capacity (up to 190 homes) could be accommodated if improvements to these five junctions were made. Solutions for additional housing above this figure were not included in the study. Any new housing growth must be assessed as to whether the impact on these junctions will be severe. This will be assessed by West Sussex County Council, as will the cumulative effect of new developments which individually may not present a “severe” effect. The Town Council will strongly resist development if appropriate mitigation is not demonstrated and will seek to work with the Highway and Planning authorities to find a solution to accessibility issues.



GENERAL AND AREA-WIDE POLICIES

HC01

Suitable Sites for Housing

New housing developments (additional to those with planning consent but not yet built or on allocated/committed sites at March 2013) will be considered within the built up area as identified in Figure 8.

Other sites within the built up area not yet identified in Figure 8 that may come forward for development (“windfall sites”) during the life of the Plan will also be considered if justified by the overall local housing need.

RELATED ACTIONS

Housing proposals outside the built up area of the town will be strongly resisted.

Half way through the Plan period (ten years from the adoption of this plan) the Town Council intends to undertake a review of housing supply in relation to local needs that will identify whether the policy is still serving its intended purpose.

RATIONALE

The commitment represented by the sites identified in Figure 8 is estimated to be more than sufficient to cater for local housing needs for the duration of the plan, assuming that sites are made available for development at a steady rate. Since the rate at which sites come forward for development cannot be guaranteed, it is advisable to review the housing demand and supply ten years from the adoption of this plan and to make any adjustments to the targets as appropriate at the time.

Containing housing development within the existing built up area has the aim of:

- Conserving the town’s character;
- Protecting the countryside and preserving the AONB;
- Helping to ensure moderate pace of development appropriate to local needs, and to deter speculative development based on external demand; and
- Maintaining a strategic gap with neighbouring settlements.

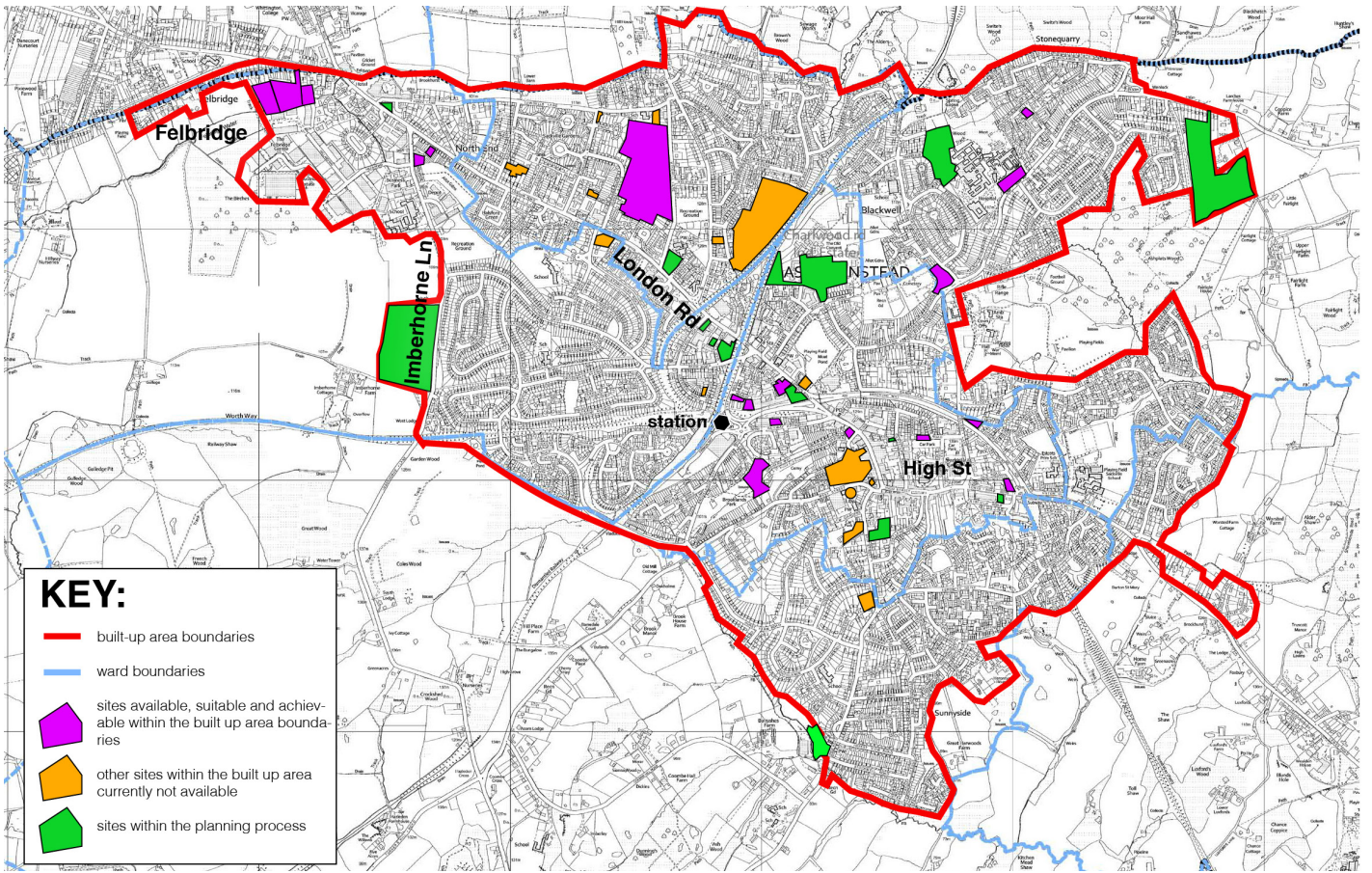


Figure 8 - Potential known housing sites within the built-up area

HC02 New Housing Developments

Within the defined built up area shown in Figure 8, new housing developments (additional to those with planning consent but not yet built or on allocated/committed sites at March 2013) will be favourably considered provided that they would not have a severe impact on traffic conditions on the main road network serving the town. Housing proposals which cannot meet this condition will be strongly resisted.

RELATED ACTIONS

Transport Assessments will be required demonstrating how the proposals deal with the transport and traffic issue.

Any reductions in traffic demand brought about by other factors including general traffic trends will be taken into account in assessing the impact of development proposals.

RATIONALE

The need to ensure that the transport infrastructure copes with growth and that new developments do not worsen the already difficult traffic conditions, especially on the A22 and A264 where they pass through the town. (The situation has already been highlighted by the 2004 Local Plan, the Mid Sussex District plan, the West Sussex Local Transport Plan and more recently by the reports by Atkins and MTRU consultants). If and when this constraint is reduced (by reduction in motor traffic demand or increase in road capacity, or a mixture of the two) further development beyond that envisaged in this Plan can be considered. The ten-year review of the housing policies in this Plan will provide an opportunity to re-examine the issue.

HC03 Urban Design Quality

To obtain planning permission, all housing and community development proposals in the parish must respect and contribute to the character and streetscape in terms of building footprint, scale, materials, design, layout and landscaping.

See Mid Sussex District Plan Policy DP24.

RELATED ACTIONS

An East Grinstead-specific design guidance should be produced and cover key aspects such as the conservation areas, the public realm, and the different character areas of the town. This will be instrumental in ensuring proposed new schemes respond to the local settings.

RATIONALE

To assist owners, developers and investors in preparing suitable development proposals, and to achieve design consistency in local planning decisions. One of the most important assets of East Grinstead is its character and its heritage. Their value is not simply cultural or aesthetic but also instrumental to economic vitality and a high quality of life for its residents. For these reasons all efforts should be taken to ensure future intervention respects the context and enhances it.

HC04 Housing Mix

New schemes should provide a good range of housing types. An explanation for the proposed housing mix should accompany any planning application which exceeds the Planning Authority's criteria for inclusion of affordable homes and clearly demonstrate how the new development responds to East Grinstead's current and future local housing needs.

See Mid Sussex District Plan Policies DP28 and 29.

RELATED ACTIONS

The appropriate mix of housing will be determined in relation to the Mid Sussex District Plan Policies and will include:

- Provide a mix of dwelling types and sizes from new development (including affordable and key worker housing) that reflects current and future local housing needs;
- Ensure that social housing is allocated in priority to local people or those with links to the District;
- Include provision to meet the needs of different groups in the community including older people, and vulnerable groups. This could include bungalows and other forms of suitable accommodation.

Affordable housing will be determined in relation to District Plan Policies.

RATIONALE

To ensure that new developments address actual local housing needs rather than being solely responsive to market opportunities, especially in this sought-after area in the south-east.

First consideration will be given to the provision of housing that meets the needs of the local population. Every effort will be made to engender support for local traditions and heritage and a sense of belonging.

Mid Sussex is characterised by a low level of social housing and private renting (West Sussex Strategic Housing Market Assessment District Summaries: Mid Sussex May 2009) as well as by high accommodation costs. These elements coupled with the costs of commuting pose a threat to the town: those working in London, especially at the beginning of their professional life, may find it more convenient to relocate to the capital. Similarly young families and the least well-off have limited local choice in terms of housing.

This has negative implications for the demographic balance of the town and housing provision over the next years should ensure a wider choice.

HC05 Sustainable Homes

In addition to responding to the District Plan policies on sustainable resources, renewable energy and flooding, all proposed new developments should demonstrate reasonable measures to:

- Minimise the use of fossil fuels;
- Maximise the production and use of renewable energy;
- Maximise the recycling of resources;
- Provide secure parking for bicycles;
- Minimise rainwater run-off to drainage systems.

This applies to the design, construction and long-term maintenance phases.

RATIONALE

East Grinstead community takes the challenges posed by climate change and sustainability seriously. The urgency of these issues is amplified by East Grinstead special relationship with the natural environment surrounding the town, and beyond. Ensuring the new homes will be of high quality and sustainable contributes also to the image of a community that regards the quality of life and tourism as distinctive competitive assets.



HC06

Home Working

Each residential unit in all new developments should be provided with flexible spaces that can be adapted and used for home working. Superfast broadband should be provided throughout the Parish (existing as well as new buildings) to support home working. This policy applies to both private and social housing.

RATIONALE

Further stimulate the growth of teleworking and thus reduce the need to commute, and increase use of local shops and services. This also increases the chance of employment for those looking after elderly relatives.

See also Policy EC04 supporting employment.

HC07

Sports Provision for the Community

The Town Council wishes to encourage healthy and active lifestyles and support general wellbeing. This includes the promotion of new sporting facilities.

- The expansion of the existing East Grinstead Sports Club (which lies outside the defined built up area) is supported subject to consideration of other policies in the Plan concerning accessibility and landscape protection;
- Existing sports and recreational facilities at East Court estate should be retained for current use; and
- Land allocated for sporting use as per the sports development plan would be supported.

RATIONALE

East Grinstead is investing in sport facilities and promotes active lifestyles, and puts a high priority on these aims. Current sport provision, as highlighted in the document “A Sports Development and Facilities Plan for East Grinstead – 2011”, is suboptimal and a number of interventions are needed to fill the current gap, including the expansion of the Sports Club, as outlined in the sport development framework.

See MidSussex District Plan Policy DP22 and “A Sports Development and Facilities Plan for East Grinstead”, East Grinstead Town Council, February 2011

HC08 Queen Victoria Hospital minor injuries clinic

EGTC will support the retention of the minor injuries clinic at the Queen Victoria Hospital.

RATIONALE

The Queen Victoria Hospital runs a minor injuries clinic available on a drop in basis, as well as the specialist scheduled surgery. Whilst the town would wish the hospital to be more equipped and be able to offer more services the retention of current service and particularly the minor injuries clinic is essential.

See also Doctors and Dentists survey (appendix B)

HC09 Dentists practices

The Town Council would support new or extended Dentist practices where demand for the service can be demonstrated and where the intention is shown to take on NHS patients. New facilities would be expected to be accessible for all potential patients concerning the physical layout and design.

See also Doctors and Dentists survey (appendix B)

RATIONALE

Evidence from the survey, although not conclusive, indicates that there is limited capacity and therefore it is prudent to encourage facilities, especially in light of the duration of the plan.

HC10 Queen Victoria Hospital

EGTC will support the retaining of the historic and architecturally significant elements of the hospital including the art deco features and the original buildings used for the treatment and convalescence of world war two fighter pilots.

HC11

Imberhorne School, Windmill Lane

The Town Council would support the relocation of the Imberhorne School, Windmill Lane to Imberhorn Lane and the subsequent expansion of the existing facilities in that location.

RATIONALE

The current site could be used for housing in a sustainable location, while a bigger cluster of educational facilities at Imberhorne Lane could bring economies of scale and would continue to serve the same neighbourhoods as it is in close proximity of the existing site.



4.5 ENVIRONMENT

BASIS FOR THE POLICIES

4.5.1 The policies related to the environment are designed to:

- Respond to the environmental concerns expressed by local people;
- Maintain the quality of existing green spaces;
- Protect existing green spaces within and close to the built up area;
- Safeguard the landscape and the countryside;
- Ease pressure on open spaces outside the built up area that are sensitive in terms of landscape and ecology (e.g. by providing dedicated areas in less sensitive local areas for sport, leisure, dog walking);
- Increase opportunities for ecological diversity in the built up area (with the provision of street trees, the use of green roofs, swales etc.).

4.5.2 The policies in this section complement other policies in the Plan that contribute to the reduction of carbon dioxide in the atmosphere and hence the impact on climate change, including in particular TC02, TC05, AM03–AM06, HC01, HC05. The problems are:

- Pressure on sensitive areas of high aesthetic and ecological value from new developments, vehicular emissions, and leisure use;
- Limited green space within the built-up area and competition for that space from new developments;
- The need to provide Suitable Alternative Natural Green Space (SANGS) to meet the EU Habitat Directive relating to Ashdown Forest.

4.5.3 The quality of East Grinstead surroundings is exceptional in aesthetic and ecological terms. A network of green spaces in line with the town's aspirations is necessary to enhance its character but also to alleviate the pressure on the delicate habitats. In this sense the provision of options for "green leisure" within and near the town is seen as the best way to help the conservation and enhancement of the Area of Outstanding Natural Beauty (AONB).

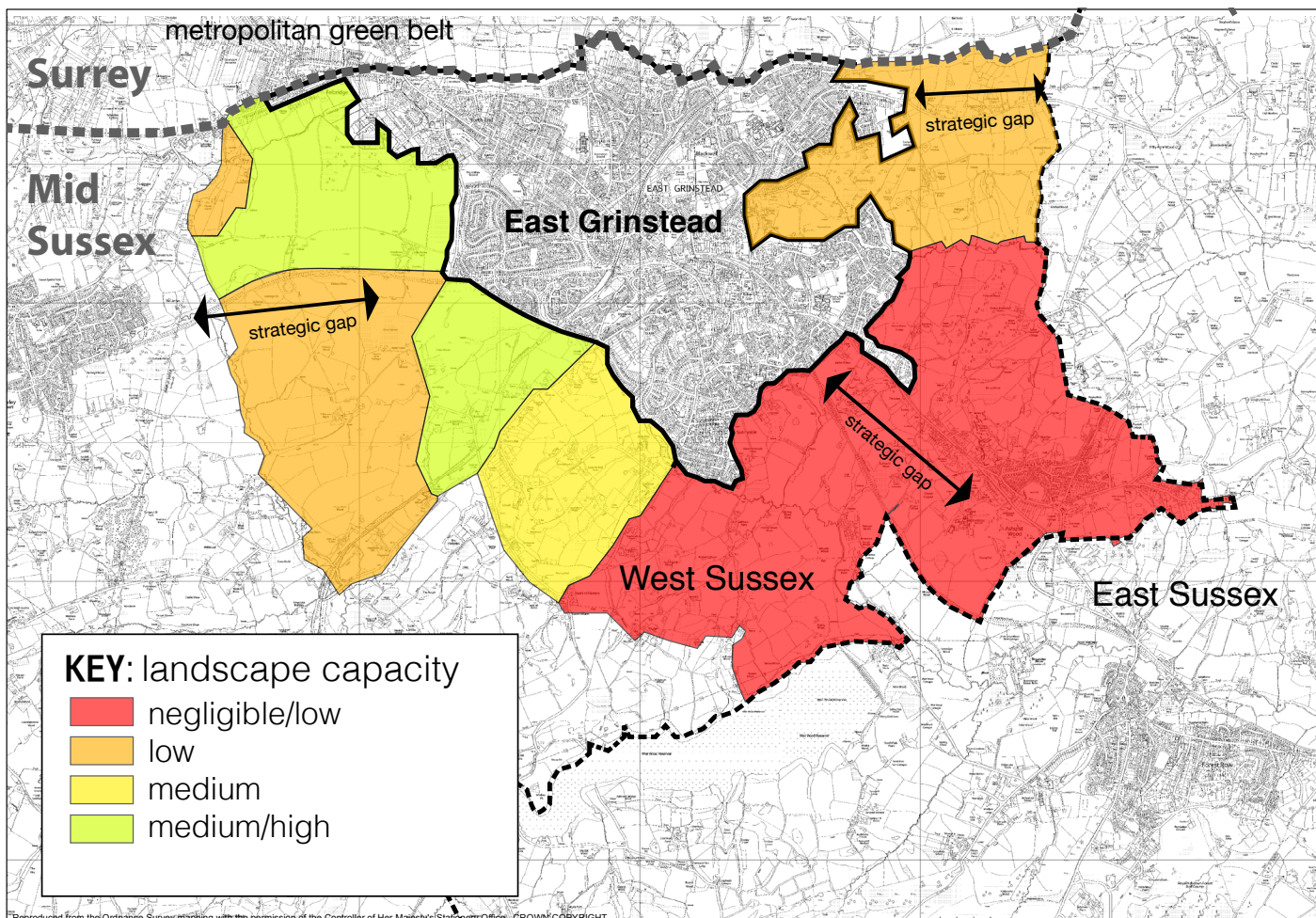


Figure 9 - Strategic gaps and landscape capacity

4.5.4 Note: The entire area shown on Figure 9 lies within the 7 km Ashdown Forest buffer zone (see Appendix G).

GENERAL AND AREA-WIDE POLICIES

EN01

Protection of AONB

The Parish is surrounded by AONB, an area of significance and good aesthetic benefit. EGTC will strongly resist development in AONB except in exceptional circumstances which would include for the purpose of supporting the rural economy, accommodating land based workers or activities that directly support land management or appropriate recreational facilities.

The Council further supports the MSDC Policy DP30 for 100% of any permitted rural exception dwellings to be affordable.

See High Weald AONB Management Plan, MSDC DP13&DP30, and NPPF.

EN02

Resisting Coalescence

East Grinstead and the surrounding villages have individual characteristics, it is important that these are respected and maintained. A sense of leaving one settlement before arriving at the next should be retained. EGTC will strongly resist development which erodes these natural gaps. Figure 9 shows the strategic gaps that the council would wish to see retained and applications to build in these areas will be strongly resisted.

EN03

Designated and Other Green Open Spaces

The following formally designated green open spaces will be safeguarded and any development which would inhibit or detract from their value for recreation or amenity will not be permitted.

- East Court;
- Brooklands Park;
- King Georges playing field;
- The Green at Mallard Place;
- Worth Way;
- Forest Way;
- Lingfield Road recreation ground;
- Sunnyside recreation ground; and
- Imberhorne Lane recreation ground.

EN03a

Changes of use on other green open spaces in the Parish will be permitted only in exceptional circumstances and where an equivalent area of green space available for public enjoyment elsewhere in the Parish is to be provided. Such other spaces include:

- Mount Noddy recreation ground;
- Turners Hill recreation ground.

Land at these locations is identified for informal public open space in the saved policies of the Mid Sussex Local Plan, and thus is included in the Mid Sussex District Plan 2013.

EN03b

The provision of additional playing fields will be promoted at Imberhorne Farm and/or other locations in or near the built up area of the town to meet identified demand.

RELATED ACTIONS

Explore the creation of “Friends of” groups to take a direct involvement in the maintenance of the new spaces.

RATIONALE

Protect the number of green spaces within the built up area. Preserve a balance between built up areas and open spaces in order to safeguard the town’s character.

EN03c Informal Public Open Space

These parcels of land are to be protected as informal public space or re-designated to other use only where the land is not lost as a public amenity:

- Ashplats Wood;
- Between Southlands and Dunnings Mill;
- At the junction of Holtye Road and Blackwell Farm Road;
- Between St Leonard’s Park and Brooklands Park; and
- At Spring Copse.

Other existing smaller informal green spaces in public use are deemed high amenity value and should be retained.



EN03d

The former railway cutting known as “St Margaret’s Loop” is a green area potentially with biodiversity and ecological value, but could also have potential as a new walk and cycle route connecting to the station and the town centre from the A22 London Road and the Lingfield Road area. It is proposed to carry out, early in the life of the Plan, a study of this potential, and any conservation and enhancement measures that may be needed. Potential for development will also be considered, as will the means of funding any new links or other works. A solution to this parcel of land to be negotiated shortly thereafter with the other landowners.

EN03e

Imberhorne Farm will be considered for open green space uses including SANGS, education, sports, school playing fields and allotments, but uses involving dwellings will be strongly resisted.

EN04

Protection and Enhancement of Existing Green Spaces

New development affecting existing green spaces in relation to their size, quality or accessibility within the built up area of East Grinstead will only be permitted if alternative suitable spaces are provided in close proximity.

RELATED ACTIONS

Explore the feasibility of planting new street trees when changes to the road network occur (see Policy EN03).

RATIONALE

Maintain and possibly expand the provision of green spaces within the built up area in a scenario of increasing housing density. Preserve a balance between built up areas and open spaces in order to safeguard the town’s character.

EN05

Urban Trees Supply

New development should include the provision of new trees, while proposals causing the loss of trees of arboriculture or amenity value should be strongly resisted.

RELATED ACTIONS

Update tree survey and explore funding options.

RATIONALE

Maintain and expand the stock of trees in the town for their contribution to mitigating atmospheric pollution, improving local micro-climate, enhancing the character and amenity of the local streets, to biodiversity and water management.

EN06

Allotments

The two existing allotments should be retained and kept in their current location.

If demand for allotments increases, a third site should also be identified. This will have to be located in the south part of the town in order to balance the current provision.

RELATED ACTIONS

Assess the current demand for and level of use of allotments. Consider the imposition of stricter conditions in terms of maintenance and tidiness.

RATIONALE

Safeguard and improve access to local food and promote healthy lifestyles for the local residents.

EN07 Sustainable Urban Drainage (SUD)

All new developments must clearly demonstrate the adoption of measures to minimize surface and roof water run-off. The full range of Sustainable Urban Drainage Systems (SUDS) should be explored in order to identify the most appropriate solution taking into account each site context and the type of development.

RATIONALE

Minimise the extent of impermeable surfaces and help to reduce flood risk, help improving water quality, provide additional space of amenity, recreational and biodiversity value.

As stated in the National Planning Policy Framework (NPPF) the Floods and Water Management Act 2010 establishes a Sustainable Drainage Systems Approving Body in unitary or county councils. This body must approve drainage systems in new developments and re-developments before construction begins.

EN08 Green Space to Mitigate Impact on Ashdown Forest

Residential development leading to a net increase in dwellings within the 7km zone of influence, will be required to contribute to the provision of Suitable Alternative Natural Green Space (SANGs) to the level of 8ha per 1,000 net increase in population or in the form of financial contributions to SANGS elsewhere.

RELATED ACTIONS

Policy AM08 will also help to mitigate impact on Ashdown Forest.

RATIONALE

Mitigate the potential pressure on green spaces outside the built-up area namely the Ashdown Forest and the AONB. See Appendix G.

EN09
Burial Grounds

Consideration will be given to the provision of an additional burial ground within or near to East Grinstead.

RATIONALE

There is a shortage of space in the existing burial ground, and it is intended to maintain the option of burial within the Parish.



Implementation

5. IMPLEMENTATION

5.1 AGENCIES AND FUNDING

INFRASTRUCTURE DEVELOPMENT AND FUNDING

- 5.1.1 The Community Infrastructure Levy (CIL) should increase the amount of funding available for infrastructure improvements, compared to s106 arrangements prior to 2013. This will address community concerns that new development should be accompanied by necessary infrastructure provision and funding. A number of infrastructure measures have been identified in and form part of the Neighbourhood Plan, including town centre improvements and the provision and enhancement of green space, which amongst other benefits will mitigate the impact of development on the Ashdown Forest.
- 5.1.2 The charging schedule for the CIL relevant to East Grinstead Parish (as at 4th June 2013) has been set by Mid Sussex District Council as shown in the table below.

Use and location of development	Levy (£ per square metre)
Residential (Town zone - within the East Grinstead urban boundary)	150
Residential (Village Zone - Ashurst Wood)	210
Residential (Rural - elsewhere in the Parish)	235
Residential institution	150
Supermarkets and Superstores exceeding 1000 sq metres (excluding the defined town centre)	100
Retail - excluding Supermarkets and Superstores	0
Hotel	100
Commercial Leisure - excluding community use or not-for-profit leisure development	100
Community use including non-residential institutions	0
Office, industrial and distribution	0
All other development	0

Table: CIL charges relating to East Grinstead

- 5.1.3 The Government's legislation requires a proportion of CIL receipts to be passed onto local town and parish council's within whose boundaries development takes place. The charging authority (MSDC) will pass 25% of relevant CIL receipts to East Grinstead Town Council following adoption of this Plan. The Town Council will decide how this money is spent, taking into account the infrastructure improvement projects included in this document.

RESPONSIBLE AUTHORITIES AND ACTIONS REQUIRED

- 5.1.4 The planning authority is Mid Sussex District Council, responsible for making individual planning decisions. However, the Town Council and West Sussex County Council are statutory consultees, and thus can influence the planning decisions. Mid Sussex District Council will make their decisions on the basis of all the Local Development Framework documents (all available on their website) as well as this Neighbourhood Plan.
- 5.1.5 In addition, Mid Sussex District Council is responsible for most of the public car parks in East Grinstead, including the management of demand through controls and charges, including the controlled parking zone (CPZ) on-street controls. Civil enforcement officers enforce these. The Police also have some responsibilities for parking enforcement especially concerning matters of obstruction or safety.
- 5.1.6 West Sussex County Council is the highway and transport authority, and as such will be responsible for the implementation of the proposed changes and improvements to the street network, including pedestrian and cycling improvements, and bus priority measures. Other agencies are likely to be involved, including Sustran in relation to walking and cycling network improvements. Successful implementation will involve partnership between the different authorities, as well as engagement with the local community as details of schemes are developed. Funding of measures will also have to be agreed.
- 5.1.7 As transport authority the County Council has the power to support bus services, either financially or with infrastructure and other assistance, such as bus priority measures and the provision of public transport information and promotion materials. However, the bus services are operated by private companies over which the County Council has no direct control. Any service improvements therefore need to be negotiated with the operators.
- 5.1.8 The railway station and forecourt are the responsibility of Network Rail, who would need to agree any proposed changes to that area (for example in response to Policy AM12).

FUNDING OF REDEVELOPMENT AND INFRASTRUCTURE PROJECTS

- 5.1.9 Funding opportunities will need to be found for the various redevelopment and infrastructure measures referred in the Neighbourhood Plan. Contributions will be sought from the private sector where appropriate, as well as local authority sources,

and special funds made available from time to time by central Government. Special financial mechanisms may be established in cooperation with business and other interests, for example to fund the pedestrian priority scheme for London Road and the High Street, and the creation of the Railway Approach avenue.

5.2 TIMESCALE

- 5.2.1 The Neighbourhood Plan covers the period up to 2031, with a review of housing provision expected ten years from the adoption of this plan. The housing need and supply calculations have been based on the position as at 2012.
- 5.2.2 A timetable for the implementation of the public projects in the Plan, including those involving street improvements, will be drawn up as part of the detailed study process for each scheme. These timetables are likely to be strongly influenced by the priorities of the relevant agencies at the time, the availability of funding, and the state of the property market. Because these factors are mostly beyond the control of the Town Council, this Plan does not include a timetable. However, the aspiration is to see the implementation of the major projects and town centre redevelopments as soon as is practicable.

APPENDICES



The Planning Context of the East Grinstead Neighbourhood Plan

THE PLANNING CONTEXT OF THE NEIGHBOURHOOD PLAN

The Neighbourhood Development Plan (referred to throughout as the Neighbourhood Plan or NP) follows the Localism Act 2011, which contains a new power of competence for local government, new neighbourhood plans and development orders.

Neighbourhood Plans are for people who want to influence development in their localities in ways that are not met by the District Plan (DP), for example because the DP is absent, or to add detail on which the District Plan is silent or indeterminate, or to reclaim certain decisions about their area. They must be positive and cannot be used to stop development that is planned for at the district level. Planning generally is about the whole future of an area, not just buildings, and NPs take their place in the Local Development Framework in covering social, environmental and economic aspects of future development.

THE NEIGHBOURHOOD PLAN AND THE WIDER PLANNING SYSTEM

The aim of Neighbourhood Plans is to enable local people to having a stronger role in determining the future of their town or area. The Localism Act, however, makes it clear that Neighbourhood Plans must be consistent with higher level planning policy, including in the case of East Grinstead, the Mid Sussex District Plan, and the National Planning Policy Framework. In addition it must comply with European Union regulations on strategic environmental assessment and habitat regulations.

The Localism Act allows the Plan to provide more than the number of houses and amount of employment land specified in the higher level plan, but it does not allow the Plan to provide for less. The Neighbourhood Plan cannot be used to block development specified in the higher plans.

The Neighbourhood Plan provides an opportunity for local people to decide where new housing and employment should go, and how the town centre should change. Without the East Grinstead Neighbourhood Plan, the planning authority, Mid Sussex District Council, would make these decisions on behalf of the Town.

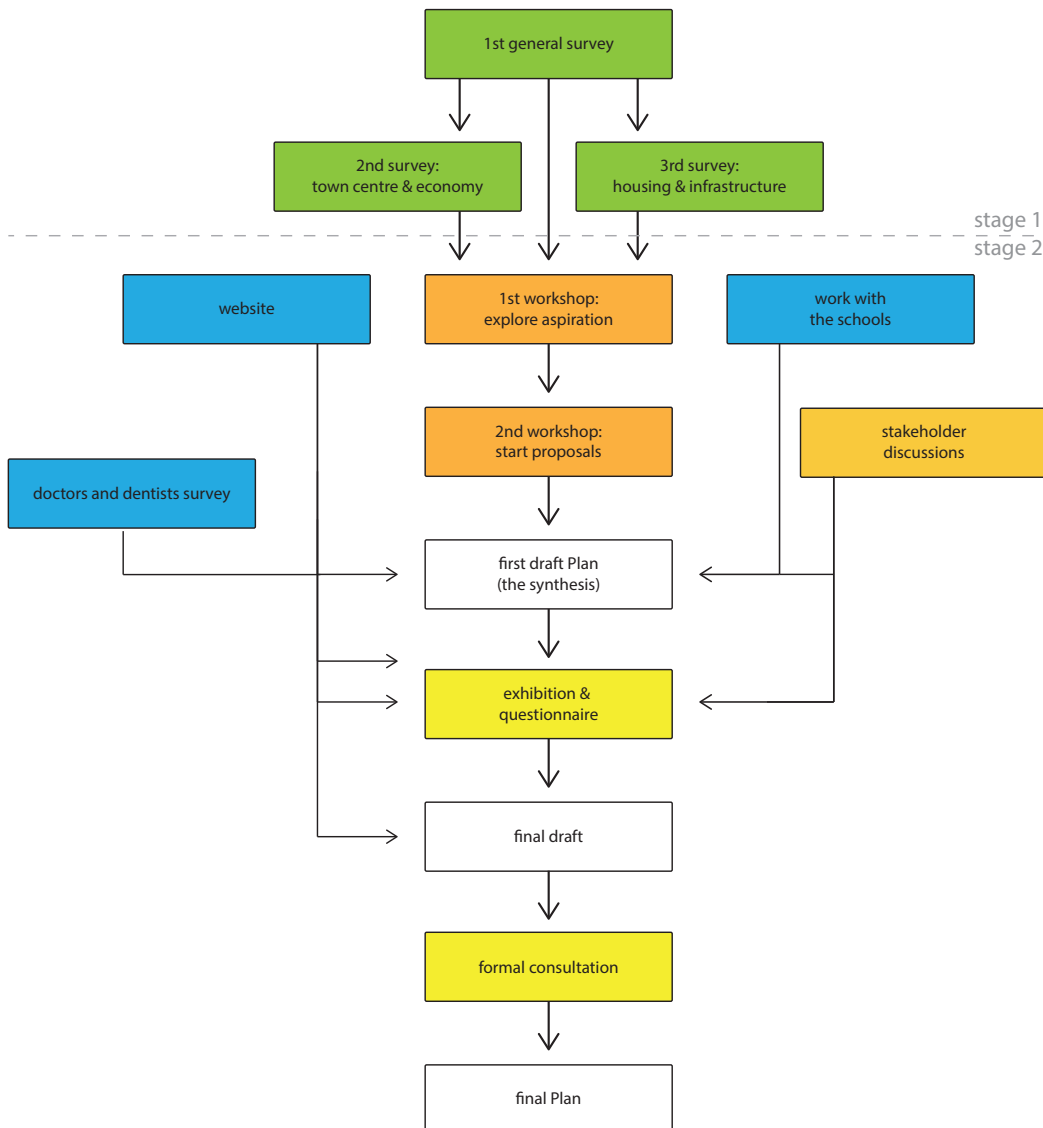
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Community Engagement and Consultation Process

COMMUNITY ENGAGEMENT AND CONSULTATION PROCESS

INTRODUCTION: THE ENGAGEMENT PROCESS

Engagement is not only a requirement for Neighbourhood Plans but their backbone. People are given genuine power at a local level to shape how their neighbourhoods develop, beyond traditional post-completion consultation. As a result, a programme of engagement was put in place to maximise opportunities for people to engage, using simple language and imagery for people who are less familiar with planning terminology, and ensuring that all venues and media used were adequately accessible for use by those with mobility or sensory impairments.



THE NEIGHBOURHOOD PLANNING PROCESS IN EAST GRINSTEAD

The Town Council resolved to apply for a Neighbourhood Plan on 3rd July 2012, and this was agreed by Mid Sussex District Council on 9th July 2012.

Consultants (AR Urbanism) were appointed by the Town Council in July 2012 to assist with the preparation of the Plan. The drafting process, including discussions with a steering committee of the Council and the public involvement described in this Appendix continued through to mid 2013. The Neighbourhood Plan website was established November 2012.

Further stages in the plan process:

- Approval of the submission draft by East Grinstead Town Council
- Submission to Mid Sussex District Council
- External examination
- Referendum
- Adoption

THE ENGAGEMENT PROGRAMME

In advance of the formal consultation on the draft Plan, the programme of public engagement and consultation featured 2 stages:

The **first stage** aimed at ensuring that the community was aware of the Neighbourhood Plan, what it is, what its role is and what could be achieved. It consisted of 3 surveys.

The **second stage** moved from awareness raising and construction of an evidence base, to more active involvement of the local community and consisted of two half-day workshops involving a wide range of groups representing different interest groups. To form this forum a number of community 'gatekeepers' were identified and contacted, who have access to, and influence on, larger community networks. This work of "community webbing" was aimed at ensuring that the widest possible cross-section of the community was involved in the process. The first workshop started with a broad scope and no formal plans, allowing discussion of what was valued about the town and how people would like to see it improved. Specific topics emerging from the first session were then explored in more depth in the subsequent workshop.

In addition to this main activity the steering group focused on schools as well. This was felt particularly important as the younger section of the population (or at least a part of them) are going to be the future residents of the town so their views are particularly valuable. In addition, capturing their views meant also capturing those of their families - another aspect of the community webbing technique.

A number of further **meetings** were organised with stakeholder organisations. In this case the objective of the dialogue was to obtain a clearer picture on matters crucial to the emerging Neighbourhood Plan, including process as well as technical issues. These discussions included:

- Local transport and highways authority (West Sussex County Council) regarding the prospects and priorities for investment in and management of the road and transport facilities;
- The planning authority (Mid Sussex District Council) regarding a range of neighbourhood planning and housing issues;
- The main provider of public transport (bus) services in the town (Metrobus);
- Provider of key walking and cycling routes such as Worth Way and Forest Way (Sustrans).

Finally in autumn 2012 a **website** was set up, enabling people to contribute their views, suggestions and concerns, find out about the Plan's progress, and to provide a means of building consensus. It was felt more appropriate to develop a website away from the Council's own, to reinforce the message that the Plan belongs to the community and thus stimulate involvement.

SUMMARY OF FINDINGS BY STREAM OF WORK

1ST SURVEY

The first survey took place between the 8th and the 31st October on the 8th of October 2011. The Neighbourhood Plan Steering Group set up survey points at Wickendens, Queens Walk and Sainsburys, talking to passers by and filling in the surveys. Additionally surveys were handed out at the railway station on the morning of 7th October. In addition an online survey received a steady stream of responses. In total around 1500 survey forms were handed out and 640 responses were received. The survey was advertised in the local newspaper during the survey period and a banner was placed in the town centre. The website also carried the electronic link and a downloadable form for return. The aim was to raise awareness of and interest in the forthcoming plan.

Statements used in the survey:

Housing

We need to identify towns current and future housing needs and plan to deliver the right type and mix of housing to meet those needs.

Highways

improve the traffic flow into and around the town, to reduce congestion and improve pedestrian access and use of the town centre.

Business Development

We need to identify and implement ways to encourage new and existing Retail and Commercial businesses to prosper and develop in the town.

Leisure/Health

Improve and promote sport and leisure facilities in the town to encourage and support healthier lifestyles

Environment

Safeguard our environment, protect areas of outstanding natural beauty, including our town's green open spaces and aim where possible to develop within our town's urban boundary.

Town Centre Regeneration

It is important to find ways to regenerate East Grinstead Town Centre to improve opportunities for businesses, retail, jobs and tourism, whilst retaining the character of our ancient market town

Sustainability

We need to address climate change and make best use of resources in all our developments.

Overall there was a strong agreement on all of the statements. The top three priorities for the local community appeared to be:

1. The regeneration of the town centre [32%];
2. Improvement to transport [21%]; and
3. The economic vitality of the town [19%].

Finally, many organisations were invited to respond with ideas and suggestions relating to all the topics touched upon in the statements and written replies were received from :

- East Grinstead and District Access Group
- East Grinstead Business Association
- East Grinstead Society
- Imberhorne Residents Association
- Parish Councils: Forest Row, Ashurst Wood, Turners Hill, West Hoathly, Worth, Dormansland, Felbridge, Lingfield
- Post Referendum Campaign
- The Old Convent Estate Residents Association

In addition a response was received from the East Grinstead Labour Party.

The findings of the first survey were used to shape the following survey.

The full results of the survey are available on the East Grinstead Neighbourhood Plan website [<http://www.eastgrinsteadplan.org.uk/resources>].

2ND SURVEY

The second survey focused on the topic of Regeneration and Economic Development as a follow-up to the first survey. Responses were invited through an online (East Grinstead Town Council website) and offline survey form in February 2012.

Approximately 300 people responded to the questions and 157 additional comments were also made.

The initial questions invited responses to a broad vision statement for the Parish:

- To create a Town in which all people should be able to satisfy their needs and enjoy a better quality of life, both now and in the future
- To improve ease of movement within the town centre by providing safe, direct and attractive routes that encourage walking, cycling and use of public transport.
- To create opportunities for new and existing businesses and tourism within the town
- To enhance the public realm and the overall appearance of the town centre to reflect the heritage and character of our Ancient Market Town
- To ensure new development respects and builds on East Grinstead's special identity and character.

Broadly speaking the vision represented by these statements was well received by the public.

Subsequent questions in the survey attempted to draw a profile of the interviewees. Interesting evidence emerging from these was that:

- Only one third of the people involved in this survey appear to work in town, and only 15% use the local schools
- Going to a supermarket and high street shopping seem to be the main reasons for visiting the town once a week (together with using local services)
- Around 50% of people walk to the town centre for shopping or accessing services (cycling in comparison is less than 3%) rather than using the car. However, the result may be due to the manner in which the survey was conducted.

The next set of questions focussed on the type of interventions to deliver. The most popular interventions that people would like to see in EG were:

- Pavement (footway) enlargements,
- Provision of short stay car parking in the town centre,

- Traffic calming measures,
- Improvements to cycling and walking routes and
- Additional car parking spaces at the station.

The 4 most popular actions to improve the town centre are (in order):

1. Improvements to the shop fronts,
2. Landscaping,
3. Removal of street clutter and
4. Reducing the amount of traffic.

The key areas to be given priority to make an impact were identified as: Railway Approach, Queens Walk mall, and the main shopping area along the London Rd.

Overall the feeling of a poor range of shops in town was shared by the majority of respondents (60% of them state they do their shopping in East Grinstead), who also think that a mix of small independent shops, a department store, more national chain stores, a farmers market and seasonal street markets could help the attractiveness of the town for shopping.

In terms of employment, almost 2/3 of the respondents who were also residents commute to work from EG, mostly to London (over 50%) and Crawley (20%), while one in four works from home. Despite the potential loss of local employment opportunities, there was majority support for the redevelopment of empty office block to other uses, including residential.

An equally large majority (over 95%) is keen to expand or redesign the industrial sites to support new businesses. Over 72% would even support the creation of a new technology park or industrial estate.

The full results of the survey are available on the website.

3RD SURVEY

This survey followed-up the further set of themes touched upon in the first consultation: housing and infrastructure. The survey was carried out in June and July 2012. It was timed to allow people to consider new evidence produced in relation to traffic capacity and possible improvements to key junctions along the A22 London Road, as it was felt this has major implications on the nature and amount of future development in East Grinstead. Approximately 400 people responded to the survey's questions and provided 138 additional comments. Two organisations (the East Grinstead Society and the Association of Imberhorne Residents) also sent individual responses in the form of a separate document (see below).

This activity highlighted what people value in the Parish (top 5 in order of importance):

1. The character of the town
2. Safe environment
3. Peaceful/quiet
4. Good rail links
5. Good schools

Housing

A large majority of respondents own their house (85%+), and more than 50% think there will be a need for more homes in EG in the next 20 years (17.5% were neutral or don't know, while 28% disagreed). No clear view was gained on the type of housing that was felt more important to provide (although approximately 30% strongly agreed on the need for affordable homes and 18% for key workers accommodation). A large majority wanted to see new housing within the town's current built up area boundary or as a redevelopment of existing sites currently devoted to other uses, and wanted the strategic gap with surrounding settlements to be respected.

Infrastructure

All the top 3 infrastructural improvements mentioned by the respondents concerned transport, in particular:

- London Road A22 junction improvements
- Car parking
- Bus Interchange at the Railway Station

Survey demographics: more than 70% of the respondents were over 45.

The two organisations that responded to the survey:

- Support the delivery of new homes within the current built area boundary, especially in the town centre [both]; and
- Strongly oppose any development west of Imberhorne Lane [Association of Imberhorne Residents]
- Want new housing to be limited until A22 junction changes are shown to be successful (moratorium period) [The East Grinstead Society]

The full results of the survey are available on the website.

1ST STAKEHOLDER ENGAGEMENT WORKSHOP

The first workshop initiated a more in-depth phase of the engagement process, and aimed at clarifying people's perceptions and attitudes towards the town as well at establishing a common understanding of the Parish and of the Neighbourhood Planning process. It involved a number of community 'gatekeepers', who have access to, and capture the views of larger community networks.

25 people representing a wide range of stakeholders attended this event on the 12th of October 2012 at Chequer Mead. It was a half-day workshop that included a mental mapping exercise (to assess the participant perceptions of the town), a town centre 'walk-shop' (a walk through the town to share views on its state), and a group discussion/brainstorming exercise aiming at producing a strategic assessment of East Grinstead's strengths and weaknesses.

A summary of the findings of this workshop is represented in the table and the diagram below.

STRENGTHS (in order of strength - strongest first)	WEAKNESSES (in order of weakness - weakest first)
Heritage & Cultural Offer	Traffic
Connections with the Countryside	Administrative Issues (cross boundary issues)
Local Community	Lack of Accessibility
Sport and Leisure Facilities	Lack of SANGS
Quality of Local Facilities / Services	Lack of Public Transport
Bluebell Railway	Parking
Railway to London	Structure of the Local Economy and Lack of Place-making
Low Crime Rate	No Rail Connection to Gatwick and the South
Proximity to Gatwick	Poor Connectivity



2ND STAKEHOLDER ENGAGEMENT WORKSHOP

The second event was held at Meridian Hall, East Court on the 23rd of November and it involved around 20 people.

The workshop focused on formulating proposals to be integrated within the Plan and ensuring collective agreement of the best way forward.

Following a presentation of possible broad approaches, participants were divided into groups discussing one of following topics:

- Town Centre
- Accessibility
- Housing
- Economy

Each group subsequently presented their work to the rest of the audience, explaining the reasons of their choice and testing the ideas against the other groups' choices and identifying synergies or incompatibilities.

Ideas from the Economy Group:

1. Business rate relief is what allows charity shops to thrive in times of economic difficulty. Similar relief should be granted to new and local businesses.

2. To ensure the economic success of East Grinstead, it needs to be seen as a destination; it has to have a reason to be visited.

3. There needs to be a concerted effort to get more people working in the town, and more tourists visiting the town centre at all times. Suggested tools for generating tourist footfall:

- Location-specific festival (sparkling wine, local heritage etc);
- Bluebell Railway
- Statue due to be located outside Sackville College
- Meridian Line
- New developments

4. The Town Council should devote part of its time to promoting opportunities for business to relocate to East Grinstead

5. As the station area is due to become an important tourist hub following the arrival of the Bluebell Railway, and in its capacity as the gateway to the town, a new mixed-use development in the vicinity could be a strong tool for encouraging people up from the station and into the town.

6. New signage needs to be introduced at the station exit and along Railway Approach and into the town centre to act as a guided path for people that wouldn't necessarily know where they are going.

7. A free shuttle bus service from the station to the town should also be investigated.

8. Before Queens Walk (long term) is redeveloped, it could be refurbishment, removing the dated roof and tidying the frontages up (short term).

Ideas from the Accessibility Group:

1. Pedestrian priority for London Road (south of King Street) and High Street

2. Smart Travel Choices, to reduce demand on road system

-
3. Bus corridor required between the station and the High Street, and consolidated bus stops
 4. Station link needed – possible commercial support
 5. Parking route with signage
 6. Cycle and walking network study of networks, and cycle hire at station
 7. Route maps – using changes to satnav and other data to avoid rat runs
 8. Improved public transport at weekends (to meet tourism needs)
 9. Parking strategy to suit town residents
 10. Coordinated strategies for housing and transport

Ideas from the Housing Group:

1. Any interventions in East Grinstead, whether they are new developments, renewal projects or public realm schemes must ensure the quality of the town's built environment is preserved, enhanced and complemented.
2. The impact of any proposed developments on the integrity and the contribution to the enhancement of the two Conservation Areas should be carefully assessed and used as a key criterion to determine their appropriateness.
3. Current infrastructural and environmental constraints limit the population growth of East Grinstead.
4. Any increase in housing numbers should be linked to the availability of additional local jobs.
5. All new housing developments should take place within the built up area or on previously developed (brownfield) land.
6. Redundant office space within the town should be converted into mixed-use developments.
7. Any scheme proposing a change of use should strive to achieve a mix of uses.
8. Change of use should maximise opportunities for evening economy related activities and hotels/B&Bs
9. New housing developments should focus on affordable housing as current local prices disadvantage specific group (including young families) and have an impact on EG's demographic trends.

-
10. If new development take place, self-build should be encouraged.

While there was an overall agreement on the general priorities and type of development appropriate for East Grinstead, agreement could not be reached on the scale of the potential development in East Grinstead for the next 2 decades.

Some of the group members thought that the current developments in the planning system's pipeline (765 units) already cater for EG's needs given the current constraints. On the other hand some of participants felt appropriate to add a set of policies addressing housing issues if the current constraints are removed in the future. This scenario would have to be based on current demographic trends in the District.

Ideas from the Town Centre Group:

1. Need to attract visitors, tourists and support businesses by:
 - a. developing festivals
 - b. joined-up thinking and marketing needed playing to EG's strengths
 - c. promotion could come from joining up groups like EG Arts Society, EG Business Association, EG Traders etc.
2. Need to become more pedestrian and cycle friendly by:
 - a. pedestrianising the High St
 - b. controlling parking
 - c. adding trees
 - d. creating an avenue along Railway Approach
 - e. adding lots of seating
 - f. adding cycle racks and cycle paths
3. Need to attract businesses by:
 - a. creating cheap start-up business space with short-term rentals
 - b. joined-up promotion as above
 - c. having more people living in town centre by:
 - d. converting redundant offices to flats
 - e. adding new flats in town centre

The extended comments from the groups (see dropbox folder) are published on the website.

SCHOOLS

On parallel with the focused stakeholder engagement sessions, local schools participated in workshops to find out what East Grinstead's younger inhabitants would like to see in the town in the future. The following questions were asked to primary school children:

- What are the 2 things you like best about EG?
- What are the 2 things you most dislike about EG?
- Thinking of the future, what are the most important things you would like to see happen to improve EG?

Over 50 children aged between 5 and 11 from Escots, Blackwell, Bladwins Hill, Halsford Park, St Mary's and Meads primary schools responded.

more visits from the Queen, more libraries, **wider pavements**, shops (game please), less rubbish at the skate park and more rubbish bins in town, **a mall called EG shopping mall**, more sweet shops, **more parks and soft play areas like**, more indoor playgrounds for older kids, more all age activities, **fun events**, more restaurants, affordable houses so homeless people have somewhere to stay, **speed-bumps to stop buggies in emergencies**, more benches for people to rest, more cheaper houses, **one big zoo**, no hoax calls, **more hotels**, cheaper activities, more cycle tracks, more lollipop ladies and men, **more police stations**, **more hospitals**, some babysitters more beauty parlours, bigger sainsbury, more supermarkets, **bigger museum**, **bigger leisure centre**

A sample of the comments made

The top 3 most frequent answers are summarised in the table below, the full list of comments is visible on the website.

I LIKE	I DON'T LIKE	I WANT
People	Traffic and bad parking habits	Indoor play spaces & sport facilities
Schools	Litter	Better choice of shops (relevant to the kids' age) and leisure activities
Shops	Range of shops	Make crossing and walking easier

The Youth Council and a group of year 12 students from Imberhorne school was also consulted about the strengths and weaknesses of East Grinstead. The top 3 most frequent themes are summarised in the table below, the full list of comments is visible on the website.

STRENGTHS	WEAKNESSES
Cinema	Limited range of shops (and little relevant to teenagers)
Green spaces	Public Transport (too expensive and connections could be improved)
Heritage	Housing (too expensive and not respectful of the environment)

The young people's comments are presented in full on the website.

WEBSITE (FEEDBACK WALL)

The Neighbourhood Plan website was launched in November 2012 with the aim of giving the project its own identity (away from being a Council-led exercise), and in order to engage with a greater proportion of the local population. The website is visited by an average of 300 people per month, and offers the opportunity to leave comments on the 'Feedback Wall', in order to voice opinions about what should be included or not within the plan.

13 posts and comments on the following:

Transport:

- Need to assess the whole network not only the condition of the A22
- Need for a frequent and high quality public transport system.
- Coordinated bus services timed for rail arrivals/departures, offering a hop on/hop off service
- Current transport analyses are over optimistic
- Positive response to the proposed 'shared surface' approach for the town centre

Economy:

- The experience of arrival to EG has to focus not solely on the station, but the main roads as well
- Encourage pedestrians and cyclists and elevate the quality of the town centre
- Need to consider the arrival experience of people travelling by

road – mapping and information points required in car parks

Housing:

- No development should be allowed unless it's proven it's needed locally and the infrastructure to support this is already in place
- Need for 1 and 2 bedroom affordable houses, rather than more 4-5 bedroom houses

Leisure & Culture:

- Improvement needed to quality of existing events
- Plan should take into account the protection of green areas and outdoor pursuits from development

DOCTORS AND DENTISTS SURVEY (DECEMBER 2012 - JANUARY 2013)

EGTC have undertaken a survey of the existing facilities (3 doctors and 7 dentist) to ask them for their current capacity and future requirements. This work was taken into account in assessing the impact of additional housing on existing social infrastructure. Whilst a simple survey it is indicative of the need in the town and is based on actual figures, not anecdotal reports of time to wait for an appointment, which is potentially more to the operational management of the surgeries than the potential capacity and ability of the staffing.

Doctors.

Thankstothesurveyit hasbeenpossible to determine that there is capacity to accommodate more than average occupation (2.385 persons per dwelling) of 2000 new homes, which is well above the numbers for housing indicated in this plan.

Dentists.

These practices were less forthcoming with data and therefore the information is not conclusive. The indication is that there is some capacity but this may not stretch to the same level of doctors surgeries capacity and therefore it is prudent to encourage the opening of additional facilities or expanding the existing ones.

However, unlike Doctors' Surgeries which cover a geographical area, Dentists' NHS patients may predominantly be from East Grinstead but can be from anywhere in the Country. Furthermore, perhaps the greatest difference is that the contracts which Dentists have with the NHS are based on an agreed number of courses of treatment, not on patient numbers. As a result, if a Dental practice notices that the number of treatments is falling behind schedule, they can open their books to new patients in an effort to increase treatments in order to reach the agreed NHS target.

Survey details:

Questions asked of each Survey:

	Question
1	Number of NHS patients
2	Private Patients
3	Do you have the capacity to take more patients and , if so, how many?
4	If you had to take more, would you have to take on more staff or even consider moving to larger premises?

Doctors.

	Surgery 1	Surgery 2	Surgery 3	Total
1	7800 NHS Patients	13,670 NHS Patients	11,500 NHS Patients	32,970
2	Only Private Patients are those requiring say injections for foreign travel	No Private Patients	No Private Patients	-
3	Could take up to 10,000 NHS Patients	Aims to have 14,000 by the end of next year	Could take another 300	24,300
4	Not applicable	Practice Manager unable to answer this question yet as she has only been in the job 1 month	Could take a further 2000 but would have to employ another G.P.	

Dentists

	Practice 1	Practice 2	Practice 3	Practice 4	Practice 5	Practice 6	Total
1	11700 NHS Patients	No NHS Patients	7400 NHS Patients	1000 NHS Patients	475 NHS Patients	No NHS Patients	20,575 NHS Patients
2	1,300 Private	600 Private but the Dentist is only part-time.	2600 Private	4000 Private	1600 Private	500 Private but takes referrals from other dentists for specialist work	10,600 Private
3	Would not wish to take on any more	Could take an additional 600	Working to Capacity	Could take an additional 2000 private	Could take an additional 500 private and 100 NHS	n/a	3,200
4	n/a	n/a	Not without extending the premises	Could cope with existing staff and premises	Could cope with existing staff and premises	n/a	n/a

PUBLIC EXHIBITION (MAY 2013)

All comments collected through the initial programme of engagement were fed into the preparation of the draft plan. In turn a public exhibition (and survey) was held in May 2013 in order to present the key aspects of the work to a wider audience. This showed that the draft plan was welcomed by the majority of respondents, although some amendments were made in response to comments made at the exhibition and in the survey. The town centre parking policy was amended, for example. The revised draft plan was then put to formal public consultation.

Exhibition Boards

EAST GRINSTEAD NEIGHBOURHOOD PLAN

WELCOME & INTRODUCTION



"A positive vision for a future East Grinstead that is socially inclusive, vibrant, economically robust, with a high degree of self-sufficiency, and with a first rate environment."

WHAT IS THE NEIGHBOURHOOD PLAN?
The East Grinstead Neighbourhood Plan (EGNP) provides an opportunity for local people to decide where new housing and employment should go in their local areas, and how their town centres should change over the next 25 years.

WHY WE NEED A NEIGHBOURHOOD PLAN
The Neighbourhood Plan is being prepared to guide development and changes in the Town and Parish of East Grinstead for the next 25 years. There is a need to consider all future development together rather than only reacting to individual or piecemeal development proposals. The Neighbourhood Plan will enable this to happen. Change over the next two decades will be steered to meet local housing needs, securing more employment and a stronger economy, increasing access to sustainable means, and enhancing the historic town centre.

THE AIMS OF THE PLAN
The Plan is designed to provide the local planning authority (Mid Sussex District Council) with a locally endorsed basis for determining planning applications in East Grinstead. The Town Council will use the EGNP as a basis for its responses to consultations on planning applications and other matters, and more widely for promoting the interests of the town. For private sector investors and stakeholders, the Plan gives a degree of certainty as to the future direction of change, as well as specific guidance as to where and how development and change can take place.

HELP SHAPE THE PLAN

- Please read the information presented on the other boards. More details can also be found on the Neighbourhood Plan website.
- Please complete the accompanying questionnaire online, or write on the hard-copy provided and place them in the box in order to make your views known.

VIEW MORE OPTIONS & IDEAS AT WWW.EASTGRINSTEADPLAN.ORG.UK

EAST GRINSTEAD NEIGHBOURHOOD PLAN

HELPING PEOPLE TO TRAVEL SMARTER




Transport Principles

- A pedestrian priority town centre is proposed. People driving to East Grinstead will be encouraged to drive to, not through. Drivers will be encouraged to park at the first car park they reach (rather than driving through the town to access a car park closer to their destination), thereby reducing the amount of traffic within the town centre.
- East Grinstead needs to break out of the commuter sprawl created by traffic dominance. To do this, more people need to travel by public transport, on foot or by bicycle.
- A 20mph speed limit will be introduced throughout the town, to make walking or cycling more attractive options.
- There is a need therefore for a comprehensive, safe, pedestrian and cycle network. This will include the creation of new routes where there are currently gaps in it to the sports field. We also need to reduce congestion to buses through effective traffic management.
- The town centre needs to be better connected with the railway station. Key to this improvement will be an upgrade of Station Approach.
- There are other transport principles proposed for inclusion in the Neighbourhood Plan. You can read about them on the Neighbourhood Plan website.

VIEW MORE OPTIONS & IDEAS AT WWW.EASTGRINSTEADPLAN.ORG.UK

EAST GRINSTEAD NEIGHBOURHOOD PLAN

HOUSING LOCAL PEOPLE



HOUSING PRINCIPLES

- Moderate growth in housing is needed to meet local needs. The potential sites identified on the map should accommodate requested needs for at least the next 15 years.
- The housing sites shown are all within the existing built-up area.
- If further growth pressures occur beyond 2025, attention to the built-up area could be considered in a future plan.
- By keeping housing development within the existing built-up area, there will be less impact on cherished landscapes, and opportunities for convenient access will be maintained.

VIEW MORE OPTIONS & IDEAS AT WWW.EASTGRINSTEADPLAN.ORG.UK

The key points emerged from the exhibition and the related survey were:

- Almost everyone said that the historic streetscape is a major asset of the town and should be protected and enhanced

- Equally, almost unanimously, those who answered the questionnaire support measures to improve the economic vitality of the town centre
- In terms of public realm improvements:
 - Almost 94% of respondents agree or strongly agree that “Railway Approach should be redesigned as an attractive ‘avenue’ linking the station and the town centre”
 - 96% of respondents agree or strongly agree that “London Rd (part) and High Street should be enhanced to attract more people, with more space for activities including walking, strolling, window shopping, café tables, markets, special events”
 - There was also a strong support for measures aimed at supporting sustainable form of transports.
 - A potential restriction of traffic other than pedestrians, cyclists and buses in the main town centre area during the daytime was viewed positively by 64.2% (another 21.7% was neutral), while 62.8% of respondents agreed or strongly agreed that the speed limit in East Grinstead’s residential areas should be 20mph, in line with Government advice (19.0% were neutral).
 - Finally most of the respondents (78.8%) supported the idea of reviewing the location and type of further new housing in 15 years if the needs of the Parish are no longer able to be met within the current urban boundary.

69 additional comments were also received, most of them in support of the principles illustrated on the boards. Some examples:

“Please please please lets capitalize on the historic town centre and get someone in who can save the high street!”

“Pedestrianise [the High Street] at least during the day”

“The top of the town has really improved especially since more independent retailers have opened for business. This is helping to retain the character of that part of the town. Pedestrianising the main area of the town will be a further improvement and will give more of a community feel to the town.”

“This should be the main focus of the plan. By raising tourism, increasing foot traffic and helping independent businesses the town will begin to naturally progress for the better.”

“Parking is a major issue. The car parks are empty and the residential streets are full of non resident parking. Look at Oxted: free parking after 10 am. Deters the commuters and attracts shoppers- how hard can it be?”

The full results of the survey are available on the website.

FORMAL 6 WEEKS CONSULTATION

To Be Completed.

The Consultation is taking place from 9AM August, 27 to 5PM October, 7.

SUBMISSION OF THE PLAN

Following feedback during the formal consultation, the final Plan was put to the Town Council for approval, prior to submission of the Plan to the District Council for examination and the subsequent local referendum.



Sustainability

SUSTAINABILITY

The Government's Planning Advisory Services advises that: "Sustainability appraisal of the type that is legally required for development plan documents is not required for neighbourhood development plans." However, consideration of the likely impacts of the Plan in terms of sustainability has been given in the preparation of the East Grinstead Neighbourhood Plan.

Sustainability is at the heart of the East Grinstead Neighbourhood Plan, and the Policies and proposals have been designed primarily to meet environmental, social and economic sustainability objectives.

A Strategic Environmental Assessment is currently being produced and will be subject to a separate public consultation process which will be publicised.

A large, stylized graphic of the letter 'D' is positioned in the upper left quadrant of the page. The 'D' is white with a thick, light beige shadow or outline, giving it a three-dimensional appearance. It is set against a light beige background.

Housing Policies: Further Detail

HOUSING POLICIES: FURTHER DETAIL

HOUSING NUMBERS SUMMARY

This appendix provides a summary of the housing situation in the Parish. The detail as to how the numbers have been derived is in the corresponding numbered paragraphs.

1	Parish theoretical housing need (2031):	1,406 units
2	Units already completed (Apr 2011 - Mar 2013)	289 units
3	Units in the planning system pipeline as at March 2013	526 units
4	Net further housing requirements	591 units
5	Estimated housing capacity of identified suitable sites within the built up area	585 units
	Housing deficit	6 units

This calculation is based on the best available estimates at the time of plan preparation. It is possible that the calculation will change during the lifetime of the plan as circumstances change. For example, the rate of population growth, or the rate of household formation, or the average household size could prove to be different from those assumed in the housing requirement calculation in this appendix.

The numbers explained:

1 - PARISH THEORETICAL HOUSING NEED (2011-2031)

The theoretical need in 2031 is calculated by applying the 0.6% annual growth rate forecast in the Mid Sussex Draft District Plan to the current population and then dividing by the 2011 (census) occupancy rate as follows:

- Population estimated in 2031: $26,383 \times (1.006)^{20} = 29,736$ people
- Population increase 2011-2031: $29,736 - 26,383 = 3,353$ people
- 2011 occupancy rate: $26,383 \text{ (people)} / 11,061 \text{ (dwellings)} = 2.385$ people per dwelling
- Additional households 2011-2031: $3,353 / 2.385 = 1,406$ units

Notes:

- Population and household data are from Census 2011 and relate to "area E04009986" i.e. East Grinstead Parish.
- The use of the 0.6% growth rate is in line with guidance provided by Mid Sussex District Council (Claire Tester - MSDC Head of Economic Promotion and Planning, letter to EGTC dated 8/10/2012).

2 - HOUSING UNITS ALREADY COMPLETED

Between April 2011 and March 2013, 289 units have been completed (source: Mid Sussex District Council, "Housing Land Supply as at 1st April 2013", <http://www.midsussex.gov.uk/8312.htm> accessed in July 2013).

These residential units have finished construction between 1st April 2012 and 31st March 2013 and need to be taken into account in the calculation of local housing supply available during the duration of the Neighbourhood Plan.

Site Address	Units completed	completion year
7 Cantelupe Road, East Grinstead, West Sussex, RH19 3BE,	1	12/13
LANGLEY , Lowdells Lane, East Grinstead, West Sussex, RH19 2AW	1	12/13
121 - 123 London Road East Grinstead West Sussex RH19 1EN	3	12/13
The Dene College Lane East Grinstead	2	12/13
S/O The Hermitage Alders Avenue East Grinstead	1	12/13
43 De La Warr Road East Grinstead	2	12/13
78 Queens Road East Grinstead	2	12/13
53 High Street East Grinstead	2	12/13
Orchard Cottage & Fonthill Cottage Saint Hill Road East Grinstead	2	12/13
The Beacon Coombe Hill Road East Grinstead	1	12/13
Fairmile Sandy Lane [demolition]	-1	12/13
Benchfields Lewes Road [demolition]	-1	12/13
Mariners/Redwood Lewes Road	23	12/13
Dunnings Mill	32	12/13
Rentokil House, Garland Road	87	12/13
Tobias School Of Art Coombe Hill Road	9	12/13
Rear of 2,3 & 51 Whitehall Parade	12	12/13
Aston House, 140 -144 London Road	6	12/13
Rear of 240-258 and adj Ashplats House, Holtye Rd	16	12/13
117-119 London Road	2	11/12
Land Adj To 42 Newlands Crescent	1	11/12
Willow Lea Highfield Road	2	11/12
Land Adj 170 Charlwoods Road	2	11/12
171A Holtye Road	4	11/12
Adj Holly Tree Cottage Lingfield Road	1	11/12
Garages Crawford Way	1	11/12
67 Queens Road	1	11/12
Le Gourmet 18 London Road	3	11/12
Rear Of 133 Queens Road	2	11/12
Land At Finchingfield (Bramblehurst) West Lane	1	11/12
Rear of 15 London Road	4	11/12
Adj. 1 Sunnyside Cottages, Harwoods Lane	1	11/12
The Dell Lower Dene	5	11/12
Fonthill Cottage & Orchard Cottage Saint Hill Road	1	11/12
Willow Lea Highfield Road [demolition]	-1	11/12
Mariners and Redwood, Lewes Road [demolition]	-2	11/12
Millfield/Croft/The Conifers & Spinnaker Windmill Lane	12	11/12
Dunnings Mill	22	11/12
Rentokil House	27	11/12

total 289

3 - UNITS ALREADY IN THE PLANNING SYSTEM PIPELINE

The units in the planning pipeline at March 2013 are calculated as follows:

- 526 units which already have or are awaiting permission.

Site Address	Units
Land South Of The Old Convent and Adj Moatfield Surgery St Michael	74
Adj Ashplats House & r/o 240-258 Holtye Road	124
Dunnings Mill Snooker Club Dunnings Road	7
Car Park Felbridge Hotel	12
Maypole House, Maypole Road	12
Premier House, Garland Road	14
Sussex House London Road	27
Farringdon House Wood Street	41
218 London Road East Grinstead West Sussex RH19 1HY	14
Shirley Cottage 17 Copthorne Road Felbridge East Grinstead Surrey	26
Land To Western Side of Imberhorne Lane East Grinstead West Sussex	100
St Lukes House Vicarage Holtye Avenue East Grinstead West Sussex	14
Greenstede House Wood Street East Grinstead West Sussex RH19 1	14
Warrenside College Lane East Grinstead West Sussex RH19 3LR	14
Sadlers Yard West Street East Grinstead West Sussex RH19 4EQ	8
65 London Road East Grinstead West Sussex RH19 1EQ	7
Western Business Publishing 33 - 35 Cantelupe Road East Grinstead	14
Land Rear Of 11 High Street East Grinstead West Sussex RH19 3AF	2
Land Adjacent 137/139 Dunnings Road East Grinstead West Sussex	2
total	526

4 - NET HOUSING REQUIREMENTS

This is calculated as the difference between the theoretical housing requirement (point 1 above) and the units already in the planning system pipeline or already built (points 2 and 3 above), that is:

$$1,406 - (289+526) = 591$$

5 - HOUSING CAPACITY OF IDENTIFIED SUITABLE SITES WITHIN THE BUILT UP AREA

This range is calculated using MSDC sites assessment (March 2013) as well as EGTC's response to this document.

Site Address	Potential Units
75-77 Railway Approach	6
East Grinstead Delivery Office, 76 London Road	12
St James House, 150 London Road	10
Site in front of Queen Victoria hospital	28
The North End Club 32 -33 North End, London Road	6
Land at Brooklands Park West of Orchard Way	40
Meadway Garage, Lowdells Lane	7
Land South of Copthorne Road -	32
Land to the rear of Mulberry Gate, Copthorne Road *	11
Imberhorne Lane Car Park *	18
Stonequarry Woods	40
Site of Parish Halls, De la Warr Road	6
Imberhorne School, Windmill Lane **	210
67-69 Railway Approach	7
Tennis & Squash Club Ship Street East Grinstead	40
East Grinstead Town Football Club and Rifle shooting Club. Holtye Rd	77
Land at junction with Windmill Lane/London Road	35
total	585

* Sites not preferred by EGTC

** Subject to the relocation of the existing school to Imberhorne Lane (expansion of current facilities)

In East Grinstead there would be a minimum capacity of 585 units.

Note on Charlwood Industrial Estate.

In the long term this site could provide space for housing in a sustainable location. However a number of challenges relating to the relocation of the activities and multiple ownership would have to be addressed. The survey results collected in May 2013 showed some support for resiting the Charlwoods road industrial estate away from the residential area of the town. Should ten years from the adoption of this plan housing need be demonstrated to be higher than believed

at the point of publishing this plan further exploration should be undertaken to consider the feasibility of moving the estate to the edge of the town and therefore freeing up the existing area for residential use.

6 - CONCLUSION

The housing capacity of identified suitable sites within the built up area (point 5 above) is 585 units against a theoretical need (point 4 above) of 591 units, resulting in an estimated deficit of only 6 units.

It is then reasonable to conclude that the number of units that can be delivered within the built-up area is sufficient to meet the housing demand (on the basis calculated) when anticipated movement in delivered figures and windfall sites could present themselves.

The Town Council would therefore require that the 591 are the absolute maximum number that should be delivered (subject to the 10 year review) to meet the expected local need.

In any case it is intended that the assumptions and estimates made in the neighbourhood plan will be re-assessed half way through the Plan period (i.e. in ten years from the adoption of this plan). At that time, and not before, the need for additional sites could be considered.



Access and Movement Policies and Proposals Amplified

ACCESS AND MOVEMENT POLICIES AND PROPOSALS AMPLIFIED

SCHEMES FOR FURTHER STUDY

The following schemes are highlighted in the Plan as contributing to the overall objectives. In order for these schemes to be accorded priority for implementation, work is needed to establish the technical case and to ensure public support for them. The studies needed are summarised below:

- Detailed planning and consultation of the proposed pedestrian priority town centre, including alternative arrangements for displaced traffic and parking, and for servicing of premises.
- Define and assess traffic management options for reducing danger and smoothing traffic flow on the A264 and A22 through East Grinstead, including consideration of traffic signals, speed limits and enforcement, junction layouts, access and parking controls, bus priority, walking and cycling improvements, etc.
- The above to include consideration of removal of the one-way gyratory traffic scheme involving London Road, Beeching Way and Station Road, and introduction of two-way working throughout, plus associated road layout changes to improve the station area and bus interchange, and to create a high quality pedestrian and cycle link between the station and Railway Approach.
- Detailed design for the proposed Railway Approach Avenue both with and without redevelopment of selected frontage properties, together with consultation and an implementation plan.
- Definition and auditing of walking and cycling routes, and identification of specific improvements needed to complete and enhance the networks sufficiently to attract new users. The work should include the following steps:
 - Identify and map the routes that are safe and appropriate for walking and cycling;
 - Identify and map the enhancements that would be required to create an integrated network for walking and cycling ;
 - Develop a prioritised list of schemes to deliver the full network;
 - Identify methods of funding and delivering of the schemes.

THE ACCESSIBILITY AND MOVEMENT POLICIES EXPLAINED

The NP accommodates an ambitious approach to the enhancement of the town centre, and reflects the desire of local people and businesses to produce a step change in the quality of the town centre in order to attract more visitors and to boost the local economy. Encouraging the use of more sustainable means of access, while at the same time reclaiming space for the enjoyment of everyone is key to this approach.

Physical change is required and the proposals focus on two key areas that suffer from the negative impacts of parked and moving vehicles. These are described below.

PEDESTRIAN PRIORITY HIGH STREET AND LONDON ROAD

Description:

London Road south of King Street, the eastern portion of West Street (east of Ship Street), and the High Street in its entirety will be closed to general traffic during a specified period of the day, seven days a week. Buses and bicycles will be exempt from the vehicle restriction. The street will be redesigned and repaved to provide more space for walking and sojourn, and activities including an expanded market. The area will be designated as a restricted parking zone, thus avoiding the need for unsightly yellow lines and related signs.

The proposal stops short of full pedestrianisation, with cycles and buses being allowed at all times. There is the option also of allowing general traffic “out of hours”, although the policy of encouraging evening activities requires pedestrian priority to extend well into the evening.

Reason:

The impact of traffic and parking in the town centre detracts from its historic character and the quality of the trading environment, and thus undermines the ability of the town centre to attract visitors and investment. A better environment is essential to get more people to spend more time and money in the shops and other facilities that the centre has to offer. It is also necessary to help reclaim the town centre as the focus of community life. The market is an historic part of the town and should be reinvigorated to provide a wider range of goods and operate more frequently at the heart of the town. All of this is impossible while the public realm is designed and used as a traffic conduit and parking area for motor vehicles. The High Street and London Road therefore are proposed to be managed and redesigned as a high quality social space. Since tourism will be an important part of the town centre revitalisation, it is essential for the pedestrian priority regulations to apply at the weekends as well as weekdays. In conjunction with the enhancements proposed for Railway Approach, the scheme will provide a high quality connection between Worth Way and Forest Way, thus completing this section of the national and international long distance walk and cycle route.

The town centre has a by-pass (Beeching Way), which reportedly was opened in 1979 (the same year in which Worth Way was created) to relieve the historic centre of traffic. Unfortunately the opportunity was not taken at that time to secure the benefits of less traffic in the High Street, and as a result traffic has built up again to levels that cause severe disruption and intrusion to the historic and trading environment.

RE-CREATE STATION APPROACH AS AN ENVIRONMENTAL TRANSPORT BOULEVARD IN ASSOCIATION WITH NEW DEVELOPMENT (BUS, PEDESTRIAN, CYCLE PRIORITY)

Description:

The Railway Approach Development Brief (2004) investigated the potential for the creation of a much improved link between the railway station and the town centre, involving selected redevelopment in order to allow the widening of the street to incorporate wider footways, a cycle way and tree planting. The Neighbourhood Plan promotes the pursuance of this proposal.

BUS RAIL INTERCHANGE AT THE RAILWAY STATION AND EFFECTIVE BUS LINK BETWEEN THE STATION AND HIGH STREET

Description:

In order to achieve effective bus rail interchange, and thus to achieve a higher bus mode share for access to the station, it is necessary for all services to stop at a single convenient point directly outside the station. This should be arranged “cheek to cheek” so that people are not required to cross any road while interchanging between rail and bus services. Achieving this requires alterations to the road network in the vicinity of the station. Such alterations will be planned in conjunction with other development, which can also help to fund the improved interchange. This scheme should be considered along with consideration of other traffic management and highway changes, including the removal of the one-way traffic gyratory.

Reason:

At present, the one-way traffic system prevents some services from stopping outside the station, namely Route 400 (eastbound) Route 84 (Herontye – Crawley) and Route 281 westbound towards Crawley. This means that although on paper there are 3-4 buses per hour towards Crawley, the station stop has only 2 per hour. The one-way system also means that buses serving both the station and the High Street must make a partial or whole tour of the one-way system, adding to journey times, unnecessary delays and operating costs.

TRAFFIC MANAGEMENT AND ROAD INFRASTRUCTURE CHANGES ON A22 AND A264 TO SMOOTH TRAFFIC FLOW, REDUCE VEHICLE QUEUE TIME, AND IMPROVE PEDESTRIAN AND CYCLIST SAFETY.

A report by consultants Atkins in 2012 highlighted the issues of traffic congestion and delay on these routes through the town, and identified options for mitigating the problems. It highlighted the limited population growth that could be accommodated in the town without adding significantly to the traffic issues. The Neighbourhood Plan acknowledges the conclusions of this report, but provides a wider perspective for future action, in particular focusing on improvement of the town centre

environment, and the reduction of traffic demands on the road network through mode shift away from the car. Decisions on the use of funding and other resources should be taken in the light of this wider context.

The potential for removing the one-way system (Station Road, Beeching Way, and part of London Road) should be explored. This would simplify traffic movements, make the town road system more legible, reduce traffic speeds (in free-flow conditions), and reduce vehicle mileage. There would in particular be significant benefits to the legibility of bus services.

BUS PRIORITY MEASURES TO IMPROVE RELIABILITY AND JOURNEY TIMES

Consideration should be given to ways of achieving more reliable bus journey times, as a means of improving the competitiveness of the bus, including by reducing bus operator costs.

Reason:

There is a need to reduce journeys by car and to increase journeys by public transport. Buses account for a small percentage of trips in East Grinstead, although there are no complete data on this. Data on the proportion of travel to work by bus should be available from the 2011 Census early in 2013. Travel to school by bus has decreased from 45% in the late 1990s (Local Transport Plan 1998) to 34% (recent school surveys by WSCC).

“ACTIVE TRAVEL” ENHANCEMENTS

The Neighbourhood Plan includes policies to significantly enhance facilities for walking and cycling in and through the town. Achieving a greater proportion of movement by these “active travel” modes is the means by which traffic and congestion can be reduced, the general environment can be enhanced, and the health, safety and wellbeing of the local population can be assured. It is also the means by which modest housing growth and town centre vitalisation can proceed without being thwarted by the negative impacts of traffic growth. Thus the policies to significantly improve the networks for walking and cycling are an essential part of the overall plan, and as such must receive high priority.



Evidence Base: Documents used in the Preparation of EGNP

EVIDENCE BASE

(Most recent first)

Mid Sussex Local Development Scheme (current)

Mid Sussex District Council Draft District Plan (2013) (and background documents)

Mid Sussex Strategic housing Market Assessment (2012)

West Sussex Local Transport Plan 2011 – 2016

East Grinstead Station Quarter Master Plan (November 2010)

South East Regional Spatial Strategy (2009) (revoked)

East Grinstead Area Action Plan and Sustainability Appraisal (July 2007)

East Grinstead Town Centre Masterplan (2006) SDD

Railway Approach Development brief, East Grinstead (2004)

Mid Sussex District Council Local Plan (2004)

TRANSPORT RELATED DOCUMENTS

(Most recent first)

(see also note on traffic issues at the end of this appendix)

Mid Sussex District Council Parking Strategy Review, Scrutiny Committee for Planning and Economic Development, 11th October 2012

Mid Sussex Transport Study (MSDC 2012)

East Grinstead bus network map (2012)

Atkins report: East Grinstead traffic management study Stage 3 – final report, May 2012

Atkins report: East Grinstead Trip Generation Report and Appendices a-f, April 2009

MTRU report: Transport and new development in East Grinstead, April 2012

MTRU report : Transport Assessment of the Proposed Housing Development at East Grinstead, Feb 2008

The Local Transport Act 2008: Creating the right public transport system for your area

Mid Sussex District Council report 25th July 2007, reviewing reports from Peter Brett Associates and Savil Bird & Axon, and the case for

“strategic development” and a new relief road.

Peter Brett Associates, East Grinstead Area Transport Model Stage 2, Strategic Development Transport Package, Summary Appraisal Report, June 2007

Local Transport Plan for East Grinstead (1998)

OTHER DOCUMENTS

Ashdown Forest 7km zone map

Various internal notes produced by the Town Council and their consultants on topics including offices and Ashdown Forest

East Grinstead retail study

East Grinstead retail study update

Habitat Regulation Assessment for the Mid Sussex District Plan

High Weald AONB Management Plan

NOTE ON THE TRANSPORT DOCUMENTS LISTED ABOVE IN RELATION TO TRAFFIC ISSUES ON THE A22/A264

The various studies have examined the issue of traffic capacity on the East Grinstead Road network, and the impact of further housing development in the town.

WSCC commissioned Peter Brett Associates to prepare a multi-modal model for the East Grinstead area, using 2006 base data. This was used to assess different transport packages made up of various combinations of:

- A relief road of varying lengths and alignments (to the south and west of the town)
- Junction improvements on the A22, A264 and M23
- New and improved bus services
- Bus priority schemes

The “strategic” development scenarios were for 2,500 and 1,500 new homes, to be built west and south west of the town. However, new housing sites within the existing urban area and committed schemes appear not to have been taken into account.

A report commissioned by EGTC from MTRU in 2008 examined the evidence and found flaws with the model approach and conclusions. These arose from an unrealistic adjustment of the national model traffic growth forecasts (TEMPRO) which assumed an additional 2,100 homes

in East Grinstead, but which were subsumed in the model as part of the 2,500 “full” scenario, and resulted in a reduction of traffic demand for the “reduced” 1,500 home scenario. MTRU concluded that the traffic impacts of new housing would be significantly greater than those modelled by PBA, and that even the reduced 1,500 home development would cause significant traffic problems for the town.

MTRU introduced a further element to the debate, arguing that “in town” development could take place without greatly increasing congestion, by encouraging sustainable travel by foot and cycle. It was suggested that higher levels of growth should take place in more sustainable locations than the identified greenfield sites west of the town, for example in Crawley expansion at Crabbet Park.

In 2008-9 The Department for Transport entered the frame and commissioned reports from Atkins on both modelling of impacts of the proposed “strategic” housing development, and an exploration of mitigation measures at 5 junctions on the A22.

The first of these explored the following development/transport scenarios:

- Scenario 1: Baseline (based on local model validation report-LMVR);
- Scenario 2: Increased sustainable mode share;
- Scenario 3: Increased internalisation of trips; and
- Scenario 4: Maximum scale of development possible without a bypass, but supported by a package of sustainable transport measures.

However, the conclusions from the analysis are nowhere summarised, and it would be a significant undertaking to examine the individual model results for each scenario and to produce meaningful comparisons between them.

The second 2009 Atkins report explored the potential for increasing (motor) traffic capacity at 5 key junctions on the A22 within and to the north of the town. This produced measures that could be adopted, including signalling (current) roundabout junctions, linking traffic signals, and making some lane modifications, and limited widening. However, the report was coy about the extent of traffic capacity increase that could be achieved by such measures, stating that “the introduction of signal control and upgrading at those junction already with signals, should improve the capacity of each.” (our emphasis)

The MTRU report of April 2012 draws conclusions similar to those reported by Atkins in May 2012 (see below). It goes further by stating that the 765 committed new homes in the town should be regarded as an absolute upper limit, and that measures should be taken to increase the sustainable transport share of travel. It also states that the Atkins proposed measures to increase traffic capacity at the A22

junctions “would conflict with policies to encourage less car use through sustainable alternatives”.

The Atkins Report of May 2012 draws the following conclusion: “Overall, it is considered that the development enablement is between 765 residential units (if junction improvements are limited to the Do Minimum scenario) and 955 residential units (if the deliverability and affordability issues associated with the Do Something scenario can be overcome)”.

The 765 units referred to are the existing commitments.

The “do Something” scenario involves the measures summarised above to gain some limited increase in traffic capacity. It is acknowledged that, whether the lower number of units are built, or whether the higher number is built along with the “do something” capacity increases, congestion will still remain in the town in 2021. Moreover, this assumes that no extra traffic would divert to the A22 to capitalise on any easing of congestion, and also that there would not be any traffic growth arising for reasons other than the growth of housing.

NOTE:

The notion of a full by-pass of the A22 through the town now remains complicated, due to the cost and environmental impact compared to the benefits that could be gained. A partial “relief road” providing access to any proposed greenfield development west and southwest of the town apparently would not address the congestion problems on the A22, and would be likely to cost well in excess of what such development could provide through s106 or CIL funding.

FURTHER NOTE:

Virtually all of the traffic work undertaken has been targeted at the issue of major housing growth. Apart from at a very general level (network congested on not at peak hours), the work does not inform different transport and environment options for the town as a whole, or for the town centre. There appears, therefore, to be little work aimed achieving carbon reduction from transport, reduction of traffic in the town centre, securing mode switch from car to sustainable modes, increasing access without increasing traffic, pedestrianisation of some/all of the town centre, achieving a step change in the amount of walking, cycling, or bus use.

In addition, the studies up to 2013 took no account of changing traffic trends that have been observed nationally since around the turn of the millennium. A stabilisation and decline of traffic has emerged as a widespread trend, and this is reflected also in the East Grinstead area. The annual average traffic flow on the A22 London Road declined by 10%

between 2007 and 2012 (West Sussex County Council permanent traffic counter data).

CONCLUSION

The work to date can be described as mostly “reactive” to development proposals, rather than “pro active” in working towards a vision of how the town might be in the future. The Neighbourhood Plan aims to redress that, by proposing integrated measures to promote more sustainable travel and access, and setting out the scope of further studies that are required to achieve it.

A large, stylized, light green letter 'G' is positioned in the upper left quadrant of the page. The 'G' is composed of a thick white outline and a solid light green fill. It is partially cut off by the top and right edges of the page.

Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA)

ASHDOWN FOREST SAC AND SPA

Ashdown Forest is located adjacent to the north-eastern boundary of Mid Sussex within Wealden District. It is classified as a Special Area of Conservation (SAC) due to the important heathland habitats present and a Special Protection Area (SPA) due to the presence of breeding Nightjars and Dartford warbler. It is a site of European Nature Conservation Importance comprising heathland and woodland habitats of around 3000Ha.

Following consultation with Natural England, Mid Sussex District Council has undertaken a Habitats Regulations Assessment (HRA) to test whether the Mid Sussex District Plan, in combination with other plans and projects, is likely to have an adverse impact on the integrity of Ashdown Forest. The HRA report on the District Plan identifies that proposed new housing close to Ashdown Forest is likely to increase the number of visitors to the Forest. Such visitors could increase disturbance to rare, ground-nesting bird populations (in particular the Dartford Warbler and Woodlark). The 'Ashdown Forest Visitor Survey Data Analysis' published in September 2010 found that most visitors to the Forest live within 7kms of its boundaries (straight line distance). The HRA therefore identified a 7km 'zone of significant effect' within which new housing developments must counter its effect by putting in place measures which reduce visitor pressure.

This Neighbourhood Plan area lies within / includes land within the 7km Zone, and therefore new residential development proposed in the Neighbourhood Plan must have due regard to the Habitats Regulations. The proposed approach set out in the Mid Sussex District Plan includes providing Suitable Alternative Natural Greenspace sites (SANGs) and Strategic Access Management and Monitoring (SAMM) measures on Ashdown Forest itself.

SANGs are sites that cater for the recreational needs of communities in order to reduce the likelihood of visitor pressure and disturbance on important nature conservation areas. A SANG can either be provided locally or developer contributions provided towards a strategic SANG site located elsewhere in the 7km Zone. The criteria for a site to be suitable as a SANG site is set out on the Mid Sussex District Council website at:

http://www.midsussex.gov.uk/media/SANGCriteriaWebsite_Sept12.pdf

The District Council is responsible for deciding how developer contributions towards the provision of SANGs and SAMMs will be calculated and delivered.



Mid Sussex District Plan Policies Relevant to and Endorsed by East Grinstead Neighbourhood Plan

MSDP POLICIES RELEVANT TO AND ENDORSED BY EGNP

The Neighbourhood Plan aims to be consistent with the Mid Sussex District Plan. At the time of submission of the Neighbourhood Plan, the District Plan had not been formally adopted, and therefore consistency can be certain only with regard to the version of the District Plan available at the time.

The following policies are summarised because they:

- They are supported by the policies in the Neighbourhood Plan and/or
- They support the policies in the Neighbourhood Plan and/or
- They provide policy guidance additional to that in the Neighbourhood Plan.

Policies of less relevance to East Grinstead are not included.

DP1 SUSTAINABLE DEVELOPMENT

A presumption in favour of sustainable development that accords with the policies of the DP and the NP.

This supports the housing and other development policies of the NP.

DP2 SUSTAINABLE ECONOMIC DEVELOPMENT

A policy to support and promote investment in land and infrastructure for business.

The NP policies for the town centre and economic development are consistent with this.

DP3 TOWN CENTRES

Support “the regeneration and renewal and environmental enhancement of the town centres”, including East Grinstead. Also the need to maintain the integrity of primary shopping frontages.

This supports and adds further weight to the policies of the NP with regard to the enhancement and development of the town centre.

DP5 HOUSING

The District Plan housing requirement 2011-2031 is given as 10,600 homes.

This figure takes into account the level of provision contained in the NP, including both committed schemes (as at 2013) and provision for moderate further growth within the built up area of East Grinstead. The NP housing policies are therefore consistent with the draft District Plan.

DP9 PROTECTION AND ENHANCEMENT OF THE COUNTRYSIDE

Sets out the type of development that will be permitted in the countryside, ensuring that the landscape is protected or enhanced.

This policy guides development in the rural areas of East Grinstead Parish, and thus adds to the policy provisions of the NP, while supporting the policy of containing housing growth within the defined built up area of the town.

DP10 PREVENTING COALESCENCE

Development will be permitted where it does not lead to coalescence of settlements or close strategic gaps between settlements.

This supports the NP policy of containing housing growth within the defined built up area of the town, and the rationale of not developing in the strategic gaps between East Grinstead and nearby settlements.

DP11 SUSTAINABLE RURAL DEVELOPMENT AND THE RURAL ECONOMY

Policy sets out the criteria for types of development in the rural areas that will support the rural economy without damaging the countryside.

This adds to the policy provisions of the NP for the rural parts of the Parish, and is endorsed by the NP.

DP12 NEW HOMES IN THE COUNTRYSIDE

New homes will be permitted where they are ancillary to the rural economy and if there are no conflicts with other policies of the plan, and high quality design is achieved.

This gives further detail on rural housing policy, and is endorsed by the NP.

DP13 HIGH WEALD AREA OF OUTSTANDING NATURAL BEAUTY

Policy specifically related to the AONB, restricting development unless it conserves and enhances the natural beauty.

Endorsed by the NP

DP14 - ASHDOWN FOREST SPECIAL AREA OF CONSERVATION AND SPECIAL PROTECTION AREA

“In order to prevent adverse effects on the Ashdown Forest SPA, the Council will work with partners to develop a strategic approach to protecting it from recreational pressures. New residential development will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. The following provisions will apply:

- 1) Within a 400 metres buffer zone around the Ashdown Forest mitigation measures are unlikely to be capable of protecting the integrity of the SPA and therefore residential development will not be permitted
- 2) Within a 7 km buffer zone around the Ashdown Forest, residential development leading to a net increase in dwellings will be required to contribute to:
 - The provision of Suitable Alternative Natural Green Space (SANGs) to the level of 8ha per 1,000 net increase in population or in the form of financial contributions to SANGS elsewhere; and
 - The Ashdown Forest Access Management and Monitoring Strategy.”

The policy is reproduced in full as it has a direct bearing on development in East Grinstead, which falls entirely within the 7 km buffer zone around Ashdown Forest. The policy is endorsed by the NP.

DP17 SUSTAINABLE TOURISM

Policy to permit development in the rural areas that meets certain conditions.

Endorsed by the NP. This policy complements the NP policy on tourist related development within East Grinstead.

DP18 SECURING INFRASTRUCTURE

A policy permitting new development where social, physical and green infrastructure exists, or can be provided through developer contributions. Detail is given as to the mechanisms available, including the CIL and s106 agreements.

The NP complements this policy and provides more specific policy guidance on the infrastructure needed in the context of East Grinstead.

DP19 TRANSPORT

Policy to ensure that new development supports the objectives of the West Sussex Local Transport Plan. Development will be permitted if it is:

- Located to minimise the need to travel
- Facilitates and promotes the increased use of alternative modes of travel to the private car
- Does not cause unacceptable safety or congestion impacts
- Designed to adoptable standards in terms of dimensions of roads and parking
- Designed to meet agreed levels of parking provision

The NP complements and adds to this policy, providing more detail on the transport facilities required in East Grinstead to meet the West Sussex Local Transport Plan objectives. Securing a switch of mode of travel from car to walk, cycle and bus is promoted in the NP as a way of avoiding negative traffic impact of new development, and of avoiding disruptive and potentially counter-productive increases in road capacity.

DP20 RIGHTS OF WAY AND OTHER RECREATIONAL ROUTES

Policy to protect and where possible create or enhance green infrastructure, recreational opportunities and wildlife corridors.

The NP complements the DP policy on this issue, which is regarded as crucial for East Grinstead, which lies within the 7km buffer zone of Ashdown Forest, and thus must play a part in reducing recreation pressures on the Forest.

DP21 COMMUNICATION INFRASTRUCTURE

Policy to encourage high-speed broadband and 4G connection to the towns and rural areas of the District

The NP also supports this.

DP22 LEISURE AND CULTURAL FACILITIES AND ACTIVITIES

Policy supporting new or enhanced leisure facilities, in line with the Cultural Strategy for Mid Sussex, provided they are in accordance with other policies in the Plan.

The NP endorses this.

DP23 COMMUNITY FACILITIES AND LOCAL SERVICES

Policy supporting new or enhanced community facilities and local services that contribute to sustainable communities, provided they are in accordance with other policies in the Plan.

The NP endorses this.

DP24 CHARACTER AND DESIGN

Policy to ensure high standards of design in all new development, which should pay regard to the special character of the towns and villages, and create environments that are accessible to all members of the community. Detail is provided as to what constitutes high quality.

The NP endorses this, and contains policies specific to East Grinstead regarding the need for high quality development.

DP25 DWELLING SPACE STANDARDS

Sets out minimum space standards (in an Annex) for all new dwellings including conversions.

The NP endorses this, and also contains requirements for cycle storage.

DP26 ACCESSIBILITY

Policy to ensure all new development is accessible to all members of the community. This policy relates to accessibility in terms of people's differing physical and sensory abilities. Ensuring that development is accessible by means of transport other than the car is the subject of separate policies, in particular DP19.

The NP endorses this.

DP27 NOISE, AIR AND LIGHT POLLUTION

Policy setting requirements of new development to minimise increases in all forms of pollution.

The NP endorses this.

DP28 HOUSING MIX

Policy to ensure housing meets local needs.

The NP policy specific to the needs of East Grinstead is consistent with this DP policy.

DP29 - AFFORDABLE HOUSING

Policy to provide at least 30% of new housing units as affordable housing in developments of 4 or more dwellings.

The NP endorses the principle of affordable housing.

DP30 RURAL EXCEPTION SITES

Policy setting out the criteria for development of rural exception sites, including the requirement for 100% of the dwellings to be affordable.

The NP endorses this.

DP32 LISTED BUILDINGS AND OTHER BUILDINGS OF MERIT

Development will be required to protect listed buildings and their settings.

Detail is provided on how this is to be achieved.

The NP endorses this.

DP33 CONSERVATION AREAS

“Development in a conservation area will be required to preserve and enhance its special character and appearance.” Detail is provided on how this is to be achieved.

The NP endorses this in terms of its two conservation areas, and buildings of merit elsewhere in the Parish.

DP36 BIODIVERSITY AND DP37 GREEN INFRASTRUCTURE

Policy to ensure that all new developments protect and enhance biodiversity and green infrastructure. Detail is provided on how this is to be achieved.

The NP endorses these policies.

DP38 SUSTAINABLE RESOURCES

“New residential developments will only be permitted where it achieves, as a minimum:

- Level 4 against the Code for Sustainable Homes from the start of the plan period;
- Level 5 against the Code for Sustainable Homes from 2016.

All non-residential developments will only be permitted where it achieves, as a minimum:

- BREEAM rating 'Very Good' from the start of the plan period;
- BREEAM rating 'Excellent' from 2016.

These requirements will be reviewed during the plan period so as to ensure they exceed the minimum requirements set through National policy (such as Building Regulations)."

The policy is reproduced in full, and is endorsed by the NP.

DP39 RENEWABLE ENERGY IN NEW DEVELOPMENTS

Policy to reduce the CO2 emissions and energy demands of all new development.

The NP endorses this.

DP40 RENEWABLE ENERGY SCHEMES

"Large and small-scale renewable energy schemes will be supported where it is demonstrated these will not have a significant detrimental impact on the environment and is in accordance with other policies in the Plan."

The NP endorses this.

DP41 FLOOD RISK AND DRAINAGE

"Development proposals must avoid areas at risk from flooding, and not increase the risk of flooding elsewhere."

The NP endorses this.

DP42 WATER INFRASTRUCTURE AND THE WATER ENVIRONMENT

Policy setting out requirements of new developments in terms of water supply and both foul and surface water drainage.

The NP endorses this.

Policies from Other Documents Endorsed by the Neighbourhood Plan

POLICIES FROM OTHER DOCUMENTS ENDORSED BY THE EGNP

SAVED POLICIES FROM THE MID SUSSEX LOCAL PLAN ADOPTED 2004

EG1 BUILT ENVIRONMENT

Development which would detract from the overall appearance and character of the town or its setting or that of a part of the town will not be permitted. Particular care will be taken to ensure that new development within East Grinstead does not appear visually intrusive when viewed from outside the town or from its approaches.

EG2 THE PORTLANDS (CONSERVATION)

In view of their character and appearance, historic importance, and contribution to the Conservation Area, proposals for the development of the Portlands to the rear of 58-84 High Street will not be permitted.

EG5 EAST GRINSTEAD LAWN TENNIS CLUB (HOUSING)

The site of the East Grinstead Lawn Tennis and Squash Club together with adjacent land to the north (approximately 0.7ha) is allocated for residential development to provide approximately 40 dwellings, 30% to be affordable housing units. Permission for residential development will be subject to the general requirements of the Local Plan, particularly policies G3 (Infrastructure), B2 (Design), H2 (Dwelling Mix), H4 (Affordable Housing), T4 (New Development) and R3 and R4 (Outdoor Playing Space).

Additionally permission will be subject to the following requirements:

- satisfactory resolution of the relocation of the Lawn Tennis and Squash Club to an alternative location elsewhere;
- the provision of vehicular access to the site from Ship Street;
- the provision of vehicular access through the site from Ship Street to the doctors' surgery and car park at Judges Close;
- the provision of a 2m wide footway along the length of the Ship Street boundary of the site; and
- a financial contribution towards the provision of sustainable transport and traffic management measures, off site play space, additional primary school places, library facilities and civic amenity facilities.

EG8 STONEQUARRY WOODS

Housing Land at Stonequarry Woods (approximately 1.8ha) is allocated for residential development to provide approximately 40 dwellings, 40% to be affordable housing units. Permission for development will be subject to the general requirements of the Local Plan, particularly

policies G3 (Infrastructure), B2 (Design), H2 (Dwellings Mix), H4 (Affordable Housing), T4 (New Development), R3 and R4 (Outdoor Playing Space) and R6 (Informal Open Space).

Additionally permission will be subject to the following requirements:

(a) the provision of vehicular access from Oakfield Way, including the provision of a lay-by along Oakfield Way and a mini-roundabout at the junction with Blackwell Farm Road/Hackenden Lane;

(b) the provision of a comprehensive landscaping scheme, including the retention of tree screens to minimise the impact on neighbouring residents and, where practicable, the retention and protection of all mature trees;

(c) the provision of an area of public open space to the east of the development site;

(d) financial contributions towards management of the public open space, the provision of off-site play space, and contributions to primary school, civic amenity and library facilities; and

(e) the provision of a wildlife survey

EG15 CHILDREN'S PLAY SPACE (LEISURE)

Land for children's equipped outdoor playing space is identified at the following locations:

- Estcots Estate, off Court Crescent;
- Estcots Estate, off Estcots Drive; and
- Sackville Gardens.

EG18 INFORMAL OPEN SPACE (LEISURE)

Land at the following locations is identified for informal public open space:

- Ashplats Wood;
- Between Southlands and Dunnings Mill;
- At the junction of Holtye Road and Blackwell Farm Road;
- Between St Leonard's Park and Brooklands Park; and
- At Spring Copse.

EG19 WORTH WAY AND FOREST WAY (LEISURE ROUTE)

The Worth Way and Forest Way are identified as linear open spaces. These routes will be safeguarded and any development which would inhibit or detract from their function as recreational footpaths and bridleways will not be permitted.

LOCAL ENTERPRISE PARTNERSHIP – COAST TO CAPITAL

(Adur, Arun, Brighton & Hove, Chichester, Crawley, Croydon, Horsham, Mid Sussex, Mole Valley, Reigate and Banstead, Tandridge, Worthing)

The Local Enterprise Partnership vision is to place international growth and entrepreneurship at its very heart. Partnership aims to transform business and economic performance so that its area can compete in any international marketplace. By 2035, the LEP aims to have developed an economy that is trade-led with a business community that is outward looking, investment-led and driven by the need to be innovative. It will have a skilled workforce delivering high value added and knowledge-driven products and services. Key objectives are to:

- Increase the proportion of businesses which are internationalised from the level of 12% regular exporters by 1% per annum over the next 5 years;
- Increase the level of entrepreneurship and business start-up rate to above the regional and England average;
- Stimulate business growth, innovation, productivity and employment across a range of key sectors, bringing GVA and employment growth overall up to at least the regional average;
- Generate the required investment to bring about major catalytic investments in key business locations;
- Create a planning environment which supports business development and growth; and
- Press for investment in transport infrastructure, business premises and other infrastructure.

MID SUSSEX LOCAL PLAN 2004

The following aims, reasoning and policies are endorsed by and are still directly relevant to the provisions of the East Grinstead Neighbourhood Plan.

POLICY AIMS

“12.7 The aims of the Local Plan with regard to East Grinstead are as follows:

- (a) to safeguard the character and appearance of the setting of East Grinstead, and in particular to protect the landscape of the Area of Outstanding Natural Beauty;
- (b) to protect the separate identity of East Grinstead by maintaining the strategic gaps between the town and Crawley to the west and Ashurst Wood to the east;
- (c) to restrict new development to within the defined built up area boundary of East Grinstead other than in exceptional circumstances;

(d) to provide for only a limited amount of new housing and business development;

(e) to improve the quality of the environment and traffic conditions at East Grinstead by seeking ways of minimising congestion and reducing the amount of traffic passing through the town centre;

(f) to maintain and increase existing shopping facilities and enhance the attractiveness of the town centre as a location for shopping, leisure, recreation and other activities, and as a place to live and work;

(g) to improve the attractiveness of parts of the High Street and London Road by seeking ways of minimising the impact of traffic, of reducing the danger and inconvenience to pedestrians, and of improving the physical environment;

(h) to safeguard and enhance the character and appearance of the High Street Conservation Area and Areas of Townscape Character within East Grinstead;

(i) to improve the range of car parking facilities; and

(j) to maintain and where possible enhance the range and provision of community, recreation and leisure facilities within the town, including the protection of existing areas of open space.”

Railway Approach (deleted policy at paragraph 12.41)

“Railway Approach is located to the north-west of the town centre and comprises a mix of commercial, residential and secondary shopping land uses. There is also a large surface level public car park. It serves as an important link between the main town shopping area at one end and the railway station and Sainsbury’s foodstore at the other. This role will be further enhanced upon completion of the extension of the Bluebell Railway to East Grinstead. However, the Council considers that the current quality of the townscape of Railway Approach does not adequately reflect its important role of linking these two parts of the town centre, and that it should be enhanced. The Council will therefore investigate the potential for environmental improvements in Railway Approach in association with the Town and County Councils and relevant landowners, with a view to carrying out a townscape enhancement scheme during the period of this Local Plan. This could be implemented in association with other enhancement schemes in the town centre.”

Town centre retail

12.45 (part) “...there are some issues which need to be addressed in order to ensure that the attraction of the town as a shopping centre is maintained and enhanced. These relate primarily to the effects of traffic in the town centre; the amount of car parking; improvements to the physical environment; and enhanced shopping provision. These aspects are considered in the following paragraphs and subsequent sections.”

TRANSPORT

Developments generating HGV movements

“T3 Proposals for development which would give rise to significant movements of freight within the villages or on roads not designed to accommodate Heavy Goods Vehicles will not be permitted and the Council will object to applications for operating site licences where it considers the site to be unsuitable.”

New Development

“T4 With respect to sustainability requirements and traffic generation all new development proposals should:

- (a) be within the boundaries of built up areas, as defined on the Proposals Map unless no such suitable site exists;
- (b) not cause an unacceptable impact on the local environment in terms of road safety and increased traffic;
- (c) be located close to public transport routes;
- (d) seek to minimise the increase in private car trips generated by the development;
- (e) provide convenient and safe pedestrian access to and within the development which should link to the wider footway network ensuring that the needs of those with mobility and sensory disabilities are met;
- (f) provide continuous and segregated cycle routes to and within the development which should link to the wider cycleway network;
- (g) conform with the District Council’s adopted vehicle and cycle parking standards, these include the provision of parking spaces for people with disabilities. (See Policy T6).

A financial contribution may be sought in appropriate circumstances towards measures which improve the accessibility and sustainability of the development site.” Note: contributions will be provided in such cases through the CIL, as and when that is operable.

Parking provision in new developments

“T5 The Council will base its consideration of the need for associated on-site parking provision on its parking standards in operation at the time of the planning application as set out in Supplementary Planning Guidance. Provision of parking in excess of these standards will not be allowed.

The Council may seek a lower provision than required by the standards for developments proposed in town centres, other areas accessible by other means of transport and Conservation Areas.

In determining the extent of reduced on-site parking provision, the

Council will have regard to environmental and highway safety issues together with the following considerations:

- (a) the availability, type and proximity of public parking;
- (b) the availability of alternative means of transport;
- (c) potential environmental harm arising from parking demand being met elsewhere;
- (d) the extent and nature of parking restrictions in force on highways in the vicinity;
- (e) the scale and type of development proposed; and
- (f) the suitability of 'specific use' conditions attached to planning permissions;

A financial contribution may be sought towards measures which will improve the accessibility and sustainability of the development site."

Cycle parking

"T6 The provision of cycle parking will be required in any new public car parks and in, or close to, private car parking areas, in connection with development proposals."

Lorry and Coach Parking

"T7 Proposals for lorry and/or coach parking facilities will only be permitted where:

- (a) there is an overriding need for the development to be located within the District; and
- (b) there will be no adverse impact on the environment of the surrounding area including the amenities of neighbouring residential properties and the countryside."

Airport-related Parking

"T9 Proposals for the provision of airport related car parking will only be permitted where:

- a) there is no conflict with other policies in this Local Plan, including those relating to the protection of the countryside; and
- b) a demonstrable need, in the context of a sustainable approach to surface access transport to the airport, can be shown."

WEST SUSSEX THIRD LOCAL TRANSPORT PLAN 2011-2031

East Grinstead is described as a “strategic place” which is “expected to see new development during the lifetime of the Plan”.

“East Grinstead suffers from acute congestion and safety issues at peak and off-peak times due to current travel behaviour which is dominated by private car use. The alignment of the A22 through the centre of the town causes community severance and concerns about safety because the road carries a high volume of traffic and there is a shortage of safe places to cross.

“Although limited future development is planned, a Town Centre Masterplan has been developed which contains aspirations that remain largely undelivered. The Town Council is also leading development of a Station Quarter Masterplan exploring the potential for long-term improvements near East Grinstead Station. There is, therefore, a need to mitigate the impact of future development on the transport network whilst delivering these aspirations, especially if new business is to be attracted to the town.”

PART 1 LONG TERM STRATEGY INCLUDES:

“a comprehensive and wide-ranging package of measures on the A22, A264 and other roads in the East Grinstead area to deal with demand generated by new development”

Also

“Information relating to policy objectives, service requirements and place-making is being collected for the major towns which will inform decision makers and officers involved in service delivery in these places. This will also ensure coordination across different public services and with development plans. The major towns where this work is currently focussed in West Sussex are: Bognor Regis Burgess Hill Chichester Crawley East Grinstead Haywards Heath Horsham Littlehampton Shoreham Worthing”

and (p62)

“East Grinstead East Grinstead is home to around 25,000 people. While many people commute, mainly to London, it also offers employment and services to local people as well as attracting workers in from surrounding towns and villages. East Grinstead suffers from acute congestion and safety issues at peak and off-peak times due to current travel behaviour which is dominated by private car use. The alignment of the A22 through the centre of the town causes community severance and concerns about safety because the road carries a high volume of traffic and there is a shortage of safe places to cross. Although limited future development is planned, a Town Centre Masterplan has been developed which contains aspirations that remain largely undelivered.

The Town Council is also leading development of a Station Quarter Masterplan exploring the potential for long-term improvements near East Grinstead Station. There is, therefore, a need to mitigate the impact of future development on the transport network whilst delivering these aspirations, especially if new business is to be attracted to the town.”

PART 2 IMPLEMENTATION PLAN INCLUDES

(p 63) Our strategy aims to tackle the identified transport issues as and when funding becomes available. New development is also expected to contribute to the delivery of the strategy. We will make certain that all new schemes and developments contribute and support in some way the following:

- Improving public transport facilities and networks
- Increasing the use of sustainable modes of transport
- Improving network efficiency in order to reduce delays and emissions
- Improving safety for all road users
- Improving the public rights of way network in accordance with the RoWIP

(p63) “Road congestion during peak periods affects many parts of the highway network throughout the District due to its location within the Gatwick Diamond and the high volumes of commuters and freight passing through. East Grinstead is affected by the A264 and the A22 passing through the town centre, and Haywards Heath is particularly affected by the A272 passing through the town centre.”

(p63) “The current provision of pedestrian and cycling facilities throughout the District and in particular within Burgess Hill, East Grinstead and Haywards Heath, are unable to support and maintain sustainable travel. Much of the network is disjointed and suffers from inadequate signing, a shortage of safe crossing points and poor surfacing. The current public rights of way network is disjointed, deficient in terms of multi-use routes and needs resurfacing in many places.”

(p63) “The railway stations, located throughout the District, and in particular the stations at Burgess Hill, Wivelsfield, East Grinstead and Haywards Heath, suffer from problems with access to platforms, inadequate waiting facilities, car parking and poor integration with bus services.”

(p64) “Making the best use of the existing road network, using intelligent transport systems and improving public transport to improve the way the network is managed to reduce congestion.”

“Developing and implementing a traffic management strategy using contributions from development to optimise the A22/A264 route through East Grinstead, improving access and managing congestion.”

“Ensuring that future network improvements within East Grinstead will focus on encouraging sustainable alternatives to the private car and upgrading key junctions to optimise the existing road network.”

“Manage on-street parking in East Grinstead through improvements to the existing controlled parking zone.”

“Supporting transport interchange improvements at East Grinstead and Hassocks railway stations, including the national station improvement programme.”

“Working with the Sussex CRP to further promote rail travel amongst residents and visitors to East Grinstead.”

LOCAL TRANSPORT PLAN FOR EAST GRINSTEAD (1998)

A vision statement was adopted following local consultation by the East Grinstead Transport Forum formed in 1996.

“To increase East Grinstead’s status as an attractive and thriving town, which radiates a sense of history combined with safety and security. The town’s economic vitality and attractiveness will be enhanced by reducing congestion through a progressive change from reliance on the car to other, more sustainable means of transport, as well as reducing the need for travel.”

This statement is endorsed by the EGNP, and also reflects the majority of views expressed by people consulted in 2012 and 2013.



Disclaimer

DISCLAIMER

While every effort has been made to provide accurate statements and information in this Plan, East Grinstead Town Council and its appointed consultants ARUrbanism, are not liable for any loss or inconvenience as a result of any statement or information provided.

